

# Anzeiger

Oregon Region Porsche Club of America  
December 2003 v43-n11



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

*An oasis for people who care about cars.*



'03 Turbo



'03 Cayenne S



'63 356B

**New**

<u>Yr</u>	<u>Model</u>	<u>Exterior</u>	<u>Interior</u>	<u>Transmission</u>	
2004	Carrera Cabriolet	Lapis Blue Metallic	Graphite Grey Sport Seats	6-Speed Manual	Call
2004	Cayenne S	Titanium Metallic	Black Embossed Leather	6-Speed Tiptronic S	Call
2004	Cayenne S	Prosecco Metallic	Havana/Sand Beige Embssd Lthr	6-Speed Tiptronic S	Call
2004	Cayenne S	Prosecco Metallic	Havana/Sand Beige Embssd Lthr	6-Speed Tiptronic S	Call
2004	Cayenne S	Prosecco Metallic	Havana/Sand Beige Smooth Lthr	6-Speed Tiptronic S	Call
2004	Cayenne S	Dark Sea Blue	Stone/Steel Grey Smooth Lthr	6-Speed Tiptronic S	Call
2004	Cayenne Turbo	Jarama Beige Metallic	Havana/Sand Beige Smooth Lthr	6-Speed Tiptronic S	Call
2003	Carrera Cabriolet	Arctic Silver Metallic	Graphite Grey Sport Seats	6-Speed Manual	\$86,455



**BMW**



**Carrera**  
MOTORS

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# Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v43-n11

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

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

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# Anzeiger

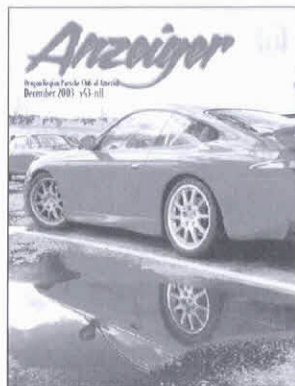
2003  
DECEMBER

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**Cover image:** A typically soggy Oregon day at the track becomes saturated with holiday cheer and gains a bit more character.

Photo by Chris Greenwood



*Don Clinkinbeard*  
FROM THE PRESIDENT

Q3 report for the most current financial performance.

I had a few goals when I started this endeavor. One was to continue to develop the Event program. We have an active Autocross Program again and our DE program has continued to improve. Our Tour program has seen some new entries and we have a small but growing Rallye program. Rainbonnet has improved its program content for the past two years. The Half a Mille Miglia continues to set the standard for top-drawer tours.

Hey, here it is December and my last month as region President. It's generally been fun and, with a few small exceptions, the past two years have run smoothly. When I started out on this little adventure, the economy was on the way down. The BOD anticipated decreased participation in most events. Consequently, we undertook to maintain a close financial scrutiny to club operations, working to ensure close to break-even performance. We have generally done that, pretty well minimizing overhead and working to keep our fixed expenses low. See the

My second goal was to improve our communications systems. Over the past two years, we have seen the quantity, quality and look of the material in the Anzeiger improve substantially. We added email notices of events and breaking club news (sounds like TV) and continued to develop our web site as a center for current communication, including current BOD operations information. The Dinner program is another communication vehicle and having a dinner meeting each month has improved our communication.

The third goal was to improve club management and operations. We re-authored the club bylaws to accommodate new technologies available as well as streamlining the operations structure to make the

most effective use of our volunteers' time. Our financial processes have improved. We have streamlined our customer billings and worked to keep the accounts payable clean and error free. The Anzeiger, which is the club's largest cost operation, has increased its advertising revenue, bringing the magazine much closer to break-even than it has been in my memory. Tracking current year's performance to the past year's has provided the BOD an opportunity to take proactive steps to ensure we continue to operate on a sound financial footing.

