

Amazein



Oregon Region Porsche Club of America
December 2002 v42-n11





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



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

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OREGON'S #1 PORSCHE DEALER

IN STOCK

- '02 Boxster, Black/Black SAVE!!!!
- '02 Boxster S, Black/Black SAVE!!!!
- '03 Boxster Tip, Seal Grey/Grey \$48,850
- '03 Boxster S, Arctic Silver/Black \$60,000
- '03 Carrera 4 Cabriolet, Seal Grey/Grey . . \$94,955
- '03 Carrera Coupe, Midnight Blue/Grey . . \$88,610
- '03 Targa, Arctic Silver/Black \$89,490

INCOMING

- '03 Boxster modifiable
- '03 Carrera C4S modifiable
- '03 Carrera Cabriolet modifiable
- '03 Carrera Coupe modifiable

PRE-OWNED

- '63 356 B. Red
- '89 Speedster White
- '96 Turbo Ocean Blue
- '96 Targa Polar Silver, Only 12k miles
- '97 Boxster Guards Red, Low Miles
- '99 Carrera Coupe Orient Red, Low Miles
- '02 Boxster Silver, only 4k miles
- '01 Carrera Turbo Black, 12800 miles



Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

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Anzeiger

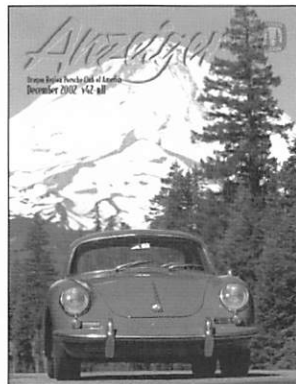
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Cover image:
Ed Greenwood's 1964 356 SC. Forest Service Road 44 connects Hwy 35 to Dufur and has some spectacular sights along the way. I noticed something white in my rear-view mirror. It was Mt. Hood.
Photo by Chris Greenwood

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



Don Clinkinbeard
FROM THE PRESIDENT

ORPCA Management: The Presidents View

So you think you want to be a contributing member of our club, maybe take on a management role?

The last couple of months have been interesting as we worked to build next year's management team for the club. After talking with the nominating committee a couple of themes have emerged that I thought I might take the time to address. As the team went through the process of developing the slate of officers and directors for next

year there appears to be some misunderstanding about what it takes to be a successful member of your club's Board of Directors (BOD). So in order to try to enlighten the general membership, here is my take on BOD Membership.

As a member of the BOD, your general responsibility is to ensure that the club acts in a socially and fiscally responsible manner while delivering an entertaining time for the general membership. You make a commitment to attend the regularly scheduled BOD meetings (2 to 3

hours a month) and to read and respond to club related email in a timely manner (usually within 24 hours.) Under the current management plan each board member is responsible for the directorship of an area of club activities. In this case directorship implies that the BOD member directs the event chairs running events in their specific area of responsibility to ensure that we plan and execute these events safely and with the maximum fun factor. This can consume from very little time to a large quantity depend-

ing on the BOD member's management style and their level of participation in the event planning and execution.

There was concern expressed by potential candidates that working on the BOD (especially the Presidency) would consume lots of time. So let me break down the president's month for you:

- BOD meeting prep prior to the first Tuesday of the month 1 hour
- BOD Meeting 3 hours
- Dinner Meeting 3rd Wednesday (I would go anyway) 3 hours
- Presidents Message Composition 3 hours
- Miscellaneous Email service per month. . . 3 hours
- Various Phone Calls 1 hour
- Non repetitive Meetings 2 hours
- Debbie's contribution to the Presidency. . . 4 hours
- Total regular time spent on the Presidency
20 hours/month

Or about 5 hours per week. Hey, watch a bit less TV.

This varies somewhat periodically. The late winter and spring are the busiest from a planning and kick off efforts point of view, Summer and Fall are execution of the plan months.

As a general rule Debbie and I are pretty active members and we attend many of the club functions because we enjoy it. The message here is we would go to these events even if I was not the presi-

continued on page 18

Sue Hodge
FROM THE EDITOR



The year is coming to an end and there is another end on the horizon.

Beginning with the next issue of

Anzeiger, I will take a back seat and become an Assistant Editor to the new Executive Editor, Kate

Ayers. Kate and her husband are relatively new club members but have

been actively involved since they joined. Kate is semi-retired and a writer with a yet-to-be-published novel under her belt. And although she's never been an editor of a publication like ours, she's had lots of related experience. So be assured she will continue to work with the rest of the Anzeiger team to provide the quality magazine you are used to in the future.

In the interim period, while she's "getting her feet wet", I will provide support as long as is necessary to help the transition happen smoothly. I'll continue to help with editing and do some writing. And I will assist (along with Gregg) with the website content which will take a little of the burden from Larry Rinehart, our excellent Webmaster. So much of the information I

receive is just a little too late to get into the magazine but needs to be made known to the members, so I will take care of getting that to Larry so that it still is available to members in a timely manner. Until further notice, please continue to send material to me, but copy Kate. Her e-mail address is: kateayersis@attbi.com. This has been a practice in place for awhile - actually put into play some time ago when I was having computer problems. Many people have been copying Chris Greenwood with material since then, although the computer problem has long been solved. So...please copy Kate and I both on material to protect against unforeseen circumstances and give Chris a breather. He will see the material soon enough each month.

It's been a great four years during which I have been fortunate enough to not only do something I love, but to be allowed to participate (on a much more intimate level than I otherwise would have) in many fantastic events. You can't beat standing 5 feet away from Christiano DeMatta at this year's CART races. Don't expect me to drop out of the picture as far as the club is concerned, however. Gregg and I will still be involved in our favorite events - including the Cabin Fever Tour, the Half Mille and (for me at least) all the race season's events. I may just have a little more time to enjoy them as a participant/spectator and not necessarily a reporter. We'll see...

OREGON REGION CALENDAR



December

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



HOLIDAY PARTY SILENT AUCTION

Multnomah Athletic Club December 7, 2002

Search around the house for items you can donate for our Silent Auction. 100% of the auction proceeds go to the club's Charitable Trust. The Club's charitable giving in 2003 will benefit the Raphael House and Camp Quality Oregon.

What can you donate? Here are a few ideas:

- Weekend stays at your vacation homes (very popular)
- Gift Baskets with a theme
- Gift Certificates for hotels and restaurants
- Labor, such as yard or garage cleanup, painting, etc
- Crafts or classes to learn the trade
- Matted or framed artwork
- Rare wine, books, etc.
- Electronics in new condition

Use your imagination to think about what you can contribute. Contact Kathleen Ellis at 503-720-0184, or Tricia Rogers at 503-574-4817 by November 30. Thank you!

Club
Event

ORPCA Election Notice

The election of Directors and Officers for 2003 will be conducted at the Holiday Party, December 7, 2002.

Club
Info

BACKFIRE



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

Backyard Discoveries

ANDY JACOBSON

Just a short note to say that both Margaret and I agree that the run yesterday of the Gorge tour was a lot of fun, the wine we bought will be great to drink, but one of the best parts was the "discovery" of the Centerville road part from Lyle. That's almost our backyard and we didn't even know of it ... it was Great!

Club Directory Director?

JIM AYERS

Is there a membership directory with e-mail addresses etc? If not, if the board would like me to take care of getting this done and out, I will. I would suggest the members could e-mail me with their pertinent information to include car info and a digital photo of the car and members, it would make for a nice directory and would help put a face to the cars.

