

Anzeiger

August 2004 v44-n7
Oregon Region Porsche Club of America





Boxster

GT3

Cayenne

New

2003 Coupe Midnight Blue/Grey	SALE!!!!
2003 Cabriolet Arctic Silver/Grey	SALE!!!!
2004 Cabriolet Lapis Blue/Grey	\$85,600
2004 Cabriolet Speed Yellow/Black	\$85,025
2004 Cabriolet Seal Grey/Black	\$85,485
2004 40th Anniversary GT Silver	\$91,475
2004 C4S Coupe Seal Grey/Black	\$86,750
2004 GT3 Silver/Black	\$106,345
2004 Targa Black/Black	\$84,895
2004 Boxster - 4 to choose from	SALE!!!

Cayenne

2004 Cayenne S White/Grey	Save!
2004 Cayenne S Carmon Red	\$61,985
2004 Cayenne S White/Beige	\$63,195
2004 Cayenne S Titanium/Black	\$63,770
2004 Cayenne Tiptronic Prosecco	\$54,315
2004 Cayenne Tiptronic Jarama	\$45,870

Used

1996 911 Targa Aventurine	\$39,900
2001 Boxster S Seal Grey only 8600 miles!	\$42,900
2001 911 Carrera Cabriolet 23K miles	\$59,995
2001 Carrera 4 Cab Tip	\$63,995
2003 Carrera 911 Targa 6K miles	\$69,995



Anzeiger

A monthly publication of the
Oregon Region
Porsche Club Of America

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

v44-n7

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Anzeiger

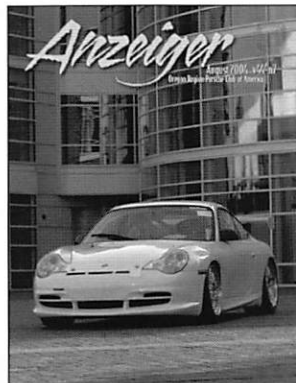
2004
AUGUST

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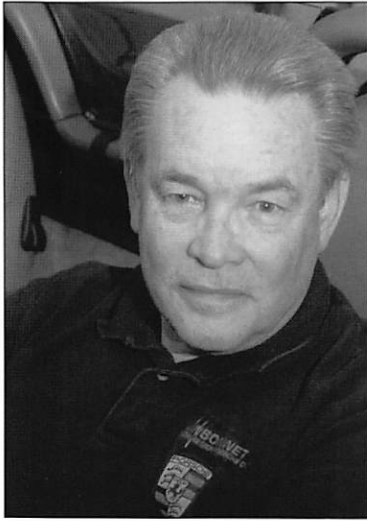
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Cover image: In 25 years, Emory Motorsports will be able to call it a vintage race car, but for now it represents the future of their organization. See page 26 for a little more information.

Photo by Chris Greenwood



Don Stramm

FROM THE PRESIDENT

baby boomer), I left with the nagging question of whether modern society and its technology has made a car guy's life more or less rewarding. Based on the current craze of collecting muscle cars, hot rods and memorabilia, it seems to me many of us old geezers long for the good ol' days of the '50s and '60s.

Since I grew up in southern California, my youth centered around cruising, drag racing, and generally appearing "cool" for the young ladies. Being a chick magnet meant putting your ride on a "rake". This was accomplished by using the highly technical method of heating your front springs with an acetylene torch. Chrome reversed wheels were the norm as were "scavengers". These were

exhaust pipes that bypassed the mufflers and had removable caps (also known as cop magnets).

Tijuana, Mexico provided the means to have an inexpensive "tuck & roll" interior. Every possible engine part was chromed. Many of us chose to have pin stripes (real paint, not tape). I had "High Hopes", a Frank Sinatra song, painted on both rear fenders. (We all know what I had

high hopes for.) I could actually work on my own engine. Tune-ups were simple. We didn't have to worry about passing a smog inspection.

One of my most memorable cars was a 1960 Chevy Biscayne 348 Tri Power with four on the floor. Great in a quarter-mile straight line but it wouldn't corner or stop very well. Life was simple, except for the appearances in front of various judges, groveling to keep my license from being suspended — again. I recently learned that our own Peter Linsky was cruising the LA area in an identical '60 Biscayne at the same time I was. I wish we could have met back then. I wonder if we ever raced each other.

Jumping forward 45 years, I wouldn't know how to work on my Boxster's engine even if I could find it. It doesn't need to be lowered. It doesn't need special wheels or pin striping. Tuck and roll would look silly. There are no grease fittings that need constant attention. The brakes still work in the rain and after fording a puddle. Boy, do they work! It has more than sufficient power to get me into trouble and then it has stability management to keep me out of trouble. Amazing! It corners like the center of gravity is under the ground and, by gosh, it draws looks from the girls. (It's got to

continued on page 26

On a recent business trip to Reno, I spent the better part of a day at Harrah's Auto Museum. Of course, the variety and condition of the cars is top rate but the way the cars are displayed is spectacular.

The outside of the building reminds me of the current Porsche architecture trend: modern stainless steel and glass. The exterior belies the nostalgic small-town-America atmosphere of the display areas. Many of the cars are parked on streets of a small town complete with gas stations, auto parts stores, movie theater, and auto repair garages, etc. Being a baby-boomer (okay, a little older than a

Kate Ayers

FROM THE EDITOR



Reading the President's column takes me back to my first car: a '63 Volkswagen Bug, fire engine red — or whatever colorful term they applied to that brightest of crimsons back then — with a black convertible top. Maybe it wasn't as cool as the local guys' hot '65 Olds 442, souped-up '66 Chevelle or paisley-topped Mustang (yeah, that was pretty pathetic), but my Bug turned plenty of heads. Despite a few inauspicious starts with the clutch, I got pretty good at running through the gears, wheeling around the twisty coastal roads. I can't tell you what it

had for an engine (except that it was in the back, of course). All

the technical details elude me, but that was one fun car. Unfortunately, it fell to thieves in San Francisco one spring morning of 1971. They left just a shell. The Datsun 510 that replaced it never came close to measuring up to my first car. (Frankly, it barely qualified as a car.) I will always carry a fondness for VW Bugs.

Once again, kudos to Sue Hodge for stepping in during my absence for a couple weeks. You just know the magazine's in good hands with her at the helm!

It is my pleasure to inform you that *Anzeiger* has once again been recognized by the national newsletter committee, taking a second-place award among regions of our size. A smaller PCA region, Santa Barbara, was judged as having the best publication in class, as well as overall. We don't know exactly what *Der Auspuff* is made of, but it sure must be good to beat what we have. Thank you to those who make my job easier. A special note about our success is on page 18.

OREGON REGION EVENTS



2004

August

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

September

- 3 Lotus Track Day
- 4 Arrive & Drive (informal tour)
- 7 Board Meeting

- 12 Sunset Swap Meet
- 15 Dinner Meeting
- 17-19 Sunriver Exotic Car Show
- 19 Autocross @ PIR
- 25 Fun Rally

October

- 1 Alfa Club Track Day
- 2 Mystery Tour
- 3 Volunteer Recognition Party
- 3 Autocross @ PIR
- 5 Board Meeting
- 9-10 SCCA Races at PIR
- 16 2005 Event Planning Meeting
- 20 Dinner Meeting

- 30 BMW Track Day

November

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

December

- 7 Board Meeting.

January 2005

- 3 Board Meeting
- 8 Holiday Party

ANNUAL WIN CASEY BARBECUE



Wednesday, August 18
6 pm

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

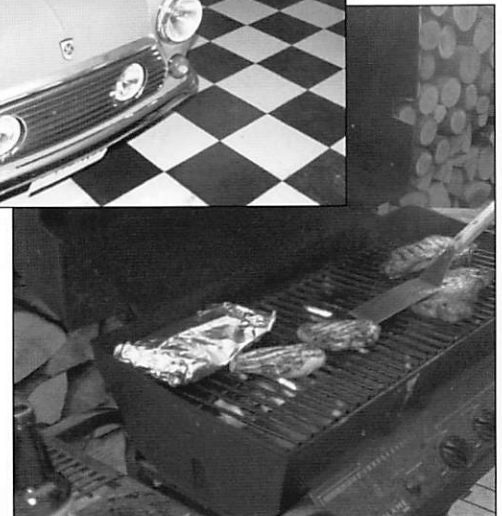
Directions: From 26 West, exit at Barnes Rd., turn right onto Barnes. Proceed past hospital, turn left onto 84th. At the "T" turn left on Leahy. Go straight through first stop sign (road changes to Taylor).

Open to all Porsche Club members. Bring your favorite item to grill for yourself, plus a salad, side dish or dessert to share with others (6-8). Come see Win's garage with its memorabilia collection and cool fossil-fuel-powered vehicles.

Beverages and dinnerware will be supplied.

HOPE TO SEE YOU THERE!