While I'd like to take credit for all of this great stuff, the truth is I did not really do much of this. It took the dedication and effort of the past two years' BODs to guide this evolution; the long list of club volunteers to create and organize the events and operate the non-event activities; and, of course, the membership to choose to participate in our events to make this happen. I want to thank each and every one of you that gave your time and/or talent to make the past two years good ones for the club — and satisfying personally for me. There is one other person that I need to thank publicly. Without the effort of this very special person, I would not have been able to do most of this. She was there to bounce ideas off of. She covered for me when I was too busy with my other job to pay attention to club affairs. She took care of myriad details that probably would have been forgotten had she not been there. Debbie Clinkinbeard was one of the keys

*continued on page 27*

*Kate Ayers*  
FROM THE EDITOR



Here we are, at the end of 2003. What a rush it's been! I mean, seriously, it has virtually sped by. I hope you enjoyed the year and the Club events. We are about ready to wrap it up with our Holiday Party, a glamorous soiree where the members have an opportunity to strut their stuff instead of their cars. This will be my first, but I've heard wonderful comments, plus I know that there will be some cool items at the auction — Jim and I donated one or two of them!

Now, with summer long past and fall just coming to an end, it is time to settle in for winter

with our tools and maintenance manuals. We want our cars ready for the first Club event of 2004. In this issue, you will find some great suggestions for fireside (or engineside) reading. Look toward Christmas with an eye to building your Porsche library and/or your Porsche wardrobe. Remember to visit the Goodie Store online frequently!

As I look back over the year, I remember fondly the drives, the friendships, the destinations (and, of course, the food). The Anzeiger staff has enjoyed showcasing its readers in 2003. We hope you enjoyed it as well. You have likely seen yourselves and/or your friends in its pages. And for the new members, we hope to see you in many pictures next year. So, 'til 2004 (which will be here frighteningly soon), Happy Holidays!

# OREGON REGION CALENDAR



## December

- 2 BOD meeting
- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline

## DINNER MEETING

Club  
Event

Wednesday, January 21

### Old Spaghetti Factory

0715 SW Bancroft St.  
Portland, OR

Phone: 503.222.5375

6pm - Social Hour

7pm - Dinner

RSVP by Jan. 17 to Nancy Herron  
hawaiiitrips@hotmail.com

Help us kick off the year at our  
traditional January haunt.

## Holiday Party Benefit Auction

December 6, 2003  
Multnomah Athletic Club

Club  
Event

Search around the business or home for items you can donate to our Silent Auction. 100% of the auction proceeds go to the club's Charitable Trust. The beneficiaries of this year's auction will be 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 new skills
- Matted or framed art or prints
- Rare wine, books, etc.
- New Electronics

Use your imagination to think about what you can contribute.

Contact Gregg Hodge at 503.518.9203 for more information.

Thank you!

### For drop-off locations, contact:

Don Stroum (West Linn), 503.722.1350;

Ken & Susan Blanchard (NW Portland), 503.849.8297;

Don & Debbie Clinkinbeard (Beaverton), 503.356.1764;

Richard & Claire Puetz (Beaverton), 503.642.2777

# 2008 Holiday Party

**Saturday, December 6**

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 November 29

Questions: Sue Hodge, 503.518.9203 or

[sghodge@bctonline.com](mailto:sghodge@bctonline.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.



# Keeping the Brand's Heritage in the Future

By Reggie Guines

We are all proud to be owners of one of the most consistent sports car brands in the history of the automobile. Regardless of the latest fashion trend, any government-imposed emission standard or safety regulation, Porsche could always be counted on to continue the evolution of Ferdinand's brainchild.

This is most evidenced as we celebrate the heralded 40th anniversary of the beloved 911, which never ceases to charm the automotive press and humble its competition. The Boxster, a modern iteration of the 356 Speedster, was the perfect extension of the Porsche family when introduced in 1997, and continues to offer sports car purists a more affordable entry into the marque. And while the Cayenne was initially seen as a blasphemous marketing move, most of us accept it as being a necessary evil to assure the survival of the company. Furthermore,

with its potent 340-horsepower V8 in the "S" model and 450 horses in the mighty Turbo version, we can assuredly say that these are among the best performing SUVs on the planet. As for the Carrera GT, what else needs to be said of this sexy, 604-horsepower work of art that gets our hearts beating like that first kiss back in junior high school. Yes, the boys in Stuttgart have kept their eyes on the prize after all these years. But what does the future hold for this automotive icon?

