

Anzeiger

Oregon Region Porsche Club of America
August 2002 v42-n7



Half a Mile Memoirs



**You may not remember the color of your first love's eyes.
But you'll never forget her paint job.**



OREGON'S #1 PORSCHE DEALER

It's okay.

To Carrera Motors, that kind of passion for a Porsche is quite natural. Because we share your love for the superior engineering, style and performance of the finest German automobiles. In fact, that's all we sell: Porsche, BMW, Audi and Volkswagen.

We also understand your need for knowledgeable consultants and impeccable service. Maybe that's why we're the number one Porsche dealer in Oregon. And why we rank among the top dealers nationwide in customer satisfaction, year after year.

We invite you to call or visit our superb showrooms. We'd be happy to help you find your perfect match.

IN STOCK

- 2002 911 Carrera Twin Turbo Tip . . . Lapis Blue/Gray
- 2002 911 Carrera Coupe Speed Yellow/Black
- 2002 911 Carrera Coupe Seal Grey/Black
- 2002 986 Boxster S Black/Black
- 2001 986 Boxster S . . . Lapis Blue/Grey — SPECIALS
- 2002 986 Boxster Guards Red/Black
- 2002 986 Boxster Guards Red/Black

INCOMING

- 2003 911 Carrera 4 Cabriolet . . Midnight Blue/Grey
- 2003 911 Carrera 4 Cabriolet Black/Black
- 2003 986 Boxster S Artic Silver/Black
- 2002 986 Boxster S Seal Grey/Black
- 2003 986 Boxster TIP Seal Grey/Grey

PRE-OWNED

- 1999 Carrera 4 Coupe 28k. Zenith Blue/Grey
- 2001 Carrera 4 Coupe Black/Black



Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

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Anzeiger

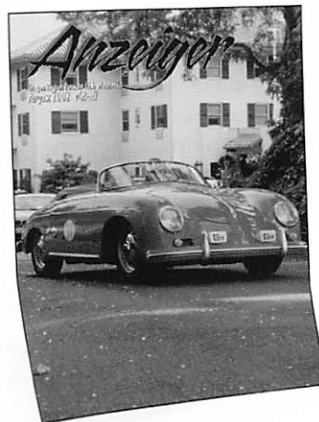
2002
AUGUST

Feature Stories

<i>From the President/Editor</i>	4
<i>Rear View Mirror</i>	6
<i>Boxster Leaf Catcher</i>	6
<i>Around the Region</i>	8
<i>The Rose Cup Story</i>	12
<i>My Other Favorite Car</i>	14
<i>Half a Mille, Double Fun</i>	15
<i>The Half a Mille Goes All the Way</i>	16
<i>One Half Thousand Miles, One Half Thousand Smiles</i>	19
<i>A Winter Escape Down Under</i>	20

Club Events

<i>Club Calendar</i>	5
<i>Win Casey Barbecue</i>	5
<i>Volunteer Recognition Party</i>	7
<i>Otter Rock</i>	7
<i>Autocross</i>	7
<i>Coming Events</i>	9
<i>Oregon Region Club Race & Driver Education</i>	9
<i>Sunriver Exotic Car Show</i>	11
<i>Whistler Weekend</i>	26
<i>Marketplace</i>	28
<i>ORPCA Fund Raising Partnership</i>	28
<i>Lake Oswego Classic Car Show</i>	30



Cover image:

The Half a Mille Miglia is becoming Oregon's signature summer-time event. You'll find a few pages dedicated to it.

Enjoy.
Photo by Gregg Hodge

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



ago this month, I feel that we have a truly great partnership. During the past three weeks I have been in touch with the machine shop about my replacement engine (mostly by cell phone) from the road. The big surprise is that the cylinder head was cracked all the way across #1. Right where the head gasket blew. The freeze plug in the end of the head was also blown out. We hypothesize that the severe local overheating combined with the incredible pressure increase in the coolant system due to the combustion

assume the role of supporting the competition area (Autocross, Club Race etc...). This change will bring more experience, interest and focus to both areas of the club operations.

While our website has been an excellent source of information thanks to Rick Thacker's long term contribution, the communications team led by Ken Blanchard has taken on the task of making it even more effective than it has been as we continue to work towards keeping the membership up to date with the latest club information. Speaking of communication I got a call from a member the other day. He expressed the strong opinion that we are charging too much for some events and not enough for others. At the risk of starting some controversy among the membership I believe that there may be an opportunity to reorganize the finances of the club so that all of the events share the burden of supporting the club's operating overhead. We have taken the first steps this year by working to bring the largest overhead costs down through the re-architecting of the Anzeiger publishing structure and printing costs. While I'm not proposing that we make any radical changes this week. Maybe over time we can rearrange the event charges so no one event type shoulders the club overhead burden. Any

continued on page 26

Don Plinkinbeard
FROM THE PRESIDENT

Well the last three weeks have been pretty intense. I've made three trips to California on Business and had 4 two day meetings that included in depth technical and management reviews of the product line I co-manage manufacturing development for. This has left me little time for any other pursuits. Debbie has taken up the slack and has been putting lots of hours supporting me and for that I'm eternally grateful. Sure am glad we got married 26 years

pressure leaking into the cooling system is likely responsible for the failure. I'm really glad I bought the long block (Crank shaft to cylinder head) engine rather than the short block I was looking for. Boy when I do something I do it 100%.

We have made a slight change in Directorship responsibilities on the BOD. Our Secretary Pat Jolly and I have traded roles. Pat will be supporting the social aspects of the club (dinner meetings, volunteer recognition event etc...) and I will

Sue Hodge
FROM THE EDITOR



As I sit down to write this month's message, June is almost over. The summer season is in full tilt and it has been full of events.

We had a tremendous turn-out for the Half Mille the first weekend in June. The weather was great, the

historic accommodations were a treat, the group and the cars were diverse and the drive was terrific. Truly something for everyone in this event. Look for several write-ups in this issue from enthusiastic participants.

The race season began in June with the Rose Cup races, one of my favorite events. There is always great competition in this event, and it's fun to watch our own members out on the track. Steve Tarket and Steve Harsch always turn out in the Vintage category (although Harsch was in an RX7 this year.) I've heard those can be pretty fun on the track as an alternative to your Porsche... John Draneas was competing in his Spec Ford car - this year successfully completing the event with no major incidents and only leaving the track once that I saw. Those guys in the Spec Fords really push it to the limit, always making for

exciting action during a race. Then there were the GT and GT3 Porsche drivers that have their own competitions going among themselves. From year to year it's nearly the same group coming up from Northern California, down from British Columbia and all points in between; it's a tight group and you know they know each others' style pretty well by now. Those of us who watch each year come to this race with some expectations too. But there are always surprises... This year surprises came from Jeff Gamroth, Tim Ralston and Gordon Ledbetter among others. Look for details in the article this month.

The next weekend was CART, which is a whole 'nother kind of race. It's a spectacle! And I mean that in the nicest possible way. This year I got really interested in the whole production of this event. The race itself offers adrenalin rush experiences you can't get anywhere else. At the beginning, when they roar out of the pits, there's nothing like it. If you don't have earplugs you KNOW you're doing permanent damage to your hearing. Then when you realize the speed they're traveling at, completing a lap in a much shorter time than anything else you can see at the track— and then there's the whole celebrity factor with the drivers from all over the world. CART articles will be in next month's issue as we have our hands full this month with other events.

The month of June was rounded out with the Progressive Dinner (which I am headed to today.) We're blessed with more wonderful weather, by the way. Not too long ago I was wondering when summer would arrive...

OREGON REGION CALENDAR



August

- 1-3 Parade 2002
- 6 Board of Directors Meeting
- 16-18 Otter Rock Weekend
- 16-18 Monterey Historic Races
- 23-25 Whistler Weekend
- 20 *Anzeiger* Editorial deadline
- 21 Win Casey BBQ
- 21 Autocross - PIR
- 23 BMW Track Day
- 30 Lotus Track Day
- 31 British Field Meet

September

- 1 British Field Meet
- 2 Board of Directors Meeting
- 7 ORPCA Volunteer Recognition Party
- 13-15 Sunriver Exotic Car Show
- 18 Dinner Meeting
- 20 *Anzeiger* Editorial deadline
- 20 Shelby Track Day
- 29 Gorge Tour

October

- 1 Board of Directors Meeting
- 4 ORPCA Track Day
- 12 Alfa Track Day
- 14 Corvette Track Day
- 16 Dinner Meeting
- 20 *Anzeiger* Editorial deadline
- 20 Singles Tour
- 20 Autocross - PIR

November

- 1-3 Rainbonnet 2002
- 5 Board of Directors Meeting
- 9-10 Quattro Track Day
- 20 *Anzeiger* Editorial deadline
- 20 Dinner Meeting

December

- 3 Board of Directors Meeting
- 7 ORPCA Holiday Party
- 20 *Anzeiger* Editorial deadline

Club
Event

ANNUAL WIN CASEY BARBECUE

WEDNESDAY, AUGUST 21

Time: 6:00pm

Where: Win Casey

9220 SW Taylor St

Portland, Or

(Behind St. Vincent Hospital)

Ph. # 503-297-4049

Don't miss this annual event. Come and bring your favorite item to grill and a dish to share, also your favorite alcoholic beverage; water and soft drinks will be provided along with plates and utensils.

A great chance to get out of the kitchen and enjoy new and old friends and share Porsche stories. Win's garage and cars are a must to see and enjoy.

R.S.V.P. To CAROL BEUTZ

503-521-9413

SEE YOU THERE OR BE SQUARE!!



Rear View Mirror

By Peter Linsky



Sorry to be AWOL from these pages these past few months. I was forced to make an unplanned pit stop to repair a blocked coronary artery, a problem resolved by a multiple bypass. I once had a nifty four-pipe exhaust system on a Triumph TR4A...now I can brag that I have a new set of internal quad pipes!

Janice and I send our sincere thanks to all of you who called, dropped a note in the mail, or otherwise passed on your good wishes while I was ill.

Well, now that I've managed to blow six weeks of time recuperating instead of working on other vital things, such as passing along the latest poop on Porsches, let's play catch-up. About the time this hits your mailbox, a number of us will have shoved off for the annual Porsche Parade, staged this year at Boise. It's more of a Zone event this year, since Parade is a huge undertaking that can consume thousands of man-hours and often runs a budget in excess of a quarter-million dollars. It takes a flock of volunteers to make it work, and I'm confident that all the club members from Oregon and Washington who will lend a hand to our friends in Idaho will do it proud. I hope you were able to join us.

Some interesting items about Porsche and Porsche-related stuff cross my desk on a regular basis, and I like to share as much as I can with you. For instance, back in early June, the Wall Street Journal featured Porsche in a little drop-in called "Me & My Car." Writer Lorraine Farquharson tapped into a survey by the R.L. Polk marketing folks, who took a look at Porsche demographics. Using a new 911 Carrera as a subject, Polk determined that the average driver was a male, age 45, married, with an annual household income of \$113,800. Driver hobbies included tennis, sailing, foreign travel, wine, and real estate investing.

The sales pitch? "Porsches turn heads and stop traffic. Inspire deep feelings of lust and envy in those around you. After all, it's a Porsche." (Unanswered question: If Porsches stop traffic, should there ever be any multi-car collisions involving

Porsches?) Porsches sell best in Los Angeles, San Diego and West Palm Beach. They sell worst in Toledo, Ohio; Grand Rapids, Michigan. Hmmm. Do you Carrera owners identify with any of this?