If I can be of assistance in this matter let me know. Just think it would be a good thing to have available.

Don't Hate Me Because I'm Ugly

CHRIS GREENWOOD

It finally happened. I finally got caught in the middle. Now I guess I'll have to come out of the closet.

It's not that I don't *want* to own a Porsche, it's just that, well, let's say there have been other priorities. I have access to the Dadmobile (see My Other Favorite Cars, p. 20), but on the days when I'm feeling lazy about borrowing the Porsche so I can cover a club event, I just take my dependable Nissan pickup truck.

If it's a tour or some other driving event, I typically lurk at the end of the line of Porsches so as to be *inconspicuous*. It is from here that I do my work: taking photographs for the *Anzeiger*. I do enjoy a good tour and I tend to drive my

truck as though it were a Porsche (man's gotta have some fantasies). My greatest fear, however, has been that I might somehow get myself into the middle of the pack, and be mistaken for a nutcase, a wanna-be, or a simple irritant, which, of course, are all true, but I digress.

On a recent club event, on a road too narrow and twisty to facilitate pulling over and for other reasons too boring to explain, my greatest fear was realized. While following a club member well known to me, I was approached from behind by a club member totally unknown to me. Because I was keeping up with the car in front, the club member behind took me for a wanna-be, a nutcase and a simple irritant. I blame myself, really. I should have done something to help that driver understand who the person in the Nissan pickup truck was.

Therefore, I've decided to add some simple graphics to my truck so that those unknown to me can quickly identify me, skipping over the "nutcase" assessment and proceeding straight to the wanna-be and irritant categories.

The bumper stickers will read: "This truck may be traveling faster than you think it could" and "My other car is this car."

Watch for me at a club event near you. And don't worry if I keep up with you, it's the way I was raised.



2002 Holiday Party

Saturday, December 7

Multnomah Athletic Club
1849 S.W. Salmon Street
Portland, OR

The Evening

6:00 p.m. – Appetizers & Silent Auction

7:00 p.m. – Dinner

Club Awards & Introduction of Officers

Semi-formal Attire

\$50.00 per person

R.S.V.P. by December 1 to Susan Blanchard,
503.849.8297 or AESLLC@aol.com

The Menu

Gourmet Greens with Julienne Vegetables, House Dressing,
Sautéed Halibut with Lemon Butter Sauce, Roast Potatoes,
Julienne Vegetables, Sautéed Spinach.

Or

Grilled New York Steak, Caramelized Onions, Corn Whipped
Potatoes, Market Vegetables.

Or

Vegetarian - Chef's Choice

Dessert

Chocolate Mousse with Orange Carmel Sauce.



Rear View Mirror

By Peter Linsky



For the gearhead community, the Internet is an incredible resource. Admittedly, it takes some time and patience to track down specific information, but the enjoyment is in the journey, not the arrival.

I have turned up some informative sites and links as I explore for Porsche factoids. You have probably discovered some of these already, but if not, take a look and perhaps add them to your list. Several have comprehensive hot links of their own, which I have not detailed. You'll just have to check them out yourself!

www.platz.com

A comprehensive shopping mall for Porsche stuff

www.ajusa.com

Alan Johnson racing in San Diego... Porsche parts and accessories

www.911handbook.com

Bruce Anderson's always informative web site

www.ebsracing.com

Go-fast parts and brake upgrades

www.fastlanetravel.com

Arranges trips to Europe, etc.

www.highresolutionautoimages.com

Porsche wallpaper

www.pelicanparts.com

Well-known Porsche technical assistance and parts. Very useful

www.porsche.com

Porsche AG's corporate web site; general information, Travel Club

www.porscheclubgb.com

Even the Brits love fast German cars!

www.vpracing.com

The late Vasek Polak's web site now run by his team manager, Carl Thompson... a Huge selection of original factory posters for sale

www.theautobahn.com

German cars in general, with late-breaking news and photos

www.rpm.com

Terry's Porsche technical web site

www.rennlist.com

A Porsche chat room offering helpful tips, bitching and moaning, and rumors.

At deadline for this article, the fate of CART is up in the air. The Champ car series is on life-support. It's lost many of its marquee drivers and top sponsors, and title sponsor FedEx has exercised its non-renewal option with a couple of years left on its contract. Also, it's reported that Ford

still hasn't inked an agreement to supply engines to the series. Without overtly doing very much to speed CART's demise, rival IRL founder Tony George has won the open-wheel war in the U.S., at least for the moment. The only good news is that George is being pushed to include road courses in his series, despite saying the IRL would run strictly on ovals.

We've seen the best CART drivers (mostly Brazilian and European) and



teams run roughshod over IRL drivers when the two go head to head, but CART sponsors demand big audiences, live and on TV, to gain their money's worth. IRL is delivering, CART is not. How does that hit us locally? Lousy attendance at the Portland CART race the past few years has prompted the Rose Festival Association to cancel its contract with CART. A source close to the decision-makers tells me the RFA risked bankruptcy if it bankrolled another money-losing effort. CART will finance the 2003 Portland race by itself. Bottom line: The RFA loses \$300,000 in expected annual income, and that translates directly to a huge shortfall for PIR's

operating budget. That's why the track has been forced to put the squeeze on other users, especially sports car clubs such as PCA. Our rental costs could go up, and we may be forced to share the facility with other organizations (i.e. drag racers) so the track can make up as much of that shortfall as it can. If CART goes away entirely, the RFA will need to replace it with another major event. Since NASCAR refuses to schedule another road race on the left coast, look for some sort of deal with the IRL. The cars may be relatively unsophisticated and many of the teams second-tier when compared to CART, but it has full grids and close racing. That's what draws a crowd. Is there any good news in all of this? Maybe. Formula One

CART is banged up, but not entirely broken. We'll see what innovations they bring to PIR next year, on their own dime this time.

maestro Bernie Ecclestone is reportedly talking to CART investors about taking over of the series and using it as an F-1 training series, a role F3000 (ex-F-3) has traditionally filled. CART boss Chris Pook immediately denied all such rumors. There's also talk that CART might go with V-10 engines by 2005, offering some commonality between CART and F-1. That would greatly reduce costs for engine manufacturers and sponsors. We might know more by the end of the year. Happy Holidays to all! 🍀

Coming Events



Holiday Party 2002

December 7, 2002

One of our most popular events, the annual Holiday Party will be held at the Multnomah Athletic Club. We begin the event at 6:00 PM with no-host cocktails and appetizers. During this time you can bid on our favorite Silent Auction items to benefit our charitable trust. Dinner will begin at 7:00 PM, with steak, seafood or a vegetarian selection. New officers for 2003 will be introduced following the dinner. Semi-formal attire, \$50.00/person. RSVP to Susan Blanchard at AESLLC@aol.com or (503) 849-8297.

Additionally, if you or your business would like to make a tax-deductible contribution of an item or service to our silent auction, please contact Debbie Clinkinbeard, 503-356-1764, or e-mail at DMC993targa@aol.com. This is a rather fun way to make a charitable contribution and to help the Porsche club make its name as a good citizen in our community.

Mt. Bachelor Ski Trip

For you skiers, snowboarders, tubers or those who just like to frolic, this is a great excuse to get away in mid-winter. It takes place on February 7-9. We get a special Bend lodging rate, meet Friday evening for a social hour and gourmet dinner cooked by our own Gregg Hodge, and plan the attack on the mountain for the next day.