RSVP to gretz@Omtool.com



Club
Event

PORSCHE CLUB MICROBREWERY TOUR

FEATURING VISITS TO SEVERAL McMENAMIN'S ESTABLISHMENTS

AUGUST 20-22

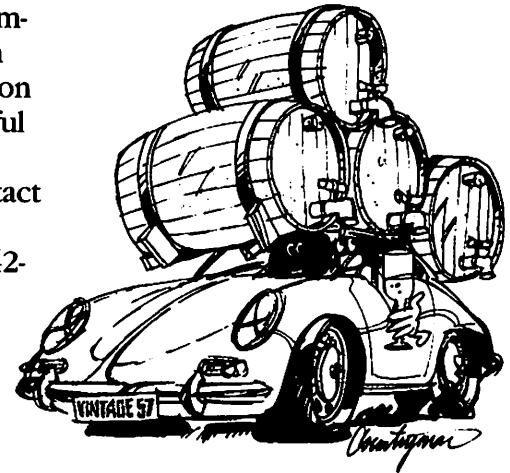
Meet at Edgedfield at 10 AM on Friday. Tour to Oregon Hotel (rooms available at \$95-\$100). Overnight at Oregon Hotel.

Tour to Grande Lodge for breakfast on Saturday morning, gather for tour to Olympic Hotel for Dinner and overnight lodging. Tour to Portland on Sunday.

There will be lots of driving and scenic byways, and ... there will be tasting, of course.

This is a no-host event; members will purchase their own lodging, food and beverages on this trip. It will be a wonderful driving experience.

For more information, contact Richard Puetz
RLP2CJP@aol.com, or 503-642-2777



DINNER MEETING

Club
Event

**Wednesday,
September 15**

Sayler's Old Country Kitchen

4655 SW Griffith Dr • Beaverton, OR

6 pm - Social Hour

7 pm - Dinner Served

Meet, mingle & share driving lore with vintage Porsche club members and new members alike.

(New members - please join us!)

RSVP by Friday, September 10 to Nancy Herron at 503-293-6714 or email at dinnermeeting@oregonpca.org

ARRIVE & DRIVE

Club
Event

Saturday, August 7, 8 a.m.

Miller's Homestead

17933 SW McEwan Rd

Tigard, OR 97224

Rendezvous at the Homestead at 8 a.m. for a no-host breakfast. After we take on some fuel we'll depart for a very fun drive on some of Oregon's best roads at around 9:15. This event repeats every first Saturday through September, with a new tourmeister each time.

Questions? 503.638.0396 or
ATR@oregonpca.org

TSD RALLY

Saturday, September 25
11:00 am

Sunset Imports Cost: \$10 per vehicle
4030 SW 139th Way Beaverton, OR 97005
(Porsches recommended, but not required)

This will be an introductory Time-Speed-Distance Rallye written for the novice.

The object of TSD Rally is to follow a set of instructions provided by the Rally Master completing each leg of a course as close to on time as possible based on instructed speeds.

This will be a great opportunity to learn how to TSD Rally. Parade is coming and the Rally is the largest event. Finish: The Barnstormer Inn, Scappoose, OR

Please e-mail RSVP and any questions to the rally committee at early.euro@verizon.net



Club
Event

CEDAR CREEK DAY TOUR

Saturday, August 28

This leisurely tour will wind its way through rural Clark County with a stop at the historic 1876 Cedar Creek Grist Mill, a National Historic Landmark.

Shady roads lead through the rustic farmlands, following the Lewis River, with occasional views of Mt. St. Helens. The tour concludes at the lounge of the Lewis River Golf Course.

There is no fee for this tour, but donations to the Grist Mill Society will be appreciated.

Rendezvous point will be the Alki Middle School parking lot at 1800 N.W. 139th St. in the Salmon Creek area of Clark County.

Directions: Exit I-5 or I-205 at N.E. 134th Street and travel west on 134th. Continue west for 1.7 miles to reach Alki Middle School. (The street name changes from 134th to Tenney Road and then to 139th St.)

Registration begins at 11:45 am, with first car out at 12:30 pm. Lunch is available in the Salmon Creek area near the 134th St. exits.

Contact Bob Grasso @ 360-573-1110 or robert.grasso@power.alstom.com for details

Club
Event



ORPCA Autocross 2004

August 8 - PIR South Pit

September 19 - PIR • October 3 - PIR • November 7 - PIR

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

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

Must cross the track for events in Pro Pits; arrive early and stay until cleanup is done.

Cost: \$25/driver

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

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

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

More Info: Dave Nance 503-313-3282, dmnance@armstrong.com

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

Kumho has recalled the new ECSTA V710 tires. SCCA has banned the use of the V710 tires for Racing and Solo use. The tires have been recalled by the manufacturer because of safety issues. Details can be found at this address: http://www.scca.org/news/press04_57.html

ORPCA supports the SCCA ruling for this tire and is banning its use in autocross and driver's education events. Tech inspectors will be looking for this tire and will not approve tech for any car that has these tires.

Still Plays With Cars

By Peter Linsky



So what will it take to get you to park, or even sell, that car of yours, the one that returns a lousy 10 or 15 miles to the gallon of gasoline at best? I remember when some of my friends said the trigger point would be two bucks a gallon.

In June, as this is written, Oregonians have already experienced well over \$2.50, with three bucks a gallon a distinct possibility if supplies are disrupted. Still, we hop in the old (or, truthfully, fairly new) pickup or SUV and head off to work. While a few such rigs do better than the rest, filling the tank can be painful...40, 50, even 60 dollars every week or ten days. So, in all honesty, what will it take to force a change in both our behavior as consumers, and the auto industry's behavior ... in particular, the one company we all admire? Allow me to share some thoughts.

I'm sure many readers will remember the 1974 "gas crisis." Middle-eastern suppliers decided to turn off the tap, for political reasons, and suddenly we had to deal with a federally-mandated rationing program. Most states adopted an odd-even program based on license plate numbers. So we sat in line, hoping to buy ten gallons before the day's quota ran out. The fortunate few who owned economical little imports, or perhaps even an old Ford Falcon or Plymouth Valiant, snickered as they drove by. We started to car-pool, take the bus, demand better public transportation. Sales of big Detroit iron sputtered to a crawl, and US automakers began importing compact and sub-compact cars from their foreign divisions just to keep their dealers' doors open. They raced to tool up for smaller, more economical cars built here at home. Carmakers didn't change because they wanted to; they changed because they had to. We demanded it.

So what have we learned over the past 30 years? Today's technology not only means that new cars are more fuel-efficient - 25 miles per gallon is the CAFE

average - they have very low emissions as well. However, a number of manufacturers don't meet that fleet standard. What's more, over half the new vehicles sold in the US today are not cars. They're trucks. Most big SUVs are classified as trucks and, as such, they've long been exempt from not only tough gas mileage standards, but safety standards, too. We buy them because we like them. No, that's not



exactly true, is it? We buy them because the automakers tell us they fit our lifestyle, and how smart we are to drive them. Of course, automakers like them because they are hugely profitable, much more so than cars, which are more costly to produce because of those tough safety and mileage standards. And we don't mind filling 'em up ... at least, we didn't until gas prices started climbing again. There are several SUV owners in my neighborhood who have already reduced their driving, and I'll bet you know some as well. If another real gas crisis hits, imagine what will happen.

So, what's the point of all of this? Let's look in our own garages. What kind of mileage does your Porsche return? 356s are pretty miserly when it comes to gas consumption, as are 912s. Early 911s can be thirsty if you can't keep your foot out of it. Middle-aged 911s are somewhat better, but what of newer cars? Why does a new Carrera, lovely and quick as it is, return such comparatively poor mileage, especially if driven the way it's supposed to be driven? Boxsters do quite a bit better, due largely to their lighter weight. Is it time to demand that Porsche, known for its cutting-edge engineering and highly-efficient engines, take the lead in developing cars with better fuel mileage? Engine technology aside, how about some serious

weight reduction? I wonder if Porsche's lack of interest in racing - where weight reduction is paramount - is reflected in the fact that today's Carreras and Boxsters could stand to lose at least 500 pounds. Eliminate most or all of the power-assisted gee-gaws, get the Boxster down to 2,500 pounds and the Carreras to 3,000 ... and gas mileage would instantly improve. We could have our cake, and drive it too.

If you run H1, H4, or H7-style bulbs in your headlights, you might be interested in knowing that German manufacturer Osram has a new product on the market. It's a replacement bulb called "Silver

Star" and will be sold in the US under the Sylvania brand. European magazines say these new bulbs are as much as 50 percent whiter and brighter than previous bulbs, and are moderately priced.

Found another web site that might appeal to those of you who enjoy the technical aspects of prototype sports cars, the sort that run at Le Mans. Visit mulsannescorner.com for an inside look at the latest on such intriguing vehicles as the new Allard J2X.