Soon, Porsche will introduce a lower-priced, six-cylinder version of the Cayenne. This model will share a slightly more powerful V6 engine with its platform mate, the Volkswagen Toureg. With a seemingly attractive base price of \$42,900, it will also now be a direct competitor with the VW, whose base sticker ranges from \$34,900 to

\$45,550. As any marketing student will attest to, differentiation is a key to any product's success, and the lack of it can spell disaster. Just look at the vehicle offerings from GM during the 1980s and 1990s. Buyers had a difficult time discerning the differences between Pontiacs, Buicks, Oldsmobiles and Cadillacs. This led to lost market share, a watering down of the individual brands and the eventual demise of one of America's oldest car companies. Also, let us not forget that Porsche is a performance car company, and a 250-horsepower engine in a 5,000-

pound SUV may not be in keeping with the founding father's vision. We love our cars because of how they are engineered to be Porsches. While they are now accepted into the fold, we all remember that the 914 and 924 were initially shunned because of their outsourced power plants.

Also on the horizon is a new Boxster. The next generation will include a coupe, which will be an excellent accompaniment to the roadster and give the firm a closed model to better compete with the Mazda RX-8, Audi TT and the Nissan 350Z coupes. More horsepower is rumored to

be on the way as well, with outputs said to be in the 240 to 300 range. All we can say is hurray for these forthcoming improvements due for the 2005 model year. Speaking of more power, there is also talk of eventually utilizing the Cayenne's V8 muscle in a sports car from our favorite car company.

Another rumor gleaned from the automotive crystal ball is the addition of a fifth model in the lineup. When quizzed by the industry press, factory executives have not denied the possibility of a Porsche sedan. While no details were released, it would surely have to share a platform with an Audi or Volkswagen product. If this rumor turns out to be true, let's hope the designers, engineers and marketers remember the spirit of the brand.

Porsches are class leaders and, while platform sharing is necessary from a cost-cutting standpoint, there must be the element of uniqueness to truly be a Porsche. Audi already has done a fabulous job with its adrenaline-producing RS6 Quattro and S4 Quattro sedans, so anything utilizing either of those cars' underpinnings had better be pretty spectacular. And going upscale with either the A8 or VW Phaeton platforms would pit a new Porsche sedan against some very lofty, entrenched competition from fellow countrymen BMW and Mercedes.

Regardless of what the future holds, as long as the company remembers its heritage of building vehicles whose key focus is on the spirited driving experience and precision engineering, we will all continue to relish the pride of being Porsche owners. We applaud the continued focus on sports cars as shown by the ongoing upgrades and additions to the 911 lineup, the exhilarating Carrera GT and the forthcoming second generation Boxster. But as the company looks to enter new product segments in the 21st century, its history must continue to be the guiding force behind the development and design of its products. 🌀

*"Another rumor gleaned from the automotive crystal ball is the addition of a fifth model in the lineup. When quizzed by the industry press, factory executives have not denied the possibility of a Porsche sedan."*

# Rear View Mirror

By Peter Linsky



Longtime ORPCA member David Schroeder recently took delivery of a new GT3 and drove it up from his LA home to break it in. David has owned some of Porsche's best over the years, from a hot 911S to a '73 RS, a 914-6, and an old black Speedster which still lives in his garage.