We plan on being on the mountain Saturday and Sunday, with both Downhill and Cross-Country skiing. If you have never tried Cross-Country skiing, and have always wanted to, this is your chance. Saturday night we'll get together in one of Bend's fine restaurants with members from Central Oregon's High Desert Region Porsche Club.

This is a great opportunity to get together with Porsche friends you haven't seen all winter. Now's the time to mark your calendar. More details in this issue of *Anzeiger*



ORPCA To Support Charities

Raphael House

Since 1977 battered women and children have been coming to Raphael House for safety, advocacy, and support. Through a myriad of programs including children's programming, a 24-hour crisis line, case management, an emergency shelter, and Oregon's first transitional and long-term low-income housing programs for battered women, Raphael House has become Oregon's most comprehensive domestic violence intervention agency for women and children made homeless by domestic violence. Last year alone, Raphael House served more than 3,500 women and children by giving them the opportunity to build a self-sufficient life, free from violence.



Emergency Shelter Information
 Take Care: a guide to life with domestic violence
 FREE: Order on-line today!
 Donate to Raphael House!
 special event!
 Break the Cycle of Violence!
 503.899.3468
 2057 NW Overton • Portland, OR 97209 • Telephone: (503) 222-4307 • FAX: (503) 222-4754

Raphael House of Portland is a 501 (c)3 non-profit human service organization established in 1977. The mission of Raphael House of Portland is to provide a foundation of hope for a life free of family violence. Raphael House, in keeping with its Christian Philosophy, serves a diverse community of women and children escaping domestic violence and works to eliminate causes of family and intimate partner violence. This is accomplished by providing housing, case management, counseling, information and referrals, community education, and specially designed support services to enhance each housing program.

Camp Quality Oregon

Camp Quality Oregon is a free summer camp for children diagnosed with cancer and their siblings. Each camper is matched one-to-one with their own volunteer adult Companion for the entire week. The Companion provides a helping hand and a listening ear for children who are dealing with the physical and emotional effects of cancer.

Camp activities are designed to allow all campers to participate, regardless of stamina level or secondary physical handicap. Activities for the 2003 camp will revolve around the theme "Wild West," in addition to the typical summer camp activities of swimming, horseback riding, crafts, sports and campfires.

Children can become very isolated when confronted with their own life-threatening illness, such as cancer. They are thrust into the adult world of clinics and treatments, and removed from their familiar world of school and playmates. Camp Quality tries to help them rediscover their childhood and make new friends, while giving their parents a much needed break.

Camp Quality is an independent, non-profit, all-volunteer organization whose staff comes from throughout Oregon. We are funded by generous donations from local businesses, individuals and organizations. There is never any cost for a family to send a child to Camp Quality.

Interested in helping? Contact Chris Greenwood, communications director, at 503.288.8140.



Camp Quality Oregon



Around the Region

By John Draneas

Everywhere I go, every time I talk to an ORPCA member, the conversation always seems to get around to, "Are we going to host Parade here in 2006?" Well, I have the hotel and the track reserved, the favorable vote of a majority of the current PCA Board, and the interest of the National Parade Committee. I guess that puts us at around 50-50. Progress has slowed lately because the Parade Committee people have been working with the hotel, and they don't seem to think there is much urgency to it, since it's still only 2002. Meanwhile, **Peter Linsky** has been working on the Parade Tech Quiz, and reports that he already has over 200 questions ready, and he's still on 356s! I'm worried that no one will be able to stay in Portland long enough to get to the 996.

A few months ago, I reported that I dodged the bullet and avoided becoming a Saab owner. Well, the ricochet got me. It's a long and very funny story, and maybe I'll write it up into an article some



The Saab 96 with pre-run-flat tires.

The Saab 96 post engine failure.

time, but here's the short version. I was minding my own business when my cell phone rang and it was **Keith Martin** on the other end. He informed me that we were the proud owners of a wonderful, red, 1965 Saab 96. You know, the two-stroke motor kind, where you have to put oil into the gas tank. Only hitch was that we had to fly to Helena, Montana and drive it back.

So off we went one Sunday afternoon. We picked up the car, left a trail of smoke as we headed west, and made it to Missoula for the night. The next day, we set off for home. I can't believe the attention we attracted from people on the road. I wouldn't call the car a "babe magnet," but we were constantly met with "nice Saab" comments from total strangers. I was amazed they even knew what it was, but what do I know?

Skipping over a number of incidents that made me look real smart to have checked a tool kit as baggage on the flight over, we made it about 25 miles west of Spokane before one of the tires blew out. After a roadside repair, we exercised discretion and headed back to Spokane to buy a new set of tires, betting that the next blowout was not far away. The Spokane Les Schwab guys confirmed that, and \$220 later we were on our way again.

Feeling pretty good about our judgment, we made it almost back to where the tire blew out when the engine blew up. So we finished the trip west on Southwest, and had the car towed to An-T-Tires in Portland, where **Fred Ankeny** and **Satch Carlson** have promised us an affordable, but apparently not quick, repair.

Watch for us on a road near you soon, and please don't call DEQ about the smoke trail. And don't feel bad for me. You've got to be a car guy to understand, but this road trip was one of the most fun things I've ever done in my life!

Carlyn and I were very pleased to have dinner with very long-time ORPCA members **Chuck and Judy Hervey** when they were in town the other week visiting their daughter, **Christine**. One thing I've noticed over the years is that there is a tremendous turnover among the ORPCA membership, so many of you probably don't know who these people are. Well, Chuck and Judy are sort of the ORPCA prom king and queen. Chuck served as ORPCA President, Rainbonnet

Chairman for umpteen years, '95 Parade Chairman, etc., etc., and Judy was right there with him all the way, picking up all the pieces after him. Hervey and ORPCA were virtually synonymous for a long time.

The evening gave us the opportunity to catch up on what each of us knew about various ORPCA old-timers. In case you're interested, **Rick Tiplady** is doing just great living in Palm Springs, and just bought a second Sunriver house. Maybe now we'll see him at the Sunriver Exotic Car Show. **Dave Wedlake** is still involved in 356 restorations, but he moved his shop from the space in a basement under the Hawthorne Bridge to a space on the street but still under the Hawthorne Bridge. **Dave Schroeder** went to the big Pomona Swap Meet with Chuck, and still gets



Chuck Hervey

excited about finding parts for his 356. And **Mike Ashe** is back living in Portland now, and is still looking for a 356.

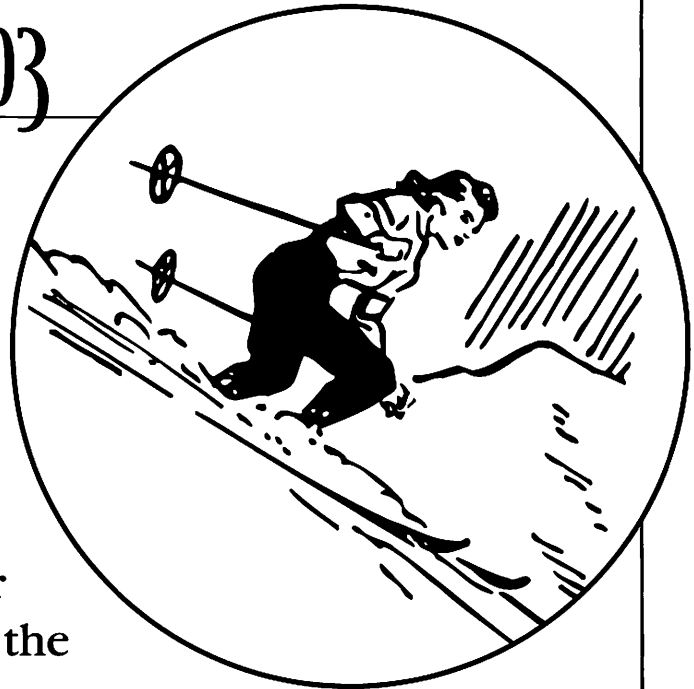
Finally, I was pleased to meet **Andy Sulla** at the Widmer Gasthouse dinner meeting. Andy works as a fireman and serves as an officer in the Reserves. He joined ORPCA right around the time of '95 Parade, and had a lot of fun attending. But he hasn't been to a single event since. Not one. Nada. He says he loves reading *Anzeiger* every month, and it seems that all of our events are lots of fun, but he just hasn't been able to work any of them into his schedule.