One afternoon, with some time to kill, I browsed through an old Automobile Year in the rare book room at Powell's Bookstore, truly one of Portland's treasures. I learned that the 1960-61 356 Abarth Carrera may not have been the first Porsche built by Italian carroserie Zagato. I found a photograph of a 550 or 550A Spider, with an interestingly customized body. The caption makes no mention of Porsche, saying only "It's a roadster with ultra-light bodywork." The rear fender peaks carry small fins, somewhat like the arrow fletchings seen on the first Corvettes. The car's covered headlights are faired in like an early XKE's; the rear engine cover has a strange pattern of cooling louvers, and it wears a short tapered windscreen that carries over onto the doors (a design seen on other Zagato projects such as the Abarth 1000 Spider of the same era.) I don't believe I've ever seen that photo reproduced in any other book or magazine. Wonder where that car is today? Catch you next month! ☺

The Boxster Leaf Catcher

By Bob Bianconi, Maverick Region "Slipstream"

Take a peek. The leaves are there... along with candy wrappers, cigarettes, pebbles, stones and anything else floating around on Texas highways. Where? Why, the two air intakes on the front bumper (or 3 on a "S" model). If it's been a while since you peaked in the radiator air intakes (or maybe never...), you'll be sure to find all manner of road debris. Surely all of this debris can't be good for the cooling efficiency of your radiators, especially on a typical Texas 100° summer day. When it's hot, you want the airflow to your radiators to be unimpeded and performing at their best.

So, maybe it's time you spent a few minutes performing a leaf-ectomy. It's not hard once you know the trick. If you've taken a look at the openings, you've already noticed that the air intake grills are not removable (without removing the whole bumper cover). This makes access to the debris a bit more challenging.

A simple vacuum cleaner will be the tool of choice albeit with a slight modification. Your standard vac attachments won't work because of the intake grills; they are just too large to fit through the openings. But we can take care of that. Besides, your trusty vac, you'll need 3 cardboard paper towel rolls; you know the kind, the cardboard roll that you throw away when you have used up the last paper towel. Here's the trick: Insert

one roll into the other and then flatten the first 2 such that they fit in between the lower set of louvers on the grill. Insert the end of the vacuum into roll three and turn it on. A flashlight helps you aim the end towards the far corner; that's where you will find most of the debris. Leaves, wrappers, stones and pebbles will all get vacuumed up. Be careful to not hit the fins of the radiators. As a finishing touch, take your hose and rinse down the radiators, not too strong, not too weak.

So there you have it; a simple trick to keeping your radiators operating at their best for the upcoming summer months. Save those paper towel rolls, you'll be needing them.

I think you'll find this tip also works on the Boxster's big brother, 996.

ORPCA Volunteer Recognition Party

Club
Event

Join us for the *most exclusive party of the year* - The Volunteer Recognition Party (VRP).

September the 7th

at about 12PM

Cook Park in Tigard.

You can't buy a ticket and the party is by invitation only. You can get an invitation by volunteering to work at one of our events.

Your Board of Directors will cook a barbeque lunch for the volunteers and we will have some additional fun activities at this exclusive event. So, come take the opportunity to be served as you have served the membership of the club.

We will have a few door prizes and keepsakes to commemorate your service to the club, too. Don't miss this opportunity to be recognized and have fun with this most exclusive group within the club. Give any BOD member or event chair a call to find out how to participate.

OTTER ROCK 2002

Club
Event

"Fun In The Sun"

August 16-18 2002

8/16 Friday afternoon: meet at the Grand Hotel for lunch in Forest Grove.

Tour down to Alpine Chalets.

Arrive approximately 4:00 PM

Appetizers and wine tasting.

No host dinner either at Mo's or delivered pizzas

8/17 Saturday: Free time- no host breakfast at your favorite restaurant. Tours, shopping, 9-holes of golf at Salishan, kite flying, walks on the beach- what ever you would like to do. Weather is guaranteed to be nice as always.

Saturday evening we will do pot-luck. Everyone bring their favorite dish, plus a dish to share. Should be very interesting this year.

8/18 Sunday: No-host group breakfast at local establishments approximately at 11:00 AM.

Leave for home.

This is a popular event and sells out quickly. We book the whole complex of 11 units. So RSVP to Michael Jacobsen at: (503) 794-1711, [mjacobson@asig.com](mailto:mjacobsen@asig.com)

AUTOCROSS ~ August 18 ~ PIR

Club
Event

Autocross is back!

Location: PIR pro pits

Time: First car out at 9 am

Cost: \$15 (plus \$10 entrance fee to PIR, taken by OMRRA)

What to bring: Helmet, food & water

Future dates (at PIR):

October 20.

All autocross events are held, rain or shine.





Around the Region

By John Draneas

Contrary to any rumors you may have heard, ORPCA's export to Nevada, **Jack Kletzel**, is not racing a Camaro! He says he did sell his Corvette and replaced it with a 1998 Carrera 2 S Turbo wide body, and that he's very happy with the change. Glad to hear he has recovered from the initial sunstroke after the move.

Peter Linsky continues his recovery from heart surgery, and was seen at PIR during the CART race. Looking great, I might add.

Michael Bartos has just sold his Ruf 996. It was a phenomenal dream car, and drove just awesome, so I asked Michael how come it only lasted a short time? Much as he enjoyed the Ruf, it was just too much. Too much car to drive on the street regularly, and too valuable a car to drive on the track regularly. And there, my friends, is a great point about today's technological marvel super-cars. Those of us who enjoy driving cars at their limit risk going to jail if we get caught doing it on the street. Never thought I'd say it, but too fast?

You'll read all about it elsewhere in this issue, but the **Half a Mille Miglia** was the event of the year, so far. If you missed it, don't do that again! One of the high points for the organizers was when Ferrari Club member **David Schirmer** said he wanted to join the Porsche Club because we "have a whole lot better food than the Ferrari Club ever has." Who would have thought - Prancing Horses at Burger King?

One of the negatives of the Half Mille was that participant, sponsor and Sports Car Market publisher **Keith Martin** found a weak moment to convince me

that we should be partners on this cool car he found on eBay. The romance of the whole idea had me committed before I found out that this awesome machine was nothing other than a Saab Sonnett. Lucky for my reputation, he decided against the car when he took our money to Salem to buy it and decided the loud noises it made when he pushed in the clutch were not a good sign. Good thing he didn't buy the



Gill Campbell

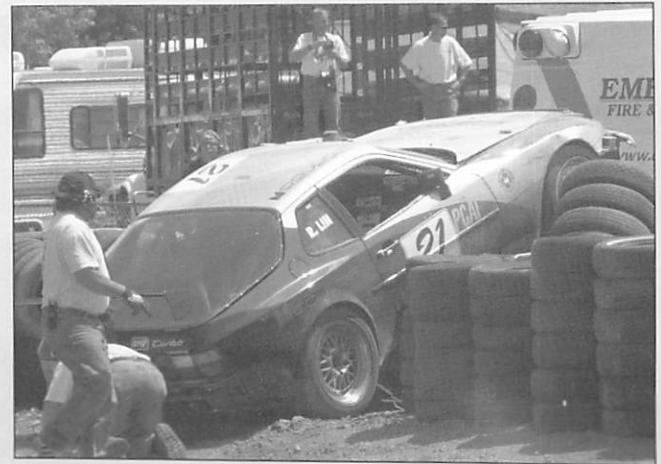
owner's suggestion that everything would be just fine if we never pushed the clutch in more than half way. ORPCA's friend **Gill Campbell**, owner of Historic Races promoter Campbell Productions, has been working as the interim manager of Laguna Seca Raceway. They have offered her the permanent position, and she is going to take it as soon as the offer gets sweet enough. She will keep

Campbell Productions going, which will require some heavy-duty commuting. Meanwhile, she has some very attractive Porsche affairs planned for Laguna. There's a big one coming the first weekend of October, and she's working on both a possible Porsche Supercup Race and a possible Rennsport Reunion. I made sure we got on her mailing list.

If you didn't go to the CART race, you missed a real good one. The ORPCA block in the chicane was filled with happy fans. In between the action, Bob and Susan Falleur, Greg and Sue Hodge, David and Nan Williams, and numerous other ORPCA members took advantage of the hospitality at the George Morlan Plumbing chalet, conveniently located on Porsche Hill, which has become one of the major attractions of the race weekend. Seems that invitees have been able to sell their chalet tickets at handsome prices. So what ever happened to ORPCA's big parties at the races?

There's been a lot of talk in the press lately about this being the last CART race. Don't believe everything you read or hear. The inside scoop is that, although CART is having problems and nothing is certain, the odds are that CART will survive just fine. And, if they do, they will definitely be back to PIR next year.

Speaking of our favorite racetrack, there seem to be some track changes coming at PIR. During Rose Cup and CART weekends, a Spec Racer Ford, a Shifter Kart, and a Barbour Dodge all hit the wall at about the same place coming out of Turn 12. PIR track manager Mark Wigginton is thinking about two safety precautions. One is to add curbing on the outside of the track along Turn 12 to keep us off the dirt and off the tires. The other is to move the wall along the beginning of the straightaway back enough to allow for the permanent placement of a tire wall in front of it. Both would be welcome safety improvements.



Turn 12 at PIR has collected a few strays this summer. Thanks to quality engineering, all tire-wall combatants escaped serious damage and continued their racing throughout the weekend.

Finally, *Road & Track* recently interviewed former **President Jimmy Carter** and discovered that he started out as a car guy, going to Sebring every year when he was young. He hasn't gotten to drive much since he became President, but he still dreams about fast cars. Asked what car he'd most like to have, he replied, "If I hadn't gone into politics and if I had gotten rich, I would have gotten a Porsche. I always wanted a Porsche."

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



Mike Bartos

Coming Events



Sunriver Exotic Car Show

The Sunriver Exotic Car Show is one of the year's favorite events. The Sunriver Chamber of Commerce sponsors the event, and invites a number of car clubs to attend. The Porsche Club has historically been the dominant force, but we have been joined by the Jaguar, Ferrari, Mercedes and BMW Clubs, as well as some interesting privateers.

The weekend begins with an optional group drive over the mountains, stopping at Carrera Motors in Bend to clean up in their detail shop. Then it's a registration get together that evening in Sunriver. Saturday is devoted to the Exotic Car Show, a low-key shine and show type affair held in the Sunriver Mall, with judging optional. (Don't let "Exotic" bother you - every Porsche is exotic to the Sunriver Chamber.) The Car Show is followed by the traditional wine and cheese party, then a casual banquet. Sunday brings the famous Sunday Dash, a two-hour-or-so romp to a grand-finale lunch.

For maximum enjoyment, get a small group together to rent a house in Sunriver.

The Sunriver Exotic Car Show is a very popular event, and it is a wonderful way to end the summer driving season. It should definitely be marked on your calendar.

Autocross

We have completed two autocrosses as of this writing, and they have come off very well. With a lot of new faces and a great variety of cars, there is something for everybody. We are averaging 25 entrants at the events, which gives everyone a chance to complete 5-6 runs, and then do some fun runs, as well. The large area of the pro pits at PIR gives us the flexibility to design challenging courses for all levels.

SCCA members Doug Barrett and Andy Lee lent their expertise in designing a course for the second event that allowed us to use our right foot a lot, then slam on the brakes for a smoky stop-box finish. Come out and join us - you'll appreciate your Porsche even more. Future events are August 18, October 20 and possibly Rainbonnet.