David, in fact, owns two GT3s; one just hasn't been delivered as of this writing. He had ordered a new car in LA but, in the interim, saw an ad for a car that had already reached its new owner. Trouble was, said owner already had a new GT2, and his accountant had just informed him that he had a big tax payment due - YES-TERDAY — so one of the new cars had to go. David called the guy, and bought the virtually unused GT3 the following day. David's yet-to-be-delivered car is thus for sale. His new coupe is white, a color that I

think is the most flattering to its shape, with black leather and a few carbon fiber and aluminum trim items. In my humble opinion, the GT3 offers the biggest bang for the buck of anything in today's super-car arena, almost as fast as a GT2 at a fraction of the price, yet almost anonymous in traffic. Enjoy the toy, Dave!

-----  
Cleaning out some storage the other day, I exhumed some humorous reminders of racing, rally, and autocross sessions long past. One item that brought

a smile was an "excuse" card, meant to be handed out when the day just didn't go right. To quote:

"REASONS I DID NOT WIN!!

Check one:

- Geared wrong
- Tire blew out
- Engine broke
- It rained
- Ran out of gas
- Other guys were cheating
- My driver was up all night
- All the others were faster
- Spun out
- Fouled a plug
- Hit a pylon
- Wrong tires
- I'm too heavy

The last item was always closest to the truth!

-----  
What's the hot status symbol in a gear-head's garage these days? No, not a new Carrera GT or Turbo. How about the toolbox? Down at Monterey this summer, those with surplus bucks (count me out) could be found drooling over vendor displays of gorgeous, high-tech rollaway tool cabinets priced well into four figures, and that's with empty drawers. Some of the sexiest come from a company called Tracer, and are available powder-coated in a dozen different colors plus stainless steel. Check 'em out at [www.tracertoolboxes.com](http://www.tracertoolboxes.com). ☺

## Member Profile: Stewart & Karen Martin

By Jim Ayers

Residing in the Portland area for most of their 20 years as husband and wife, Karen and Stew have opted for the relaxed pleasure of coastal life. Karen, a retired District Sales Manager for Medtronic, and Stew, a mostly retired Business Attorney, are enjoying the slower pace of life at the coast.

Hobbies, including genealogy, paper arts, chess and photography, have filled the time slots once taken by career pursuits. Retirement has also allowed participation in community activities, which include singing and acting. Small coastal towns tend to hark back to the easier days of the '50s, presenting myriad opportunities for artistic outlet.

Travel back to Portland is not uncommon as they have a daughter living in the city. The trip is made more enjoyable as a result of their newly purchased Porsche Boxster, aptly licensed "BECH BX". The Boxster is used primarily as a daily driver by Karen, though Stew does get to drive it frequently.

Karen's first sports car was a Toyota Celica and Stew's a '68 Datsun 2000 convertible. Stew would have liked to have included his father's '67, Jag XKE, but he got to drive so infrequently it really isn't on the list.

Wynn Casey's BBQ and the Otter Rock Weekend have been a great start to their club activities. Stew has begun participating in Autocross and both are hoping to take advantage of the upcoming DE days. In their words, "We do look forward to outings with Club members and drives through the twisties." ☺



# Autocross: a Growth Event

*By Chuck West*

The autocross program that ORPCA actively promotes seems to have come of age. When I first became involved four seasons ago, just finding enough asphalt to stage an event was a major issue.

We were reasonably successful in that Jubitz Truck Stop in North Portland was willing to accommodate us. For the first scheduled event, they actually brought us several dozen donuts and coffee as we were setting up the course. Initially, both the Jubitz staff and the truckers enjoyed watching us kill cones. As the season progressed, however, many truckers decided that impromptu crossings of our designated course was great sport. It seemed as though for every Porsche on course, there was a tractor/trailer participating as well. Scary and dangerous are both words that came to mind at the time. Ultimately, it was felt that the hazards exceeded the benefits and we curtailed our events there.

The following year, we found some appropriate asphalt at a theater parking lot in southeast Portland and ran a couple

of events there. Unfortunately, it was too slow a course for many of us and, coupled with high rent for half-day use, caused us to begin searching again.