I don't get it. I run into all kinds of ORPCA members who say the same thing - you read the magazine religiously, everything looks like great fun, and you really want to do something, but you just never manage to make it to an event. What is it with you people? Just pick an event, hop in your Porsche and give it a try. It's not that hard, it doesn't take a lot of time or planning, and you'll have more fun than you think you will.

I've been having a fun time writing this column, and many of you have said you enjoy reading it. But please make it easier on me. Give me a call (503-639-4036) or send me an e-mail (Draneas@Teleport.com) and let me know what you or someone you know is up to. I'm always in need of more material.

ORPCA SKI WEEKEND 2003

February 7-9 - Bend, Oregon
Mt. Bachelor



Come and enjoy some of the best skiing in Oregon. Powder snow, great runs for downhill and the finest cross country trails.

- Meet Friday evening in Bend for a reception and a home-cooked gourmet meal.
- Lodging at discounted prices.
- We will be on the mountain both Saturday and Sunday for the activity of choice.
- Saturday night social hour and dinner at a fine local restaurant.
- We will be joined by the High Desert PCA folks. This is the only joint event all year for the two clubs. So, even if you don't ski, come anyway!

For more info and to make reservations call:
John Johansen, 503- 228-3827 or
Jim Neidhart, 503-699-0614

Driving Performance Related to Vision

Interview with Eric Freedle

by Jim Ayers



Anzeiger: How long have you been involved with ORPCA and what interests do you enjoy with the club?

EF: Having been a club member since 1998 has allowed me to meet many quality people who have interests like mine: track days, autocross, dinner gatherings and the Holiday Party.

Anzeiger: Professionally you are an optometrist. What can drivers do to best protect their vision and ability to see well while driving?

EF: As an optometrist, I work with people (including Porsche drivers) who desire excellent vision. Glasses are still the most common way people “correct” their refractive errors.

Many find contacts, and even laser refractive surgery, an option for their vision needs.

Excellent depth perception is a function of binocular visual acuity. Even though windshields absorb 50% of the ambient ultraviolet (UV) light, it is encouraged to use tinted, ground ophthalmic lenses which absorb the remaining UV and blue light. These shorter wavelengths can cause free radical cell damage in the eye. There are also anti-oxidant and vitamin supplements that can further reduce the free radical damage.

The ophthalmic industry has been working with different shades and tints to help maximize visual acuity. SportSight contact lenses are available in yellow and amber, which cut out the shorter wavelengths of blue and purple. This results in a tighter chromatic bundle of light at the retina, thus an increase in visual acuity. Similar benefits are noted in ophthalmic lenses made by Serengeti, “The Driver’s Glasses,” and are available in prescription form.

Anzeiger: As a number of us in the club have gotten to at least the bi-focal

stage, if not worse, please explain what issues develop as the eye ages and how to best facilitate the eye’s ability to see?

EF: Lutein is a yellow pigment found in the retina that acts as a blue filter. In the Age Related Eye Disease Study (AREDS), it was found that lutein does reduce the risk for Age Related Macular Degeneration (ARMD). Beta-carotene (two linked vitamin A molecules) and lutein can compete for the same site, thus affecting absorption. Even though many of our club members have

had enough birth-days to possess bifocals or multifocal eyewear, this should not present a setback for them. Multifocal or progressive lenses tend to give the most natural vision, allowing for distance, near and intermediate. Yet, there are those who don’t adapt well to the design of these lenses. Another complaint is night driving vision. Low illumination and contrast will cause an increase in pupil size, which will increase spherical

and chromatic aberration, thus a decrease in visual acuity. Headlights cause reflections and glare perception problems. This can be greatly reduced by having ophthalmic lenses anti-reflective coated, which allows higher transmission of light through the lenses, at about 99% versus 91% for uncoated lenses.

Anzeiger: Driving requires numerous motor-skills working in tandem with one-another. How important is eye-hand coordination to driving and what role does it play in a driver’s abilities?

EF: Driving Porsches to the limits of our abilities requires good motor skills. Of our five senses, vision is our most impor-

tant and guiding sense to human performance. In order to “compete” at one’s desired level, one needs to combine excellent vision with fast reaction times, in the absence of fatigue. People who have developed fast twitch muscle fibers tend to have faster reaction times and better success in sports. Yet, eye and muscle fatigue directly affects the desired level of performance. So get your eight hours of sleep before track day! Like in competitive skiing, one must look many yards or car lengths ahead to allow more visual information processing and muscle execution. It has been shown that “visualizing” can help imprint the desired line or groove, as seen in performance of the ski racing brothers Phil and Steve Mahre, who also have driven race cars. The basic tenet of visualization is that your motor and muscular aspects of performance are image driven. Oculomotor skills can be enhanced by working on tracking and gross motor skills. Sports activities such as handball and tennis also tend to improve these skill sets.

Anzeiger: Any last thoughts or suggestions for our members?

EF: When we combine quality ophthalmic lenses with well-rested, heads-up driving skills, you should expect to perform near the top of your level, but you have to show up and practice!

“People who have developed fast twitch muscle fibers tend to have faster reaction times and better success in sports. Yet, eye and muscle fatigue directly affect the desired level of performance.”

“Even though windshields absorb 50% of the ambient ultraviolet (UV) light, it is encouraged to use tinted, ground ophthalmic lenses which absorb the remaining UV and blue light.”

Rain and Shine: Gorge Tour 2002

By Jim Ayers • Photos by Tony Calvert

After such a wonderful summer, it was tough to accept the arrival of fall with its rain and cooler weather. Twenty-three hearty vehicles with their assorted passengers and drivers, confronted fall's first harbinger of things to come, Sunday September 29th, on the Gorge Tour.

Meeting at Beaches Restaurant, the brave vehicles steeled themselves and forced the rain to bead-up and roll off their pampered bodies. The drivers and passengers, not being nearly as well protected were invited inside Beaches in order to stay warm and dry and enjoy a cup of coffee.

Spirits high with anticipation, drivers were warned the roads would probably be a little slick as this was our first significant rain. I, for one, found a need to do a little counter steering after entering a curve a touch too hot. ESCRGO, kind master that he is, provided warmth and a clear windshield thanks to those two red handles on his tunnel.

Jim Olson's planning of this tour was impeccable, including convenient rest

stops with restrooms on a regular basis. Not so crucial for the young among us but more important for those of us somewhat more age aware.

Upon clearing the Cascades and entering Central Washington, the clouds parted, the sun shone and the wind blew. Leaving Hwy 14, the tour entered Porsche Heaven. Twisty two-lane roads with enough slow tight turns, high-speed sweepers and short straight-aways to keep everyone happy.

