

Anzeiger

Oregon Region Porsche Club of America
August 2003 v43-n7



Porsche earns top honors once again in Le Mans.

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



An oasis for people who care about cars.



'03 Turbo



'03 Cayenne S



'63 356B

New

'03 Boxster Black/Black	\$49,340
'03 Boxster White/Black	\$45,815
'03 Boxster Silver/Black	\$48,815
'03 C2 Cpe Midnight Blue	\$88,610
'03 C2 Cpe Seal Gray	\$75,390
'03 C2 Cpe Black/Black	\$76,965
'03 C2 Targa Silver/Black	\$87,460
'03 C2 Cab Silver/Gray	\$86,455
'03 C4 Cab Tip Black/Black	\$97,845
'04 Cayenne S Titanium	\$59,550
'04 Cayenne S White/Sand	\$59,425
'04 Cayenne S Black/Black	\$62,030

Used

'89 Speedster White/Tan 11k Miles!!	
'97 Boxster Zenith Blue 16k miles	\$23,888!
'99 Boxster Zenith Blue 8k miles!	\$29,998
'99 C2 Cab tip Silver 23k miles	\$59,995
'02 C2 Cab Silver 11k miles	\$79,995



www.carreramotors.com Bend, OR 541.382.1711

Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v43-n7

Editor
Kate Ayers
503.292.5743
kateayersis@comcast.net

Ad Sales
Bob Falleur, 503.653.7691

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

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

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

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

Postmaster:
Send address changes to:
PCA/OR Membership Chair
Russ & Sharon Pascoe
2955 Argyle Drive S
Salem, OR 97302

Graphic Design/Layout
Chris Greenwood
503.460.9494
chris@chrisgreenwood.com

© Copyright 2003
Oregon Region
Porsche Club Of America.

All content © Copyright
the respective
contributors.

Anzeiger

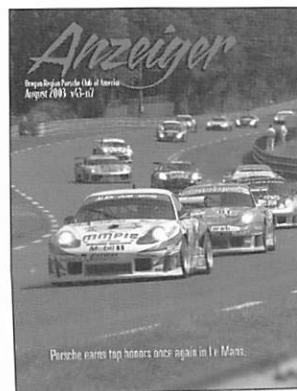
2003
AUGUST

Feature Stories

<i>From the President/Editor</i>	4
<i>Backfire</i>	6
<i>Around the Region</i>	10
<i>Member Profile: Win Casey</i>	11
<i>Portland City Tour - Feels Like the Country</i>	11
<i>The Sixth Half a Mille Miglia: The River Runs Through It Tour</i> 12-15	
<i>43rd Rose Cup Races</i>	16
<i>My Other Favorite Car</i>	17
<i>Local Man Finds Fortune in France</i>	18-20
<i>Racing Is a Mind Game</i>	22-23
<i>Cayenne Turbo Test Drive: Dr Jekyll and Mr. Hyde</i>	24-25
<i>ORPCA By-Laws</i>	26-27
<i>Tech Tips: Dead Batteries and Boxsters</i>	30

Club Events

<i>Club Calendar</i>	5
<i>Win Casey BBQ</i>	5
<i>Otter Rock Weekend</i>	6
<i>Mt. St. Helens Tour</i>	7
<i>Autocross</i>	7
<i>Sunriver Exotic Car Show</i>	8
<i>Coming Events</i>	9
<i>Marketplace</i>	32



Cover image:

Charging down from Arnage corner and into the Porsche curve, the #93 Alex Job Racing/Peterson Motorsports Porsche leads the pack of GT entrants, ultimately finishing first in class during the 71st running of the most prestigious endurance race, the 24 Hours of Le Mans.

Photo by Chris Greenwood

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



Beamer. Top down, motoring with wonderful roads and GREAT food all in a beautiful forest on a warm weekend; wow, it just doesn't get much better. I'd like to compliment my Mille teammates for another outstanding job. It's going to be tough to equal this one, guys and gals.

The Rose Cups were a kick. For the first time in several years, a Porsche crossed the finish line first. Unfortunately, it appears that a few of our PCA folks got disqualified by the SCCA for rule violations. Even though the Turbo that led the race from

Don Clinchbeard
FROM THE PRESIDENT

This time, I'm not on an airplane. Debbie is piloting the BEAMIN ragtop to the coast for an overnigher with some friends, the windshield is getting wet as we enter the coast range, and some great tunes are playing on the radio. Heaven on earth...

Since I last wrote, we have been very busy. The Half A Mille Miglia went very well. To the best of my perception, everyone had an excellent time. The roads were outstanding and the weather couldn't have been better. Debbie and Sue Blanchard shared the 911 and Ken and I shared the

flag to flag was substantially quieter than the TransAm, Corvette and Camaros it was competing against, the car did not have a functioning muffler. This is a rule at PIR to help keep the sound levels acceptable to neighboring residents. Two of our other members were disqualified for using fuel additives. Well, they were actually using unleaded fuel and this fails the SCCA fuel additive test even if you don't put anything else in it. Oh, well. I'd certainly like to see more of our membership out at the races. I may take a more active role next year in getting something special set up for the Club with the Rose Festival organizers. The two Club races inside the Rose Cups had the list of usual suspects participating. One

of the benefits of being President is I get asked to help the event chairs find volunteers to work the race. I got to pick the pace car. I picked Debbie to pace in the 993. (Who said I have no self-interest?) She knows the track well, having done this several years, so is familiar with the procedures. Besides, the car looks terrific leading the pack on the pace lap.

It was great to see at least 8 folks that I had not met before at the June dinner meeting at Saylor's in Beaverton, along with 30-plus folks from the regular crowd. Nancy Herron selected a good menu and we had a fun time socializing.

Well, you didn't see a quarterly report from the President in the last edition as I ran out of time. I'll give you a brief update in this column instead. The BOD is working well together. As we discussed our Agenda for 2003 at the last BOD meeting, it appears we are making good progress against the goals we set in October of 2002. In general, Club operations are running smoothly and the events are doing well with good entertainment value for you, the membership.

Your BOD has approved the new bylaws developed by the Bylaws Committee and has asked the Anzeiger editor to publish them for member comment. The bylaws are supposed to be a guideline for club governance, not a set of organizational requirements. As such, the old bylaws were so restrictive that the BOD was unable to operate in the manner prescribed. So for the past 8 years that I've been involved with the BOD, we have been more or less

continued on page 31

Kate Ayers
FROM THE EDITOR



Up 'til now, we've seen some fine summer days. And August should see them just getting better. There's a lot going on this month, starting with the Mt. St. Helens Day Tour, followed by the Otter Rock Weekend, autocross of course, some track days and the Win Casey Barbecue. (As a special bonus, we have Win Casey as our member profile this month.) Our last Day Tour - dubbed the Portland Road Tour - brought twenty-some cars snaking along Skyline and peripheral roads to Scappoose and then ... well, read about it in the magazine. The St. Helens Tour promises to be as much fun, if not more. Just show up on August 2nd and join the line of Porsches winding their way up to the volcano.

July had some superb events too. The Baxter Auto Parts Historic Races are always memorable. Of course, the Concours at Forest Grove is not to be missed. And I hope you enjoyed the latest fun rally. Watch for a story on it in next month's Anzeiger.

Some of the features you'll find in this issue are from Club activities way back in June, a big racing month, what with the Rose Cups and the CART races (to be featured in the September issue), not to mention the 24 Hours of LeMans, which, of course, isn't a local event but certainly worth a look anyway. We have a spread on the Half a Mille Miglia, back at the very beginning of June, that will make anyone who missed it clambering to sign up early for next year's event, plus a couple personal perspectives from some of the participants. I had almost forgotten what incredible planning the Half Mille Committee does. It's hard to beat the 500-mile road trip!

Well, I'm going to go help Jim spiff up old ESCRGO for the St. Helens Tour. See you on the road!

OREGON REGION CALENDAR



August

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

September

- 12 Audi Track Day
- 12-14 Sunriver Exotic Car Show
- 14 Shelby Club Track Day
- 17 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 21 ORPCA Volunteer Recognition Party
- 21 Autocross @ PIR
- 23 BMW Track Day
- 27 Fun Rally

October

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

November

- 1 Audi Track Day
- 7-9 Rainbonnet 2003 (Including DE @ PIR)
- 16 ORPCA 2004 Planning Meeting
- 19 Dinner Meeting
- 20 Anzeiger Editorial deadline

December

- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline

ANNUAL WIN CASEY BARBECUE

WEDNESDAY, AUGUST 20 - 6 PM

*Where: Win Casey's Home
9220 SW Taylor St, Portland, OR 97225
(503) 297-4049*

Directions: From 26 West, exit at Barnes Rd., turn right onto Barnes. Proceed past hospital, turn left onto 84th. At the "T" turn left on Leahy. Go straight through first stop sign (road changes to Taylor).

Bring your favorite item to grill for yourself, plus a salad, side dish or dessert to share with others (6-8). This is a great time to share the Porsche stories of the year and what is to come and just plain chat about cars and meet some great friends.

Beverages and dinnerware will be supplied.

HOPE TO SEE YOU THERE!

RSVP Carol Beutz (503) 521-9413



**Club
Event**

BACKFIRE



Like an event or hate it? Got a beef, or some kudos? Tell us what you think. Send your comments to: kateayersis@comcast.net

Grazie Molto

ERIC HAWLEY - NW REGION FERRARI CLUB OF AMERICA 

Greetings to all my new friends in the Oregon Porsche Club:

Thank you so much for a great weekend. I can't remember when I've had so much fun driving as on the Half a Mille Miglia. I am impressed with how every little detail was taken care of and how smoothly the whole event went. It was obvious by halfway through the first morning that someone had really worked hard to put this event together. The roads were awesome, and the length of each leg of the drive was just right. I had several opportunities to stretch the legs on my black Stallion, and plenty of time to enjoy the scenery in the company of some beautiful sports cars. And then there was the food. Holy cow! How did you guys ever find all these great places? I'd have been thrilled to have eaten just one great meal a day and make do with fast food the rest of the day. Instead, every time we stopped, we were treated to another gourmet extravaganza. How you guys found such great roads and food at the same time is a mystery to me.

Finally, thank you to all the other drivers who made me feel so welcome. There's nothing as fun as a weekend in such great company. I'm privileged to have met so many nice people with a passion for cars and good fun. I look forward to meeting more of your club in the future.

Perfect Punkin'

BRUCE ALLETT - BORING, OR 

I want to thank everyone involved for putting "Punkins" picture on the cover of the Anzeiger. What a thrill!

Chris, great shot ... "Punkin" never looked so good! Thank you very much.

As a photographer I love seeing other photographers' photos and I especially enjoy them when their content involves me. I was very surprised to have received an envelope with a nice 2nd copy of the magazine. It arrived perfect and suitable for framing (which it now is and on my office wall).

I also want to thank you all for allowing me to be a part of a really great & fun club. The enthusiasm for these cars and for the club members by the Board of Directors is above my expectations of what a club could ever be. Camaraderie is in abundance!

Works for Me

WIN CASEY - PORTLAND, OR 

Just a note to let you know how much I enjoy the new format. The color cover and articles are great. Thanks! Win Casey

Super Half a Mille

LINDA AND BILL BEN - BEND, OR 

Congratulations to EVERYONE involved with the planning of the Half A Mille Miglia! Bill and I had a super time, even though we were not able to participate in the entire event! Great roads, super people, outstanding food and awesome cars! The Steamboat Inn did an excellent job, too!!! We look forward to seeing where this wonderful event will be NEXT year!

Tabloid Journalism

JOHN MAZMANIAN - PORTLAND, OR 

Thank you for the kind words regarding my and BettyLou's engagement. However, I must say that this smacks of tabloid journalism. As a member of the legal mafia, I am sure you are well aware of the libel statutes. Unfortunately, you have your facts correct.

[Ed. Note: Tabloid journalists? Us? Why, we thought no one would ever notice! Yes, we hide behind the First Amendment, and insist on our Constitutional rights to offend and embarrass ORPCA members when we see appropriate humor in it. And, of course, from a strictly legal point of view, truth is still a complete defense in Oregon.]

Otter Rock Weekend

August 22-24



This is to invite you to our annual Otter Rock weekend, August 22-24 at the beach, put on by ORPCA.

This year we are inviting PCA Regions High Desert and Cascade to join us.

It all starts with a Friday night pizza dinner.

Saturday you can party at the beach, play golf or just sit back.

Saturday night is a big barbeque in the parking lot.

After dinner we go to the beach for a big fire.

The place is the Alpine Chalets at Otter Rock on the Oregon Coast

We have all the rooms, but space is limited and fills up fast so book early!

For more info and to book your room e-mail Rick Sironen at rasironen@qwest.net or call 503-257-9912

Mount St. Helens Tour

Saturday, August 2

Fun and excitement awaits you as you tour your way toward the south side of Mt. St. Helens. Generous parking, walking trails, and a great place for a picnic. Bring a picnic lunch and enjoy friends and nature at its finest.

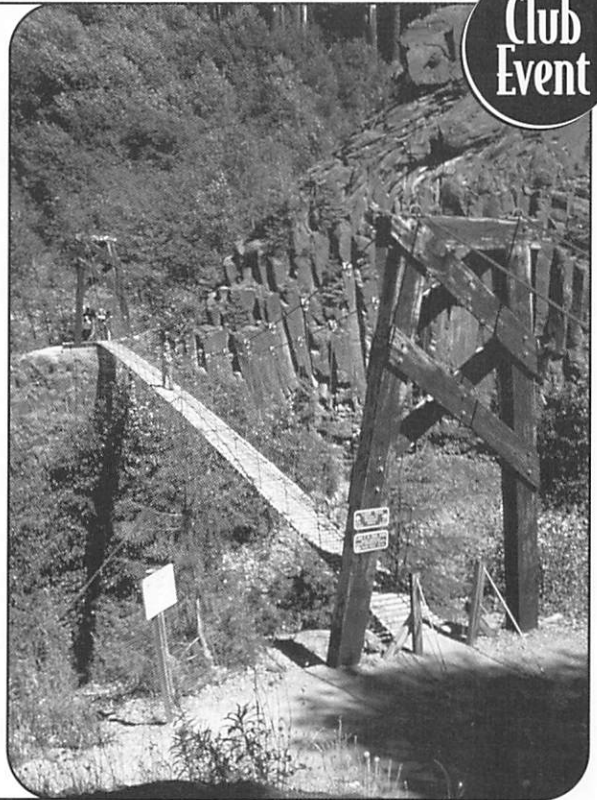
Starting location: Beaches Restaurant, Vancouver, WA.

Time: 10 AM sharp (first cars out.)

Lunch: Your picnic basket

Cost: \$1.00 per person.

RSVP to: RLP2CJP@aol.com (Richard Puetz, 360.571.0008)



Club
Event



ORPCA Autocross 2003

August 24

- PIR South Pit Area

(Motorcycles on track)

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

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

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

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

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

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

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

Requirements: Helmet, any safe car w/loose articles removed. 18 yrs or older except children of ORPCA members w/license and parental permission. Non-members and non-Porsches are welcome to participate.