Parade is coming! 🚗

Sunriver Exotic Car Show

September 15-17, 2004

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



Around The Region

By John Draneas

Not much of a surprise here, but it's now official. We are the hosts of **Parade 2006!** Now the work begins. We received a very reassuring round of hearty applause when PCA President **Tom Bobbitt** made the announcement at Parade 2004 in Fort Worth. In fact, the **Maverick Region** promised to bring 100 people, but that was late at night in the bar, so who knows? Still, it makes you proud to live in a part of the country that everyone wants to visit.

We have a very able group of volunteers lined up, but there is still room for lots more help. If we don't get a lot of volunteers, it's a lot of work. If we do get a lot of volunteers, it's a lot of fun. So join in, and think of it as another fun event. Drop me a note, and I'll let you know what you can do to help. Not only will you get to know other ORPCA members, but you'll become nationally famous.

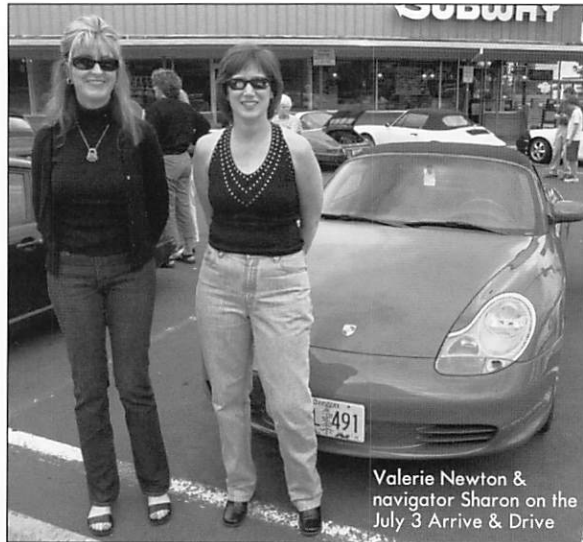
Seriously, there is a lot of room for creative ideas about how to structure Parade. The sentiment within PCA National is that we need to make changes to the format in order to make it appeal to more PCA members, but nobody seems to know exactly how to do that. Your ideas would be very welcome.

I caught a blurb in a car magazine that the new V-6 version of the **Cayenne** will open up new market opportunities for Porsche, with speculation (hinted at by Porsche engineers) that the Cayenne could be the basis for a new sedan model. Could it be that Porsche is aiming at giving BMW a run for its money? That's just my idle speculation, but take a look at the model line if a sedan comes along.

PCNA President **Peter Schwartzenbauer** didn't address that point in his remarks at Parade, but he did field a question about whether or

not the Carrera GT was capable of competing at Le Mans, to which he answered, "Yes, the car is capable." When a follow-up question was asked whether the factory might support a Le Mans entry, he repeated, "Yes, the car is capable." Not exactly a straight answer, or was it?

More emphatically, though, he addressed the new 997 model that will continue Porsche's dominance in the performance marketplace. He said he initially didn't believe it could be possible to improve on the near-perfect 996, but described the performance difference between the 997 and 996 as equal to the performance difference



Valerie Newton & navigator Sharon on the July 3 Arrive & Drive

between the 996 and the 993. Now that seems like an impossibility to me, but he seemed totally convinced about the accuracy of that comment.

Meanwhile, back at the ORPCA ranch, **Chris & Tricia Rogers** recently adopted a pre-owned Cayenne S. Now they have a "big" brother to keep their 911 company in the garage at night.

Remember how ORPCA Board member **Bob Falleur** attended the Speedster 50th Anniversary in Monterey last year? Well, he went again this year, and this time he wasn't the only one there. It turned out to be the front-runner for the car event of the year, drawing Porsche fans from all over. Bob's recently restored-to-mild-outlaw-spec '63 coupe was an unexpected hit among event-goers. More than one person thought it was a pre-A, what with the Coker white walls, painted wheels and other custom cues.

If you haven't heard, the hot ticket in ORPCA-land continues to be the **Arrive**

& Drive program. The July 3rd A&D turned out 41 cars, and nobody got lost along the route. The group found the northwest passage into Sandy, and lots of new members, too. If you haven't joined in, boy are you missing out on a lot of driving fun!

Quite a few ORPCA members were in attendance at the Rose Cup Races. **Craig and Lisa Cartwright** brought their baby daughter, but left the older one at home because "She's a teenager." I'm sure all you parents understand that fully.

John Mazmanian and friends were supporting car #44 in the Porsche events, but it did rather poorly, except in the Formula Libre race where it started first. My informants tell me that John wondered if **Don Clinkinbeard** was in the race, because he thought he saw a couple of 944s that looked like they could have been Don's car. Why was that? Were they in the pits getting their head gaskets replaced? Oh, and I keep trying to swear off the head gasket jokes!

I missed the Champ Car Race this year for the first time in many years. I was out of town on assignment for *Sports Car Market* magazine with Editor **Keith Martin**, putting 950 miles on a Ford GT prototype. All I can say at this point is that we, shall we say, gave the car a very thorough

evaluation, and the GT passed with flying colors. Literally, too. Full reports will be coming out in the *New York Times* and *Sports Car Market*. After that, I should be able to write a report for Anzeiger.

Speaking of incredible cars, **Page Stevens** took delivery of the Northwest's first Carrera GT. First thing he did was to put 1,500 miles on it to break it in pronto. Second thing he did was to take it to the Tri-Club Day track day, at which he was kind enough to take me out for a session and put a big smile on my face. I'm going to spend some more time with Page and the GT, and should have a full report in next month's issue. Make sure you pay your regional dues so you don't miss it.

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 ATR@oregonpca.org.

Coming Events



Arrive and Drive

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

Rally

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

Fun/gimmick rallies are designed to be entertaining while introducing elements of traditional TSD (time-speed-distance) rallies to the beginner/novice. It's also an opportunity to get out with some great friends, meet some new people and enjoy our cars. We have three events scheduled for this season. For times and dates, watch for the ads on the web site and in the Anzeiger. For anyone interested in TSD rallies, Cascade Sports Car Club hosts the Friday Night Rally Series which runs March through October. If you have any questions, please e-mail the rally committee at: early.euro@verizon.net.

Autocross

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

are kept down — generally below 50MPH — with a lot of the critical action in first gear and at very low speeds.

We have competitors of all skill levels; it runs the gamut from those with decades of experience all the way to those with a shiny new driver's license and 2 days on a stick shift. There's something for everyone, and everyone has a great time! If you ever wanted to improve your car control, drive fast, or just develop the skills to stay safe in an emergency situation on the highway, this is the event for you. Watch for details on the 2003 schedule, fees and other requirements as they become available here in the Anzeiger and on the web site.

Volunteer Recognition Party - October 3

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

The Club will host a recognition party for those of you who donate your time and talent during the year to helping make our Club the best that it can be. It will be a great party and lots of fun for all.

No tickets will be sold; it will be totally free and strictly limited to members who have volunteered their time and efforts during the year to making the Club work smoothly. If you want to join in the fun, contact any member of the Board of Directors for some ideas about what role you might be able to play this year.

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.

Stevens' New Carrera GT Arrives

By Peter Linsky

"I've waited almost three years for this!" grinned Page Stevens, as his new Porsche Carrera GT arrived at Sunset Imports June 3rd. It's the first limited-production C-GT to appear in the Portland area.

The sleek supercar was oh-so-carefully rolled out of its Intercity Transport Lines trailer to an appreciative group of onlookers that included Stevens, a handful of PCA members and every employee of the Sunset dealership. Even the staffers of next-door-neighbor Herzog-Meier Imports put down their paperwork and tools and walked over to see what all the excitement was about. So much for that afternoon's productivity!

The delivery process was almost as entertaining as hearing Stevens finally fire up the big V-10. First, the Intercity crew had to offload a vintage Buick sedan from the upper level of the double-deck trailer, then a new Boxster. At last, the distinctive shape of the Carrera's tail could be seen beneath its special cover. The crew ceremoniously donned scratch-proof coveralls, the equivalent of Intel clean-room "Bunny Suits", plus surgical booties and white cotton gloves before unchaining the silver GT and pushing it back to the tailgate lift.

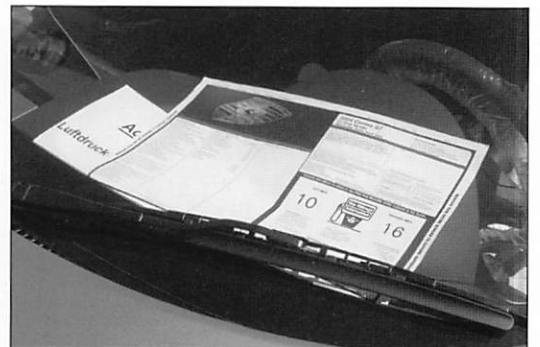
Once the car had been lowered to the street, Sunset executives and Stevens went over every inch of the car, looking for damage. Then Stevens cautiously peeled away some of the protective interior covers, slipped behind the wheel, and hit the ignition. The engine fired instantly and Stevens allowed it to warm up. The mechanics surrounding the car spoke of the Carrera's

610 horsepower and remarked at how quiet the car was. This is the epitome of "speak softly and carry a big stick"! Then Stevens slipped his new toy into first gear and idled it back to Sunset's service area where it would be cleaned up and prepped. Off came the roof panels, to rest on top of the fitted luggage in the front storage bay (no room for golf clubs in this puppy).