Lunch was planned at Maryhill Winery and, though not quite what most of us expected, we all ate well and had the opportunity to taste their very fine wines. The Tasting Room staff had intended to set tables outside with a special pouring; the wind scuttled that plan.



Truly a great place to stop, Route 30 offers a nice variety of older, classic Porsche cars, Espresso and Ice Cream. Now that's one heck-of-a combination! I know Steve and his wife would have loved to have



been wind surfing but they took the time to open their shop for us to enjoy. Damn nice of them if I do say so myself. I actually think Earl Green is an undercover salesman for Route 30, as he seemed to have all the details on all of the vehicles plus the pricing information. Another good day of club driving ended as everyone departed Route 30 on various paths to their homes. ☺

Lunch provided everyone an opportunity to make new acquaintances and renew old ones. I had a pleasant conversation with a young man who had recently moved from Michigan to Portland. Eric told me Mid-Michigan PCA would envy the roads we have out here. Apparently Michigan doesn't have anything that compares for scenery or curves.

Ever notice how your car seems to make it known it's ready to leave? Twenty-three beasts were beginning to get restless. Not wanting to anger them, we headed off to our last scheduled stop, Route 30 Classics. Naturally we didn't take the most direct roads. Old Hwy 30 from Rowena to Mosier offers more twisty, up and down corners per mile than most roads do and it conveniently passes Route 30 Classics.

Spring To The River 2002: The Porsche Experience Continues

By Kathleen Ellis

We have had a lot of fun trying different venues with our car and especially love driving new roads, so when our Canadian friends encouraged us to go to Campbell River, British Columbia, for their Spring To The River event, we jumped at the opportunity. Spring To The River is the Vancouver Island Region's premier event and is somewhat like the Sunriver Exotic Car Show, but for Porsches only.

The event took place on May 3rd through the 5th this year and was held at the world famous Painter's Lodge Resort in Campbell River, B.C.

Plotting our adventure was loads o' fun. After we arrived, we learned that Campbell River was not just outside of Victoria, but an additional 4-5 hours drive north. We decided to take the leisurely course and take 2 days to reach our destination. I especially liked the idea, as it took the pressure off meeting the ferry schedules. With only a couple of crossings a day at Port Angeles, if you're late you're in TROUBLE. We left Portland Thursday and drove to Port Angeles as our first leg. Our drive north was lovely and with a little ingenuity, we only had to spend about 50 miles on I-5. All other roads were country roads and wonderfully unpopulated.

Friday morning we caught the ferry to Victoria along with bunches of humanity and three other Porsches. As it turned out, they were not attending the event, but we had fun visiting. Parking was tight, but the car survived. In Victoria, we connected with our friend and drove to Painters Lodge. The Lodge had blocked off their circle drive for Porsches only and our first view was a great collection of Porsches, with the Lodge in the background. They had 54 cars entered and the gathering made for quite the picture. We checked in at the Lodge and picked up our entry packet and goodies. This event

is so well sponsored that it took both of us to carry all the goodies to our room before participating in a great dinner.

Saturday morning we arose early to wash our car for the concours. Considering the number of bugs we had collected on the way up, the car was really in need of washing. No wonder this area is noted for its fishing! It was driz-



zling some when we started cleaning on the car, but by the time the judges came around, the rain had stopped. I must confess my wax job still beads really well!

The Lodge provided us with a box lunch and we spent the afternoon exploring with our friends. If you didn't wish to drive, the Lodge has a lot of other avenues to explore such as Zodiac tours, fishing expeditions (it is the home of the famous Tye club), sea taxis to the island across the way and all the amenities of a first

class destination resort. Saturday evening was the banquet, and the food was super. The evening included a great comedian and awards for the concours were presented. Yes, I was lucky and we came home with a COOL trophy! The evening even included a car race. We competed, table by table, in a timed race around the dining room with a remote controlled Porsche! One person would run the car and the others at the table would coach and/or cheer. That was live entertainment at its best!

Sunday we again rose bright and early (did I say bright?) for the Rally in the

Valley. This was a touring rally, with I believe 100 clues we had to locate. We did not find all the clues, but we did find a black bear along the way. Unfortunately, we didn't get extra credit for spotting the bear and didn't place. (I think the locals have an edge!)

After the Rally, they held a no host Sunday brunch and awarded the Rally prizes and a door prize for each entrant. Then we all headed home. Bob and I spent the night in Victoria, enjoying the city. The next day we caught the ferry for Port Angeles and had a fun drive

home. The drive along Hood Canal, highway 101, was especially pretty.

I added just under 1000 miles to the odometer, but the trip was well worth it! The Canadians are a fun, friendly group. The drive was great and the scenery beautiful. Track me down if you want more information. I would love to share my pictures with you and encourage you to participate next year. I really enjoy these expeditions and as always love driving the car. ☺

Which Way Did They Go?

By Kate Ayers

On October 6, one of the last great weather days of 2002, an intrepid few challenged their directional skills on Bald Peak. Starting from the State Park on the top, the route wound down the west side, through fall farmlands, tempting vineyards, sun-filtered forested areas, and back up a blissfully curvy road from the south. Three checkpoints were hidden along the way.

Armed with the Bald Peak Regularity instructions, the first car started at 12:05, each of the others leaving at two-minute intervals thereafter. About an hour later, the drivers began returning to the park. Time for lunch, of course. Exactly two hours after the first car had originally left, it began the circuit again. The goal? Match your time on the first run to that of the second as closely as possible — at the three checkpoints, which, of course, you had no idea of their whereabouts.

Well, that was the stated goal. Truth be known, most of the drivers saw an opportunity to drive their cars over twisty roads on a nice Sunday afternoon. One pair, “the Davids”, enjoyed their trip so much, they took a little serendipity, missed a turn, and extended their drive time by about half again what everyone else did.

Jim and I were timing at Checkpoint 1, a mere eight minutes from the start line, so our duties ended fairly quickly. Once the last car had rolled by, we packed up our chairs, sodas and clock, hopped in ESCRGO and drove the rally route ourselves. On Round 2, we met the Davids on a long straight stretch. Before the next curve, we discovered them looming in our rear-view mirror. We executed one turn going wide and slow enough to let them by, whereupon they continued their own way while we followed the directions. The other rally drivers compared notes on the spots they’d seen the two motoring, always going the opposite way, never on course. Despite their escapades,

their time wasn’t off by all that much. They did, however, come in last.

The only thing missing (in my stomach-driven opinion) was a catered picnic, but we took care of that individually by stop-

worst point load went home toting a nice consolation gift of car care products. See, it pays just to enter!

David Tobias and David Dye (the infamous Davids) left with more miles under their belts, the most points at 421, and the consolation prize. In third place, at 277 points, were Alex Ganum and Steven Miyamoto. Second place went to Kevin & Carol Neary, with 186 points. And the grand prize trophies are in the hands of Ken and Ruth Robinson, ending up with only 90 points. Thanks for making it a great day!

Thanks also to the volunteers who helped make this event the success it was:

Earl & Liz Green; Bob & Kathleen Ellis; Don Stroum and friend Jack; and Jim & Kate Ayers. ☺



Above: Bob Ellis gives the consolation prize to the Davids.

Left: Rally winners Ken & Ruth Robinson.

ping en route to the park or bringing various epicurean dishes from home, passing around a bag of chips and bottles of Sprite. I missed the fudge brownies and gooey salads of the Volunteer Appreciation BBQ though.