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

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

Club
Event

Sunriver Exotic Car Show

September 12-14, 2003

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, registration will be held at the Ron Tonkin Gran Turismo



Motorsports transporter, located in the Sunriver Village Courtyard. Tonkin will be hosting hearty appetizers, with a no-host bar.

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!

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 \$70 per person.

For registration information, contact:

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

Barbara Grayson (503) 246-8477 (days)

Sunriver Chamber of Commerce (541) 593-8149

Coming Events



Volunteer Recognition Party – September 21

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

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

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

Rally

Rally offers a unique opportunity for both driver and passenger (navigator) to perform as a team. Each team receives instructions for navigating a predetermined course. Scores are based on how close teams come to reaching these check points "on time." This all takes place on public roads and at relaxing speeds.

Afterwards, prizes are given for accomplishment in various categories. Fun rallies are designed to introduce you to rally in general and help novices understand what more traditional Time-Speed-Distance rallies are all about. Additionally, points will accumulate throughout the year for the TSD rally series and will result in a champion award to be presented at the club holiday party.

Please join us for our fun rallies and our regular TSD rallies.

Autocross

An autocross is a (relatively) slow-speed, timed event, where solo drivers compete against the clock on a course marked with chalk and highway 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 an open area so there is nothing to hit, and only your ego to bruise. Speeds are kept down —

generally below 50 MPH — with most of the critical action in first gear and at very low speeds.

Competitors are of all skill levels, running the gamut from those with decades of experience all the way to those with a shiny new driver's license and 2 days on a stick shift. There's something for everyone and everyone has a great time! If you ever wanted to improve your car control, drive fast, or just develop the skills to stay safe in an emergency situation on the highway, this is the event for you.

Day Tours

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

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.



Around the Region

By John Draneas

John Mazmanian reports that he has been working on an alternating two-week basis in Anchorage and Portland, on a "six-week temporary assignment" that he started over a year ago. He misses his home, his Porsche, his dog and **BettyLou**, although not necessarily in that order. He still intends to hook up with the PCA chapter in Anchorage, and has spotted four Cayennes on the road. Given the condition of the Alaskan roads, he believes that the Cayenne is probably the most practical Porsche to own, but wonders if it really is a Porsche. (See elsewhere in this issue for one opinion on that.) Out of things to do, John has gotten back into flying after a 20-year lay-off. Porscheless, it fulfills his thrill-seeking needs, since there are no speed limits in the sky.

Seems like French month at the old ORPCA. **Chris Greenwood** has been on *Anzeiger* assignment at Le Mans. Read his story about **Jeff Gamroth** and Alex Job Racing in this issue. **John Johansen** has also been in Le Mans for his first time. He and Lainey have been having a great time. In the course of a three-week stay on the Riviera and in Provence, they saw some really great cars in front of the casino in Monte Carlo. Then on to Paris and Barcelona. Sounds like a great trip, but where's the race report, John?

I'm pleased to report that **Carlyn** and I just signed a deal to sell our old house. The negotiations were among the most interesting I've been involved in. The buyers began with an offer that

was substantially less than our asking price, but tried to bridge the gap by throwing in his collection of spare 356 parts. We countered with a more reasonable sales price, and tried to soften the blow by offering that, if any of the 356 parts turned out to be worth having, they could use the 356 for a day. The buyers countered again with less money, and specified that, since we

Clinkinbeard was very pleased that he drove his 944 Turbo most of the day on the track without incident, until it eventually broke and had to get towed back in. The punch line is that the head gasket does not need to be replaced!

Back to spirit for a moment. **Bob Falleur** was planning to go to Monterey and thought he would take advantage of the opportunity to take in

the 50th Anniversary Speedster fest. When he arrived at the site, he was surprised to be the first one there. Suspicious, he asked around and eventually learned that the Speedster fest is *next* year. The early bird may get the worm, but the early 356er gets the shaft! Good thing there are a lot of things to do in Monterey.

Ray McNamee has just finished a complete, frame-off restoration of the family 1958 MGA. He has been taking the auto restoration class at PCC

for several years now, not because he can't seem to pass, but because he enjoys it so much. He put what he learned in that class to immediate use by doing most of the restoration work himself, and has an incredibly beautiful car to show for his effort. He showed the MGA at NAMGAR GT28, a national gathering and car show of MGA owners at the Resort at the Mountain in Welches July 14-17. After that, he entered it in the Forest Grove Rotary

Concours d'Élégance.

Our condolences to **Andy Jacobsen** on the death of his father.

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.



John Johansen & Lainey

weren't specific about the meaning of "use," he assumed that he could race the 356. We countered again with more money, but responded no, he couldn't race the 356, but if he really had to race a car, he could

use the Spec Racer Ford. And there the deal was struck, but with the proviso that we have to get together in person to figure out exactly what the side deals really are. Seems like a typical car guy deal to me, but our realtors were having a very hard time figuring out exactly what was going on.

Page Stevens took delivery of his Ferrari Enzo, and promptly took the day off and drove it to Hood River and back to put some break-in miles on it. The next day, he took it out on the track. Now that's the spirit!

At the minor victory end of the track scale, our esteemed President and do-it-yourself-bolt-breaker **Don**



Chris Greenwood



Ray McNamee

Member Profile: Win Casey

by Jim Ayers

At the last dinner meeting, I asked for volunteers or suggestions for the member profile. I mentioned the club had some "older members" who might be good candidates for an article. I was summarily chastised for using the term "older members" and was politically corrected to the term "long-time members." This long-time member who, in his own words, is "nine months away from collecting Social Security," joined ORPCA in 1962.

Win has served as President, Vice President, Treasurer, Membership Director and Activities Director of ORPCA. He has held various Board positions with SCCA, Cascade Sports Car Club, Team Continental, and ICSCC.

Asking Win if he likes cars is like asking your neighbor's dog if he prefers to leave his daily deposit in your yard. You know he does; you can just see it in his face. Win

has owned and raced more sports cars than most of us can dream of. He has spent his entire adult life working with Porsche cars, initially as a Parts Field Rep for Porsche/Audi Northwest and for the last 25 years with Motor Sports International.

I made the mistake of asking Win what cars he had raced over the years. I darn near had to borrow another pen, mine began to run out of ink, brand new when I got there. Consider, he has been racing actively since 1964. Win started racing with an Austin Healy Bug-eyed Sprite, moved up to an MG Midget, progressed to a 1600 Porsche roadster, hit the big time with a series of open-wheeled cars, including a



Lotus 20 and Brabam Formula C. Win then moved into the world of affordability (if there is such a thing in racing) and started running VW Rabbits and Golfs. His current racer is a 1985 GTI Golf.

Win told me he initially had hosted the

Holiday Party at his house. In his words, "It got a bit too formal," so he began hosting the annual "Win Casey Barbecue". August 20th is the big day this year. Bring your main course to grill, a side dish to share and your favorite libation. View some of the cars and toys Win has collected over the years and enjoy a good evening among friends. ☺

Portland City Tour – Feels like the Country!

Anzeiger Staff

Hmmm, what to do with a partly cloudy June 8th in Portland? Veg out in front of the TV, work in the yard, stay in bed ... The possibilities seemed rather dull until the Portland City Tour came to mind. Don't let the name mislead you. It was really a tour which began in the Northwest Industrial area and, within moments, had us out on the twisty, winding roads we all love to drive.

A total of twenty-two cars and forty people joined the tour, most driving Porsches. The route left Northwest Portland via N.W. Cornell Rd to Thompson Rd, transiting Skyline Blvd to a great, little-known stomach twister called Newberry Rd, followed by a short shot down Hwy 30 to another great g-force builder, McNamee Rd. Once the residents got the idea there was more than one Porsche coming up the road, they came out to watch and cheer. (At least it seemed like they were cheering; no errant digits were

extended nor any rocks thrown.) McNamee Rd put us back onto Skyline, which in itself is a great drive. Passing up



Logie Trail was hard, but Rocky Point Rd lay waiting for us. Rocky Point has just the right number of twists and bends combined with short straights to make it a true pleasure.

The tour group so awed a Corvette driver coming the other direction, he felt compelled to stop in the middle of a hairpin corner to watch. One of us, who shall remain anonymous, decided to trail brake that curve, allowing the rear end to hang out a bit. Realizing what the Corvette was doing, he robustly applied still more brake and no contact resulted.

Returning to Hwy 30 for a quick run into Scappoose for lunch at the fast food joint of our choice was the end of the tour. Most participants chose to return home via many of the same roads, adding Germantown Rd to the list.

Tour Director Dave Nance is to be congratulated for a well-selected route! ☺

The 6th Half A Mille Miglia: The River Runs Through It Tour

By Ferrari Testarossa • Photos by Gregg Hodge and Eric Hawley

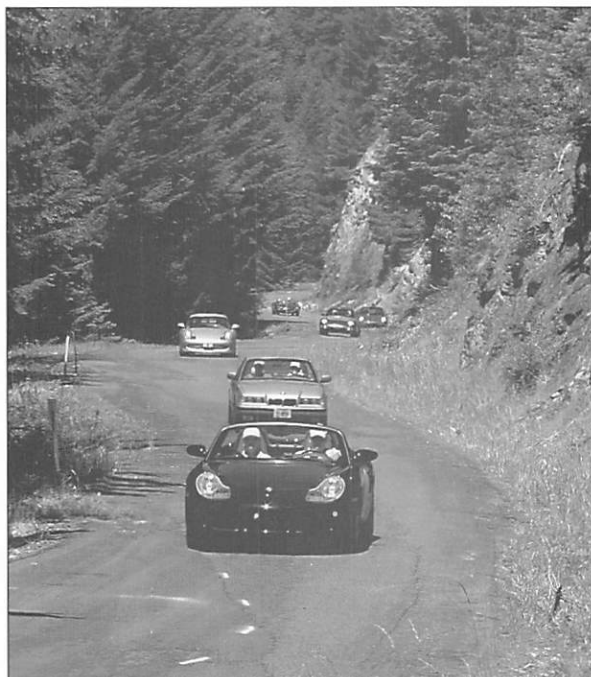
Ciao! Si, I ama a Ferrari Testarossa. I ama also knowna asa Bella Macchina but I no speaka so gooda Eenglish so I aska my automobilista Forrest Hatch and his bella moglie Bonnie to helpa me with gooda words. Grazie!

(Translation: Hi! Yes, I am a Ferrari Testarossa. I am also known as a Beautiful Machine but I don't speak such good English so I asked my driver Forrest Hatch and his beautiful wife Bonnie to help me with the right words. Thank you!)

I ran the superbo roads of Oregon over the May 31-June 1 weekend with 34 other very sexy cars. I was especially attracted to a full-bodied 1964 Jaguar driven by Jim & Lynne Roe. She had all the right contours. It was a special kind of torture when she wiggled her way around those endless curving roads ahead of me.

The weather, the roads, the food, the cars and the people; all bene e molto bene! But the very best part was the endless curving roads that snaked through the shade-sprinkled lanes, along the rivers and across the countryside of Oregon. What a great opportunity to get out and play. Don "Daddybeard" acted the mandatory safety officer with stern face and set jaw, then set a good example (tweaking the rules just a little bit). There were no crashes, no tickets, no breakdowns and only minor electrical annoyances. (Remember, we still had a British car along.)

As a stately and majestic "Prancing Horse" Ferrari, I often felt a little like I was in a swarm of pesky horse-fly Porsches. They were always buzzing here and there, biting at my heels, vanishing off through the country only to show up again and further my annoyance. Luckily, there were five of us Ferraris with some very nice (and pricey) machines. Ted Wright in his black F355 Spider was clearly the wild man of the event. With no co-driver, he would rush ahead, get lost, come back, rush again to the front and



"Ted Wight in his black F355 Spider was clearly the wild man of the event. With no co-driver, he would rush ahead, get lost, come back, rush again to the front and then start over again."



then start over again. He probably had more fun than any of us. The group also had beautiful representatives from BMW, Audi, Jaguar, Corvette, and John Draneas brought his newest: a sweet 1959 356 coupe.

Friday night, we were all watered at the Salbasseon Suites in Corvallis. Dinner came with the drive so everyone was well fed and put to bed for an early start.

The Saturday river routes were extraordinary, making me so happy that I felt like a puppy with two peters. Lunch was in Historic Oakland - Oregon, that is — with good food and plenty of time. The surprise event for Saturday afternoon was the opportunity to experience a hike into the old growth forest along the Umpqua River and some wine along the way for those that got there before it was gone. Saturday



Opposite page, top: Snaking through the short cut from the Steamboat Inn to Cottage Grove

Opposite page, bottom: Drivers' meeting at Salbasgeon Inn, Corvallis, Saturday morning.

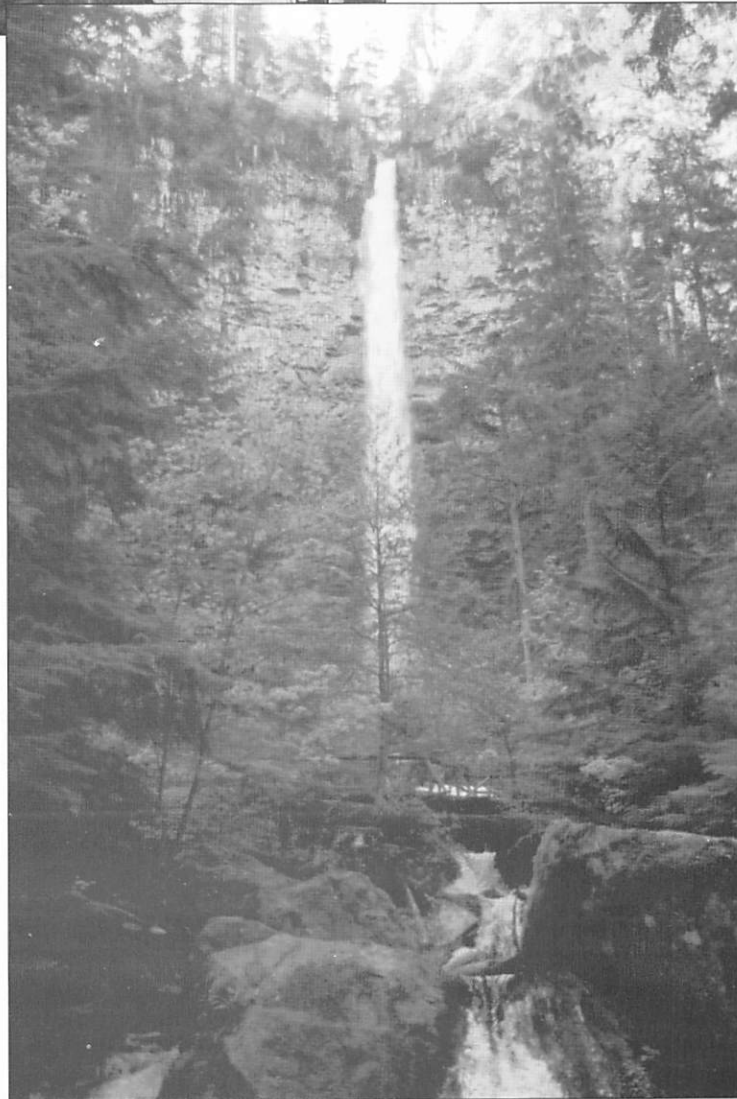
Left: Dinner at Steamboat Inn on Saturday night.