Dinner Meetings

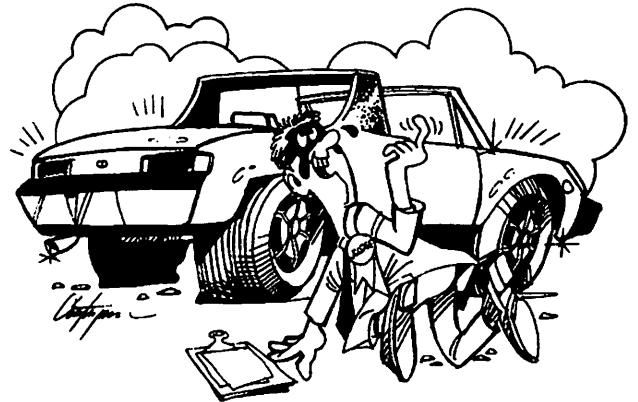
The club holds dinner gatherings almost every month of the year for those of you who are looking for an opportunity to get together with your fellow Porsche club mem-

bers 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. The dinner meeting in January is the only exception, with a planned speaker of general interest to the membership.

Rainbonnet

Rainbonnet is our Region's major event of the year. Traditionally held on the first weekend of November at the Monarch Motor Inn in Clackamas, Oregon, it brings together PCA members from all of the regions in our PCA Zone 6 for a very fun weekend devoted to all things Porsche.

The event opens with a Welcome Party Friday night. Saturday is filled with a top-rate Concours, a full day of Tech Sessions, a Tech Quiz, and a banquet that night. Enter your Porsche in the Concours and learn about its



every crevice. Or, just come and enjoy everyone else's cars. The Tech Sessions give you the opportunity to learn more about all aspects of the Porsche world. And, the well-stocked Goodie Store allows for excellent Porschenut shopping, just in time to beat the Christmas rush. Sunday is spent at the racetrack. It's our last track day of the year, as well as our last autocross of the year.

Rainbonnet is one of the biggest bargains in PCA, and should be on every member's calendar. Look for the registration form in the September issue of *Anzeiger*.

GMW Just the Facts:

German Metal Works focuses on custom conversions, specials and outlaws. Besides mechanical and interior, everything is done in house, nothing is contracted out. Jim Nichols has his hands on your project at all times.

All aspects of your project are documented throughout the process with a digital camera. And recorded onto a CD-Rom for your personal records and to enhance the value of your car.

Taught by the best people in the business of collision repair and custom applications, Jim can now teach them a thing or two because of his 21 years of hands-on experience and the opportunities he has had to work on Porsche cars.

You see, there's a lot one can do with a Porsche, from structural repair and chassis-stiffening kits to full roll cages and accessories. Many people can do sheet metal and paint, but Jim pays respect to Porsche's original vision while creating the masterpiece that is your car.

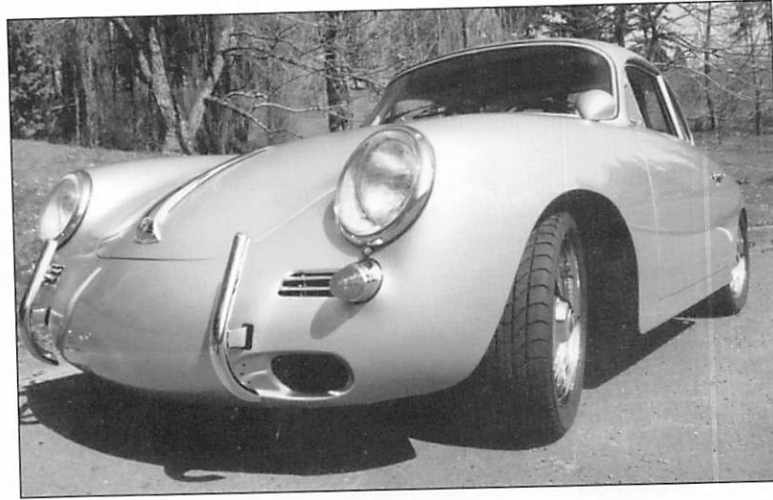
German Metal Works is here for you.
What do you want?

German Metal Works

Your Imagination is our Creation - No Limitations

Specializing in all Porsche models from early 356 to late 911

Sheetmetal Fabrication • Leadwork • Paint



1964 356 prepared for street and vintage racing



Jim installing a factory Speedster nose clip



1973 911 Carrera RS Lightweight restoration (Jim's favorite)

503.642.4706

gmwinfo@germanmetalworks.net

www.germanmetalworks.net

Watch the restoration of a 356 progress online!

Sunriver Exotic Car Show

September 13-15, 2002

This event has become one of the favorites of the year. Don't miss it!

Once again, the Sunriver Chamber of Commerce has invited the Porsche Club to participate in one of the most fun car club events of the year. Join the Jaguar, Ferrari, Mercedes, Corvette, BMW and other marque clubs at one of the best vacation resorts in Oregon.

Friday. Join the optional tour that leaves Portland at 9 am, with stops for lunch and then at Carrera Motors in Bend, where their detail shop will be available to us for cleaning up our cars. Or, get to Sunriver on your own. Either way, be there for event check-in and complimentary appetizers on Friday evening.

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

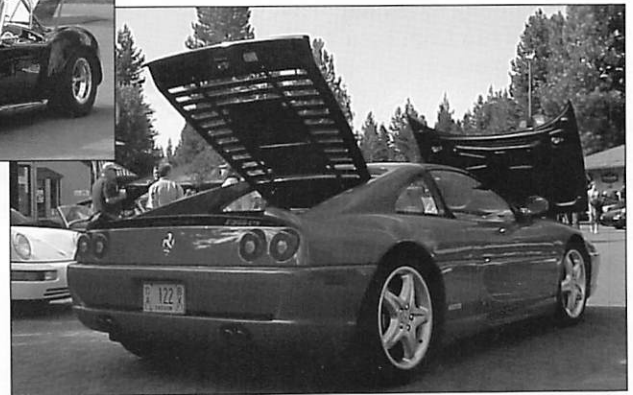
After the show, come to the hosted Beer, Wine and Cheese Party. It's the ultimate block party, with all the available parking taken up by exotic machinery. Bring a camera.

Finally, enjoy a great meal at the banquet held in a tent at Sunriver Lodge. Cheer on the winners, of the Car Show and various other undisclosed competitions, in a very unconventional form of presentation where the audience always gets into the act.

Sunday. Cap off the weekend with the legendary Sunriver Sunday Dash. It's a two-hour-or-so romp through the woods, letting our cars do what they were meant for – being driven spiritedly! This year, we have a new route that is designed to be out of this world and, shall we say, a bit more to ourselves.

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

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



Event cost will be \$65 per person.

Registration forms and further information will appear in next month's Anzeiger. Or, contact any of the following for further information:

John Draneas (503) 639-4036 (eves.), or
Draneas@teleport.com

Barbara Grayson (503) 246-8477 (days)

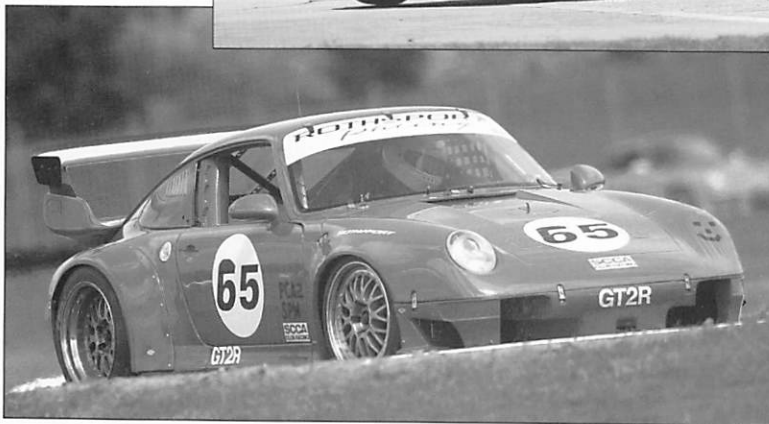
Sunriver Chamber of Commerce (541) 593-8149

The Rose Cup Story

By Sue Hodge • Photos by Chris Greenwood

Greetings, race fans. The Rose Cup Races provide the first racing fix for those of us who can't get enough every year. This year we had thrills enough for any fan. We had all the usual suspects turn out, which I was looking forward to watching with great anticipation. I missed the Rose Cup qualifying because of traffic re-routing due to the Rose Festival parade. Who would want to watch a parade if there was good race to be seen, I'm wondering. Apparently a lot of people...

The Porsche Cup practice provided a tumultuous beginning to my day, however. I watched this run from Turn 12 next to the Goodyear Tower and missed the incident at the chicane at the beginning, but it was huge. In the first couple of laps, club member Jeff Gamroth, in Tim Ralston's beautiful red '96 911 RSR #65 was driving masterfully. Apparently a whole group approached the festival curves at about the same time, crowding each other and jockeying for position, when contact happened involving multiple cars. Jeff in the #65, Jay Culbertson in his #86 and another driver from BC in his #45 car came around and pulled into the pit lane below the tower after the incident. Jeff, in front, had very little damage. The #86 and #45 had sustained more serious damage, probably when the #45 hit Culbertson's #86, from the looks of it. Jeff said it was obvious that it all happened behind him, but the next step was to "talk to the Porsche people" to determine who was at fault. The worry was that they would determine he had not given people enough room to pass, thus causing the whole chain reaction. If that was their conclusion, he was done. Meanwhile, Kim Hiskey, a perennial favorite, took over the top spot.



And by the time I reached the chicane on foot we found two more casualties being towed with serious body damage, both

drivers from way out of state. What a warm Oregon welcome...

The Porsche Cup Race in the afternoon (minus Jeff Gamroth) ultimately had a different kind of complication to mar the event. Our own Debbie Clinkinbeard in the Pace Car led the cars around the track to the green light for start (what a rush

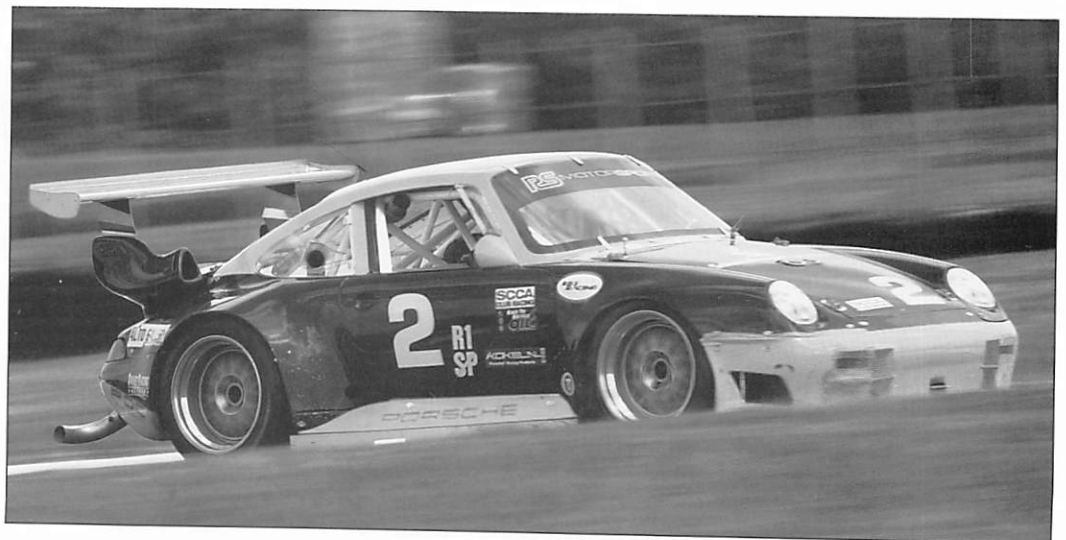
Above: Jay Culbertson sneaks through the Festival Curves, wary of the tussles usually found there at the start of races.