As a special, totally unrelated bonus, we got a glimpse of one of the area’s oldest citizens, riding in a cerulean blue Harley sidecar, accompanied by a long trail of bikes. He was celebrating his 102nd birthday. While the rally was fun with only a few participants, imagine what a gas it would be with a couple dozen! Maybe we need an ancient figurehead gracing the passenger seat in the lead car to boost turnout. The Harley guy had a following of 30 or 40!

Okay, for the results. The top three cars scored trophies, while the one with the

ESCRGO, But Not Nearly So Fast

By Jim Ayers

What can I say ... another first for me, I am not so sure about ESCRGO. We made the trek out to P.I.R. for the autocross recently. Neither one of us thought we would do anything beyond watching the other drivers — in ESCRGO's case, the other cars — do their thing. I have to admit both of us were rather impressed with the odd collection of cars.

There was a mid-'60s Dodge, Toyota Corolla, Chevy Camaro, a great selection of Porsche cars and, even a yellow-and-primer-gray, fire-breathing, 112-Octane-slurping, flame-blowing, 600-plus-horse-power Corvette.

My first thought was I had turned south instead of north, had ended up at the Woodburn Dragstrip and a lot of other Porsche owners had made the same mistake. After looking at the zig-zag course, noting the absence of a Christmas tree, and the lack of Funny Cars, I decided the Dodge, Camaro and Corvette had made the wrong turn. I must say the Dodge and Camaro made a respectable showing. As to the Corvette ... more about that later.

After watching a number of runs made by the first group of cars, I was cajoled by Stacy Snider to ride as a passenger when she drove Steve Germany's 996 Cabriolet. I will state for the record, here and now: I am not a male chauvinist pig! I even rooted for Janet Guthrie to show well in the INDY 500. Knowing all the while, in the back of my mind, no woman could drive a car that fast or that well. I should have known something was brewing when Steve approached me, as I sat buckled into the passenger seat. I am not sure if he was offering me the last rites or just what.

Before I knew it, Stacy had rolled to the start line, dumped the clutch and buried her petite little size-six shoe in the floorboard. At the first turn I noted I was going to be sliding all around the car, as I had no steering wheel to hold onto. I also noticed Stacy, demure as she may appear to be, had no intention of slowing down for anything less than the hairpin; no slow-walkin', slow-talkin' Sam — or, Stacy — here. We did hit a cone or two and, as much a lady as she is, I do believe I heard her utter an unseemly phrase when this happened.

Upon exiting Stacy's car, ESCRGO seemed to be looking at me with excitement and perhaps a bit of an "I-can-if-you-can" challenge. The car

seems to know how to goad me into running it hard. However, moments later I was approached by Daniel and Julie Jesse and I noted an almost glazed look in Daniel's eyes. Daniel pointed to the aforementioned monster Corvette, told me he had just gotten a shotgun ride in the car and suggested my manhood was on the line unless I did the same. Well now, I wasn't about to allow this challenge to go unmet! I tried my damndest to present a nonchalant approach when I contacted the Beast's human companion and asked for a ride.

I am sure I looked like a six-year-old in a penny candy store with a quarter to spend. I failed to get the name of the Beast's owner, but I will call him Big Bad John (after an old Johnny Horton Song), 'cause you'd have to be damn big and mighty bad to handle this beast. He graciously invited me into the less-than-plush inner-sanctum of the car and the passenger seat. I was also introduced to Troy, who would be driving for me. I noted with some interest, the passenger seat must have been set up to be like a rocking chair, as it rocked back and forth with great ease. I also found they had made the ride more thrilling by *not* putting a five-point seat belt in the passenger side, making it much easier to harness up the rocking chair with a lap belt.

I was surprised at how quiet the Beast seemed to be, thinking my helmet sure didn't make my Harley sound near as mild. After looking at the tach, I realized the car had not been fired up and assumed the shaking sensation I was feeling must just have been my anticipation, magnified by the rocking chair seat. In short order Troy flipped three toggle



switches, pushed two buttons and the fuel-swilling monster breathed life. Troy, nursing the clutch, managed to get to the starting line without smoking the tires. I had already decided that, if I could never hear again, the ride would be worth it.

The balled fist of the starter opened and flagged us on. Troy dumped the clutch, my seat rocked back, and my head hit the rear of the roll-cage. A short right turn and my body tried to leave the car thru the driver's side window. It seemed with every turn my helmet met with a new portion of the Beast's interior. This rocket was on rails around the course. As we came to a screeching halt in a cloud of blue tire smoke, Troy seemed to be very excited, pumping his fists and all. I looked at the timing station, saw the time was in the 30-second-and-small-change bracket and became equally as excited. Troy was sure it was my added weight that brought the Beast in at 30 seconds with a clean run. I am still unsure if that was a compliment or not. I will say, if anyone is using Viagra, a ride in this car will replace the pill in 30 seconds!

As I exited the now calmed Monster, I glanced at ESCRGO only to be met with a glaring sneer. Knowing it was time to make up with my car, I fired him up and we did 3 rather respectable fun run laps making it down to 38 seconds. I have made a promise to ESCRGO that we will attend as many autocross events as possible and he will be able to play with the big boys and girls. I have also promised myself that my times will improve.

To everyone involved in the planning and execution of the autocross, Chuck, Dave, Stacy, Steve, all of the pylon workers and participants: You did a great job! 🍀

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From the President

continued from page 4

dent. We would be spending our time with our friends in the club.

What does it take to be a Director for the club you ask? We look for enthusiasm, an even tempered personality, experience with club operations, a general knowledge of the membership and how they feel (good networking.) Leadership is arguably the most important factor in choosing a BOD member; after all the board does lead the club. In a recent management seminar I attended the speaker emphasized that good leaders are people that have established a track record of making and delivering on commitments consistently over time. People tend to trust folks that deliver on their commitments. Having said that, if you have the desire to lead the club you need to work to establish yourself in this way. Debbie and I did just that when we joined the club. We took on the task of operating the Goodie Store. We took it from a break-even operation to a profitable one for the club with a wide selection of merchandise. At the same time we delivered a clean accounting system that was compatible with the club's accounting system. This made operation much less painful than the manual based system that was in effect prior, and delivered about 15% net profit on sales. Now this did not happen without some effort on my part and a lot of effort and creativity from Debbie. But we did deliver. Under past president John Draneas' guidance, I put together the team that created the first Half A Mille Miglia tour. This tour has been quite successful (both from a fun factor and financially) since its inception (I still participate in the development team for this tour even though I no longer lead it.) I regularly attended the BOD meetings for about three years before accepting a nomination for the Vice Presidency. As Vice President I undertook the task of ensuring we planned club operations with an eye to the bottom line and initiated yearly budget forecasting as well as event budget planning and tracking of actual performance to the forecast for all events that gen-

erate income as well as the club as a whole. In my second year as VP an unfortunate skiing accident took out our Chief Driving Instructor (Craig Dahlgren) so I assumed that role too (I didn't have to, I wanted to). I brought positive change to the DE program, introducing the Ducks in a Row and pre-registration for DE days



An all-too-familiar sight at the race track: Don hovering over the engine compartment of the family 944T. Rainbonnet 2002: one more head gasket.

that help the staff organize the instruction program. So while I got to toot my horn a little here, from my perspective this is what I feel it takes to make a successful BOD member and a leader. We're not looking for any radical change to the Club programs here, nor are we looking to create a political (and therefore divisive) environment. We are just looking for folks that want to contribute to helping you and your fellow members have a bit of fun that relates to our interest in our wonderful cars. Your time and talent are the commodities that the Club needs and wants. If you are looking to help shape the future

of our club you should be thinking along these lines too.