Below: The hike to and Watson Falls itself are wonderful.

night, we took over the Steamboat Inn Resort and had a magnificent meal sponsored by the *Sports Car Market Magazine* (Keith Martin). Wines were supplied by Abacela Winery in Roseburg. Special awards were handed out, with the Mille Planning Committee winning all (maybe not all) the prizes. I say more power to them after all their work!

Sunday morning started out with breakfast and a hike to either Watson Falls or Tokatee Falls (or both if you skipped breakfast). Then it was up over the mountain on a mostly one-lane forest road that Don 'Daddybeard' portrayed as the equivalent of the Oregon Trail for cars. In spite of predictions of rockslides, snowdrifts, tree falls and moss-covered corners with 500-foot exposures for the co-drivers, we all made it over without any crises. All day Sunday was again spent on small roads with almost no traffic. By noon, at Stacy's Covered Bridge Restaurant in Cottage Grove, again we had a delicious buffet.

As the trip ended in Wilsonville, at Wanker's Corner Saloon, everyone was glowing with the fun of two great days of driving their favorite car on fantastic roads. This outing had a lot to offer at a great price. John Johansen, Gregg & Sue Hodge, John Draneas, and Don & Debbie Clinkinbeard of the organizing committee really outdid themselves this year. Me, I didn't feel so bad myself. Everyone knows that Ferraris are meant to be driven, and this kid is no garage Queen. I still look pretty good for an 18-year-old with all original mechanicals and paint. Best of all, I think I'm getting to like my new buddies. Maybe those Porsche horses are not such a bad lot to team with at playtime. ♻️



The River Runs Through It Tour

By Marsha Rich • Photos by Gregg Hodge and Eric Hawley

The afternoon of May 30, 2003, Steve and I headed south to meet other members of the Porsche Club for the 6th Annual Half a Mille Miglia. The details and plans had been in the making since the end of the 5th! It took the better part of one year to put together, and we were excited to try it out.

The drive to Corvallis was warm, and pleasant, the iris along the I-5 corridor in bloom in a rainbow of colors. Drivers filtered into the Salbaugeon Suites Inn at intervals throughout the evening until the meeting room was filled with the sound of laughter, Porsche talk and wine glasses toasting good times ahead.

Saturday morning, approximately 60 people gathered car-side in the parking lot to exchange greetings and admire each other's cars, a majority being Porsches, with a smattering of Ferraris, Corvettes and an Audi. Engine size and horsepower information was exchanged faster than excuses for running a red light, and an air of excitement generated smiles as we discussed the day's route, then headed south.

We began our circuitous route in 61 degrees of slightly overcast, yet promising, sunshine along the river through Willamette Valley farmland. Steve and I put the top down on the Carrera, inviting the cool, crisp air to invigorate us. We were not disappointed. Soon after the turn west onto Wolf Creek Road, we encountered our first climb. We traveled in the middle of the "pack" for the most part. Sometimes a pickup would pull off to the side and allow us to pass. Thank you! We watched the faces of some young boys in pure joy and amazement as our private little parade passed by. Maybe one day for them the dream will become a reality, too.

By Tolly's restaurant in Oakland, the sun was shining and our stomachs were growling. The lunch was superb! The dessert tray became my personal stum-

bling block. (I noticed I was not alone.) Afterward, winding through fields, rounded hills filled with vineyards and scrub



Top: Glenn Enright and Jean Bennett.

Above: Lunch at Tolly's in Oakland, Oregon.

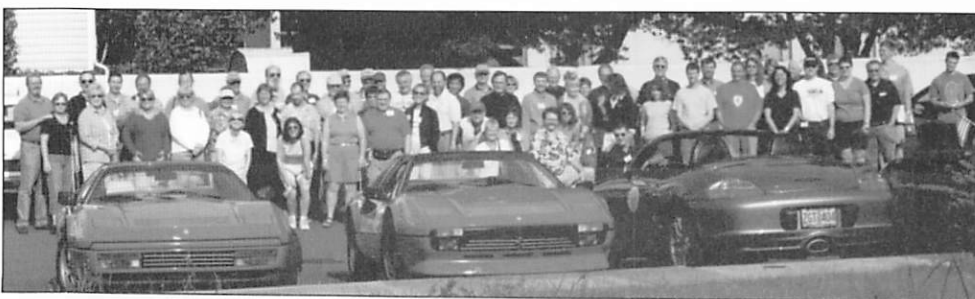
Below: The whole Half Mille group just before departure from the Salbaugeon Inn in Corvallis.

oak, we became acquainted with the North Umpqua River west of Roseburg on Del Rio Road. Hello, old friend! A few

years ago, I rode my quarterhorse on this stretch of highway. Today, I'm riding 320 horses.

We continued through Wilbur and began the trek with the river on our right into Glide, stopping briefly at the Colliding Rivers where Little River and the North Umpqua merge. Quite a sight. And the parking lot: Porsches side by side, all years, styles and models, a veritable dream come true.

Moving on, we marveled at the views of basalt formations high above us and the whitecaps of the rapids far below. An



osprey nest at the top of a fir tree was indicative of the infamous steelhead population residing in those cold waters. As the elevation increased, so did the corners in the road. The drive was a perfect challenge for any Porsche — and driver — dipping into a corner and accelerating out, the sun shining warmly on us, then thrust into sudden cool shade as the road wound in and around the mountain. All the while, a river flowed through it.

Steve and I arrived at the exceptionally inviting Steamboat Inn around 4 pm. 81 degrees outside, a cool wind blowing through the trees and shadows lengthening, we checked into our cabin and then took a short hike to the creek. We stood transfixed in the sand as we watched a huge cluster of butterflies flit about. Purely magical!

The rustic Steamboat Inn closed its doors to the public that evening to house and feed our motley crew. Many thanks to those fine folks. I cannot recall many other evenings that would stand equal to that one. The food and wine was superb, and the friendships developed there in that convivial atmosphere I am sure will take us through many excursions to come.

Sunday morning, we met in front of the Inn and discussed our day's travels. Steve and I elected to go upriver about 20 miles and hike into yet another personal haunt of my youth, Tokatee Falls. I had forgotten the majesty of this unique falls, with dogwood still in bloom and vine maple filling the forest floor beneath tall Douglas fir and red cedar trees. With each step closer, an ever-increasing roar dominated the forest silence until at last we rounded the mountain bend, and there it was! Not one, but two falls, the first cascading into the second, lower one. Large boiling blue pools stood at the base of each falls. We were stunned silent.

We headed back up Steamboat Creek on roads that took us past Lake Dorena and into our lunch rendezvous at Stacy's Covered Bridge Restaurant in Cottage Grove. From there, we traveled along the Mackenzie River north of Eugene, and followed the river's course weaving in and out of the countryside to our final

hookup point in Wilsonville, Wanker's Corner Saloon. Exhausted after an extremely satisfying journey with the greatest group of people ever created, The Porsche Club, we went our separate ways,



Above: Diane and David Schirmer, Eric Hawley, Ted Wight

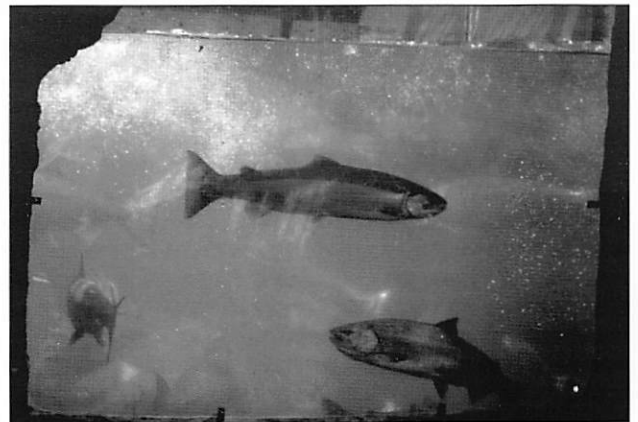


Left: Gayle Kovacs, Rupert Koblegarde, Don Crawford and Dale Suran.

Below: Summer Steelhead in the fish ladder on the North Umpqua river attempt to join the land-based migration.

in our own special cars.

A heartfelt thanks goes to John Johansen, Gregg and Sue Hodge, John Draneas, and Don and Debbie Clinkinbeard for providing the Porsche Club a first-class adventure! 🍷



43rd Rose Cup Races

by Kate yers • Photo by Jim yers

After a drippy practice/qualifying day, skies for the weekend of racing cleared off and temperatures remained mild. The weather conditions must have been a result of Jay Culberston's, Temp Control Mechanical, the race sponsor. Conditions were ideal - for spectators as well as drivers.

On Friday, I had my raincoat on, then off, the hood up, then down, finally shed the whole thing as the sun made more frequent peeks. Ken Tubbs, one of the instructors at 2002 Rainbonnet DE day, was puzzling over whether to outfit his Mazda Miata with slicks or rains for his Group practice. It was quite a dilemma, looking at the angry mass of steel gray clouds heading ominously toward PIR. He finally opted to leave well enough alone and kept on the slicks. It proved to be a good decision.

The next morning, Saturday June 14, looked threatening again, but the forecasters had promised clearing. When the National Group 3 race got going hot and heavy, an oil slick on turn 12 kicked the action up a notch. For a highly entertaining five minutes, somewhere around a dozen drivers spun off into the grass, sand and the occasional tire barrier. With only caution and debris/oil flags being displayed, they kept sliding off until whatever liquid was causing the trouble apparently had been smeared so thin it no longer posed a hazard. We race fans love those thrills.

By the Porsche Cup Formula Libre Race, just after 2:00 Saturday afternoon, the track was warm and the racers ready. Set up as a handicap race, the slowest qualifying car started at the front. (That would be resolute Steve Tarket.) He saw the green flag a full 52 seconds before the second car, and then the pace picked up as the other 32 cars trickled onto the track for a highly stimulating race. Watching the chicane proved to be less eventful this year than turn 12.

When Jim and I caught up with John Draneas about lunchtime, he wasn't his usual ebullient self. With spirits low, he

admitted to being, "Willing to drive" the Spec Ford but could muster no more enthusiasm for the race. He had qualified



a disheartening 15th, likely due to heavy house-moving duties in the weeks building up to the Rose Cups. But, in a great show of skillful driving, he came up through the pack to finish in 10th place, after falling back several positions on the first lap due to an off-course serendipity. And he must have really revved up by the Festival Trophy race late in the day, as he picked up a very respectable 6th.

Sunday dawned blue and clear. The vendors seemed to sense more excitement as they geared up for the Big Event. The Fast Track Café advertised their special corn-dogs, Polish sausage hot dogs and a nice array of condiments. Jorburger's aromas drew fans in by the droves to their \$8.50/plate BBQ chicken sandwich with potato salad and baked beans. Nut-dipped chocolate ice cream bars kept beckoning to me, but I found the strength to resist — barely. With these temptations surrounding me, I settled in to watch the 30-minute Porsche Cup Race. Aside from a few mild off-track excursions, this was an extremely clean race. Robert Stefanowicz, in his #12 neon orange twin turbo 911 drove pretty much all by himself. (I later took a close-up view of this car. It's seen a LOT of track time. It's not pretty, but boy is it fast!) Kim Hiskey, in Car #1, after qual-

ifying second, started out looking somewhat sluggish but perked up as she warmed up and, by the second half, was running with a full head of steam. Jay Culberston in his new Porsche GT3 put in a respectable show in both the Porsche Cup and Rose Cup races.

1:40 came. The Star-Spangled Banner marked the beginning of the 43rd Rose Cup Race. Under blue skies and mid-70s

temps, the grid of 28 cars made a smooth beginning and, aside from a few dropouts, drove to a smooth finish. Robert Stefanowicz dominated after the first five laps, leading to the checkered flag. The neon Porsche flat moves around the 1.97-mile track. His day went off without a hitch. At least, his driving went off without a hitch. Unfortunately, both Bob Stefanowicz and Kim Hiskey were disqualified in the Rose Cup race. Apparently SCCA has a different rule regarding fuel than PCA.

SCCA, being the sanctioning body for the Rose Cup, disqualified a total of three drivers for noncompliant fuel. (For Full Rose Cup Results, visit the SCCA website at:

<http://www.oregonscca.com/results/2003/Rosecup/RESULTSC.TXT>)

Porsche Cup Awards:

Formula Libre Race

- 1st place George Jakotich #63 (wht 964 class C), started 6th position at 2:09 minute handicap.
- 2nd place Bruce Korstad #87 (class GT5S), started 5th position at 1:54 minute handicap.
- 3rd place Robert Stefanowicz #12 (class GT1R), started 30th position at 6:08 minute handicap.

Porsche Cup Race Class Winners:

- GT1R - Robert Stefanowicz #12, 1st place overall
- GT2R - Kim Hiskey #1, 2nd place overall
- GT3R - Chris Souliotis #56, 5th place overall
- GT2S - Dean Krenz #3, 15th place overall
- GT3S - Scott Daiger #9, 10th place overall
- GT4S - Steven Thayer #72, 17th place overall
- GT5S - Bruce Korstad #87, 25th place overall
- GTC3 - Michael Harley #49, 11th place overall
- GTC3 - Jay Culbertson #86, 6th place overall
- C - Jeffrey Freeman #89, 12th place overall
- D - Casey Jones #16, 22nd place overall
- E - Steven Haywood #94, 18th place overall
- F - Leif N. Johnson #96, 21st place overall
- G - Steve Tarket #91, 29th place overall
- H - Phil Rochelle #62, 27th place overall

My Other Favorite Car

By Ray McNamee • Photos by Chris Greenwood

As a boy, I was always fascinated by cars. In 1947, I visited my mother's home in Ballybunion, Ireland. It is a resort area on the west coast and features a links golf course. It was here I first saw a British sports car and knew that some day I would have one. My uncle was in the livery business and he explained all the features of the different cars to me.