Left: Jeff Gamroth pilots the 911 RSR

Below: Robert Stefanowitz in his very quick 911 turbo.

that must be...) There was a false start with a lot of cars a little too eager to get into position. The second time worked with Hiskey and Doug Hebenthal in first and second positions to start, and the #2 car of Bob

Stefanowitz, out of California, in a very fast 911 turbo, challenging them closely from behind (déjà vu from last year's race?) But what's this? Tim Ralston in #65 moved up

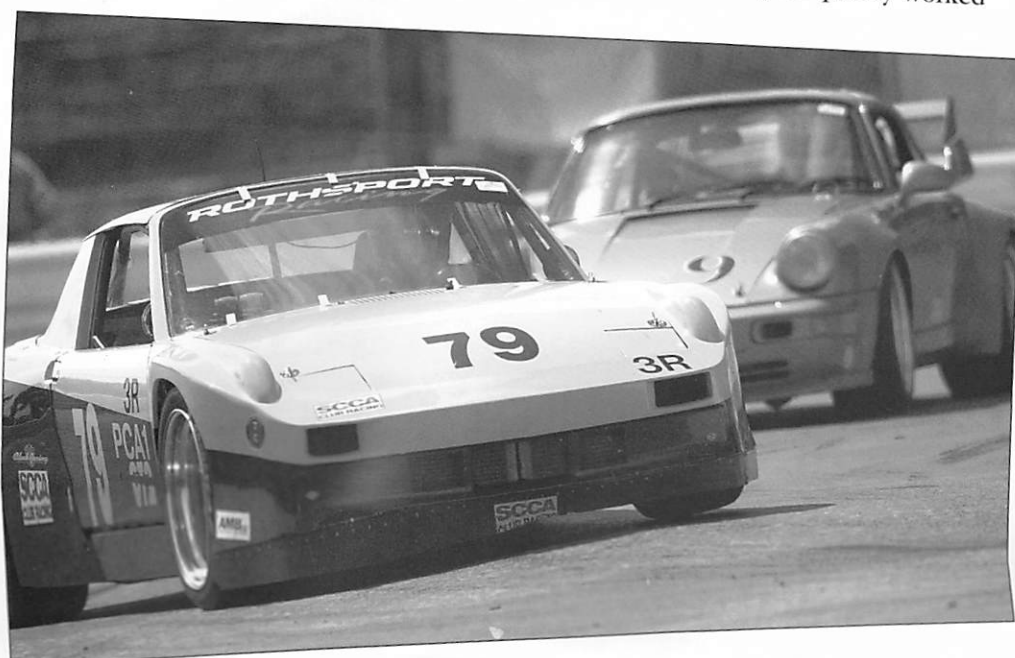
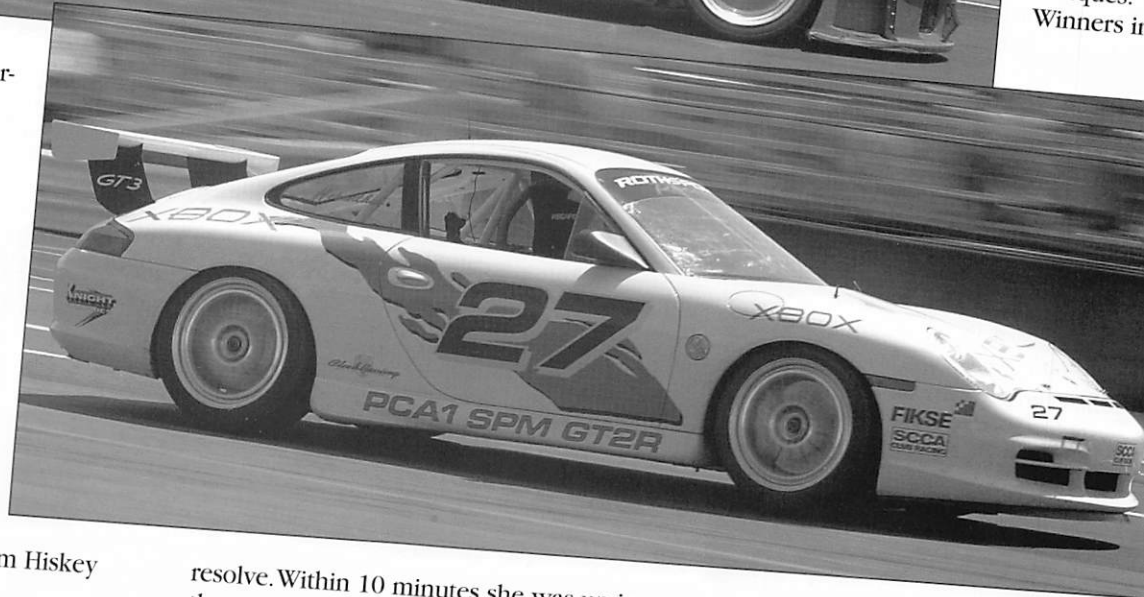
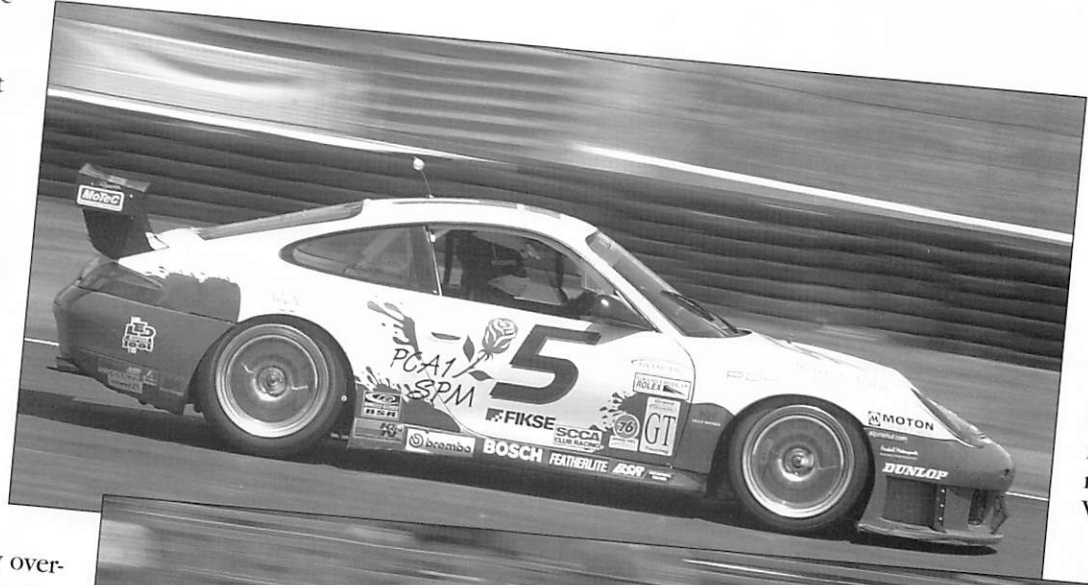


(dead last) to 14th position within 4 laps. At about lap 8, he has moved into the top ten. At lap 12 he's in 6th position. Bob Stefanowitz, still challenging hard, goes off the track soon after with white smoke coming from the car. Apparently tapping up the vents made him run faster but ultimately overheated the car. He came back out on the track, but never regained his position. Intervention in the form of Mother Nature caused this race to end early. The threatening clouds framing the perimeter of the area all morning finally moved overhead and opened up like there was no tomorrow. Lightning cracked and buckets came down, stopping the race at 21 laps (of 24.) No surprise, Kim Hiskey came out in 1st place.

Sunday brought race #2 for the Porsches. Hiskey was back in the #5 car that had forced her to cut the Rose Cup practice short on Saturday due to smoke from under the hood. The problem was corrected, but she didn't make grid and had to start in the back again for this race. As usual, it only seemed to strengthen her

resolve. Within 10 minutes she was up in the top ten, passing multiple cars lap after lap to get there. She drove another excellent race. The other exciting story in this race was the competitive driving of Gordon Ledbetter driving their '70 911 GT3R. He had qualified at 21st place on Friday (exactly in the middle of the field of 42.) He finished race #1 on Saturday in 16th place. On Sunday he quickly worked

race can be overall or class winners. Porsches don't usually factor into the overall winners because of the disparity of the cars in this one, Porsches being among the less powerful. It's that whole engine size to weight ratio or something like that... This year was fun to watch because someone forgot to tell Bob Stefanowitz that his little Porsche couldn't win this thing. He set off to win and fought like Hell to do it throughout the whole race. Imagine the amazement of Frank Emmett (last year's winner) in his big Corvette, with an engine described as "huge," looking in the rearview to see the little red #2 on every turn. And the turns are where the Porsche excels and the Corvette struggles, of course. So to make a long story short, against the odds, Stefanowitz actually took 3rd place overall this year. What a great way to end this race weekend! 🍀



Top: Kim Hiskey
Middle: Doug Hebenthal
Left: Gordon Ledbetter

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My Other Favorite Car

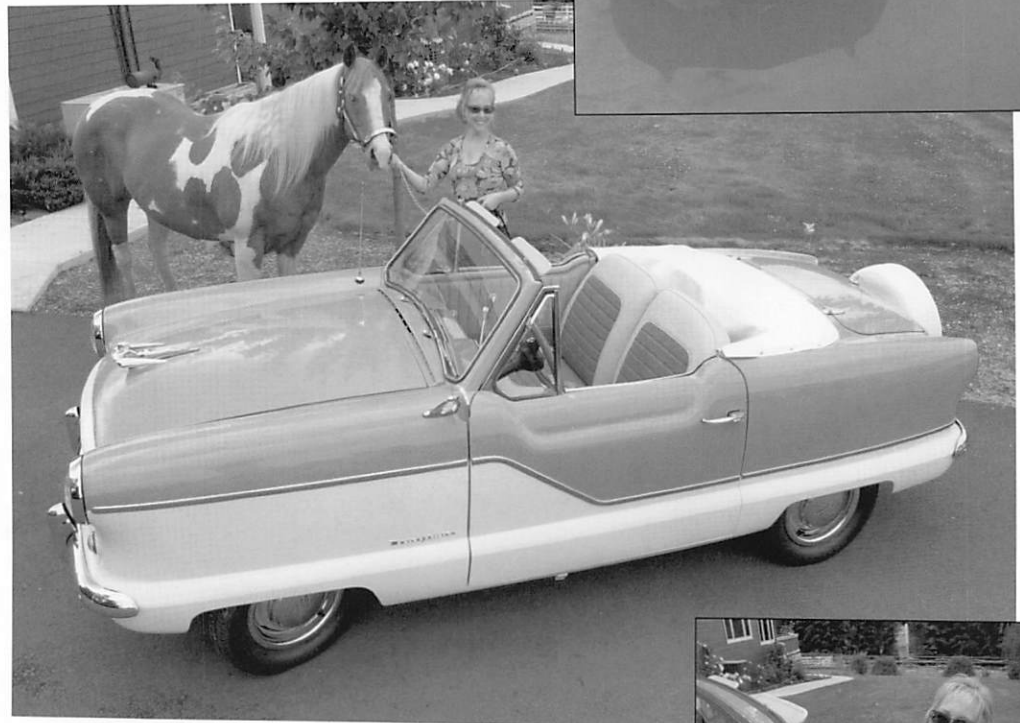
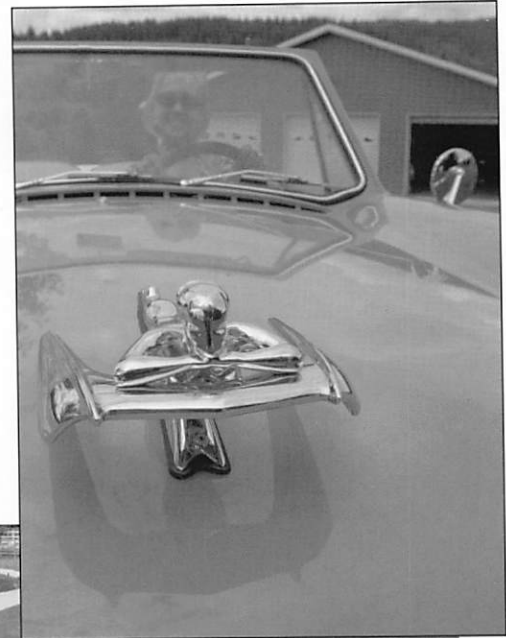
by Chris Greenwood

Jeannie Gretz is an accomplished competitive equestrienne. She has won several awards atop her magnificent show horse, Rappy (short for Velociraptor). Her latest pride and joy is Kippy, a 1962 Nash Metropolitan. The car was meticulously restored and customized by ORPCA member Bob Falleur. By the time you read this, the car will have been shown at the Concours d'Élegance in Forest Grove.