Sunset says it expects another C-GT is due in February, and a third later next year. A fourth example is possible, says the dealership, with all pre-sold. If past is prelude, look for Page to motor his new Carrera out to various track events at PIR, where he can exercise it properly, and the rest of us can enjoy the sight and sound of the world's greatest street-legal performance car.



As of publication, Page had already put 2,000 miles on the car. Cheers! It simply increases our chances of a random public sighting.



Member Profile – Rupert & Bobby Jo Koblegarde

I fell in love with Porsche cars while in high school, and vowed that someday I would own one. My first car was a 1949 Ford Coupe purchased the year I graduated from high school, 1955. In December of 1956, I ordered a new VW Beetle, black with red interior - the last of the small rear window models. I loved that car, and put over 125,000 miles on it over the next 12 years. In 1966, Porsche imported the 911. I often drove by the showroom at 18th and SW Morrison Street to admire the 911 — knowing I could not afford one at that time.

By 1968, my Bug was getting tired and I was looking for a change. I drove the BMW 1600 but, after driving a Bug for 12 years, the BMW did not feel right to me, so I purchased a 1966 Porsche 912, white with black interior, a 5-speed and some 911 upgrades. I was in car heaven for the four years I owned it. Then, one day, I opened the front door to get the newspaper, and the 912 was not in the driveway — it had been stolen. It was never located, and State Farm finally paid off after much haggling. The replacement was a 1972 911T purchased from Arlene Schnitzer. I walked out of my office on the way to lunch one day, and this beautiful silver Porsche, driven by an attractive woman, was stopped for a red light. I looked at the car, then at the woman and asked, "Would you like to sell that car?"

She lowered the window and asked what I had said. I repeated the question, and told her I was going to the Mallory Hotel, just three blocks up, for lunch.

"How about a ride?" She said: "Get in." I did, and ended up buying the 911T. Two years later, a driver with no insurance ran a red light on Front Avenue and took out the front end of the 911T.

I next purchased a new 1977 911S, silver with black interior. I still have this car, and it is really fun to drive — light and responsive. The 911S was my only Porsche for 12 years. Then, in 1988, I bought a 1986 Carrera, Black on Black. I drove both Porsches, trading off every week or so, until Porsche came out with the 993. I sold the Carrera and ordered a 993, which Bobby Jo and I picked up at the factory in the summer of 1994 - silver with black interior, a 6-speed.

A year later, while on a driving trip through Eastern California and Western Nevada, we enjoyed semi-deserted roads and fast driving. One clear morning, we



rounded a bend and the road stretched out in front of us as far as I could see. "Watch the speedometer," I said to Bobby Jo, and I put my foot to the floor. By the time the speedometer was passing a registered 170, the end of the road was coming up very, very fast. My hands were sweaty, but the car was steady. Two days later, going about 35 MPH, we hit black ice and went over a cliff with no guardrail. We flew through the air, landed upside down in some light snow, and slid some distance until we hit some trees. Bobby Jo was safe and secure in her seatbelt, hanging upside down; I was crammed into the footwell after hitting the steering wheel and suffered injuries to my chest and back. Now I never drive without a seatbelt. The 993 was repaired, but the sunroof squeaked and it didn't feel right after that.

We took delivery of our 2001 996 C4 Tip, in November of 2000 - silver with black interior (again). We have supplemented our Porsches over the years with many VWs; a 1965 Chev, an Audi Fox, a 1980 300D Mercedes we picked up at the factory, and our current 1977 E320. A 1984 Landcruiser, the dog mobile, rounds out our current four vehicles.

I'm an Attorney/CPA and have had my own practice since 1966. Previously, I

took a job teaching accounting and business subjects at Multnomah Junior College while attending Lewis and Clark Law School and worked briefly for a firm, KPMG.

Bobby Jo is a homemaker, gardener and excellent cook. Our hobbies: Food, wine and travel. More recently, entertaining our three grandchildren, all born within the last two years, has kept us busy. We travel overseas and in the continental USA and normally drive on vacations. Last year, however, we took our first cruise, beginning in Spain and ending up in the Canary Islands. We thought cruises were for old people, but we are now converts. A really good ship is a great way to see a lot of places in a shorter time. No need to spend time finding places to eat or stay; just see the sights, take tours, and come home to the ship each night for good food and wine, and a comfortable room. We just finished a second cruise in Tahiti.

We joined ORCPA 25 years ago, in 1979. We participate in the tours and have been on every one of the Half Milles, the Rainbonnets, Christmas Dinners (yes, I mean Christmas, not holiday), and track. The tours are our favorite events — great driving, good company. ☺

Arrive and Drive – With a Little Help From Your Friends

By Randy Stolz

Pulling into Miller's Homestead parking lot, I could tell by the number of umbrellas gathered around Earl Green's lovely '73 911S that something was amiss. As I had just joined Oregon PCA a couple of weeks before, I was nervous about meeting the group and was wondering if I was about to show my ignorance.

After circling the parking lot, I found a spot and sheepishly approached the umbrellas. "Hi," I said. "I assume this is the PCA group?"

Earl welcomed me and asked how I found out about the "Arrive and Drive." He let me know the web site was in need of an update to an 8:00 am start instead of a 9:00 am start. "We'll be leaving soon," he said.

(Arrive & Drive Tip #1)

We hovered 'round for a bit as I surveyed the cars. I was one of three Boxsters. A red '97, an '03 blue, and my '03 black hardtop completed the trio. Other neat cars included an '89 944 Turbo, an '87 Carrera 4 Cab, a '95 Carrera, a 911SC, and a gorgeous silver '04 Carrera, a small but distinctive group.

Time to roll! I tucked in line and we were off, up I-5 to 217. Since we were a small group, Earl deviated from the instructions as we played Follow-the-Leader up to Council Crest, where the sun was blinding and had everyone fumbling for their Ray-Bans ... NOT! This was probably the second time in 20 years I'd been to the Crest, so I squinted upward through the fog and, yep, the towers were still there. I still don't know how we got up there but I suspect I'll see it again 10 years from now.

The bathrooms were closed (coffee, anyone?) so we moved out for better scenery. A brief stop for a moving van and then a drop down a stair-step of city blocks. Not exactly a scene from "Bullitt", but fun just the same. We swept left around a bend which opened to a glorious view of the city to the right as we broke out of the fog. More meandering as Earl pulled up for the "catch-up". We stopped on a narrow, urban, uphill street. And, as I saw the last car in my mirror, off we went again. ... NOT! I stalled it, third in line. Others were waiting. Set the brake, neutral, hit the key. Motor fired. Brake off. Rolled backwards. The SC loomed in my mirrors. Oh, %*! Then all hell (I mean,

the rear end) broke loose as I overcooked the launch. I told myself, "Okay, Randy, you've only had this car for three weeks and this was your first uphill start. Calm down."

As we pulled into the Hoyt Arboretum to the stares of the Saturday joggers, I was thankful for another chance to get out of the car. Seems odd, I know, but one should build excitement gradually. I got a chance to chat with Dave, Lori, Frank, and Frank, and I mentioned my little faux pas at the "catch-up". They laughed and said they were all worried about the car in front of them, too. And several freely admitted they were still learning how to drive their cars. I am not alone.

I think Rob Walker would have given the restrooms high marks if this were his F1 race report, but it's not so I'll stop with this aspect of the tour. You can just keep this for future reference — or not.

Bladders fully drained (for most), we continued onto Skyline where, after a few hippity-hop speed bumps, we picked up speed out to Cornelius Pass Road. This has always been a favorite section with me and that day was no different. We did a neat little tango down McNamee Road to Hwy 30, circled back on Newberry Road, danced up to Skyline again, then on to Helvetia Tavern.

Getting out of the cars, I heard someone paraphrase his majesty in AMADEUS, "Too many curves?"

I chatted with Frank and Earl about our early days with sports cars. While Triumphs and Sunbeam Alpines were fun, we agreed that we spent as much money in maintenance as we did on the purchase. Apparently, both Earl and Frank discovered Datsun roadsters in their youths and were mumbling something about fish oil. (Just kidding.)

In the tavern, we squeezed into the seats for some soft drinks and a bit more socializing. Had it been in the evening, I'm sure someone would have surrendered their hat to the ceiling.