After my discharge from the Marine Corps, I entered flight school and of course there were plenty of sports cars at the various airfields. It wasn't until 1957 that I finally made the decision to buy a sports car. Walther Motors, which was located north of Chicago, had a Mercedes 300 Gull Wing Coupe on display. They

also had a 120 Jaguar and a 1953 Corvette which came with a hard top. Since it was December, I opted for the Corvette. While the handling was nothing to write home about, it did have great style. My soon to be wife,

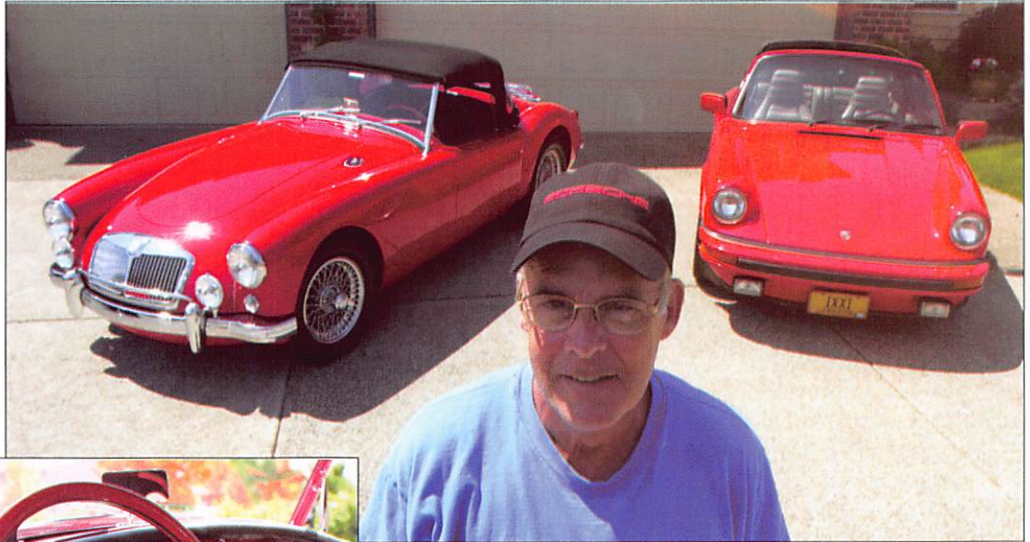
Britt, a Swedish exchange student, sure did like driving the Corvette. The car was dark blue, which was rare as only a few of them were painted anything other than white. We drove the car on our honeymoon to Key West, Florida and everywhere we went it attracted a crowd. Never knew whether it was the car or the blonde gal in it.

We decided to build a new home in Elmhurst, Ill. and with our changing lifestyle the car was sold. In 1975, we located a 1958 MGA and my wife and I, along with our 3 children, drove out to see it. It was affordable and we drove it home that afternoon. Our children learned how to drive a stick shift in this car and it never gave us a day of trouble.

A promotion required us to relocate to Ohio and the car was transported to our new home. When I retired it was transported back to Oregon and the restoration of the car began. It features chrome wire wheels, a special factory-authorized steering wheel, Lucas flamethrower driv-

ing lights and a heater, which was a factory option.

The car has been wonderful entertainment for our entire family.



Only recently did Britt and I learn that it had many unauthorized outings when the adults were away on business. Hopefully, the next family generation will get as much enjoyment as we have had driving our MGA. The next restoration is on them!

It should be noted that Ray did most of the work himself during this complete, frame-off restoration. And this car is gorgeous. We at Anzeiger realize that there are more than a few of you in the Porsche club who were and still are British car fans, too. Ray wore his cap for this photo which illustrates his true loyalty, however: CG

Local Man Finds Good Fortune in France

Story & photos © Chris Greenwood

When driving in France, it isn't so much the road you're on as it is the place you're going. Perhaps it has something to do with language or culture or the fact that the naming of streets & roads was always secondary to how you found your destination. For the winning GT team in this year's running of the 24 Hours of Le Mans, it seems that the podium has always been their destination.

Thursday, June 12, 10 p.m.

Qualifying, 2nd round. In the previous night's qualifying session, driver Sascha Maassen set a track record in GT with a fast lap of 4:07.996. Tonight, teammate Lucas Luhr pilots the #93 Porsche GT3 RS of Alex Job Racing. Another teammate during the regular ALMS season in North America, Timo Bernhard, is driving the #81 Racer's Group Porsche 911 GT3 RS. It is widely thought that the 24-hour race itself will come down to these two teams, both of whom receive a critical measure of "factory" support from Porsche. And tonight's session is tense and exciting, each team vying for pole position.

This qualifying shootout is as good as it gets. The sun setting and ambient temperatures falling, lap times decrease around the circuit. Luhr is first out setting the time to beat and, for a moment, the team is quietly jubilant. Not long after that, Timo Bernhard bursts the #93 bubble, quickening the pace by tenths of a second.

Knowing that there is even more to gain from this track by making another effort, Luhr again takes to the 8.625-mile circuit. A good-natured, but fiercely competitive rivalry showcases itself as he pilots the 911 to an incredible time of 4:06.984, more than a second faster than Maassen's track record from the previous night.

The drivers and the team credit the Michelin rubber as giving them the vital grip needed to prevail in qualifying and in the race.

A Crew Unparalleled.

The crew who make this car as good as it can be all have racing in their blood. When they're not at work in the pit,



standing, Jeff made his mark locally by preparing race cars for PCA and SCCA club racing. Jeff's mechanical aptitude and phenomenal racing acumen, combined with his knowledge and love of all things Porsche, earned him a spot in the professional sports car racing milieu.



Above: Team owner Alex Job (at left) discusses strategy with Jeff Gamroth (center) and Phil Pierce during the second qualifying session.

Left: The moment the fuel hose disengages is when work can begin on the rest of the car. This fuel & tire stop occurred at about 10 am on Sunday with 6 hours to go in the race.

Below: A representative sample of the "rock" from the gravel traps around the course. These shards all have sharp edges and knife points, most of which could puncture a tire outright. These arrowheads have changed the outcome of the race in years past and would again play an interesting role in this year's race.

they're racing themselves, watching racing or talking about racing. And here's the thing, it really doesn't matter what the venue or the type of vehicle. What they want to know is how to make the stuff they race go faster.

At the head is crew chief Jeff Gamroth. An Oregon Region PCA member of long



Formally introduced to Alex Job by driver Darryl Havens, Gamroth quickly proved that he had the right stuff to help place the team on the podium consistently. Through many races in the Professional Sports Car and American Le Mans Series, as well as several 24-hour races, Gamroth, in a sense, has facilitated Porsche's transition from air- to water-cooled racing motors. Certainly, his unparalleled knowledge of Porsche's racing platform has helped him build his business, Rothsport Inc. in Tualatin, OR, a racer's garage.

Gamroth is a study in good stewardship. In the pit, there's no question that goes unanswered without the background info to help explain. For whatever ails the car, there's a well-planned solution according to the dictates of the racing conditions. During the race he seems to know just what the drivers are thinking, a driver himself with no small amount of experience. The race track calls to him and he answers.

Saturday, June 14 - The race.

After an already exhausting week of work on the car and festivities surrounding the race, the car is ready, the drivers are amped and the team is on high alert. What many people don't realize is that a 24-hour race typically requires about a 40-hour commitment without sleep. The AJR crew, with several 24-hour events under their belt, eagerly anticipate the green flag. The pomp and circumstance of Le Mans is wild and spectacular, but the race is why they're here.

At 4 pm on Saturday, the green flag drops on a rolling start. Flawless driving and pit stops characterize the first five hours of the race for the #93 team. During the third stint with French pilot Emmanuel Collard at the wheel, an unusual part of the shifter fails, requiring a temporary repair under the green.

Later, during a full-course yellow flag, the team makes a permanent fix to the shifter.

Also before dark, the passenger's side window blows out because of high pressures in the cockpit at top speed.

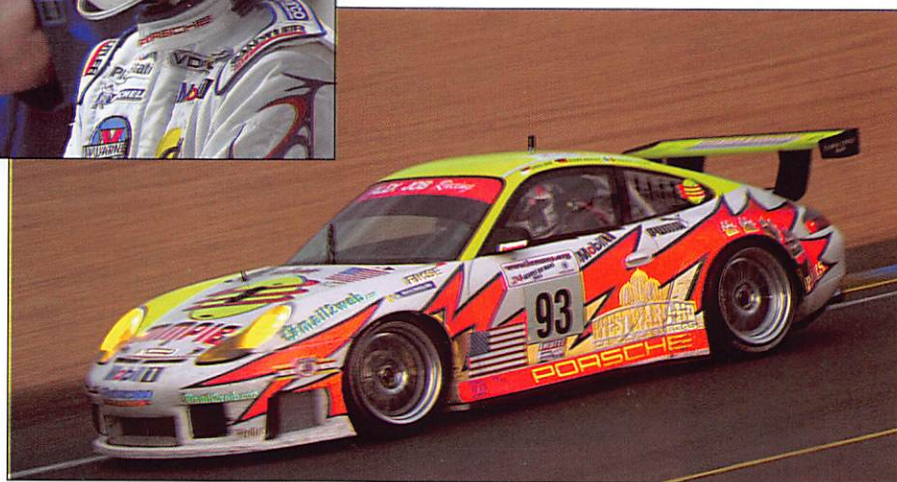
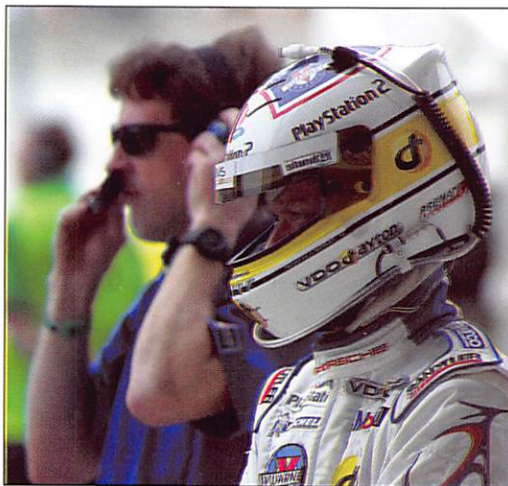
that has been kicked out from cars off course. The rock in these traps has a reputation of its own (see photo). It is all sharp, some of it almost arrowhead-like in shape. This rock is known for the tire



Above: A late morning pit stop replenishes fuel, changes tires, cleans the windshield and changes drivers.

Left: French driver Emmanuel Collard awaits his turn to pilot the car during an evening practice session.

Below: A bit of a chameleon, the 911's \$7,000 reflective decal scheme makes the car stand out in any light. Even a low-power flash at 60 yards electrifies its exterior.



A period of calm ensues until very early Sunday morning. The car seems somewhat bulletproof, but there are bullets yet to be found on the track. As of this hour, there is a good deal of rock from the gravel traps

punctures it causes. Tonight it becomes known for the radiators it penetrates.

Such is the case at 2:30 am when driver Luhr notices high oil temperature. For the water-cooled motor, this is the tell-tale sign of a failing coolant system. As the car pits and pulls into the garage, suspicions are confirmed. Ready with a plan, a few crew members begin work on the center radiator located inside the front bumper near the ground. Other crew members pull off the wheels and change the brake pads. The oil is topped off, the coolant system reestablished, the data retrieved from the computer, the car cleaned and drivers changed. Total elapsed time: 22 minutes.

The team loses 4 positions during the stop, but other teams suffer similar indignities during the night. The Racer's Group car, trying to defend its 2002 win at Le Mans, suffers a clutch problem that

The team loses 4 positions during the stop, but other teams suffer similar indignities during the night. The Racer's Group car, trying to defend its 2002 win at Le Mans, suffers a clutch problem that

indignities during the night. The Racer's Group car, trying to defend its 2002 win at Le Mans, suffers a clutch problem that

continued on next page

requires a time-consuming, transmission-off repair. This incident effectively takes them out of contention for top honors. The next closest team, the #87 Orbit Porsche manages to puncture not one, but two radiators, perhaps costing them a surprise win had luck favored them throughout.

With but five hours to go in the race, fortunes have changed again and Alex Job Racing finds itself back in the lead. A failing alternator gives the team a moment of pause, however. But this is an easy fix on this car; just three minutes under the wrench is enough to replace it with a new one. A few minutes more are spent trying to replace a potentially failing oxygen sensor. It is nearly fused to the exhaust pipe, so the procedure is abandoned. The pit stop does not cost them any positions in the field; the nearest competitor trails by 5 laps.

More flawless driving and pit stops until the end of the race ensure the win for AJR, in their first effort at Le Mans. The second-place car finishes six laps down to the leader, the third-place car down by 15 laps.

Gamroth characterizes the win this way, "We had the fastest, best-handling, best-prepared car in our class, with three of the best GT drivers at the wheel. We had drivers who already know how to go fast, so we could spend a lot of time fine tuning the car."

Following their win in Le Mans, the Alex Job Racing team put both of their cars on the podium for the ALMS race in Atlanta. Finishing 1 & 2 there continues a tradition the team hopes to perpetuate for the rest of the season.



Phil Pierce and Jeff Gamroth celebrate their victory at the 24 hours of Le Mans.

Jeff and Phil have raced together as co-drivers and know about as much as two guys can know about Porsche's water-cooled 911 platform.

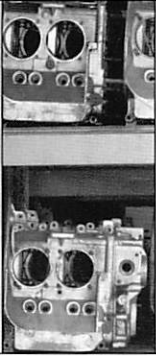
AUTOBELLA

EXEMPLARY DETAILING & RESTORATIVE SERVICES



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

2046 NE MLK Jr. Blvd
Portland OR 97212
503.335.6969
autobellausa.com



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

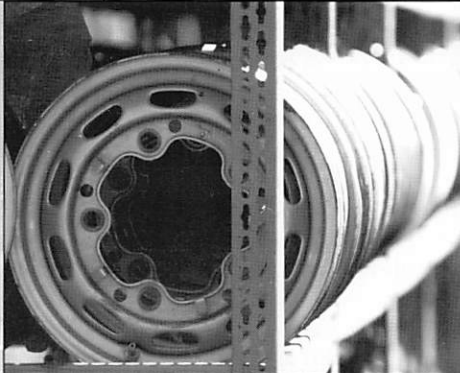
Over 30,000 sq. feet



356 ~ 911 ~ 912 ~ 914 ~ 924 ~ 944

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

Now covering 911, 914, 924, 944 through 1989.



gary@partsobsolete.com

Parts Obsolete

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

Building, Maintaining & Supporting Race Cars and "Outlaws"

Emory Motorsports



rod@partsobsolete.com

ARRIVE & DRIVE: Rental Race Car Program

- Family-Oriented Race Group
- Full-Service Race Shop

- Transporting
- Track Support
- Hospitality

503.835.2112

McMinnville, OR 97128 • 356shop.com



Racing is a Mind Game

By John Draneas

I wasn't doing very well at the Rose Cup Races. I didn't know what to do about it, so I thought I would get some lunch and hope for a brainstorm.

As I sat down to eat, I was joined by Jim and Kate Ayers, Sue Hodge, and Peter Linsky. You can always count on friends to try to cheer you up. "How's the racing going?" "Not so good." "What's the problem?" "Well, I'm six 10ths of a second off my personal best lap time, and it's only good for 15th and 18th on the grid, respectively, for the National and the Festival Trophy Races." "Is the track bad?" "No, all of us are on the same track, and everyone else is doing just fine." "Is there something wrong with the car?" "No, the car's just fine. The problem is all me."

That's one thing I've learned racing in the SCCA's Spec Racer Ford class. Except in rare circumstances, the car is always fine. Twenty-six cars on the track, all with-

hard. I was simply exhausted after 10 days of moving residences in 97-degree weather while fending off a lot of stresses at work. The afternoon of qualifying, I kept feeling like I was going to fall asleep at the wheel. The situation looked hopeless. All I could do was focus on survival during the races.