For the past two seasons, we have been fortunate enough to be able to use Portland International Raceway's pro pits or south paddock area for our events. We are now "on the map", so to speak. With a regular venue and enough room to design many different courses. Our autocross program has grown from ten or fifteen participants at our first event last year to an average of forty-plus for the past several events this year. This is gratifying, to say the least. We have formed a great alliance with the SCCA SOLO II folks and, thanks in part to them, have gotten some great coaching as well as driver participation from several of their local drivers that actively compete at a national level.

Initially, we all felt that there would be more than enough participation from Porsche owners that the event would be exclusively for Porsches. As it turns out, there are many drivers of non-Porsches out there that love autocross, and, frankly, at this time, they represent at least a third of the drivers now attending our events. This is good and bad. I like the "cross-pollination" the other marques represent. It is fun to compete for best time with a new BMW M3 or a Honda S2000. It is bad in that there are 700-plus members in ORPCA with all manner of interesting Porsches. Most of these Porsches are itching for their owners to get them out and drive them the way they were meant to be driven. No, I don't mean down to the local Starbucks at a leisurely pace for a Mocha. I mean right foot down to make sure the rev-limiter works — repeatedly. Where are the 356s, early Carreras, 993s, 996s, and all the other machines I hear about that are set up and tuned for performance? Come on! Make our day! Be there!

*(Editor's note: Chuck West, Board Member at Large, and Dave Nance act as the life blood for ORPCA's Autocross. Numerous participants provide noteworthy assistance at each event.)* 🚗

## Coming Events



### Holiday Party 2003

December 6, 2003

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 your favorite Silent Auction items to benefit our charitable trust. This year we'll conduct an oral auction with a live auctioneer that we think you'll find entertaining.

Dinner will begin at 7:00 PM, with delectable meal choices & wine. New officers for 2004 will be introduced following the dinner. Semi-formal attire, \$50.00/person.

If you or your business would like to make a tax-deductible contribution to our auction, this is a fun way to make a charitable contribution and to help the Porsche club make its name as a good citizen in our community.

### Dinner Gatherings

The club holds dinner gatherings almost every month of the year for those of you who are looking for an opportunity to get together with your fellow Porsche club members in an informal social setting. They have been so popular that members have requested we have one every month of the year! These gatherings are in restaurants all over the greater Portland area to give everyone an equal opportunity to attend. They are usually no-host and without an "agenda" allowing members to converse among themselves. The dinner meeting in January is the only exception: always at the Old Spaghetti Factory and usually with a planned speaker of general interest to the membership. Look for details as to location and any specifics related to the "venue" each month in the Anzeiger or on the web site.



# Around the Region

By John Draneas

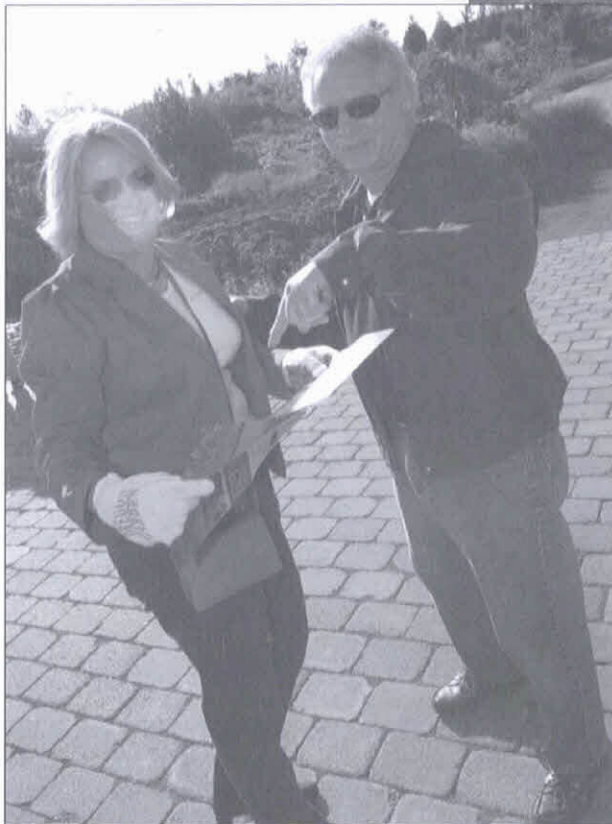
Once again, our own **Peter Linsky** has written an article for *Excellence* magazine, to be appearing in the November 2003 issue. Peter's latest highlights a 356 Outlaw project built by the Emorys of Parts Obsolete fame. Check it out. It will make you want to get an old bathtub and turn it into something special.