We left some of our friends to their early lunch as we headed out across Hillsboro to River Road and another favorite stretch, Hwy 210. The ascent past orchards and vineyards has just enough grades to beg a healthy dose of power, yet teases use of the brakes gingerly as you wind around the bends. I turned up the BOSE for a bit of rhythm.

Three-quarters from the top, the road straightens out briefly towards a grove of tall trees and a hairpin. I knew there would be something slippery there as I snicked down to second. I turned in just a tad early and the front pushed, then grabbed and – WHAM—we were through this imaginary "Karrusel". Then, an equally tight right as we climbed out onto another fast uphill stretch and over the top of the hill. That was fun!

Weaving down the other side was almost as much of a kick, but a right turn onto Bald Peak Road, although familiar to me, leave many in awe. Again, we climbed back up the hill, sweeping through the turns as the Beatles knocked out "I get by with a little help from my friends." I smiled, thinking about the folks I had met and the fun we were having with our cars.

A string of Porsches is a sight not lost on even the most sophisticated kids these days and, as we approached the final "ridge run" to Bald Peak State Park, I shifted down again to second just before a left turn where they stood and got on the loud pedal. I figured, why should I have all the fun? (Okay, I'm shameless too.)

Closing in on the park, you can look down from the ridge and see wine country forever as the trees zip by. Finally in the park, we got out of the cars to a chorus of, "That was fun. Wasn't that beautiful? I didn't know you could get here THAT way!" All of us were nodding with approving tone.

The SC left us there as we continued the run down the other side of Bald Peak and grabbed Route 47 into Forest Grove. Then, we drove on to McMenamin's Grand Lodge, the end of the tour. We validated the quality of the tour with a toast to Earl and parted ways, not as strangers, but as friends. ☺

My Other Favorite Car

By Eric Freedle

The Jeep actually started out being produced by Willys Overland as the G.P. (General Purpose) vehicle in WWII but, due to the G.I.s calling the G.P. "Jeep," the name stuck. Jeeps and Porsches were my car doodling choice in freshman year but, because of budget limits...well, you get the idea. When the 1947 Willys CJ2A became my driver shortly after my 16th birthday, I found that it needed more beans under the hood. The solution: Small block Chevy! Due to time and money constraints, the project was left far from tidy, but it was drivable. Even though I had many other vehicles over the time, the Jeep stayed.

I felt that, after some 20 years, the Willys needed a restoration. After teaming up with a very qualified restorer, the project that I thought would take just a year ended up taking nearly four years of weekends (aka Jeep Jail) and Cheryl wasn't smiling.

Was all the time and money worth it? Depends on who you ask. Remember, Jeeps are FUN!

Some of the specs:

- Body-off restoration w/frame modification and sandblast
- Chassis: Frame CJ3A w/ custom fuel tank b/n rear frame rails
- Suspension: Springs HD (2 removed ... need some travel)
- Drivetrain: CJ5 Dana 44 w/Limited slip (rear)
- Brakes: Master Cyl. '71 Fairlane power assist; CJ5 11" drums
- Pedal Assembly: '86 Jeep Cherokee
- Engine: '65 327 Corvette w/fuelie heads ~ 325 hp
- Cam: 284 duration
- Oil pump: blueprinted Z-28
- Timing chain: Cloyes, double row true roller
- Cooling: Custom cross-flow 3' radiator
- Ign & Elec: Custom fuse panel (no fuse panel on the original Willys)
- Battery: 12V mounted on frame rail under driver
- Exhaust: Custom headers into Flowmasters
- Body: Shell extensively rebuilt w/custom firewall and floor
- Front seat mounting crossmember and roll cage
- Windshield: CJ3A



- Paint: Eric and air compressor (a 10-footer)
- Interior: Mazda Protege front seats w/ 3-point belts
- Gauges: Stewart Warner
- Engineering: Pratt Engineering



The Seven Year Itch: 2004 750 Miglia—Wild West Tour

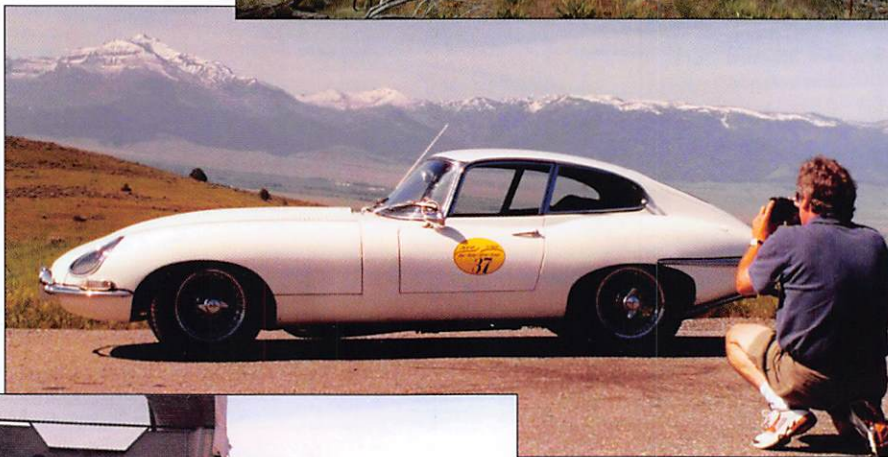
by Forrest Hatch • Photos by Warner Lowe, Gregg Hodge, Dennis Lee, Baker City Herald

Keith Martin was telling the story, “The tow truck driver leaned out of the window and said, ‘Are you the feller that called about getting your green Jaggar XK-something towed to town?’”

Keith had recently initiated a chain of activity that included a call for a tow truck, so he figured that the truck was for his car. But the tow truck driver noticed that the car was not green but white. So he persisted and continued to question whether he really had Mr. Martin. Keith said; “Yes, I am Mr. Martin but, as you can see, my car is white, not green, and there must have been some confusion on the phone.” It was then that Keith recalled that there were two Jaguar XKEs on the Tour and the other one was, in fact, green. Ric was the owner of the other car and, by a wild coincidence, his name was also Mr. Martin. Go figure. Two Jaguar XKEs, both owned by different Mr. Martins calling the same towing company to pick up their broken-down cars. Apparently, the cars broke down within a few minutes of each other and so the fun and confusion began.



Below: Fantastic scenery was run of the mill on this year’s tour.
Middle: Keith Martin photographs his new Jaguar, presumably before it breaks down.
Bottom: Wagons Hol! An interesting rest area along the route.



we had long-time friends from Los Gatos, California, and Sun River, Oregon, going along as well. It had been 20-plus years since we had all been together. Don and Christy were in their newer Porsche Boxster and Greg and Anna were in their Porsche 993 twin Turbo. I have been able to drive a different car for each of the last seven years, including Porsche, Viper, Ferrari, and Corvette, and was looking forward to a great drive on the twisties in the lat-



Porsche Club has put together a multi-day driving tour. Bonnie and I have enjoyed these tours and so this was to be our seventh outing with the group. As spring matures, the itch begins and by the start of the Tour I have usually gone over everything at least three times and am ready to scratch that itch away. This year,

est: a Subaru WRX STi. I call it my ‘pocket rocket’ as it has 300 HP and gets to 60MPH in under five seconds. It has all-wheel drive and, on the twisties, it sticks like it has suction cups on the tires. You can pretty much take any corner at double the road sign speeds; I love the feel and Bonnie doesn’t have to ‘white knuckle’ the grabber handle. So you can tell this was a tour for fun-loving drivers and semi-serious car people.



Just before summer every year for the last seven years, the Oregon Region

everything at least three times and am ready to scratch that itch away. This year,

The Wild West Tour was to assemble on Thursday night at the Columbia Gorge Hotel, located on the Columbia River near The Dalles, Oregon. Friday, we all took off toward Baker City, Oregon, on back-country tracks that took us through places with names like Condon, Fossil, Cant Ranch, John Day and Kam Wah Chung. In Baker City, we pretty much took over the Geiser Grand Hotel for a night of good food, good companionship and lots of wild stories. The road-kill report was made and Keith Martin was invited to give us the gruesome details. Keith, while telling us about his XKE experience, observed that Porsche people love to be

Below: A cattle drive through Bend temporarily blocks the 750 Miglia.

Bottom: Baker Police have some arranged fun when the tour rolls through town.



helpful when someone else is broken down. This is especially true if the car is a broken British car. Keith and Cindy had just gotten the *continued on page 22*



Observations on the 2004 750 Miglia

The Hood River to Baker City route was Excellent. Highway 7 into Baker City deserves special note. On Saturday, Baker City to Bend; the morning run to Post, was outstanding. And Sunday, Smith Rock Park made an excellent stop. The route to Shaniko, awesome. We repeated the hill into Shaniko out and in after lunch as it was superb. Bakeoven Road to Deschutes River, very nice.

The accommodations at Geisler and Phoenix Inn, okay. Parking arrangements in Hood River and Baker City,

hour, and let those people who wish to stay and eat do so at their own option.