Ok, so enough of the heavy lifting, back to the 944T. It's running very well and it's strong. Hopefully I have solved the majority of the reliability issues. The last track day we had a real gas pushing it through the corners and down the straight. My son

Ian took it out to the Late Night Drags on a Friday night. We found out rapidly that we really need to use the race rubber when doing this. The street tires are just not up to controlling the power this beastie develops. Debbie and I are heading for the Club Race and DE at Infineon Raceway (formerly Sears Point) October 26th for two days of sunny 70 degree weather and all of the track time we can get. This is going to be great. The last major Northwest Coast Race Track we have not been on yet. I'm looking at the next stuff to do to the car for my winter projects. Stay tuned for the further adventures of Don, Debbie and the 944T.

The next to last Autocross was really fun. Chuck West and his team came up with a technically challenging course that made me push my car to the limits of it's ability to corner and brake. Ian brought out our Neon with the new suspension bits (the old bits had 106,000 miles on them) and did very well, clocking just over 58 seconds. My best time was just over 54 seconds. Pretty close for a 250-some HP differential.

Other Tidbits:

The dinner meeting at Widmer brewery was great, with a good turnout of about 30 club members and some really yummy food. This was another excellent choice by Nancy Herron. I'm anxiously waiting to hear about the last rallye. The concept of matching your own performance on a two pass loop sounds really challenging. Ken Blanchard and others tell me the Gorge Tour was outstanding. An excellent job by Jim Olson with some roads less traveled adding to the fun factor. Hmm... sorry I couldn't go.

All for Now,
-drc-

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My Other Favorite Car(s)

by Chris Greenwood

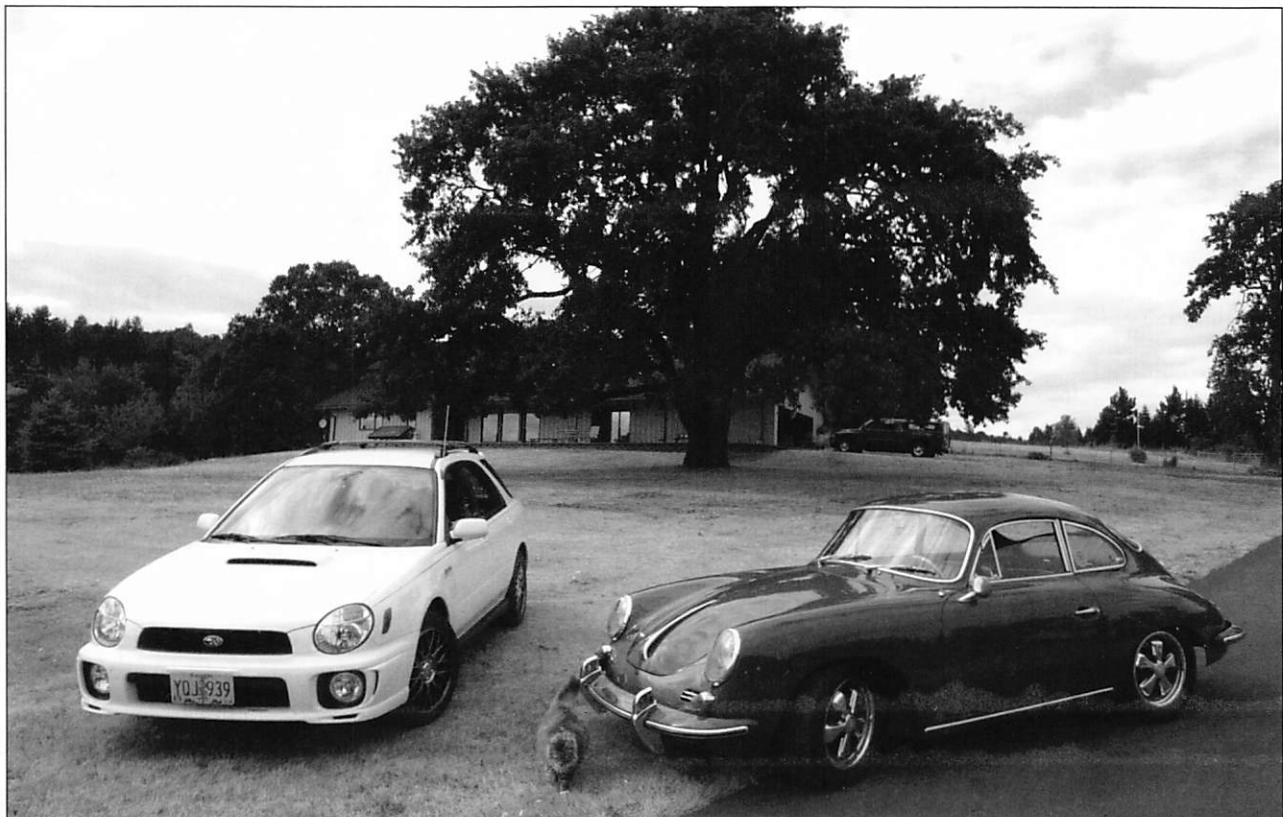
My other favorite cars happen to belong to my father, Ed. He's owned many Porsches through the years, including coupes, speedsters and a convertible D. Currently in the stable is a ruby red 1964 356 SC, which makes occasional appearances at Club events when I decide to borrow it for the day, or two. It did undergo some restoration before my dad acquired it in 1995 and is not entirely correct. The motor still has pep when warm and carries a nice exhaust note. The seats are comfortable and the cabin surprisingly roomy. Its one notable "upgrade" is the 911 Fuchs wheels, which I think give it some attitude.

To get me more in touch with the seat of my pants, though, the Subaru WRX is the car I like to borrow. It comes stock with a grin-factor directly linked to the throttle. With nearly 230 horsepower flowing to an all-wheel drivetrain, the idea of a rocket on

rails relinquishes its sci-fi cloak and comes to life right beneath you. What this platform can do on pavement is nothing compared to what it can do off road. I had the opportunity to ride in a factory-prepared WRX sedan with driver Ramana Lageman during a media stage of the Oregon Trail rally. At the end of our .7-mile, rock-spraying thrash, I blurted out, "F*** that's fun!" He looked at me with a big smile and said, "Yeah it is!"

When you drive it hard the first time, you can be surprised by the audible "gasp" of the turbo's pop-off valve. It's a clue to the Jekyll barely masquerading behind its austere Hyde.

The 356 has its own grin factor, usually found on the rubbernecking noggins in other vehicles. For touring, they're both delightful vehicles. One has slightly more creature comforts, but I may have found a slightly more spiritual connection to the car whose vintage closely mirrors my own.