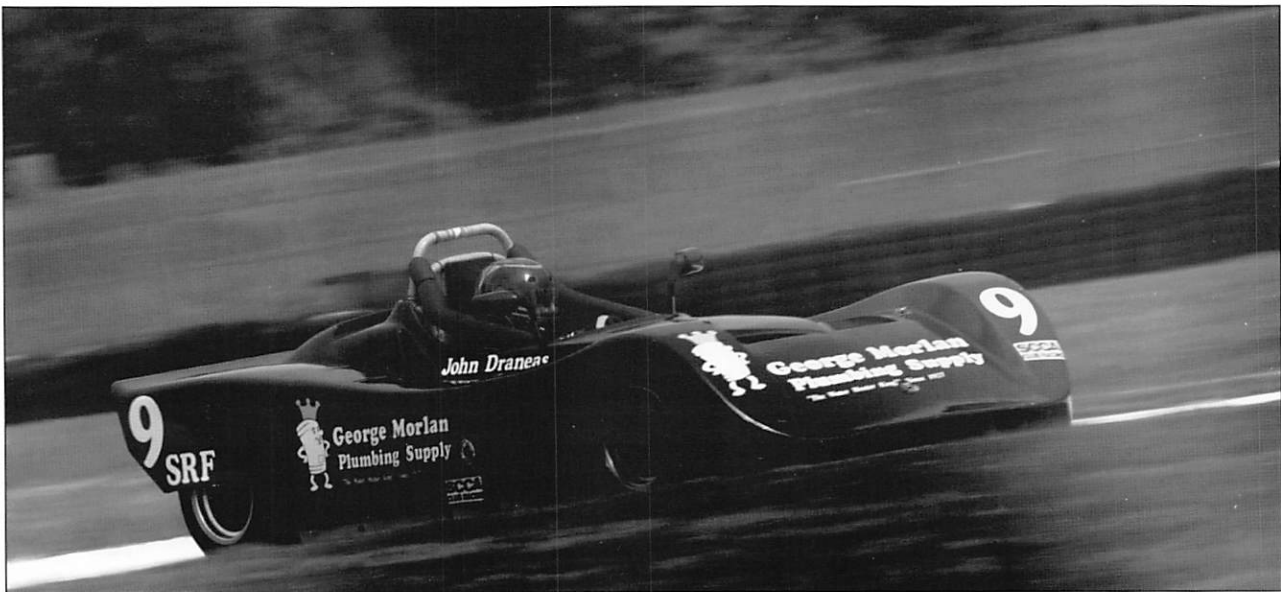
We don't always realize it, but driving quickly on the racetrack is largely mental. Just think about what you do on a given lap. Running down the straightaway, the chicane braking zone comes up. Watch for the "3" marker to lift and hit the brakes. Stomp on them? No. Give the car a split second to settle, hit the brakes firmly, and apply steady pressure at the braking threshold. Be ready to ease up if the

time if you do use the chicane. Brake too early in Turn 7, and the rear end comes out. Brake too hard and you lose too much time. Brush the brakes in Turn 10. Hit them short and hard in Turn 12 to make the front tires bite so you can make the turn.

Every turn calls for different throttle. Light in Turn 4a, on the floor in 4b. As early as you can in Turn 7 to get the exit speed you need to be fast down the straightaway. Firm in Turn 10. On the gas firmly and early in Turn 12 to catch the rear end as it comes around so you can hit the apex. Too early or too late, and you hit the tire wall.

All of this is well and good, but here's the catch. You have to do all this stuff without thinking about it! It has to be automatic. If you think about it, you're going to be slow.

Well, that sounds interesting, but what does it mean? Racetrack driving is all



Chris Greenwood

in a couple of horsepower of each other. Setups are flexible, but everyone is pretty close after having run the track a few times. No, you can't blame the car. You can't throw money at making it faster. If it isn't working out, odds are overwhelming that the problem is the driver.

So, what gives? I'd been doing real well lately, showing steady improvement. But that day, with two races to run that afternoon, I was running behind guys I'd been running ahead of regularly. I searched the brain cells to try to figure it out. It wasn't

wheels lock up. Downshift into third gear. Watch for the chicane apex - it seems to take forever. Off the brakes, turn in smoothly, and on the gas. Straighten the wheel, hit the brakes firmly and downshift to second. Turn in quick. As the rear end comes around, get back on the throttle to steer with the rear wheels, straighten the steering wheel, and use the whole track on the exit.

Every turn calls for different braking. You can trail brake into Turn 4 if you don't use the chicane, but it will kill your

about rhythm. When you're walking or running, do you consciously think about putting one foot in front of the other? Of course not. To drive fast, you have to be the same way. As you approach each turn, you can't consciously decide what to do. You have to know, to do it naturally and intuitively, just like putting one foot in front of the other.

Racers call that "getting ahead of the car." That means not thinking about where you are at the moment, but where you are going to be next, looking up and ahead on

the track, and concentrating on other things like, how is the car feeling? Are you scrubbing off speed? Are you aiming in the wrong direction and need to make a small correction now to avoid a spin?

How do you do all that? The answer is, it's all in your head. You need to achieve a balance between the right and left portions of your brain. You have to be aware of both what you are doing at the present time, and also what the big picture is. The

ing everything around me well. Fantastic! I was going to have some fun after all.

I was in 15th place when the green flag dropped. I came out of the chicane in 7th place - one of my best starts ever. On the back straight, I was the last in a seven-car breakaway. Coming into Turn 11, I saw someone go into the dirt ahead of me, lifted and moved to the right to avoid contact. And immediately spun. Looked over my left shoulder quickly, and I could see

where I was at the end of the first lap. No sweat. I did it once; I can do it again. The green flag dropped, and I started moving through the pack. At the checkered flag, I held down 6th Place. Makes one wonder what would have happened if I had napped for two hours!

So, what's the message here? At noon, there was no way in the world my brain was going to work well enough to do any of this. If you had seen me drive that



Jim Ayers

closer you get your thought processes to your subconscious level, the faster you will be.

Another way to look at it is you have to get your brain speed up. It's kind of like hitting fast forward on your VCR. At first, everything is just a blur. But after a little while, you can actually see what is going on. Miraculously, the tape doesn't seem to be moving quite so quickly anymore.

OK, so I understand all this stuff. What was my problem? Easy. I was so exhausted, my brain was mush. There

was no way it was going to work at that level. The situation was hopeless, so I excused myself, resigned to my fate.

As I wandered back toward the ProDrive pit, I took a look at my watch and saw I had an hour and a half until the race started. Desperate, I realized that I had only enough time to do one thing that could possibly help me - drag myself into the trailer, crawl up on the couch and take a nap!

An hour later, I was a little groggy, but I got dressed and onto the grid just as the one-minute warning was given. As we left on the pace lap, I realized that I felt great! I was mentally up and alert, and I was see-

“When you’re walking or running, do you consciously think about putting one foot in front of the other? Of course not. To drive fast, you have to be the same way.”

and doing all of those things, but the elapsed time couldn't have been more than a couple of seconds.)

Nice maneuver, but I was now 23rd. No time to fret, just drive. Picked off two cars going into the chicane; kept looking ahead and driving steady. The cars in front got closer and closer. Keep driving, keep passing. Too soon, the race ended with me in 10th place, ready to move into 9th place.

Now I had some adrenaline helping me. Two hours flashed by while celebrating, and it was soon race time again. This time, I'm 18th on the grid, three behind where I started last time but eight ahead of

that I was headed for the Turn 12 apex backwards. Wonderful. There's 19 cars behind me and I'm going to get clobbered for sure. Clutch in, foot off the brake, I turned the wheel and did a 180 onto the grass on the inside. As the car started to point down the track, I straightened the wheel, put it into first without stopping, and slowly eased back onto the track. (Talk about brain speed - I distinctly

remember thinking

morning, you wouldn't have given me a nickel for my chances. A little nap changed all that. All of a sudden, my brain was working again. Both sides, actually. Recognizing that gave me an immediate attitude change, and that must have released some more brain-freshening chemicals. I was driving as I could and should, and having probably my best race day ever.

If you are getting ready for a track day, think about this. Getting your car ready is only half the battle. You have to get yourself ready. Rest, exercise, nutrition, water - all of those things make a world of difference. So does drinking the night before. If you show up with the wrong mental combination, you're just not going to be able to perform at the level you want to. And, the harder you try, the worse you will do, because your car will be ahead of you. I certainly don't mean to scare you, but that's one way crashes happen.

If you are in that situation, the first thing to do is recognize it. If you're going to drive, admit to yourself that this isn't going to be your fastest day on the track. Ease up, don't push too hard or take chances. If need be, drop down a run group. Settle for a recreational day, and set your records next time. 🌀

Cayenne Turbo Test Drive: Dr. Jekyll and Mr. Hyde

By John Drummans

Heading home the other day, I saw that I had two messages on my cell phone. The first was from Keith Martin. "I have a Cayenne Turbo to test for my New York Times article. Want to drive it?" I called him right back and said I would be over in a couple of hours. The second voicemail was from Carlyn. "Mary Chase and Mike O'Connor are coming over this evening to see the new house. Don't be late."

Wow. Double booked! What to do? As they say, necessity is the mother of invention. As soon as they arrived, I said, "Hi, Mike. Want to take a quick look around and then go drive a Turbo Cayenne?"

Ten minutes later, we were headed for Keith's house — and the Cayenne. When we arrived, he was just leaving to load his Ferrari Mondial onto a transporter for its new owner. He tossed me the keys and said he'd be back in a while. Talk about good friends.

The first impression wasn't good. Big, black and dirty. But the inside was very roomy and comfortable, with a nice leather smell and an excellent Bose stereo system. Then, the indignity: The parking brake release looks exactly like the one on Carlyn's Dodge van! How could they do that in a \$100,000 Porsche?

Oh, well. I put the tiptronic in Drive, released the cheap parking brake, and headed down the road. The eagerness of the Cayenne to accelerate was evident. But I realized how big this thing really is. I actually raised the seat so I could see over the fenders. And when a Tri-Met bus came the other direction — on a collision course — I instinctively accelerated to get through the narrow street as quickly as possible before the bus squashed my 5,500-pound SUV like a maggot.

Mike and I weren't too crazy about the looks of the car, but it seems to be recognizable. We hadn't gone more than a mile before two kids in a Ford Taurus wanted to drag race. If the Cayenne didn't still feel real wide, I might have taken them up on it.

Soon enough, we hit the Banfield, with light traffic ahead and no police cars evident behind. I held a steady 60, then said, "Let's see what 450 hp will do." Pedal to the metal, and we were absolutely stunned. Totally speechless. Nothing much happened! Sure, we got to 80 in a few seconds, but no throwing us back in the seats, no violent acceleration, no — noth-

ing. Felt like a Buick! We were sure I'd done something wrong, so we tried it again. This time, it felt slower. Where did all the horsepower go?

We exited in Troutdale. As we turned right, I swept wide into the left lane and gave it lots of throttle to pass a slow econobox. The transmission did nothing, and we lugged around the overtaken car. Finally, as we passed, the tip shifted down a gear. Slowly, I might add.

Shortly, we were driving along the Sandy River, stuck behind an MGA that couldn't seem to get over 30 mph. Finally, we reached a passing area. Remembering our past experience, I stomped on the throttle to get a head of steam up for the pass. This time, it took off like a rocket ship, and I had to hold on, making a slight correction with the steering wheel to avoid the left shoulder. We were past the MGA in two seconds, and must have looked like a blur as we went by. Absolutely ferocious acceleration!

Mike and I decided the tiptronic is the problem, so I resolved to shift manually from then on. Far better. We carved up the sweepers at 70 and 80 without any noticeable body lean. We headed up the hill toward Corbett, and the Cayenne stuck to the pavement like glue. It can turn in without any reluctance, and it's easy to power out of the curves with a very gentle drift. We were doing a constant 80, and we hit 100 at one point. Funny, though, we'd gone all the way from 40 to 100 and we were still in 4th gear. It has to be the longest gear I've ever seen.

In Corbett, we turned left and headed down the hill to test the handling and brakes. This was an awesome segment. I found I could run fast up to a turn, get on the brakes hard to slow it down at the last minute, shift the tip down a gear, get off the brakes, turn in, get back on the throttle to exit the turn, then do it all again. And it feels just like a Porsche. A really big Porsche, but still a Porsche. Amazing, a

5,500-pound truck headed down a big grade, and I'm driving it like a sports car — and it's working. No fade, just rock-hard braking. No big body lean. Immediate engine response that throws the weight to the rear wheels and powers you out of the corner. When we reached the bottom, I turned to Mike and said, "That was a real fast trip down. I don't think I could have done it that fast in my 911."

It was Mike's turn to drive, so I pulled into a gravel parking area and, just for the fun of it, stomped on the throttle and yanked the wheel to get the car even dirtier. Once again, nothing happened. Yuck!

Mike got us back into town. We were stopped at a red light when I realized something very important. This car is absolutely boring! Sure, it was real fast when I pushed it on the twisty section, but even then, it was superbly refined and handled lots of speed without effort. But now, in town, it was like driving something big and heavy from General Motors. My 911 is fun to drive at any speed, but this thing is an absolute drag unless you're driving at highly illegal speeds. And for \$100,000, you ought to be having fun at any speed.

So what's the verdict? In my opinion, Porsche accomplished exactly what it set out to accomplish with the Cayenne. The soccer mom can load two or three kids and the dog (it has to be a small dog, as there isn't all that much room behind the rear seats) into a 450 hp Porsche, put it in Drive, and she will never suspect anything. She can drive all day, everywhere she wants, in high comfort, listening to a great sound system, and never have to worry one bit. Then, speed demon dad can take over, and it's an entirely different vehicle, with all of the characteristics of a sports car. Only it feels pretty weird to be going that fast and sitting so high.

But to tackle the proverbial question, "Is it really a Porsche?" Absolutely. And the Porsche crest is right there on the steering wheel to prove it. Sure, it's not a 911, but neither is a 944. It has all the right characteristics. The suspension is taut, but not harsh. It keeps the Cayenne flat in the corners, even when driven hard. The steering is a bit heavy, but it's OK at speed, and it actually feels very much like the steering in Mike's Boxster. The Cayenne has a fabulous balance, just like a Porsche. When you corner, the two ends feel very

much connected. There's no sideways movement, and it scribes the turn just like you want your Porsche to. I was purposely not very smooth with the Cayenne, and tried to horse it around and overdrive it, just to see what it would do. It never misbehaved, probably a testament to its traction control system. The brakes are fantastic. They probably won't set any stopping distance records, but they feel extremely solid. When you depress the brake pedal, the Cayenne slows down in a hurry, in a straight line, and in a very controlled manner, just like my 911. And the engine - boy, it sure is something. Endless, effortless torque everywhere, gobs of horsepower, ultra-smooth acceleration, always ready for more.

I just can't handle the transmission. The last time I drove a tiptronic was several years ago, but I don't remember it being this bad. My only comparison is a recent drive in a Maserati automatic, and it was absolutely fabulous. The Cayenne may be dumbed down, and the traction control is likely making a huge difference (we never got far enough to turn it off), but this is ridiculous. For this kind of money, it should work a whole lot better.

When we returned, we had to give Keith a full report. Mike and I were both much more impressed with the Cayenne than we thought we would be. Keith wasn't, and he didn't like it very well at all. So he looked at me and said, "I have to ask you the ultimate question. Why?"