Three days worked out okay but, in my opinion, four days would be too much. You might consider interchanging two and three days depending on destinations. Also, depending upon destination, an increase over 250 miles per day is possible, but not to exceed 300 miles. If we travel the kind of roads that we had on the Wild West Mille, then 300 miles a day is a distinct possibility.

Warner Lowe

John,

Thanks for putting on a great show. Please thank the others involved for me. We had a great time and look forward to next year. A four-day event would be a hoot. Our only input would be that the Sunday dinner seems unnecessary. We did not attend as we had lots to do Sunday night to get ready for the week.

Regards,
Steve Dishman

Hello Don and Gregg,

Thanks for organizing and hosting this awesome event. We have been most impressed with the route selection and totally amazed at some of the road qualities. They are definitely comparable to some of the F1 tracks we've driven on. An overall excellent event. Many thanks to the Mille Team for the effort and time in making it great!

We're looking forward to your 2005 Miglia.

Cheers,
Dennis & Justina Lee
Car #34 GT3

very good. The Baker City police participation was excellent.

As for food, I recognize the difficulty of location, but Post and Shaniko were below standard. Dinner at Geisler was the worst of any meal on the last five Milles. However, Bend was the best of last five Milles. Outstanding.

I would continue to emphasize that end-of-tour meal should be optional and not be included in total price. A number of participants have expressed the same sentiment, especially the ones that did not come to the dinner. I recommend that we continue to show a restaurant at the end of the tour, have a social



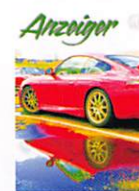
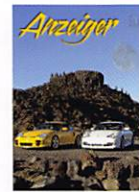
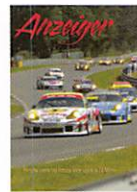
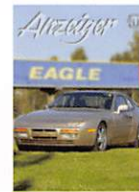
Congratulations

The Oregon Region PCA received a silver medal in the 2004 Porsche Club Newsletter Competition. The results were announced just before publication of this issue of *Anzeiger*.

Among regions of our size, we were bested only by *Der Auspuff* of the Santa Barbara Region. *Der Auspuff* was then presented the Heinmiller award for being the best Porsche Club publication nationwide. We'll take that to mean that we were judged to be second best in the nation. (At least that's what we'll tell ourselves.)

The staff of the *Anzeiger* and the Board of Directors would like to thank those of you who selflessly contribute material to these pages. We greatly appreciate the depth you add to our publication and we look forward to more success of this kind in the future.

Congratulations on a job well done.



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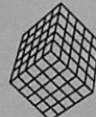
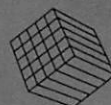
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Rose Cup Weekend

By Peter Linsky & Sue Hodge • Photos by Gregg Hodge & Peter Linsky

The traditional Rose Festival rains stayed away from Portland International Raceway long enough to allow some great competition at this year's Rose Cup weekend, the largest amateur road racing event on the West Coast.

Organizers welcomed a record entry of more than 400 cars, and again invited PCA to bring in its Club Racers for a pair of sprints, one on Saturday and the other on Sunday. Both delivered a lot of excitement. Race chairman Jay Culbertson, whose Temp Control Mechanical Corporation sponsored the weekend, decided that the Saturday PCA race would be Formula Libre-style, with the entrants starting in reverse qualifying order. That meant the slowest cars would leave first with the starting times separated so that all entries could theoretically reach the finish at the same time.

After a couple of pace laps to warm their tires, the field pulled into the "pro pits", where Culbertson waved them out at the appropriate times. The field was almost clear when fast-qualifier Jeff Gamroth's 3.8 993 RSR GT2R entry made slight contact with a slower car. "Brain fade," he later said, pointing to his head. It was a costly error. Jeff barely nipped Doug Hebenthal's similar entry at the finish, but the club's "13/13 rule" came into play and Jeff appeared to be done for the weekend, disqualified from the Sunday Club race. Carl Van Austen of Sherwood finished third, also in a 3.8 GT2R 993.

On Sunday, Californian Loren Beggs' GT1R Turbo pulled away from the field, with Hebenthal and Tim Ralston following him to the finish. Afterward, Culbertson presented various PCA Club Racing awards to deserving drivers; Carl Van Austen and Leif Johnson picked up the coveted PCNA "Workers

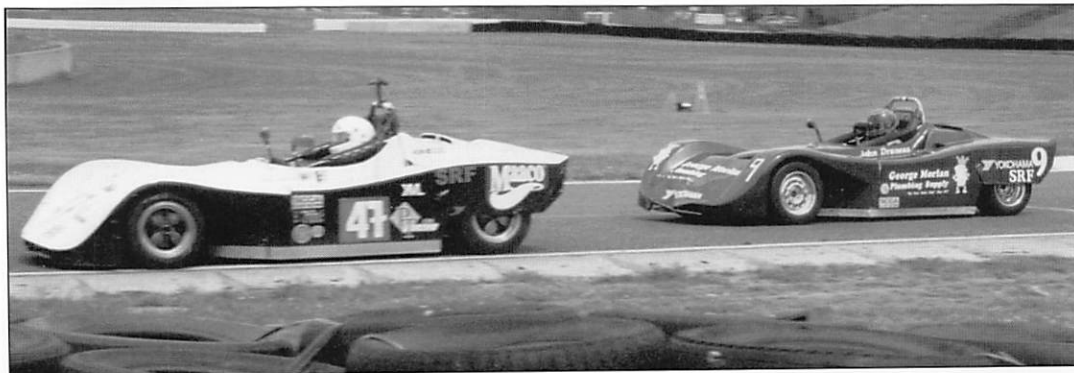
Choice" trophies. Hima Maher's unusual hard-topped Targa Turbo, all the way from Calgary, Alberta, was selected Best-Prepared. The Northstar Motorsports Award went to Phil Rochelle of Richland,



Left: Carl Van Austen and Leif Johnson accept some special awards at the conclusion of the PCA club race.

Below: Doug Hebenthal and Jeff Gamroth battle for position in the PCA race.

Bottom: John Draneas charges out of turn 12 behind a fellow competitor in the Spec Racer Class.



Washington; Neil Alexander of Pacific Palisades, California, received the "Most

Cars Entered By One Driver" Award; and Jeffrey Freeman of Seattle accepted the "Very Latest Entry/Best Life Priority" award.

Eleven PCA members joined the grid for the much-anticipated Rose Cup race; unfortunately Monte Shelton's "Of Blue" 935 wasn't able to resolve high cylinder head temperature problems - later traced to replacement pistons that didn't work properly - and did not start, but Gamroth was invited to run and acquitted himself admirably. Starting dead last because he had not qualified, Gamroth stormed his way through the 42-car field to end 7th overall and trying hard for 6th. His was the top-finishing Porsche. Hebenthal was 7th after a tough scrap with Kim Hiskey. Those two traded positions several times until Hiskey, one of the Northwest's top women drivers, overcooked it and went off. She finished 17th. Culbertson was 11th in his GT3 Cup Carrera.

Rose Cups - 2004

By Sue Hodge

The weekend was a mixed bag of weather, but that was not going to dampen my spirits. This is the first big race

weekend of the season and I was fortunate enough to get the opportunity to cover the event, with other Anzeiger staff either out of town or racing. Chris was at the Emory Campout, Kate and Jim were traveling, and John Draneas was racing.

Gregg and I had a number of different races we were *continued on page 24*

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continued from page 17

car and were careful not to bring any spare parts or 'just in case' stuff. It was a wildly amusing story and it had us all aching with laughter as event after event occurred and the story became an epic which, I am sure, will show up in Keith's magazine, The Sports Car Market.

Partway into dinner, a local police officer came into the dining hall and, in a rather loud and stern voice, asked to speak with the owner of a 308 Ferrari; a Mr. Draneas. The officer proceeded to give John a lecture about passing six cars at once and wanted to know what John had to say for himself. The rest of us were silently looking and listening as well. It was a set-up deal, of course, and the officer handed out various awards for cars that he liked in our secured parking area.

Saturday, well recovered and ready to drive, we all headed toward Bend, Oregon, on little roads leading through Ize, Paulina, Alfalfa, Ochoco and other burgs. Don had Christy drive for part of the day and she really got into the spirit of the event. Don has taken his wife, Donna, his first daughter, Gretchen, and now his second daughter, Christy, on the Tour in consecutive years. It has become a great Daddy-Daughter outing and the girls' husbands are frothing at the mouth to be invited on future drives.

A catered lunch was enjoyed at the Post Oregon General Store, the official geographical center of Oregon. The roads were truly outstanding and it was a driver's feast of curvy roads and bursts of speed along the straights. Speeds were never excessive but we kept the tires warm as we traveled through the day. The weather was cool and then warm. It was a great day for driving.