The next stop for Kippy after Forest Grove: "I'm taking this baby to Albertson's," Jeannie says. Look for it at a grocery store near you.

Also shown is Sierra, one of Jeannie's three horses. The Gretz's current favorite Porsche is their 1997 Arena Red 911.

Got another interesting vehicle you sometimes consider your favorite? Let's chat: chris@chrisgreenwood.com



Half a Mille, Double Fun

David & Diane Schirmer

By David Schirmer

Pacific Northwest Region Ferrari Club of America

If I were to sum up the recent Porsche Club Half a Mille Miglia in a sentence, I would say, "Let's do it again." The drive was wonderfully organized and the weather and traffic cooperated to make a truly enjoyable weekend of driving. Over 60 participants with 33 cars drove for two days over some of the finest roads imaginable in Washington and Oregon.

The Porsche Club was kind enough to extend an invitation to the other car clubs to join them for the 2002 Half a Mille Miglia. The event featured stays at two restored fine old hotels, a wine tasting and most important, 500 miles of driving. The route was planned with the precision one would expect of a German marque club. We left and arrived on time. Everybody got fed. Nobody broke down. What more can I say? Fortunately we had numerous Ferrari Club members to add interest, and chaos, to the proceedings.

A few of the Ferrari Club members were travelling incognito. The Daniels had a Viper and the Dishmans drove a Corvette. A fine show of American muscle amongst the Euro trash. We never could provoke either of those guys to do a smoky burnout though. The other incognito vehicle was a beautiful Alfa Giulietta spider belonging to John & Carlyn Draneas. There were four Ferraris on the trip. My 308GTB with its newfound horsepower. Rick Martin had a 308GTS that he recently purchased and was on its first big trip. Ted and Connie Wight brought their 355 Spider. And there was Keith Martin with a Mondial cabriolet that he described as looking like an hors d'oeuvre (Celery green on the outside and peanut butter brown on the inside.)

Diane and I hooked up with Ted and Connie to form a Seattle convoy. We left

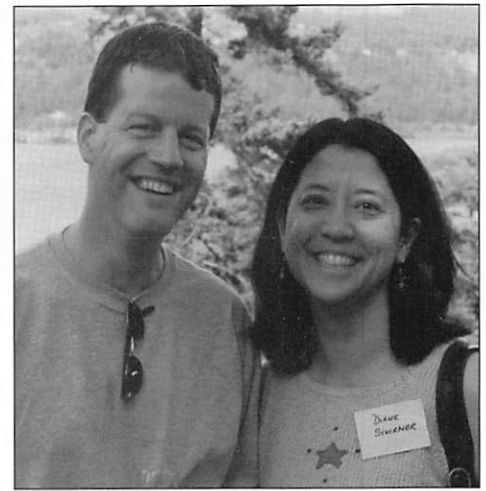
Friday morning and meandered down to Oregon. We took the scenic route along the Columbia River and did a little sight seeing. Then we stopped at the Maryhill museum, which features an incredible collection of art that you would never expect to find in essentially the middle of

nowhere. We ended our day at the Columbia Gorge Hotel in Hood River. There was a complimentary caviar and champagne party and we received our goodie bags and trip book. These Porsche guys really go all out. We met a few of the participants and talked cars. It was a nice warm up for the weekend.

Saturday morning was the official start of the trip. We had breakfast at the hotel that featured their famous five-course banquet. The food just kept coming. I

think the Porsche guys were trying to add weight to the Ferrari guys to slow us down. We didn't fall for their clever trick. Then we hit the road. The drive was planned out to allow for a stretch of driving followed by well-timed breaks for looking at the scenery (bathrooms) and chances to switch drivers. I don't know if the grass is always greener, but it sure seemed to me that my co-driver got to

"Saturday morning was the official start of the trip. Breakfast featured a five-course banquet. The food just kept coming. I think the Porsche guys were trying to add weight to the Ferrari guys to slow us down. We didn't fall for their clever trick."



drive the best sections of the route every time. The instructions were easy to follow and it was pretty hard to get lost, for the most part. I won't name names but there was a group led by a guy in a black Ferrari that took a slight detour.

Saturday ended in Walla Walla with a few stops at the wineries on the way in, and then a wine tasting at the Marcus Whitman Hotel that was sponsored by Sports Car Market magazine. We had a great dinner and did our best to drain the Porsche Club's wine budget. The dinner featured awards that were judged by the Chef and the Maitre d'. The first award was "Chef's Choice," given to a 1996 because, "he had a friend who had one and he got to drive it once..." More awards of this nature were given out with much good natured abuse all around, culminating with Keith Martin receiving the "Why in the World did he Buy That Car?" award for the hors d'oeuvre Ferrari.

Sunday's drive was mainly through Oregon on exceptional, lightly traveled roads. Lightly traveled in this case means uninhabited. I haven't really described the driving because I just don't have the vocabulary. All I can say is that there was every type of driving imaginable from slow speed, tight corners, to wide-open spaces. This was sports car driving at its best. We spent all morning in sports car Nirvana. After lunch the Seattle contingent separated from the group and headed north on Highway 97. We took Ted and Connie on the Canyon Road route, which is a nice final run before civilization hits. It was disconcerting to get back into traffic after miles of open road.

We got home that evening and realized that we had logged just shy of 1000 miles. Those Porsche guys only did Half a Mille. So who's up for the Ferrari Club Mille Miglia? 🍷

The Half a Mille Goes All The Way

by Keith Martin • Photos by Gregg Hodge and Mark Tellis

My wife, Cindy Banzer, and I weren't quite sure what to expect when we signed up for the Oregon Region Porsche Club Half a Mille Miglia. We asked Club Past President John Draneas if we could enter our 1984 Ferrari Mondial Cabriolet. "Sure, we like all sorts of sports cars," replied John. "Although the celery green color of your car is a little... unfortunate."

The event takes its name from the famous 1,000-mile Italian road race, the Mille Miglia. This event is only half as long, hence the Half Mille name.

As our highways become more congested, chances to exercise our sports cars become harder and harder to find.

Porsches, Ferraris and BMWs that can go 150 mph spend most of their lives creeping along in rush-hour traffic, trying to avoid the Excursions and Avalanches that tower above them. The organizing committee, consisting of John Johansen, Greg and Sue Hodge, John Draneas and Don and Debra Clinkinbeard, put in countless hours planning out a 500-mile route that would allow participants to really exercise their cars. Thanks to their efforts, the Half Mille offers a wonderful 48-hour escape from the drudgery of the daily commute.

The rally began with a dinner at the historic Columbia Gorge Hotel in Hood River, Oregon. It was a warm evening, and check-in was at a desk on the veranda overlooking the river. Immediately after

we arrived, we found John & Carlyn Draneas, Jim and Lee Asbell, Greg and Sue Hodge, and Rupert and Bobby Jo Kobblegarde. They had already opened several



Top: Keith Martin

Above: Keith's Ferrari

Left: Jim & Lynn Roe's 356 Speedster

Bottom: The group outside the Columbia Gorge Hotel

bottles of cult California wines, the kind that you can only get if you know the secret cabernet handshake, or have a special pinot noir decoder ring. We thought this was a fine start.



During dinner, wine from everyone's secret stash kept popping up. The box of "Chillable Red" we brought, left over from the last Alfa Club tour we went on, didn't seem to make much of an impression. Animated conversations went on long into the night, covering everything from engine computer chips and short-shift kits to favorite car trips and tour navigation-related marital stress avoidance tips.

And, of course, wines. At one point, I turned to John and remarked, "You folks are all a bunch of hopeless wineheads." He replied, "That may be, but at least we don't drive green Ferraris."

My wife expressed some concerns before the driver's meeting on Saturday morning. "You know how these Porsche guys can be - either they spend all day cleaning their cars with Q-tips and drive

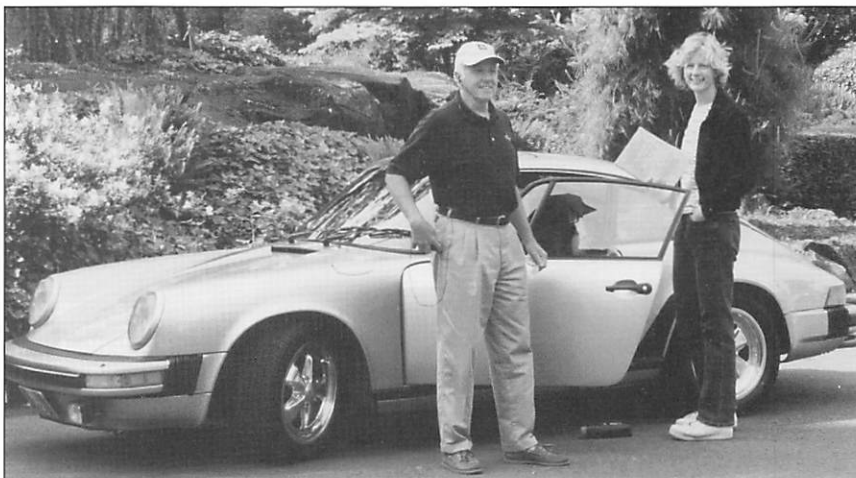


zigzag patterns to avoid bird doodies, or they think they are Hurley Haywood, and put turbo-look spoilers the size of picnic tables on the back of their cars."

"Ferrari owners can be just as bad," I replied. "Think of the problems we have when our gold chains with little horsies on them get tangled on the shift lever. And everyone has to watch out for the English car owners - they're always stopping to pick up the parts that just fell off their cars."

But whatever personality differences there were between the marques disappeared as we gathered for the driver's meeting. From Viper to BMW M coupe to 914, everyone on this event shared the same common denominator, that of being a sports car enthusiast ready to go for a drive. John Johansen provided a brief orientation, everyone picked up their goodie bags and a couple of bottles of water from Sports Car Market (shameless plug for our magazine), and we were off.