I thought of my college friend who faced that one-word question as the entire final exam in his philosophy class, and earned an A by answering, "Why not?" But I decided on a different answer. "That's an irrelevant question. It's not our job to explain why Porsche built it. Just to evaluate how well they did it."

There's a lot of merit to that. Marketing is very complicated, and how are we to know what market niche Porsche was aiming at? What we do know is that Porsche set out to build an SUV that felt and worked like a Porsche, one that would give the driver the same sense of purpose and ability. I think they accomplished that in admirable fashion. The Cayenne Turbo feels just like an SUV built by Porsche. No question. But, as to why they did that, I haven't a clue. Hopefully, they do.

Perhaps Porsche did make one miscalculation when they expected PCA members to be a big part of their target market. PCA members are fanatical about their Porsches, but they are rather set in their ways and they don't take kindly to change. I'm reminded of Betty Jo Turner's observation to that effect in the June issue of Panorama, where she quotes a letter to the editor "bemoaning 'the destruction of the classic beauty of the last of a classic breed' and asking for a petition signed by every PCA member from coast to coast to alert Stuttgart to the terrible thing they were doing." Sound familiar? This was written in 1958, following the introduction of the 356A. ☹


503.236.2106

A-n-T TIRE AND WHEEL
Shop the "tire discounters," then call us!

~ Serving the Porsche Club for 25 years ~
Specializing in high-performance street and track applications.

Additional Services: Alignment • Brakes • Shocks • Lube • Oil • Filters
437 SE MLK Jr Blvd • Portland, Oregon • 97214

GIVE THE GIFT OF SAFETY TO A TEEN-AGE DRIVER



THE PROBLEM:
Motor vehicle crashes are the leading cause of death for people 15-20 years old.

THE SOLUTION:
The Teen Driver Safety Course

COURSE DATES:
August 6, 8, 21,
22, 26, 28

COST: \$249

\$50 DISCOUNT
WHEN YOU MENTION THIS AD
CALL TODAY!

303.285.4449
www.prodrive.net

PRO DRIVE
DRIVING SCHOOL
Portland International Raceway



We are happy to welcome Mr. Merlan to our team. From Hollywood, CA, he is a certified specialist with 18 years of experience working exclusively on Porsche cars.



COMPLETE AUTO SERVICE

666-3278

204th & Burnside
Gresham

24 Hour Roadside Service 661-5288

Effective Date: September 1, 2003.

BYLAWS - PORSCHE CLUB OF AMERICA, OREGON REGION

Article I - Name

The name of this club shall be the Porsche Club of America, Oregon Region (hereinafter referred to as the Club or the Oregon Region.)

Article II - Purpose

The purpose of the Club, as a regional organization actively affiliated with the Porsche Club of America, Inc. (hereinafter referred to as PCA) shall be the furtherance and promotion within the Oregon Region of the general objectives of PCA as they may be established from time to time. All members of PCA may participate in all Oregon Region events, whether or not they are Members of the Oregon Region.

Article III - Badge and Emblem

Members may, at their option, use and display such badges and emblems as shall, from time to time, be approved by the Club and PCA.

Article IV - Membership and Dues

1. **Membership.** Membership in the Club is open to any member in good standing of PCA. Any classes of membership in the Club shall be designated in accordance with and shall correspond to those of PCA. All applications for PCA membership will be submitted to PCA for processing. Persons who PCA identifies as having the Oregon Region as their region of record shall automatically become members of the Club. Other PCA members may become Club members upon approval of their application to the Club, payment of their Regional Dues, and compliance with any PCA procedures for dual membership.

2. **Regional Dues.** The Board of Directors of the Oregon Region may, from time to time, assess such Oregon Region dues as it deems appropriate (Regional Dues). Regional Dues shall be collected by the Treasurer of the Oregon Region.

3. **Cessation of Membership.** A Member shall cease to be a Club Member upon: (a) cessation of PCA membership for any reason; (b) failure to pay Regional Dues; or expulsion by the Board of Directors, as provided in Section 5.

4. **Membership Year.** For purposes of Regional Dues, the membership year shall be July 1 through June 30.

5. **Expulsion of a Member.** A Member may be expelled from the Club by the Board of Directors for any reason, with or without cause. The vote to expel a Member must be taken at a meeting of the Board of Directors, and must be unanimous to be effective. Prior to any such meeting, the Member shall be given notice of the intended action and the reasons therefor, and shall be given the opportunity to address the Board of Directors prior to the vote being taken.

6. **Members.** As used in these Bylaws, Members shall include all persons who are reflected as Members or Affiliate Members in the Club's records, except for such persons whose membership may have ceased.

Article V - Officers

1. **Elected Officers.** The Elected Officers of the Club shall be the President, Vice President, Secretary, and Treasurer.

2. **Appointed Officers.** The Board of Directors may appoint any number of additional officers, who shall have such titles and perform such duties as may be assigned to them by the Board of Directors.

3. **Terms of Office.** The terms of office of the Elected Officers shall be one year, January through December, or until their successors shall be elected as provided herein. All other officers shall serve at the pleasure of the Board of Directors.

4. **Membership Required.** Status as a PCA and Oregon Region member is required to serve as an officer. Any officer who loses such status shall immediately cease to be an officer.

5. Duties of Officers.

a. **President.** It shall be the duty of the President to preside at all meetings of the Board of Directors and of the Members, to exercise general executive authority over the affairs of the Club, and upon authorization of the Board of Directors to sign all documents made or entered into by or on behalf of the Club requiring acknowledgement for and on behalf of the Club. The President shall have the power and authority to act for and on behalf of the Club in all matters relating to the authorized business of the Club upon authorization of the Board of Directors, the same as if specifically so authorized by the Board of Directors.

b. **Vice President.** The Vice President shall assist the President in the conduct of the administrative affairs of the Club and perform such other duties as may be assigned by the Board of Directors. The Vice President shall assume the duties of the President in the absence of the President, or if the President is for some reason unable to serve or fulfill his or her responsibilities.

c. **Secretary.** The Secretary shall issue all notices of Board of Directors and Members meetings, shall record and keep the minutes thereof, and shall have charge of the Club's business records. In the absence of the Secretary at any meeting of the Members or the Board of Directors, the minutes may be kept by a temporary secretary appointed by the President for that purpose.

d. **Treasurer.** The Treasurer shall have the duty and responsibility to keep

full and complete accounts of the receipts and disbursements of the Club, and shall have custody of all funds, securities and other valuables of the Club that may come into possession of the Treasurer, and deposit them to the credit of the Club in such banks or depositories as the Board of Directors may designate. The Treasurer shall disburse the funds of the Club in such manner as may be ordered by the Board of Directors or any authorized officer. The Treasurer shall render a statement of the accounts of the Club to the Board of Directors as of the end of each month, and to the Members as of the end of each year.

Article VI - Board of Directors

1. **Management and Control.** The business and affairs of the Club shall be managed by its Board of Directors, which may exercise all corporate powers of the Club and do all such lawful acts and things as are not by statute, the Articles of Incorporation or these Bylaws directed or required to be exercised or done by others.

2. **Composition.** The Board of Directors shall be comprised of the Elected Officers, the Immediate Past President (subject to Section 4), and at least two Board Members-At-Large. The Board of Directors may, from time to time, establish the precise number of Board Members-At-Large.

3. **Terms of Office.** The Elected Officers shall serve on the Board for such time as they serve as Elected Officers. The terms of the Board Members-At-Large shall be staggered, as determined from time to time by the Board of Directors, so that no more than half of them stand for election at any time, except in cases where their number is increased and in accordance with Section 4.

4. **Term of Immediate Past President.** The Immediate Past President shall serve for only one year. If the President serves more than one year, the Immediate Past President's position shall be filled by a Board Member-At-Large serving for a one-year term.

5. **Membership Required.** Status as a PCA and Oregon Region member is required to serve as a Director. Any Director who loses such status shall immediately cease to be a Director.

6. **Removal.** Any member of the Board (including an Officer) may be removed with or without cause by the vote of all of the other Directors then in office at a regular or special meeting; provided, however, the notice for the meeting must state that the purpose (or a purpose) of the meeting is removal of the Director.

7. **Vacancies.** If any vacancy occurs in the Board of Directors, including a vacancy arising due to any increase in the number of Board Members-At-Large, the vacancy may be filled by the Board of Directors. If the Directors remaining in office constitute fewer than a quorum of the board, the Directors may fill the vacancy by the affirmative vote of a majority of all Directors remaining in office. A Director appointed to fill a vacancy, other than a vacancy arising due to any increase in the number of Board Members-At-Large, shall be elected for the unexpired portion of the term of the Director's predecessor in office. A Director appointed to fill a vacancy arising due to any increase in the number of Board Members-At-Large shall serve only until the next election.

8. **Monthly Meetings.** Monthly meetings of the Board of Directors shall be held at the times and places determined by the Board of Directors. Advance notice of such meetings shall be given to the Directors and to the Members, in such form as is determined by the Board of Directors.

9. **Special Meetings.** Special meetings of the Board of Directors may be called by the President or at least 20% of the Directors then in office. Notice of the date, time and place of special meetings of the Board of Directors shall be given to each director personally, by telephone, by mail or by email not less than two days prior to the meeting.

10. **Participation Through Telecommunications.** Any or all Directors may participate in a regular or special meeting by, or conduct the meeting through, use of any means of communication by which all Directors participating may simultaneously hear each other during the meeting. A Director participating in a meeting by this means is deemed to be present in person at the meeting.

11. **Quorum and Voting.** A quorum of the Board of Directors shall consist of a majority of the number in office immediately before the meeting begins. If a quorum is present when a vote is taken, the affirmative vote of a majority of the Directors shall be the act of the Board of Directors. A Director who is present at a meeting of the Board of Directors when corporate action is taken is deemed to have assented to the action taken unless:

a. The Director objects, at the beginning of the meeting or promptly upon the Director's arrival, to holding the meeting or transacting business at the meeting; or

b. The Director's dissent or abstention from the action taken is entered in the minutes of the meeting; or

c. The Director delivers written notice of dissent or abstention to the President or the presiding officer of the meeting before its adjournment or to the Club immediately after adjournment of the meeting. The right of dissent or abstention is not available to a Director who votes in favor of the action taken.

12. **Action Without Meeting.** Except as may be specifically prohibited by law,

any action by the Board of Directors may be taken without a meeting if at least 2/3 of the Directors consent in writing to the action.

Article VII - Committees

1. **Nominating Committee.** The Nominating Committee shall consist of three to five Members, as determined from time to time by the Board of Directors, and who shall be appointed from time to time by the Board of Directors. The Nominating Committee shall be a standing committee, and its members shall serve until such time as they are replaced by the Board of Directors.

2. **Other Committees.** The Board of Directors may create such other committees (including committees of the Board of Directors) from time to time as it shall deem desirable and necessary.

Article VIII - Election of Officers and Directors

1. **Nominations by Committee.** The Nominating Committee shall nominate at least one candidate for each open position, as soon after November 1 as possible. The selection of the nominees shall be within the discretion of the Nominating Committee, subject to the following:

a. In furtherance of the Club's policy goal of maintaining continuity of management, when selecting candidates for Elected Officer positions the Nominating Committee shall give first consideration to the current Board Members-At-Large, and second consideration to Members with past Board experience. However, the preceding shall not obligate the Nominating Committee to nominate any specific person to any candidacy position, and the Nominating Committee may deviate from the preceding if it determines that it is appropriate to do so.

b. While the Nominating Committee may nominate more than one candidate for a position, it is not required to do so.

c. The Nominating Committee must nominate a Member for an open position if the Member submits a petition to the Nominating Committee requesting that the Member be nominated for election to the position, and the petition is signed by at least 3% (5% in the case of President) of the Club Members as of the date of the nominations.

d. Membership on the Nominating Committee shall not disqualify a nominee.

e. The Nominating Committee shall cause to be published in the October issue of *Anzeiger* a notice informing the Members that nominations are open, identifying the positions that are open, and identifying appropriate Nominating Committee contact information for any Members interested in being considered for nomination or wishing to identify others for consideration.

2. **Conduct of Election.** The election shall be conducted by U.S. Mail, by email, or at the annual meeting of the Members, as determined by the Board of Directors, subject to the following procedures:

a. If the election is conducted by e mail, ballots shall be sent by e mail to all Members whose e mail addresses are known to the Club by no later than November 15. In addition, notice that the election will be held by email shall be published in the November issue of *Anzeiger*, with instructions as to how to request a paper ballot that can be completed and sent to the Teller by U.S. Mail.

b. If the election is conducted by U.S. Mail, ballots shall be sent to all Members by no later than November 10.

c. If the election is conducted at the annual meeting of Members, notice thereof shall be published in the November issue of *Anzeiger*.

d. If the election is conducted by some other suitable electronic means (such as web site voting), the methods and controls must be such that the Board of Directors determines that there is sufficient assurance that votes will be cast only by Members entitled to vote, without duplication, and that the results will be correctly tallied.

3. **Teller.** The Teller shall be the Secretary, or such other person as may be designated by the Nominating Committee or the Board of Directors.

4. **Publication of Election Results.** The results of the election shall be announced at the annual meeting, and published in the next practicable issue of *Anzeiger*.

Article IX - Meetings of Members

1. **Annual Meeting.** The annual meeting of the Members shall be held at such time, date and place during December or January of each year as the Board of Directors may determine after due consideration of the convenience of the Members. Notice thereof shall be published in the immediately preceding issue of *Anzeiger*.

2. **Special Meetings.** Special meetings of the Members may be called by the Board of Directors.

3. **Quorum.** At any annual or special meeting of the Members, 50 Members shall constitute a quorum. All decisions of the Members at any annual or special meeting shall be by a majority vote unless otherwise provided by these Bylaws. If a quorum is present when a vote is taken, the affirmative vote of the a majority of the Members present shall be the act of the Members.

4. **Notices of Meetings.** A notice, stating the time, date, place and purpose of any meeting of the Members shall be mailed to the Members not less than 10 days

prior to such meeting, or published in the immediately preceding issue of *Anzeiger*.

Article X - Miscellaneous

1. **Fiscal Year.** The fiscal year of the Club shall be the calendar year.

2. **Written Notices and Communications.** For purposes of these Bylaws, all notices, communications, consents and the like given by fax, email, or other electronic methods of communication, but not by recordings (such as voicemail) shall be deemed to have been given in writing if: (a) the sender is properly identified; (b) the communication is either actually received by the recipient or properly sent to the last known pertinent contact point for the recipient; and (c) in the case of a fax, it is signed by the sender.

Article XI - Obligations and Indebtedness

1. **Overall Limitation.** Subject to any additional limitations set forth in these Bylaws, no person shall incur any obligation or indebtedness in the name of the Club except as may be within the scope of such person's responsibility, as provided in these Bylaws or as authorized by the Board of Directors.