We traveled to the Phoenix Inn in Bend for the evening and then retired to the Merenda Restaurant for an evening of wine tasting, food and good company. In the road-kill report, Keith noted that he had broken down a couple more times but by now their crew was adept at fixing a distributor/rotor problem that seemed to be recurring. There were no other bro-

Rock for a couple hours of hiking and watching the serious rock climbers test their skills. The roads were again great and it wasn't until the afternoon that the weather moved in and the roads got wet. After a quick visit to the Route 30 Classics for car viewing and an ice cream, it was on into Portland to the Riverside Country Club for our final farewell dinner. The



ken cars for the day. The other Mr. Martin was forced to rent a car but he was still with the group and enjoying the roads at a somewhat more leisurely pace. Our small threesome stayed in Sun River at Don's lovely home where we continued to catch up and renew old memories.

Sunday, with all the cars assembled and the Saturday stories still being enjoyed, we all headed for the Shaniko Hotel for our lunch break. We stopped off at Smith

road-kill report included a minor mishap with Debbie and her nice Porsche Targa. She was running with racing slicks on the rear and in the rain managed an excursion off the main track.

Farewells were said with everyone promising to do it again next year. There were a lot of really broad smiles on at least half the faces at dinner (those of the drivers). Our threesome parted and Don and Christy headed homeward to Monday work. Greg had put Anna on a plane back to California, so our two cars got together Monday morning for some spirited two-car driving

on the roads southward to Medford. It was misting and wet most of the way but we still had a great time playing the roads and the cars on roads with mostly no traffic. We made it to Canyonville for a late lunch and then took our last run over to Shady Cove summit and then to home in Sam's Valley.

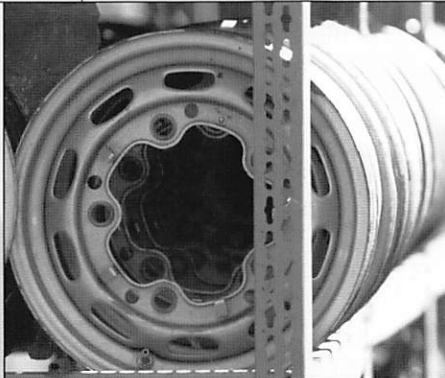
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Rose Cup Weekend

continued from page 20

interested in following. The Porsche Cup race, of course. Jeff Gamroth was back, and Kim Hiskey, but no Bob Stefanowitz. He has always been so fun to watch. Between the three, I'm not sure who is the more aggressive. Most of the other usual contenders were here, and Carl Van Austin, who has not been given the chance to shine in the past few years, was given his chance this year. (See Peter Linsky's coverage of Porsche Cup action this issue.)

The Spec Ford race is a must-see every year. Our own John Draneas drives the George Morlan sponsored vehicle in this event. Spec cars, I particularly realized this year, are so dependent on the drivers themselves. The cars being essentially equal, it leaves it up to the drivers to make their participation notable. John told us that this year he had only raced once before Rose Cup weekend. Also, he had new tires that were not yet familiar - a very big factor. Consequently, he ran about 13th or 14th in the group on Saturday. He has usually run 7th or 8th in this group of 20 to 25 cars, but this year it was not to be. There was still a lot of excitement in the National Group 5 race.

The winners this year came in in a finish that was almost too close to call. There were four cars that came in at the same time and equipment at the track could hardly measure the small difference in finishing times. It was indeed a photo finish. When discussing another group's times that had seconds in between the third and fourth (and all the rest of the pack) John commented that that was no competition but merely "parade laps" being driv-

en by those in positions 4th and on down the list. Well spoken (especially from the perspective of a spec racer)!

Haggispeed (we actually know the driver of this one!) Don Crawford has been on the last several Half Mille tour events. He and Gayle Kovacs have always taken their Corvette on these events, and she drives. Most of the rest of the time, he is driving/racing. And he did very well this weekend, qualifying 6th on Sunday in a race with a huge entry roster - first of the non-Formula cars, according to Gayle.

There are both Regional and National groups racing at this event, and the thing that keeps it interesting is that, if you are

driving in one event and your hopes are dashed because of mechanical problems or driver error (such as in Gamroth's case), there are other chances to get it back. Most of these drivers are entered in both the Regional SCCA events and the National groups. For example, Kim Hiskey had everything going right for her on Sunday in the Regional Group G race and she won that one. And Jeff Gamroth got the chance to drive again in the Rose Cup race because of different rules in place - no 13/13 disqualifier. On the Rose Cup weekend there is always something fun to watch. This year was no exception. ☺

Autocross June 6

By Chuck West

Weather was on everyone's mind as 23 brave souls assembled for our fourth autocross of the year. If you were lucky enough to run in the first group, the pavement was wet but dried out for the third run. The course was simple with no technical areas to contend with. Times were good. The second run group lined up, got an initial dry run, then Mother Nature intervened with rain. It was bad enough that we had to use wipers to stay on course. Times suffered, but I think that the second run group had a better time in that they had the opportunity to practice some serious skid control. I know I did, and will never have the same apprehension about wet weather autocross again. I just wish the first run group could have shared the same learning experience.

June 6 Autocross Results

	Class	#	Driver	Car	Fast Time
1	9.0l	70	Tom Kotzian	04 Corvette	28.152
2	4.0l	82	Doug Skinner	1973 911	28.580
3	3.0l	2	Joel Stegersma	1966 911	29.432
4	4.0l	154	Jeff Sander	2001 Boxster S	29.783
5	3.0l	14	Chuck West	1974 Porsche 911	30.246
6	3.0l	68	Chad Edwards	1974 Porsche 911	30.275
7	9.0l	83	Peter Scharf	2001 911 Turbo	30.604
8	4.0l	61	Eric Freedle	1986 911	30.628
9	3.0l	4	Paul Stein	1974 Porsche 91	30.725
10	2.0l	86	David Han	2004 RX-8	31.751
11	4.0l	51	Chase Homer	1990 944 S2	31.996
12	3.0l	144	Joe Stein	1974 Porsche 911	32.014
13	3.0l	43	Chuck Jarvie	1994 968 Tip	32.141
14	2.0l	85	John Farris	1991 RX-7	32.437
15	4.0l	50	Luke Homer	1990 944 S2	32.440
16	2.0l	78	Erik Vandyke	1995 Neon	32.787
17	2.0l	76	Brad Sneathen	1985 RX-7	32.842
18	4.0l	1	Dave Nance	1985 Porsche 91	33.093
19	2.0l	84	Chris Edwards	1981 VW Scirocco	33.772
20	2.0l	77	Bradley Sneathen Jr.	1985 RX-7	33.789
21	4.0l	79	Tom Carey	1984 911	35.222
22	3.0l	8	Bob Schatz	1977 911S	35.538
23	4.0l	64	Larry Rinehart	1977 Porsche 930	35.639

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From the President

continued from page 4

be the car because it sure ain't me.) Yep, this car definitely meets the definition of cool.

I doubt if law enforcement will ever allow cruising to return. Society has changed, with gangs, pervasive drug use, and teenage violence. It seems few kids today have the same passion for cars that we did. We now have to satisfy our cravings at club events, and that's okay. I'm having just as much fun now as I did in my youth. I admit it. Things are good. It's been wonderful living in both automotive worlds. ☺

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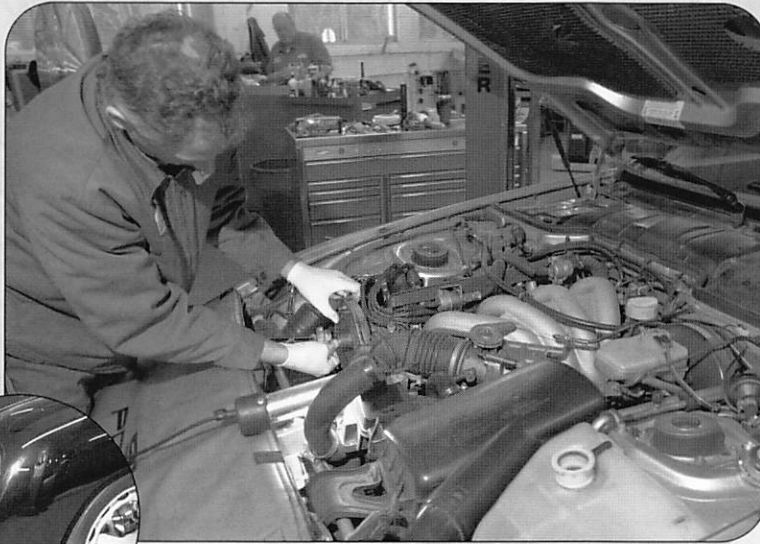
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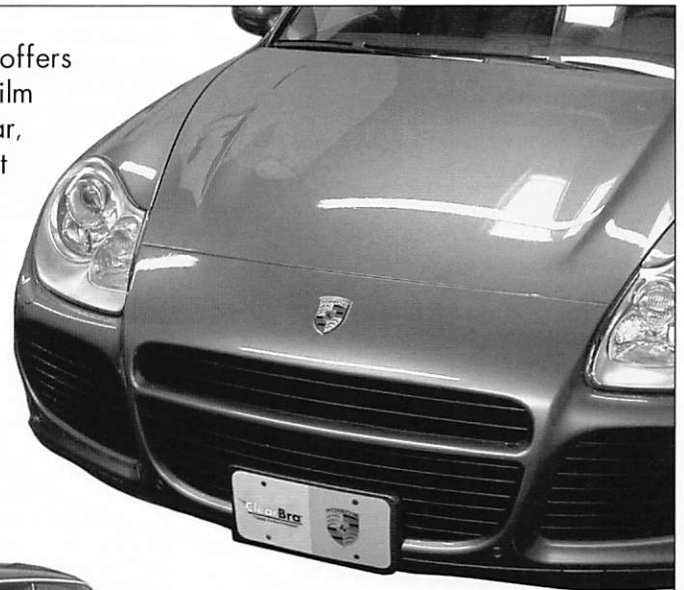
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Parts