Non-Porsches ranged from the Draneas 1957 Alfa Romeo Giulietta, a green Acura NSX, a BMW M Coupe, a 2002 Corvette and a pair of Viper GTS coupes. On the Ferrari side, Ted and Connie Wight drove their black 1999 F355 Spider down from the Seattle area, which complemented a



Top: Jaguar guys, Rick Martin and Glen Enright

Right: The delightful Tom and Phyllis Williamson

Below: The Draneas' Alfa Giulietta

Bottom: Don and Mary Kay Stroum in hot pursuit of a Viper on Hwy 37



pair of red 308s and our Mondial Cabriolet.

The sight of 33 pieces of exotic machinery (well, exotic for Hood River, anyway) heading out onto the highway was exhilarating. Each car made its own symphony of sound, from the rasping

pasture to run, you could almost feel the energy crackling from the cars as they ran up through the gears.

The first morning was an easy 150-mile run that took us to the Maryhill Museum, then along Highway 14 towards Pasco, Washington, and onto 395 into Hermiston, where a satisfying Mexican meal awaited at El Cazador restaurant.

The afternoon drive was short, just 54 miles, but it was a wineheads delight. Three vineyards were on our calling card, including Woodward Canyon, L' Ecole No. 41 and Three Rivers. Luckily, our Mondial has a back seat, which was soon filled with bottles and magnums, with L' Ecole being Cindy's clear favorite. Next year, I'm going to have overload springs put on the Ferrari. Or maybe attach a small trailer.

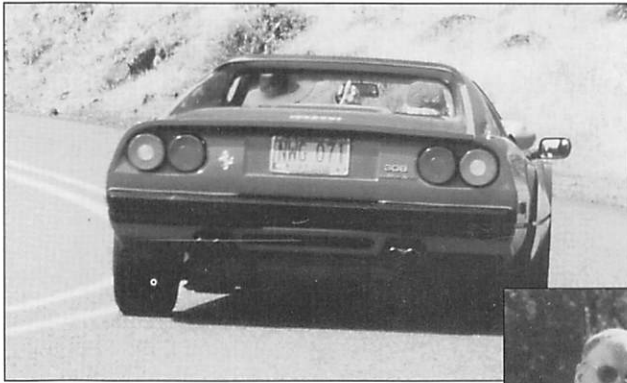
But the Half a Mille organizers weren't about to stop at three wineries.

Although Saturday was overcast, most of the convertible tops went down and jackets went on. The array of cars was impressive, with Porsches from a red 356 Speedster owned by Jim and Lynne Roe, to a gray 2002 911 Carrera owned by Steve Germany and Stacy Snider. Looking like a rolling catalog of Porsche models, the group included a red 1970 911T (Juergen and Sarah Bermejo), a ferocious-appearing 914 (Walt and Connie Luse), 6 Boxsters, a smattering of C2s, C4s, 993s and 996s, and even a 928 to round out the group.



of the early 911s to the growl of the Jaguar E-type to the transaxle whine of the Ferraris. Like racehorses let loose from the practice ring and put out on the open

Cocktail hour, at the beautifully restored Marcus Whitman Hotel in downtown Walla Walla, consisted of a pouring by four top-rate vintners. Sponsored by Sports Car



kept up with the 996 Porsche and the Ferrari 355 it was sandwiched between. Of course, while they were lollygagging in top gear, trying to get their CD players properly programmed, the driver of the

had grown tired of the same old round and round business, and decided to spit out a few pieces of the armature just to liven things up. Arnquist and Sheahan took it in stride; after all, they had been planning to drive their Aston Martin DB5 on the rally before its clutch packed up. Disconnecting the cooling fans (now

Market magazine (another shameless plug), they included Buty, K Vintners, L'Ecole No. 41 and Walla Walla Vintners. Having recently spent some time in the French Loire Valley, and enjoying their Cabernet Franc, we were especially pleased that Gordon Venneri at Walla Walla Vintners was doing such a masterful job of cultivating the same grapes.

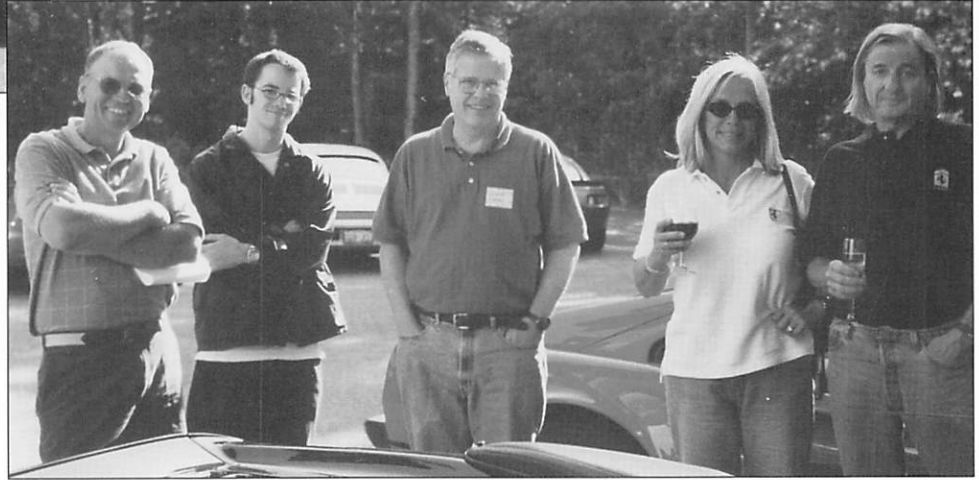
At dinner, Master of Ceremonies John Draneas explained that he had conscripted the hotel's Sous Chef and Catering Manager to give some awards for the day. The categories, as well as the winners, were left to their discretion. That resulted in the following awards:

- Chef's Choice John Johansen's 996 Porsche
- Best License Plate "SCARGO," Jim and Kate Ayers' 911S
- Sleekest Ride Billy and Diane Morgan's 993 Porsche
- Car Most Seen in the Movies Rick Martin's 308 Ferrari
- Classiest Old Car John and Carlyn Draneas' 1957 Alfa Romeo Giulietta Spider

Finally, John Draneas presented Cindy and me with the "Why in the World Did They Buy That Car" award for our celery green with peanut butter, hors d'oeuvre Ferrari. But I wasn't fooled, not even with the obvious food connection. This award was clearly John's invention, perhaps born out of envy given the many, many times we had passed his little Alfa with our Ferrari. But that's okay; the award was a very tasty bottle of wine, thank you very much.

If Saturday had been a stroll, Sunday was a sprint. First car out was at nine a.m., and the initial stretch of road, 60 miles to Hat Rock State Park, was magnificent. Rolling hills, challenging turns and no traffic combined for some high average speeds as the group moved along, breaking into smaller units of three, four and five cars that were moving at similar velocities.

Most impressive was the 356 Speedster. Despite its 1600cc four-cylinder engine, it

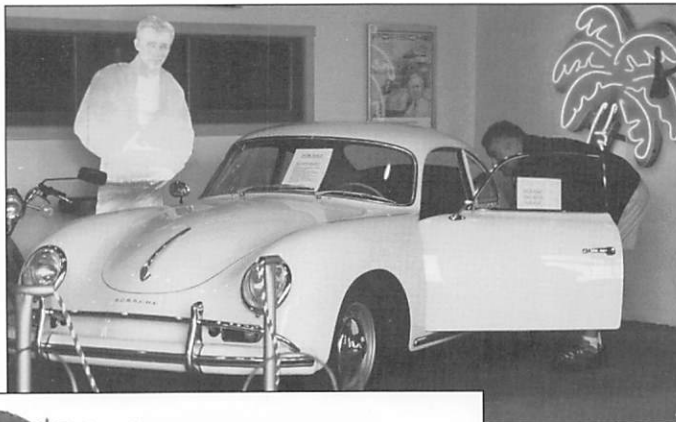


Above left: The Schirmer's Ferrari

Above: Half a Mille participants were never very far away from a great glass of wine.

Below: John Draneas looks for more ways to enjoy the open road

Bottom: Participants circle the wagons at the Columbia Gorge lookout on Historic Hwy 30 above Mosier, OR



Speedster was rowing through the gears as if he were an oarsman in a Dragon boat race.

The Jaguar E-type of Carolyn Arnquist and Cameron Sheahan starting complaining at Hat Rock State Park. Its generator

that's a scary thing to do on an "it always runs hot anyway" Jaguar) and anything else they could think of that might drain power, they continued on, their electrical system now working on a total loss principle.

The next 92 miles to Condon (watch that spelling, this is a G-rated story) were even better. During some long, curling stretches you could see fifteen or twenty of the cars spread out ahead, all hunkered down under acceleration, the suspensions and brakes working as

the pace continued to pick up. The harder the cars were pushed, the more they seemed to enjoy it.

Lunch at the Condon Hotel was a casual affair, featuring local high desert specialties like Mule Deer Wings, Snakebites, Railroad Spikes and Chukar Pizza. While we recharged our bodies, the Jaguar was having a new helping of jolt juice applied to its battery.

The next 119 miles presented their own challenges. For the men, it was trying to keep their wives and significant others from drooling as they watched all the buff, hard-body windsurfers display their skills in the Gorge. (Our statements of, "I could look like that if I really wanted to,

you know," were met with looks of disbelief.) For the group as a whole, the arduous task was to drive at exactly 55 mph. It's well-known that the State of Washington views Highway 14 as a "revenue enhancement zone," with what seems like three to four troopers per linear mile, each waiting to give you a special present.

After another 43 miles we arrived at the finish, Beaches restaurant on the banks of the Columbia River. It was a sunny afternoon, and the locals oohed and aahed as our majestic parade of bug-splattered sports cars turned into the parking lot.

The cars almost seemed to smile as they sat resting, waves of heat coming from their engine covers. For 500 miles and two days, they'd been set free from the tedious tasks of everyday life, and been allowed to run to redline, to really use their brakes, and to feel their wide tires grip the pavement.

Our Mondial behaved well enough for an 18-year-old Italian car, only blowing one electrical circuit, which took out the radio. Listening to the engine rev for 500 miles was a pretty good substitute.

We got to know a lot of the Porsche Club members much better, and realized that it was probably time to find another early Porsche to replace the 1968 911L we had some time ago.

As the years go by, it becomes increasingly clear that the cars we own are really just an excuse to get together with people who think the same way we do. People who think that getting up early and performing the ritual of checking tire pressures and oil levels in a quiet parking lot is a perfect way to start the day. People who think a perfect route map is one that features hundreds of miles of twisting, two-lane roads. People who think that being behind the wheel of their sports car, as they ask it to do what it was born to do, is about the best place in the whole world to be.

If you've got a spare couple of days next year, and want to get away from it all without having to go too far from home, the Half a Mille is the answer. We'll be back, and we hope to see you there.

Keith Martin and his wife, Cindy Banzer, live in Portland, and are the publishers of Sports Car Market magazine, www.sportscarmarket.com. They have a green Alfa Romeo Spider that matches their Ferrari.

One Half Thousand Miles...One Half Thousand Smiles!

By Jim Ayers

Another in the continuing saga of ESCRGO, the Navigator, ORPCA and me.

How can you describe 500 miles of great roads, fabulous cars, damn good food, premier Northwest Wines, sun burns and a tremendous group of people...at least one smile per mile.