2. **Specific Limitations.**

a. **President.** Except in the case of emergency, the President shall not incur any obligation or indebtedness in the name of the Club in excess of \$100 without the prior authorization of the Board of Directors.

b. **Board Members.** Except in the case of emergency, other members of the Board of Directors shall not incur any obligation or indebtedness in the name of the Club in excess of \$100 without the prior authorization of the Board of Directors.

c. **Event Organizers.** Except in the case of emergency, persons who are in charge of organizing Club events shall not incur any obligation or indebtedness in the name of the Club in excess of \$50 without the prior authorization of the Board of Directors; however, persons who are in charge of organizing revenue-producing Club events (e.g., Rainbonnet, Driver Education) may incur obligations or indebtedness in the name of the Club as is customary for the event.

d. **Adjustment By Board.** The Board of Directors may, from time to time, adjust any of the foregoing specific dollar limitations.

3. **Limitation on Personal Liability.** All obligations or indebtedness incurred in accordance with the provisions of these Bylaws shall be incurred solely as claims against the funds and property of the Club, and the Club shall indemnify any persons incurring such liability from all personal liability thereon. All persons or corporations extending credit to, contracting with, or having any claim against the Club or the Board of Directors shall look only to such funds and property for the payment of any debt, damages, judgment or other money that may otherwise become due or payable to them from the Club or the Board of Directors, so neither the members of the Club nor its officers or Board of Directors, present or future, shall be personally liable therefor.

4. **Liability for Unauthorized Actions.** Any person whose actions subject the Club to any obligation or indebtedness in violation of these Bylaws shall be personally responsible for such act or acts, individually and collectively with other actors, and shall indemnify and hold the Club harmless therefrom.

Article XII - Amendment of Bylaws

1. **By Board of Directors.** The Board of Directors may amend these Bylaws at any time. Upon doing so, notice of such amendment (and Members' right to object thereto) shall be published in *Anzeiger*. Such amendment shall be effective 30 days after such issue of *Anzeiger* is mailed to the Members unless, before such date, the Secretary receives written objections thereto by at least 5% of the Members as of the date of the mailing. In such event, the amendment shall not be effective until approved by the Members as provided in Section 2.

2. **By Members.** The Members may amend these Bylaws in an election conducted in the same manner as the election of Officers and Directors pursuant to Article VIII.

Article XIII - Indemnification

The Club shall indemnify to the fullest extent permitted by law any person who has been made, or is threatened to be made, a party to an action, suit or proceeding, whether civil, criminal, administrative, investigative or otherwise (including an action, suit or proceeding by or in the name of the Club) by reason of the fact that the person is or was a director, officer, employee or agent of the Club. The right to and the amount of indemnification shall be determined in accordance with the provisions of law in effect at the time of the determination. Notwithstanding the preceding, the Club's obligation to indemnify any person shall not apply in the case of any intentional or grossly negligent: (i) violation of these Bylaws; (ii) breach of any duty to the Club; or (iii) exceeding of such person's scope of authority.

ClearBra™

"Ending Rock Chip Rage, One Car at a Time"

What is ClearBra?

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

Originally produced to military specifications, ClearBra now covers the consumer market, and is used on RVs, race cars, horse trailers, boats & boat trailers, semis, motorcycles and much more. ClearBra provides the ultimate protection for hood, headlights, fenders, quarter panels, parking lights; virtually any vehicle surface that is at risk from rock damage.

ClearBra is composed of 2 layers, yet is still gas-permeable. That means that your paint can still breathe and age naturally. At 12, 20 or 40 mils thick, ClearBra's hard outer layer bonded to a soft inner layer produces a trampoline effect for objects striking the surface. ClearBra's impact resistance is many times greater than single-ply films. And, ClearBra is the only material designed for abrasion resistance.

Accept no substitutes. Call us today for an estimate for your priceless vehicle.

The owner of this Cabriolet wrapped the nose and complete hood with ClearBra.



The ClearBra Advantage

- Custom fitting covers surfaces much more completely than pre-cut template material
- Large sheet sizes ensure seamless coverage of complete hoods and body panels.
- Enhances the beauty of your car
- Minimizes chipping, scuffing and abrasion
- Longer headlight and paint life
- Preserves the appearance (and value) of your car
- Reduces maintenance cost
- No thermal cracking
- UV inhibitors resist yellowing and cracking

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

503.439.9031 1.888.439.9031 (toll-free in Oregon)

Stuttgart Autotech Words of Wisdom:

Mechanical Specialists in

PORSCHE

AUDI

Authorized Dealer for
Audi Performance & Racing

BMW



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

635-3098

stuttgartautotech.com



Maintenance is the key to long life.

Bill Shores

PORSCHE SPECIALIST Since 1971

Matching buyers and sellers

Other exotics available
Shown by appointment only

(503) 644-4640

bill@billshores.com

New web site - billshores.com



OREGON PLATING COMPANY

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

Linda Pitts

"Polishing and Plating Since 1908"

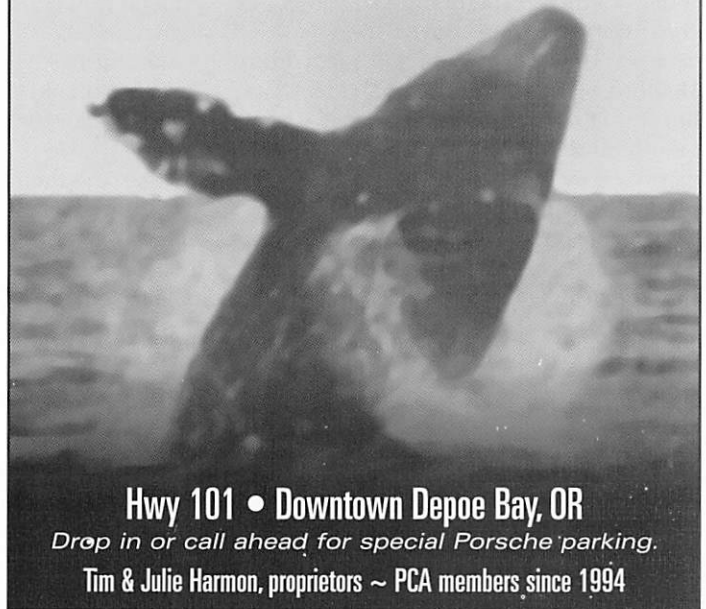
Quit Wishin' Go Fishin'™ TRADEWINDS

#1 Since 1938

Deep-sea Fishing • Whale Watching

1.800.445.8730

www.tradewindscharters.com



Hwy 101 • Downtown Depoe Bay, OR

Drop in or call ahead for special Porsche parking.

Tim & Julie Harmon, proprietors ~ PCA members since 1994

GUY's

INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION
DYEING AND COLOR MATCHING

The Finest
Upholstery
for Your Car
Guy Recordon

503/224-8657

431 NW 9th Avenue
Portland, Oregon
97209

Jim Enger



A Refreshing Spin ON THE Roadside Attraction

1960 Red Coupe. Looks & drives very nice. \$12,500

1957 Aquamarine Blue Coupe. Fantastic driver. Reduced! \$20,000

1954 "Funky Outlaw." Disc brakes, Super 90 big-bore \$16,500

See them on our web site!

- Licensed Oregon dealer, bonded & insured. Quality consignment cars are welcome.
- Parts, memorabilia, t-shirts & more.
- Rallies & Club tours/events welcome.



Open 7 days a week. Showroom, Ice Cream & Espresso. Take the drive, enjoy the Gorge!

Stephen Demosthenes

www.route30classics.com
541.478.2525

Tech: Dead Batteries and Boxsters

By Jim Ayers

Standing at the parts counter in Sunset Porsche can sometimes be a great place to come up with an idea for a tech article. While waiting to spend my \$100.00 PCNA chit, I was privy to a conversation between the parts person and a lady from Medford. Seems the poor soul had left her Boxster in the garage for about six months and the battery had died. Most of us, myself included, would think this was no big deal; open the trunk, hook up the charger, charge the battery and away you go. Not quite so easy with a Boxster. You can open the door to the car but that is about it. You will not be able to open either of the trunks. There just isn't enough juice.

The lady had called around trying to find someone to take care of her problem locally. Everyone advised her they had no way to help and suggested she have her car towed to the nearest Porsche dealer. Medford to Portland, seven hundred bucks and you still haven't paid to have the trunk opened so you can replace or

charge the battery. Someone else suggested she obtain a trickle charge that works through the cigarette lighter, build up enough power and then open the offending trunk lid.

Sid, Sunset's Parts Guru, sold the customer the desired trickle charger and then went the extra mile and gave her a Porsche Service bulletin related to this situation.

Porsche Technical Bulletin, dated 1/96, number 5510, Front and Rear Hood Release Inoperative describes the following procedure when the hood releases become inoperative due to the disconnection or discharge of the battery:

Open the left front door.

Using an external battery, i.e. 12-volt car battery from some other source, connect the negative lead to the door stop.

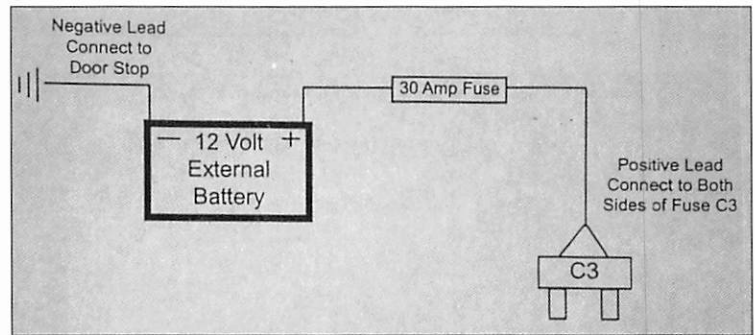
Connect the positive lead to both sides of fuse C3. (See illustration below.)

With the door open, move the door latch with a screwdriver into the closed position.

Using the key, lock and unlock the door.

The front and rear hood releases can now be operated.

Porsche adds this note: If you are working on the car and must disconnect the



battery, park the vehicle in an area where you can leave both the hoods open.

Refer to figure #1 for specifics of the connections. Given the Club has a large number of Boxster owners, this may save some dollars — and some grief. ☹



Steve's Imports

Since 1976

Full repairs on your early and late-model PORSCHES

Services

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

Conveniences

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

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

Collision Repairs

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

Integrity/Professional

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



- I-Car Gold Class repair facility.

Visit our web site: www.stevesimports.com

Steve's Collision and Restorations

Memories relived in your reconditioned Porsche

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



Come see our new collision and restoration facility!

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

503.771.6701
7273 SE 92nd Ave
Portland, OR 97266

From the President

continued from page 4

in violation of these bylaws. New technologies (i.e. computer capabilities) and a BOD team strategy with the members directing functional areas of the Club have replaced the outdated, but bylaw-required, committee structure. We feel that today's operational style is more economical with our human capital and provides a more agile management structure for the club. Therefore, we have recrafted the bylaws to provide the minimum structural requirement of a BOD with clearly-defined duties and responsibilities for the executive members. It sets a few guidelines for financial responsibility and BOD accountability to the membership. It also corrects a long-standing issue with having to find a nominating committee each year by replacing the yearly appointment requirement with a standing committee that can be replaced by the BOD in part or whole at any time. Your BOD feels these changes will enable them to respond to the changing conditions of the economy and volunteer availability and the needs of the membership much more easily in the future. Please take a look at them elsewhere in this issue and send your comments to the BOD. This is your club. Without member participation in our ongoing management tasks, we cannot operate effectively.

On the financial front, as of the June BOD meeting, the Club was still on a sound financial footing with approximately \$25,000 in the bank and a Profit and Loss statement that came in at approximately \$70 net gain. The major events scheduled in the first half of the year performed within a few percent of their budget forecasts, boding well for the rest of the year. The ORPCA charitable trust continues to grow and has also distributed \$3,000 total to our selected charities: the Raphael House (a shelter for battered women and children) and Camp Quality (a summer camp & support program for children with cancer). The balance was about \$20,000 as of June 1st. Overall, the BOD is happy with both the event content and financial performance of the club.

Now for the moment you've all been waiting for (at least that's what the lion's share of the feedback I get on this column indicates). I removed the cylinder head from the 944 last weekend. The head gasket was intact. It did show signs of pressure strain at the edges of cylinders 2 and 3, much like the previous head gaskets that leaked there. I guess the gaskets I'm using are just not up to the cylinder pressure during combustion that comes along with 16 or 17 pounds of boost. Along this line, I have ordered a trick head gasket made of copper and stainless steel that should be much more robust than the fiber and stainless gaskets I'm using today. In the meantime, I've put an old style head gasket on the car while I wait for the new one and have scheduled the car into a radiator shop for a thorough cleaning of the cooling system. We'll probably drop the boost back a bit for the Tri-Club DE so the car will last through the day for us.

Recently, I was reading a blurb on the Web about an intake manifold and cylinder head combination from my favorite aftermarket tuner. It improves the air flow in these critical areas and also increases the exhaust velocity. This is helpful for spinning the turbo up faster. That looks like the next mod I'd like to make to the car. More HP for the same boost level. Hm, do I want to spend the \$\$ before I get to the bottom of the reliability issue? What would you do???

All for now,
-drc-

When Service Counts...

Motor Sports International

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

ESTIMATES GLADLY!