Parting out 1971 911. Bra, Webber carbs, 5-point harness, Momo racing seat, wide body, two sets of racing tires, one set 7x15 rims, Bosch Distributor, Purma tune for 911, misc. **Richard Puetz**, 503-819-2440 or rlp2cjp@aol.com 05.04

OEM black leather "sport" seats (2) from '04 996 GT3, perfect, \$2000 OBO. One Recro cloth SPG racing seat with slider, nice, \$500. New Porsche crest polished center caps for early 911 wheels, clip-in style \$150. Porsche crest center caps for 944/928/964, silver, \$80. Stock 944 Turbo S torsion and sway bars, make offer. Safety window net for 944, \$75. **Pat Murphy**, 503-678-1621 or pat.murphy@pacocast.com 05.04

Used Hoosier Tires, 2 - 225-50-16 and 2 - 245-45-16. Used on two Driver Education days, \$350, 971-404-5489, Michael.Malone@idc-ch2m.com 05.04

OEM wheels and tires from my 1986 Carrera. Fuchs wheels: 16x6s (91136102043) and 16x7s (91136102044), in excellent condition. Tires are 205/55 and 225/50 Dunlop D40 M2 Zs with 80% tread remaining and no signs of deterioration. Email photos on request. \$950/obo. **Jerry Woelke** 541.390.0548 (Bend); jawoelke@msn.com 05.04

Fuchs wheels: 15x8s and 15x7s. Wheels are replicas, high quality Xenons, in excellent condition. I have used on my Carrera and 944 with outstanding results. Will email photos of cars and wheels on request. \$400 (with 80% 215/60VR RE-71s: \$600). **Jerry Woelke** 541.390.0548 (Bend); jawoelke@msn.com 05.04

Porsche Boxster Hardtop, Arctic Silver with black interior, fits 1997-2004 models. I have never used it and it was hardly used by the previous owner. It is virtually brand new. I bought it and was going to paint it the color of my car (Meridian) but am in the process of selling my 2002 Boxster. I have the hardware that is required to attach it as well as the black rolling rack (from Porsche) to store it on. \$1500 or best offer **Eric Jensen**, (503) 830-2999 eric.jensen@nike.com 05.04

Please send all classified ads to:

Classifieds Editor
classifieds@oregonpca.org

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

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

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

K27 turbocharger from '87 930, used under 2K miles (switched to K29S) \$500.00/obo. Also Borla stainless steel muffler with dual pipes from '87 930, used under 2K miles, \$300.00/obo. Both excellent condition. Contact **Mike Kelley** @ 503-826-0557, redbird575@cs.com 06.04

WANTED: Complete set of OEM 17" Boxster S wheels (version 1). Must be in like-new, mint condition (take-offs or "garage queen"): no scrapes, scuffs, chips, dings, rash, etc. **Andy Chenoweth** 503-285-3344, a.chenoweth@comcast.net 06.04

One mint set of 8" & 9" genuine Ruf/Speedline wheels with Dunlop SP 8000 245 fronts and 275 rears. Fronts/rears have 80% and 60% respectively. \$1750. Pictures available upon request. Call **Tom** @ 503-521-9413(eves); or 503-519-5632 (days) 06.04

Porsche Factory 18" Turbo Twist Wheel Set with caps and used Conti Sport Contact tires. Mint condition. Fits 993/996/C2/968 & Late Model 944. \$2200 obo. **Duncan** at 503-702-1806 06.04

Parting 1986 944 Turbo. No engine, trans or wheels. Good body (black) except hood, header panel, left fender & headlight. Good interior (black/beige). Email sayporsha@excite.com or call 503-588-1781 for prices 06.04

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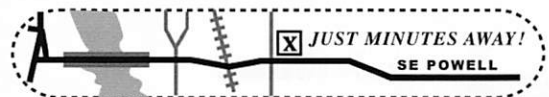
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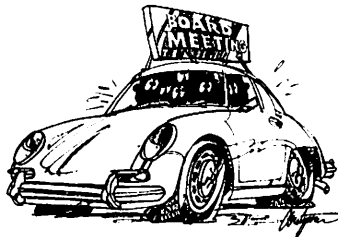
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Board meetings of the ORPCA will be held on the first Tuesday of the month at 6:30 pm

Consult oregonpca.org for the latest information and location

Anniversaries

AUGUST

5 years

Jason Bruce & Anna Wade
Kathleen & Robert Ellis
Dave & Carmal Fast
Craig & Beverly Snazelle

10 Years

Fred & Debbie Kananen
Chuck West & Katherine Siegersma

25 Years

Matthew Jensen
David Tod & Vickie Sigafos

30 Years

Charles Jarvie

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From: "Harry Danberg"
<harry@danberg.com>

Did you know that your Porsche Club sends an e-mail-based event reminder once a week?

If you're not already receiving this, would you like to?

Thought you were signed up but haven't been receiving it lately?

Send a message to harry@danberg.com or harryd@rennlist.com to either sign up or to trouble-shoot the problem.

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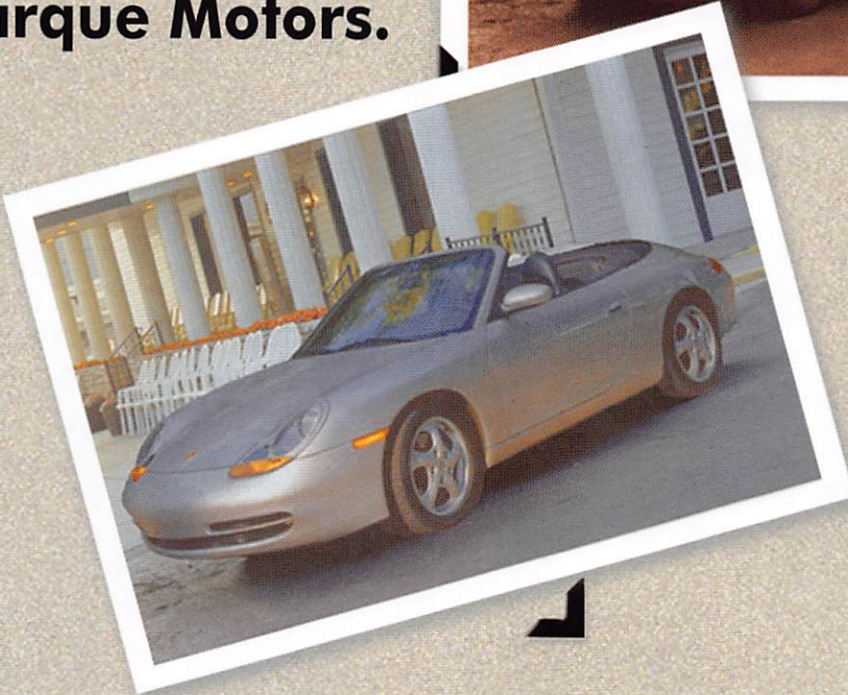
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Black and White Display ad

Outside back cover \$1,750
Inside Front cover 1,650
Inside Back cover 1,520
Full-page premium position . . . 1,520
Full-page inside 1,390
2/3 page 1,180
1/2 page 920
1/4 page 635
1/8 page (business card) 315
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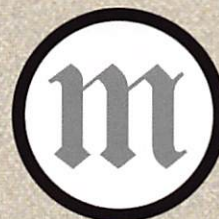


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Vehicle Space 10'x20' \$20.00 in advance
One vendor per space. No refunds for cancellations. Vendors need to arrive at 8:00am.

Additional \$10.00 the day of the event. Preregistration necessary to reserve space. Tables available \$15.00 each — Advance order required.

Preregistration is necessary.
To reserve your space, phone Tim Haburn at 503.601.3068 or 1.800.346.0182

New parts purchases during this event will be up to 25% off! Sunset Imports' Porsche Boutique also has a great new selection of Porsche clothing, accessories, model cars, coffee mugs, pocket knives, Boxster watches, books, and lots more!

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