Actually, a number of bystanders wondered why all of us had that ****-eating grin on our faces. Well, for example, it was: Fabulous backcountry roads, twisting and winding through wheat fields. Busboys at the Condon Hotel, leaving their post of duty to see all of the cars before they left. Farm kids, in modern day hot-rods, cruising the parking lot to stare at foreign wonder-cars. Multiple smiles per mile. The errant rancher's sprinkler, which gave all of us an unexpected shower was obviously more damp to the cabriolet drivers than the coupes; more smiles (ESCRGO being a coupe.) The Porsche cars in all forms, the Vipers, the Ferrari's, the Beemers, the XKE, the swift Acura NSX and the "Mouse that Roared" stunning red Alfa. It never ceases to amaze me what a good time a group of car nuts can have. It's miles and miles of smiles!

"The Navigator," a life-long Oregon resident, told me she had never heard of a number of the small burgs we passed through. Me, the driver, life long Oregon resident and retired State Employee, had heard of most of the towns and even been through a large number of them. ESCRGO, being a young 26 (and feeling more like a young man just hitting puberty), never

failed to rise to the occasion. Be it a steep grade with a sweeping high speed corner or a sharp downhill with a tight hairpin finish, the car met the challenge. How could I not smile, driving a wonderful car, on great roads, at a spirited rate of speed. At every pause or rest period the 60 plus participants mingled to admire one another's cars, discuss the various curves, dips and climbs of the road and enjoy the beautiful weather.

Once again, ORPCA has pulled out all of the stops and created a wonderful event. I am amazed by the tireless effort extended by those who accept the burden of organizing these events. Mega Kudo's to all of you for a job well done. Thanks especially to Don & Debbie Clinkinbeard, John Johanson & Elaine Pope, John & Carlyn Draneas, and Susan and Gregg Hodge for all of the efforts they extended to make this a great weekend. And, of course, to Keith Martin and Cindy Banzer of Sports Car Market magazine, thanks for their sponsorship.

Do you remember when you were younger (say 18 - 26) and always thought it was a waste of a wonderful car when you saw a really old person (over 40) driving a fantastic sports car? Hell, they were already in 4th gear between blocks, were they not? Something tells me, we missed a great deal of the picture. We missed the miles and miles of smiles.



A Winter Escape Down Under

By Syd Baker

Pacific Northwest Region PCA

When the 356 goes into hibernation for the winter, and the Farmers' Almanac teases us with threats of snow, fog and rain, the image of summer skies and warm weather motoring beckons us to the southern hemisphere. Despite the long journey, we love Australia. The locals go out of their way to make one feel welcome, especially the Porsche people! They enjoy entertaining Yanks - even those with an English accent.

This was our fourth visit to the New South Wales Porsche Club in recent years. While in Sydney I attended the monthly membership meeting, held in a Porsche dealership showroom, then sampled some of the club events, racing, and touring.

The club has a membership of approximately 800 with about 25% being active members. Does this sound familiar? The local president, Dennis O'Dell, a most congenial fellow, has visited several PCA events in the United States, including the last Portland Parade. Some of you may remember him. He speaks fondly of Oregon.

The monthly Board meeting is well attended by the membership. After brief reports by committee heads, new member and guest introductions, there typically is a presentation by one of the members whose car is on display in the showroom for the evening. The owner describes what he has done to his baby to meet his requirements - racing, rallying, concours, or speed trials (autocrosses.) These presentations are greatly enhanced by vigorous good natured banter between the owner and his mellow compatriots. The fact that there is often a wine tasting occurring at the same time may be just a coincidence.

Some of the topics discussed at the meeting would be familiar to us. These included a requirement by the lawyers for the Porsche organization prohibiting the use of the Porsche registered trade mark emblem, even though the club has used it



drew comments regarding the need to get used to having SUVs amongst the Porsches - ambivalence to Cayenne was expressed, as it is here.

On the beautiful drive down the south coast highway from Sydney we went through approximately sixty kilometers of blackened forest - the result of recent bush fires. It became obvious why the

highway had had to be closed during that period, as many major overpasses and highway signs were severely scorched as the fire jumped across the freeway. During the time the fires were raging some forty miles from Sydney, there were days when we could barely see the Sydney Harbor Bridge from our harbor-front condominium because of the thick smoke.

Above: The first 550 in Australia
Left: One of many "museums" in and around the Melbourne area.

Once past the bushland desolation we drove through lovely pastoral country. At the historic Coolangatta Estate winery at Shoalhaven Heads, there was a gathering of some sixty Porsches of all shapes and sizes from 356As to the latest GT2. We had a fine catered lunch and in the afternoon relaxed under the trees, sipped wine, and listened to a jazz combo. These Aussies know how to have fun.

Drivers' Training - Wakefield Park, Goulburn

The Introductory Drivers' Training session at Wakefield Park, some ninety miles from Sydney, was truly a unique Australian event. The track is situated on the slope of rolling hills in cattle country, and is very safe.

At Tech. Inspection I was amused to find that there was a requirement to add a safety strap on the front hood to back up the latch. This is, I suspect, because they operate under C.A.M.S. like S.C.C.A.

since 1961 with the full knowledge of Porsche. Also covered were drivers' training safety issues - and the Cayenne's role in competitive club activities.

Coolangatta Estate Winery Tour

One rainy Sunday we joined a Porsche Club winery tour. Even though our vehicle was a borrowed old Toyota Land Cruiser (AKA The Tank), we were again welcomed with enthusiasm. Our arrival

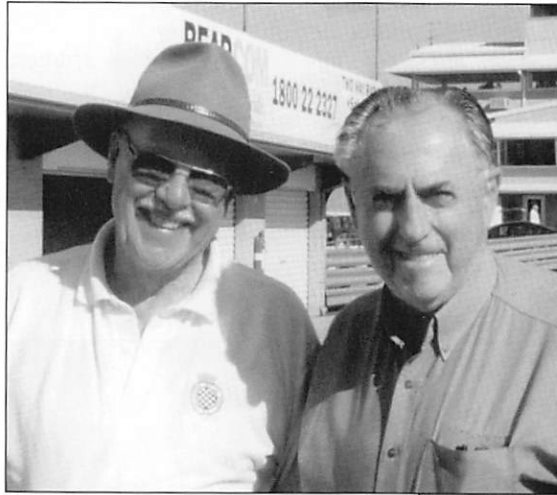
When I used to race in Australia in the 1950s, there were many English sports cars whose "bonnets" would fly up and either completely obscure the driver's view - or as happened to me, come flying off and hit the car behind. (I was the driver of the car behind!)

Entry to the training event was limited to forty cars, and after Tech.

Inspection, the group was divided up between six instructors. Exercises consisted of driving at medium speed around a portion of the track accompanied by the instructors, with no helmets, to insure easy communication. Then each instructor took a different part of the track and conducted separate exercises - threshold braking, mini autocross maneuvers, a gymkana (an autocross which includes reversing into a "garage"), as well as a hill climb. These exercises were then followed by several sessions of complete track driving, both with and without the hill climb section included.

The Wakefield circuit is a first class modern facility with clean rest rooms, garages for each car, good medical equip-

New South Wales, approximately 120 miles west of Sydney. The Mount Panorama circuit is used not only by the Porsche Club, but also for professional motor cycle racing events and the fantastic Australian touring car championships.



Above: Syd Baker (l) with Sir Jack Brabham, whose son David drives for Panoz in the American Le Mans Series.

Right: Sir Jack's 1964 Indy Car with Offenhauser engine.

Below: Bathurst's version of the Corkscrew.



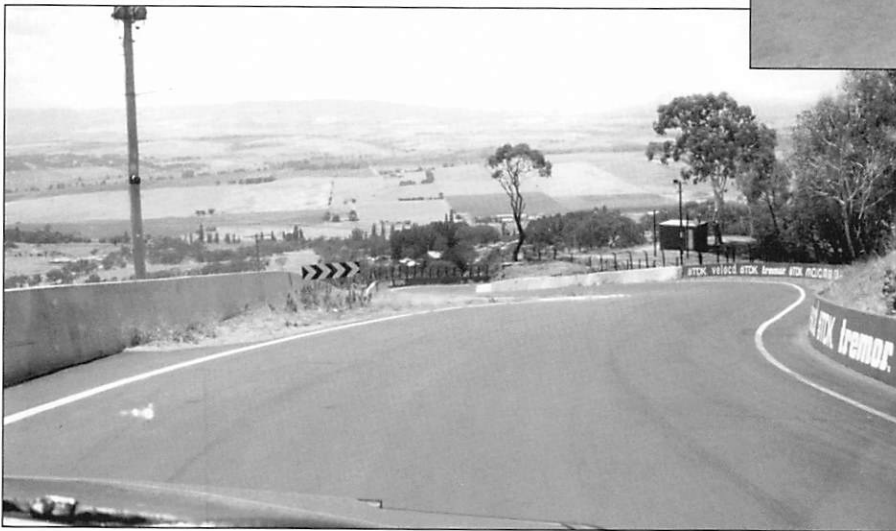
Melbourne - Philip Island Vintage Race and the Australian Grand Prix

I flew down to Melbourne in late March to attend the Formula 1 Grand Prix race. The friend with whom I attended the race, Nereo Dizane, was a sponsor of the Philip Island Vintage Race which was held the weekend prior to the Grand Prix.

Nereo invited me to join him at Philip Island where he had reserved a weekend cottage for us, and all his buddies, who were also involved with the vintage race. Nereo had just completed a beautiful restoration of a Brabham Indy Car 1964 version, complete with a rip-roaring, methanol-burning, 4.1 liter, 4-cylinder Offenhauser engine - an exciting and loud car which Sir Jack Brabham would drive at the event.

After helping Peter Giddings refuel his 1934 8CM Maserati, I went up to the timing tower to watch the final race. The Philip Island circuit is approximately 2 1/2 miles around with about half of the circuit visible from the tower.

As the final race reached its climax with the two leading cars, a 1955 BRM P-25 GP



ment and medics, and a fast, smooth, wide open track. There are no houses close to the track (which has been there since the late 1930s), yet I was told that there are frequent complaints received about the noise - with a move to close the facility as a result. Perhaps the local cattle now have a lobby!

Bathurst - Mount Panorama

One of the most impressive circuits we visited was close to the city of Bathurst in

The latter is frequently broadcast on the Speed channel here.

During the Touring Car Championships (Ford versus General Motors) there are huge crowds of enthusiasts yelling their heads off, and very exciting racing, much like the German Touring Car Championships.

The circuit, which is on Mount Panorama, climbs up from the start-finish line to the top of the hill, about 600 feet,

car and a Lister Corvette, swapping the lead position and breaking the track record several times in the race, the Lister came around the last corner on to the finishing straight - but no BMW! Then, visible over the trees at the back side of the circuit, an ominous column of black smoke rose up into the sunny sky!

There was an immediate hush over the entire circuit as the back markers came slowly to their pits. Evidently the driver of the BRM misjudged his overtaking of a very slow open wheel Special. His right front wheel hit the back left wheel of the slower car and launched the BRM into a twisting vertical climb. Estimates are that it went at least twenty feet into the air and was doing about 100 mph faster than the car it hit.

The airborne roll turn threw the driver out, with no seat belt he landed about 100 feet from the impact and was killed instantly. The car landed and broke into three pieces, and the rear magnesium body panels with the methanol fuel tank burned.

The following evening at the participants' dinner, the leader of the English group said that while it was terribly sad that Spencer Flack was killed, it was important to remember that he was doing the one thing he loved

more than anything. Perhaps he knew he was living on borrowed time as the previous summer he had crashed his WWII fighter and was pulled from the wreckage in a coma. He was not destined to die in bed. The speaker also mentioned that in historic vintage racing in Europe, one or two people are killed each year.