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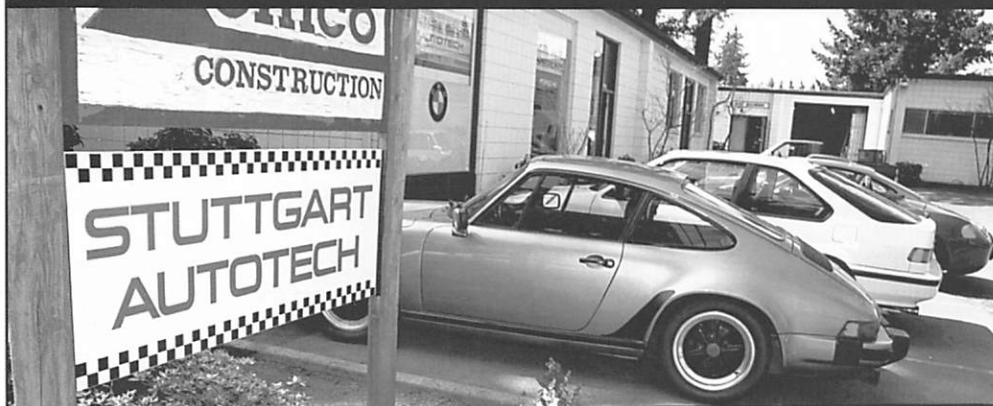
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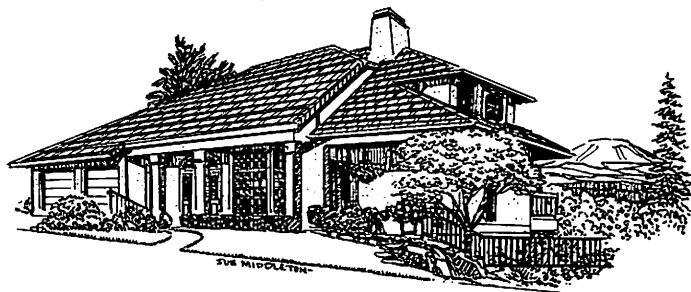
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911/912/930

1985 Carrera Targa: Excellent shape. 55,000 miles. Quartz gray metallic with burgundy interior. Heated leather seats, power windows, cruise control, intermittent wipers, 16" Fuchs alloy wheels, new BF Goodrich KDWS tires and Eclipse CD Receiver. \$16,750. For information, call **Mark** 503-439-8399, or mark_zinsli@yahoo.com. 12.02

1986 911 Carrera Coupe, Guards Red/Blk Leather. Full spoiler package, Carrera tail. 3PC BBS rims, power seats/locks/windows/sunroof, factory limited slip diff, custom SS exhaust, performance chip, SS brake lines, 101k mi, excellent condition, strong motor, rebuilt trans & clutch. \$21,500 obo. Pictures: members.dsl-only.net/~crogers. **Chris** (503) 939-6741 12.02

1987 930 factory turbo slantnose cabriolet with ruf body, rims, suspension. 63,000 miles. twin-intercoolers, 4-spd, 17" ruf rims, dual exhaust with factory 330hp. a/c, p/w, p/l, power roof, bolstered ruf seats, disc changer and many other original features. exceptional throughout! \$55,000. **Shawn Bolf** at sbolf@attbi.com or 503-310-7162. 12.02

1999 911 Carrera 2-dr, 16K, 6spd, CD chgr, new rear Pirelli P-Zero Tires. Always garaged. Like new. \$52,500. Please call **Ling/Sandy** at 503.524.5522, lingksm.com 01.03

BOXSTER/986

1997 986 Boxster, black/black leather, 17" wheels, CD, pw, pl, cruise, onboard computer, windstop, just serviced, excellent condition, 46,000 miles, sharp car! \$28,900, **Erik** (503) 399-8695 or eniemann@msn.com. 12.02

1999 Boxster, WPOCA2981XU625217, Silver/Black, 5 speed, leather, heated seats, windstop, Becker CD/Radio, all service records, next service due 3/03, Warranty until 3/03, 25,000 miles, Sports Package, Excellent, \$33,950. **Ted Coleman** 503-632-3293 or 503-348-2688. 12.02

PARTS FOR SALE

Black leather sports seats for 930/911, good condition, \$900 OBO. **Roland Cobb** (503) 226-0380 day, (360) 546-1016 night 01.03

For your favorite porsche owner, just in time for gift giving: one owner, low mileage Momo Millennium steering wheel. Cost new \$329.00. Sell at \$250.00 o.b.o. **Tom Williamson** 503-621-3276 or twilliamson@pmtsc.com 12.02

MISC FOR SALE

1 pair of KEF Reference 2 speakers in Rosenut finish. Very nice sound. Biwire capability. Excellent shape. Retail \$2,800.00, asking \$1,350.00. 1998 Kawasaki 1100STX watercraft. 3 person. Double trailer. Low hours. Very nice condition. \$6,250.00. **Rick Stehno** 503-439-846901.03

Salishan Beach house for rent. Oceanfront home that's also located on the 14th green of the Salishan golf course! Four bedrooms and 2 baths. Special Fall and Winter rate of \$125 per night. **Jeff Gretz,** 503.628.0629, gretz@omtool.com.01.03

WANTED

Catalytic converter to fit 1982 911sc, new or used in good condition, **Tom Williamson** (503) 621-3276 or twilliamson@pmtsc.com 12.02

Fund-Raising Partnership

Your Porsche Club has entered into a strategic fund-raising partnership with synthetic lubricant manufacturer AMSOIL. This is an effort to craft a win-win relationship that provides our membership greater access to superior-quality motor oils while deriving funds for the club's treasury.

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To get started with this unique partnership and help your Porsche Club, simply look for the ORPCA Fund Raising Partner Service Shop designation on the service shop advertisements inside this magazine.

Call today to set up an appointment to have your vehicle serviced with AMSOIL's superior quality synthetic lubricants. Make sure to identify yourself as an Oregon Region Porsche Club member so our partners can track the effectiveness of our program.

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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.

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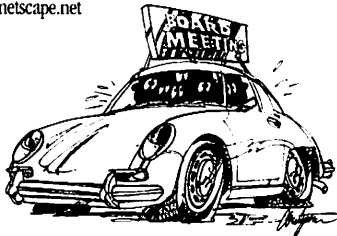
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Board meetings of the ORPCA will be held on the first
Tuesday of the month at 6:30 pm

Consult oregonpca.org for the
latest information and location

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dimensions below. To determine the single-issue rate, divide the number by
11. (These prices do not include the cost of production for ads that
are not computer-ready. For computer-ready art specs, contact our
production manager: chris@chrisgreenwood.com)

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
Classified, non-member	137.50 (single issue \$12.50)

Dimensions

Center Insert (call for details)

Outside back cover	8.625" x 9.125"
Inside F/B covers.	46p x 62p or 7 5/8" x 10 1/4"
.....	(4-color bleed, 8.625" x 11.25")
Full-page	46p x 60p6 or 7 5/8" x 10"
.....	(4-color bleed, 8.625" x 11.25")
2/3 page	30p4 x 60p6 or 5" x 10"
1/2 page (H)	46p x 28p6 or 7 5/8" x 4 3/4"
1/2 page (V)	22p3 x 60p6 or 3 5/8" x 10"
1/4 page (V)	22p3 x 28p6 or 3 5/8" x 4 3/4"
1/8 page (H)	22p3 x 13p6 or 3 5/8" x 2 1/4"

Ads not meeting these specifications will not be accepted for publication.

Production services for your display ad are available for an additional fee.

Call our production manager for details: Chris Greenwood, 503.460.9494.



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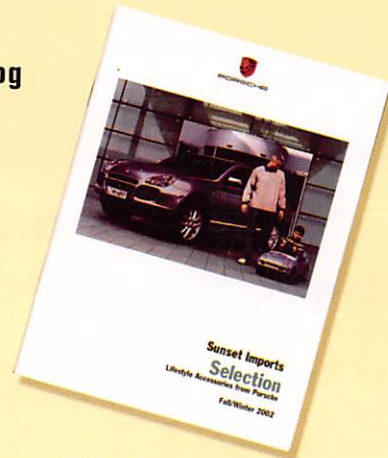
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