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



**Bosch
Authorized
Service**

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

SPECIALISTS IN SERVICING THESE BOSCH SYSTEMS:

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

643-2656

Wayne Ditsworth, Owner/Operator

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

(Old Cedar Mills Fire Station)

Marketplace

CARS FOR SALE

356

1957 356 Aquamarine Blue Cpe. #100399. Amazing California 356 with all original bottom, rust free. Original owner's manual & service book from Riverside, Ca. dealer. Gorgeous paint, with Blue leather seats as per Kardex. Beautiful over riders. Runs & drives great, just a few little details to finish. Reduced \$21,000 FIRM **Stephen** www.route30classics.com 08.03

1960 356 Coupe. Red/Blk. All rust & body work done several years ago. Shows very well, runs & drives great. Get in and go for \$13,000 **Stephen** www.route30classics.com 08.03

911

1973 911E Factory Chartreuse, with sunroof. This is a great car to build on, for street, DE, or R Gruppe car. It's a 4-owner car with tons of receipts. Approx. 25K on engine & trans. Engine has J&E pistons, dovetail case, modified heads, front oil cooler, updated tensioners. It has a rust through by the front tow hook, obviously from drains being plugged. Solid at suspension points, so rust in floor or rockers, or body. Nice interior with new carpet, and dash, new rubber doors & windows. This 911 has a lot invested in it, and I am reducing the price to \$12,500 firm. **Stephen** www.route30classics.com 08.03

1980 911SC Coupe Silver Metallic, Black interior. Very Clean, Always Garaged. All records, 108,000 miles. Sunroof, chain tensioners, short-shift, polished Fuchs. \$16,000.00 **Mike Whitmarsh** mike-whitmarsh@attbi.com - 360-892-7980 08.03

1982 911 SC 96,000 miles Platinum (Platinmetallic), Turbo Tail, Chin Dam, Leather Sport Seats, completely original. Including complete tool kit, original spare tire & tire pump. Interior is very good. No cracks in dash. This car is in very good original condition thru-out. \$17,500 OBO **Dennis & Jeane Nolder** 503-266-2108 dennisjeane@cs.com 08.03

1973.5 (CIS) 911T. Sepia brown/Cinnamon. Rust-free. 98K miles. Upgrades include new H4's, SSI exhaust, & Carrera tensioners. Rebuilt suspension. All records available including dealer window sticker, bill of sale, & Porsche certificate of authenticity. Extremely original. Excellent condition. Needs nothing. **Howard Lazarus.** (503) 274-4443. hlazarus2000@yahoo.com. 07.03

1981 911SC Chaffon with Brown leather interior. 88,000 miles. Second owner. All records. All upgrades. Showroom condition. \$15,900. (503) 399-4743 07.03

1987 911 CARRERA CAB 98K miles, wht/burgundy int+top, power top, 4-way power driver's seat, A/C, in-dash CD and CD changer with sub/W. Exterior is very good condition, interior excellent, 15" painted Fuchs with original finish and new Potenza RE950's. Drives wonderful with top up or down, with wind stop. All service done and recent 4 wheel alignment, \$21,500 obo. **Claudio Insaurralde** (360) 254-6865 08.03

1989 911 Speedster Black with black interior and black top, CD player, Leather sports seats, A/C, aftermarket alarm. 43,994 miles. \$50,000 OBO. **Bob Hanson** (503) 649-0922 08.03

1992 911 America Roadster. Very rare factory widebody roadster. All turbo running gear, suspension and body (w/out tail). Lmt'd slip; a/c; pwr seats-top-lcks/wndws; CD; alarm; 17" Turbo wheels w/painted crests. Have most records and it's a gorgeous triple-black widebody Porsche. **Tom Arenz** (503) 221-1772 07.03

914

1972 914 This car has a 74 914 motor and transmission. Good runner. \$3,000. **Gus Hall.** (503) 355-0503. 08.03

1974 914 2.0 Dell carbs, proper jets, top-end rebuild 3000 miles ago. Factory sway bars F&R, center console w/gauges. Light Ivory, one repaint, excellent original CA car. 5 OEM Fuchs 2 liter wheels with new tires. Current lic. in Oregon and clear title. \$6500 **Craig C. Laughlin** CAMP 914 503-799-5794 or laughlin@hasson.com 08.03

930

1977 930, blk/blk. engine rebuilt by Marque Motors. 5-spd Late model jet-coated exhaust. \$22,000. **Gary Hagstrom** (503) 631-2906 (h) (503) 358-0203 (c). 08.03

944

1987 944. Guards Red, Black Partial Leather, 79,500 mi, 5-speed, Power Driver's Seat, Power Windows, Power Locks, Blaupunkt CD, Cruise, Recent Struts/Shocks, Recent Clutch. Very good overall condition. Always well maintained, and serviced regularly. \$6,500 obo. **Tim Drimby** at (503) 745-7407 days or email timdrimby@freightliner.com. 08.03

1984 Porsche 944 up for adoption, needs good home. Complete records, CD, air, moon roof, black on black. Great condition. Always garaged, car and seat covers. Runs great. Sad to see it go. Must sell. Asking \$4,000, willing to negotiate. **Mike McLeron** mcleron@teleport.com 08.03

993

1995 993 Carrera 2 Meticulously maintained White/Black 95 Carrera. Third owner. 42k miles. All records since 15k miles. Dealer Serviced. Looks and Drives like new. Dual pwr/lumbar seats. Hi-Fi sound. 17" twist wheels. Nearly new tires. \$42,500. Call or email for pix (503) 591-9770 jniemer@hotmail.com 07.03

1995 911 Carrera (993) Polar silver, grey/midnight blue supple leather interior with alternate carpet colors, stitching & Porsche crests in seats. Premium digital sound system with CD changer, limited slip, power seats, 17" wheels, rear window wiper. 14,356 miles. \$45,000 OBO. **Bob Hanson** (503) 649-0922 08.03

PARTS FOR SALE

Aluminum alloy 17-inch rims. 9-inch rear, 7-inch front. Bought at Plus One. Sold car. Azeu Type B. New: \$2,540 Tires: About half tread remaining. Make offer. **Larry Davidson** (503) 229-0199 days, (503) 636-9325 before 9:00 pm 08.03

Four new never mounted Michelin Pilots at less than half price. \$600 buys all four. Front: 205/50ZR 17 MXX3, Rear: 255/40ZR 17 MXX3 **John M. Coletti, Jr.** (503) 681-1271 08.03

Please send all classified ads to:

Classified Editor
Stan Hanks
stan@ta.com ~ 503.419.9761

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

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

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

Two Pirelli Tires - just off of a 1997 911 993 CZ5 Size: 285/30ZR18, 65% tread left. A great pair of track tires. \$100 for both or best offer. **Rich Maloney** (503) 697-9988 or richmaloney@aol.com 07.03

Fikse 18-inch "FM 10" 3-piece wheels custom made last year for a narrow body 993 Porsche, with Kumho track tires. Perfect shape, polished rims with race satin centers. Fronts are 8x18, rears are 10x18, same offset as factory wheels and even lighter. \$2,500 obo. **Pat Murphy,** (503) 780-2927, pat.murphy@paccoast.com 07.03

Wheels. (2) 6x16 (2) 7x16 Fuchs in 911 23.3 offset. Polished lip, spokes, detailed caps w/ blk in between (Art Stearns-Skip), never mounted, \$925. (4) 7Jx15 ATS ET 23.3 #951.362.104.00 phone dials. Polished lip, ovals, detailed caps, met. blk. w/ OK tires, \$650. (4) 7x16 #928.361.016.00, need to be refinished, \$475. (1) 8Jx16 23.3 Fuchs, 944, Dinged! \$100. (1) ET 53. 6Jx16 AS10.62 Flat Disk 924 Turbo? Dinged! \$50. **Mike Baker** (541) 593-2980. 08.03

MISC FOR SALE

Car Trailer 16-foot deck, 22 1/2 foot overall, tandem axle, electric brakes, alum wheels, beaver-tail, tire rack. This trailer was made specifically as a race car trailer so it can load very low cars with no drama. It's lightweight at 1,400 lbs and tows great. \$2,200. **Donn Snyder** (503) 826-1944, donnсны@aol.com 08.03

Sprint Kart: Yamaha KT100; CRG Frame; Yellow cones/pod, 1-hr break-in by dealer (Pfau); not driven since. **Steve Lyon** (503) 292-1458 08.03

WANTED

18" track wheels (w/wo tires) for Boxster S. **Steve Lyon** (503) 292-1458 08.03

HELP WANTED

Two volunteers to subdivide the responsibilities of the club membership position: One person to act as the oracle for all membership-related questions and keep membership info current in the database.

A second, technical person will maintain the club membership database and provide support during the dues billing cycle and during the monthly magazine mailing process.

See a more complete description in the back of the book, or call Don Clinkinbeard.

Valley Glass Co.

RICK ELLIS

Architectural Aluminum Products
Storefronts • Entrances • Glass
CCB# 122135

(503) 656-9343

FAX (503) 656-1778

875 Molalla Avenue • Oregon City, Oregon 97045

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



REALTY SOLUTIONS, LLC

Gabby Tyer, CRS, GRI

Principal Broker

8142 SW Beaverton Hillsdale Hwy • Portland

(503) 292-4336 office

(503) 330-5227 cell

(503) 292-0991 fax

(800) 903-0770 toll free

<http://www.allaboutportland.com>

E-mail: GabbyTyer@aol.com



PORSCHE 911s WANTED

TOP PRICES PAID FOR
NICE CLEAN CARS

Monte Shelton
MOTOR COMPANY



SAAB

Quality classic and
collectable automobiles

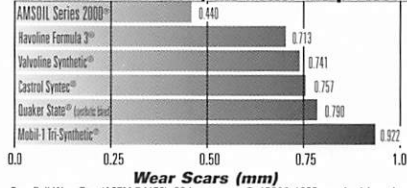
1638 West Burnside • P.O. Box 5545 • Portland, OR 97228

503/224-3232 • FAX 503/224-4310

Not all synthetic oils are created equal.

Consider these facts:

The smaller wear scar, the better the protection



Four-Ball Wear Test (ASTM D4172), 60 kg pressure @ 150°C, 1800 rpm, for 1 hour duration

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



ORPCA FUND RAISING PARTNER

1-800-722-1092



Over 250 years combined experience. Factory-trained mechanics. Air-cooled specialists.

2327 SE Powell Blvd
Portland, OR

503.233.4809

Board of Directors

President

Don Clinkinbeard
8659 SW Muledeer Dr
Beaverton, OR 97007
503.356.1764
drbike@aol.com

Vice President

Don Stroum
4040 Imperial Dr
West Linn, OR 97068
503.722.1350
dstroum@comcast.net

Secretary

Kathleen Ellis
Kathleen@kelandscapedesign.com
503.720.0184

Treasurer

Jeff Gretz
16799 SW McFee Pl
Hillsboro, OR 97123
503.628.6253
gretz@omtool.com

Past President

Carol Beutz
12170 SW 124th Av
Tigard, OR 97223
Hm. 503.521.9413
cbeutz@msn.com

Board Members at Large

Bob Falleur
5758 SE Oetkin Rd
Milwaukie, OR 97267
503.653.7691
Bobs_Toys@comcast.net

Chuck West

503.720.2037
GREENWEAPON@aol.com

PCA Zone 6 Rep

Dick Grant
253.813.1930
woosh@aol.com

Circulation/Membership

Russ & Sharon Pascoe
503.362.1145
russpascoe@hotmail.com

Webmaster

Larry Rinehart
503.849.6948
l.rinehart@verizon.net

Goodie Store

Liz Green
liz@millennium-graphics.com

Anzeiger

Managing Editor

John Draneas
503.639.4036
draneas@teleport.com

Executive Editor

Kate Ayers
503.292.5743
kateayersis@comcast.net

Assistant Editors

Sue & Gregg Hodge
503.518.9203
sghodge@bctonline.com

Production Editor

Chris Greenwood
503.460.9494
chris@chrisgreenwood.com

Classified Editor

Stan Hanks
503.419.9761
stan@tta.com

Ad Sales Manager

Bob Falleur
503.653.7691
Bobs_Toys@comcast.net

Contributing Editor

Peter Linsky
503.644.2709
Linsky911@comcast.net

Technical Editor

Jim Ayers
503.292.5743
jimnkater@comcast.net



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

Anniversaries

AUGUST

5 Years

Pat Jolly & Michael Espil
Charles & Aloha Ekehoff
Earl Chiles
George Davais
Jon & Barbara Goodwin
Steve & Melinda Smith
Eric Freedle
Steve & Romelle Herneyer

10 Year

Tom Avery
Doug & Kathy Worthington

20 Year

Robert & Kathleen Ames

25 Year

Gary & Chris Engel

~ Help Wanted ~

The ORPCA board is looking for two volunteers to subdivide the responsibilities of the club membership position:

1. One person will interface with the membership and PCA. This person will be responsible for recording the membership data in the database and act as the oracle for all membership-related questions.
2. The second person will develop and maintain the club membership database and provide support during the dues billing cycle and during the monthly magazine mailing process. We are seeking to create a remotely hosted database with a secure, web-based UI. Approx. time commitment for these positions would be 3-5 hours a month, depending on experience. More info? Call Don Clinkinbeard 503.356.1764

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

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

ORPCA Membership
P.O. Box 5652
Portland, OR 97228-5652

Willkommen

NEW MEMBERS

Bruce & Kathleen Allert1973 914
Boring, Or
Lanny & Jill Cawley1996 911
Woodland, Wa
Wes & Anne Rhodes2003 Turbo
West Linn, Or
Stephen & Fran Dishman1987 911
Portland, Or
Kevin Donovan1970 911
Bend, Or
Thomas Fender1971 911
Portland, Or
Andrew & Carol Goh1986 951
Vancouver, Wa
Gary & Connie Hays2004 Boxster
Vancouver, Wa
Justin Rytel1980 911
Lake Oswego, Or
David Singer1971 911
Portland, Or

Transfers:

Steven Lougee1970 914
Vancouver, Wa

Wings and flares. Nuts and bolts.

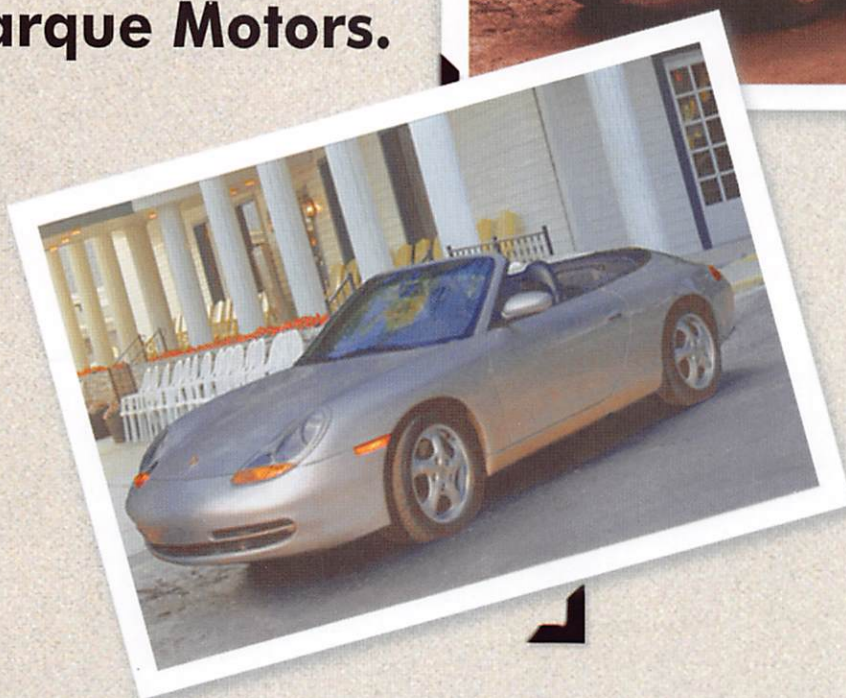
- New, used & rebuilt Porsche parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

800.767.7250

Tel 510.782.0354 Fax 510.782.0358
www.partsheaven.com

PARTSHEAVEN

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



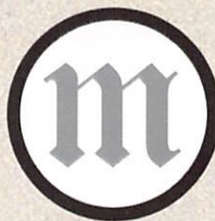
Marque Motors has the tools and the talent to communicate with your car, classic or contemporary. We keep up with the times—356, 911, 928, 944, 930, 968, 996.

At Marque Motors we don't just specialize in Porsches, we live them; we understand them.

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

Porsche • Audi • BMW • Volkswagen

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



Marque Motors
PORSCHE • AUDI SPECIALISTS

503 293 5386
www.marquemotors.com

ORPCA Fund-Raising Partner Service Shop

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

Cayenne. The Porsche of SUVs.

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



Bathe me often.

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

Cayenne Care Kit:

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

Retail \$154

Introductory price \$125

Porsche Coupe and Cabriolet Care Kits also available



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

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



Warner & Nadine Lowe
 1627 Village Park Ln
 Lake Oswego OR 97034-3774

Prsrt Std
 U.S. Postage
PAID
 Portland, OR
 Permit No. 1404