The F.I.A. governing body does not require seat belts or rollover bars on cars not originally so equipped. In this case however, neither would have made any difference to the outcome.

The vintage event was full of emotional highs - meeting Sir Jack, and lows - the death of Spencer Flack in the only surviving 1955 front engine 2.5 liter BRM Formula 1 race car.

The cars were wonderful, as was the racing. It reminded me of Goodwood in England last September and brought back memories of what Formula 1 used to be when the drivers were fat and the tires were skinny.

I spent the week following the Philip Island event visiting one irresistible car collection after another in and around the city of Melbourne. At that time many of the owners were getting their cars ready for the big vintage car display at Albert Park, the site of the Australian Grand Prix. To store their treasures, most of the collectors now use remodeled industrial complexes. These typically have the front office turned into an "I love me" room with cases full of trophies, badges etc, a comfortable seating area with large soft chairs, a television set, desk with computer, library with reference books, and a wet bar. The cars are housed in the back section together with their other treasures,



engines, airplanes, boats and other big boy toys.

The variety and size of these collections was truly amazing. Vehicles varied with 356s, 550 Spyders, Mercedes cars from Gullwings to 500Ks, tank engines, aircraft engines (radials to jets), racing motor cycles, sprint cars, and you name it! Heaven!

One of the collectors also had set up an art studio for his wife.

Formula 1 Grand Prix, Albert Park, Melbourne

I love the Albert Park circuit. Even though we used to live in Adelaide, the former home of the current F1 series, I prefer the Melbourne venue. The park setting close to the city is reminiscent of the Montreal, Canada, track.

One of the highlights is the magnificent collection of historic cars on display on the infield. My friend Nereo introduced me to his buddies, Sir Stirling Moss and his wife. We spent a delightful fifteen min-

utes discussing his 1955 GP win at Albert Park, his ex-mechanic Alf Francis, Mike Hawthorne, Ken Tyrrell, and several other contemporaries we both knew in Weybridge, England, in the early 1950s.

It is always fun to see the first race of the season and all the new cars. By far the greatest surprise to me was how well the Toyotas went. We were watching at Turn 2, when on the first lap, Ralf Schumacher's Williams launched itself over the back of Barrichello's Ferrari. Eight cars out on the first corner! Every one of the drivers ran back to their pits expecting the race to be stopped with an opportunity to drive their back-up cars. The race was not stopped however.

This resulted in some bizarre finishing places with teams scoring points they would never have normally received, including Minardi's Mark Webber, a local Australian hero. The crowd went wild, as they say. Stoddard, the Minardi team owner, who owns an air freight business, flew his race cars including a 2-seater F1 car, and some vintage cars, out to Australia on one of his new 747 freighters. The story I heard is that he originally made his pile by bidding on several containers of Royal Air Force spare

parts. He, however did not have the required \$24K cash to pay for the parts within the stipulated 24 hours, despite frantic negotiations with several banks. Just at the last minute he received a fax from the Air Force offering him many \$millions if he would sell them back the spares which had been declared surplus in error. The rest, as they say, is history. No one seems to resent him his luck, as he seems to be a nice regular guy who knows how to have fun with his toys.

Australia is a Porsche pusher "petrol head" paradise. If you are planning a trip, save some time for sampling motor sports with a down-under flavor.

Syd Baker and his wife Janet frequent ORPCA events, especially the holiday party. Their red '57 Speedster has been seen and judged best of show in concours far and wide.

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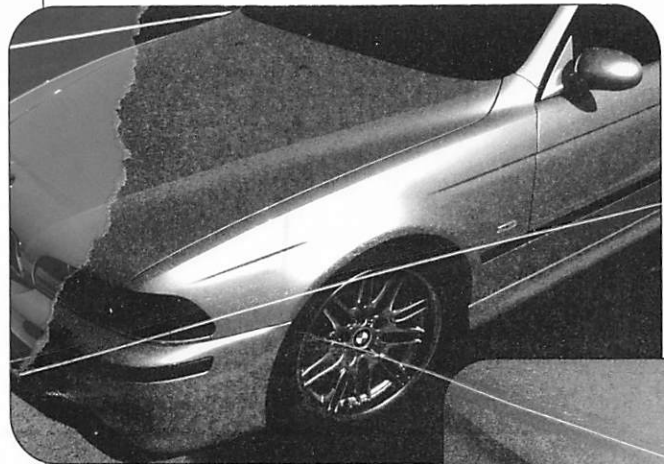
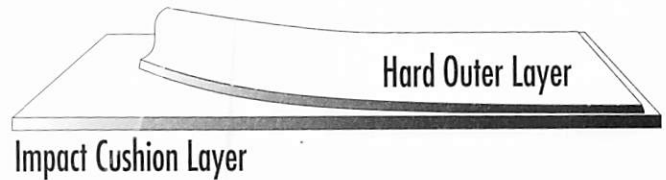
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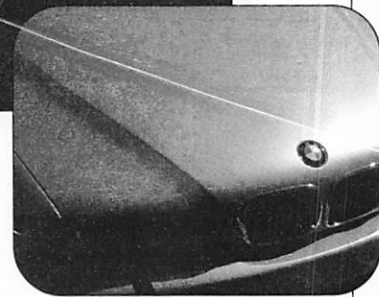
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From the President

continued from page 5

opinions or ideas are welcome. Please look me up at an event, give me a call or email if you'd like to talk about this. On the subject of \$ don't forget to pay your regional dues. If you neglect to do this you will lose the right to vote for the clubs new officers for next year and you will cease to receive the Anzeiger.

I need a key volunteer. I'm looking for someone to step up and run our Goodie Store. This is a nice service the club provided to the membership at three to four events per year. We have a supply of merchandise to start with and several folks with experience to help you get going. I would prefer someone with retail sales, buying and small business accounting experience but of course these skills can be learned. This is an important role to play in our club (Debbie and I started out running the store) so please step up to the plate. Give me a call.

Well I've got to finish cleaning up my den and the garage (seems to be some boxes of car parts and a little oil on the floor) to prepare for the Progressive Dinner then drop by Randi Ledbetter's for her birthday on the way to hors d'oeuvres at the Rhoneys so...

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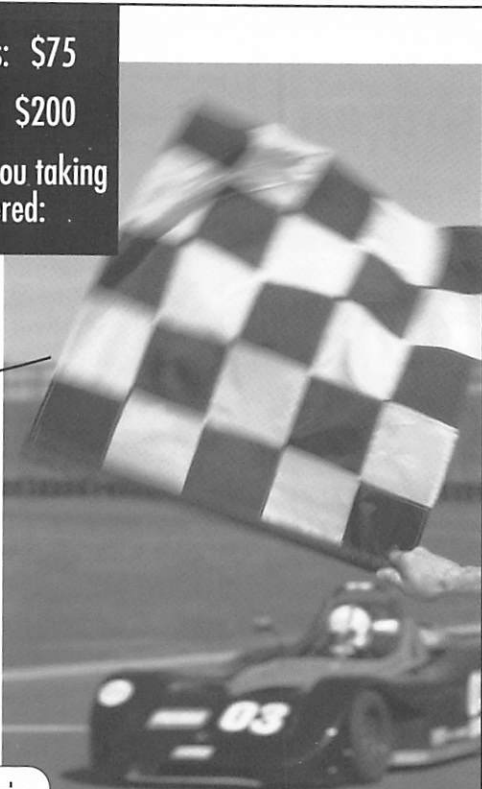
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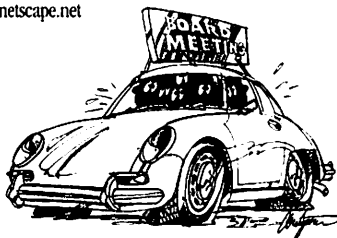
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Board meetings of the ORPCA will be held on the first
Tuesday of the month at 6:30 pm

Consult oregonpca.org for the
latest information and location

Missing your board meeting minutes? As we
develop new communications strategies, some

items typically published in the magazine will find
themselves on the club's web site: oregonpca.org.

Willkommen NEW MEMBERS

Gerry Reitsch	1999 996
Longview, Wa.	
Pam Weldon	1973 914
Jacksonville, Or.	
Richard & Donna Bretherton	2000 Boxster
Lake Oswego, Or.	
Montgomery & Patti Hill	1983 911
Portland, Or	
Glenn & Ruth Zirkle	1997 993
Vancouver, Wa	
Matthew Baldwin	1997 993
Beaverton, Or	
Graham Hall	1970 911
Portland, Or	
Tim Ralston	1990 911
Portland, Or	
Richard Marks	2000 911
Tualatin, Or	
Larry Rinehart	1977 930
Lake Oswego, Or	
Graeme Harrison	1998 Boxster
Portland, Or	
Daniel & Madeline Lyne	1966 911
Camas, Wa	
David & Lila Robinson	1990 928
Portland, Or	
Craig & Corinne Strauser	2000 Boxster
Lake Oswego, Or	
Ryan Hohman	1972 914
Canby, Or.	1970 914
Tyson Jacobs	1983 911
Hood River, Or	
Bob Royer	1986 944
Portland, Or	
Steve Salta	2002 911 Targa
Lake Oswego, Or	
Gordon Kiyokawa	1982 911
Brush Prairie, Wa	
Mark Newson	2000 Boxster
Portland, Or	
David & Geri Berg	1995 911
Lake Oswego, Or	
Jim Svinth	1997 Carrera
Portland, Or	
Transfer In:	
Ronald & Nora Baker	1987 944
Tigard, Or	
Andrew & Margaret Jacobson	2000 Boxster
Trout Lake, Wa	
Don & Beth Marks	1960 356 B
McMinnville, Or.	
Paul & Lora Andrus	1980 911
Clackamas, Or	

Invitation to ORPCA

Rand Wintermute, fellow PCA
member, and Board member on
the Lake Oswego Classic Car Show
Committee, invites all fellow PCA
members to arrive at Millenium
Park to display their Porsches by
10:00 a.m., on Sunday, August 25.

This is the 3rd Annual Lake
Oswego Classic Car show, and all
PCA members are welcome. Entry
fee is "free," and there are many
awards and prizes given out to the
owners of the displayed cars. Lots
of good food and entertainment by
the Lake, and judging begins at
1:00 PM. Come early for a good
spot by the Lake.

Entry forms can be acquired by
calling Susan at the Lake Oswego
Heritage Council at 503-635-6373.
**You must have an entry form
to display your Porsche.** Please
support this great event by bring-
ing your Porsche out.

*Let's show the Alfa and
Ferrari clubs that there is
another marque out there!*

Anniversaries AUGUST

5 Years

Bob Krieger
Robert & Robyn
Beaulaurier

10 Years

Ken & Judy Haltiner
Dr. Bill & Rachel
Korach

15 Years

Donald & Carol
DeFrancq

20 Years

Julius Horvath
Ron & Marsha Grosjean

Marque Motors recommends seat belt usage and observance of all traffic laws at all times



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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



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Sept. 7th
2002**

9:00 AM – 2:00 PM

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Parking Lot**

Vendor Space 10' x 10' \$10.00 in advance
Vehicle Space 10' x 20' \$20.00 in advance
Additional \$10.00 the day of the event
Preregistration necessary to reserve space
Tables available \$15.00 each – Advance order required

Preregistration Necessary
To reserve your space phone Tim Haburn at
503/641-8600 or 1/800/346-0182
Tables available only if prearranged
One vendor per space • No refunds for cancellations
Vendors need to arrive at 8:00 AM

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