I hate to push my luck with another installment of the **John Mazmanian** life story, but you'll see why he's my favorite guy at the end of the paragraph. John reports that all is fine with **BettyLou Koffel** and himself, and that he just rolled his new '97 993 C4S off the transporter, then immediately left on another trip to the "Last Frontier." He's been enjoying the car on his last trip home and even made the last track day. He adds, "I have been enjoying your column and thought your article on taking care of the driver during a track event was right on target." So, there you have it. Living proof that complimenting any of the *Anzeiger* staff will make you an automatic favorite.

An ORPCA Boxster sect seems to be developing right before our very eyes. ORPCA Secretary **Kathleen Ellis** and her husband **Bob** have just acquired a 2002 Boxster S, colored in speed yellow with a black interior. They purchased the car from Sunset Imports, who she says treated them like royalty. The car is Porsche Approved Certified Pre Owned, and even came with the

original window sticker. The logic behind the move was that they needed to replace Kathleen's daily driver Acura, but absolutely had to get something that was a "10 on the fun-o-meter." As for their gorgeous 911 SC, it's not going anywhere. Kathleen says it's a real thrill to go out into the garage and have to make the decision as to which Porsche to take out that day.

Meanwhile, **Ken and Sue Blanchard** just acquired a '99 Boxster that was previously owned by an unidentified but well-known writer and pro-



their fantastic new beach house to find out any specifics about it.

At the opposite end of the new car Olympics, **Bob Falleur** once again found himself to be someplace at the wrong time. No, he wasn't in Monterey



Above: Bob Falleur's '63 coupe project  
Left: BettyLou Koffel and John Mazmanian

a year early again. He just had the misfortune of stopping on a congested highway too quickly for the car behind him, and the '63 356 coupe is consequently a bit less attractive in the rear. So Hot Rod Bob, well known for building custom cars with American pedigree, is now undertaking a 356 restoration of his own, with an anticipated Spring 2004 completion date. Along with the repair, the 356 will likely undergo the usual rust eradication, an exterior and interior color change, and perhaps some undisclosed style enhancements. Bob has already been shopping at Parts Obsolete, while recently-hired manservant and restoration trainee **Chris Greenwood** has been working on the disassembly. Yes, our erstwhile *Anzeiger* Production Editor has taken a real day job. Sort of.

And speaking of hot rods, **Pat Murphy**, seeking bigger and better thrills, has one of Porsche's newest hot rods on order, a GT3. Rumor has it that he even drove to Bend on a tip to look at the October *Anzeiger* cover car in hopes of a friendly "takeover." Hot rod fever has certainly taken hold. Read Peter Linsky's Rear View Mirror column this month for more on that.

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

ducer from Beverly Hills, who must have really loved teal green because the upholstery is, as they describe it, "custom." Ken says he was getting tired of looking for a nice 993 Tiptronic and had to make do. Sue reports that Ken's Christmas stocking stuffer looks like it's going to be new tires. Wow, real big feet in that family.

And, to round it out, **Randi and Gordon Ledbetter** also picked up a Boxster S, but I was too busy admiring

# The Last Rally of 2003

By Gregg and Sue Denning • Photos by Chris Greenwood

A Regularity Rally? We were attracted to the concept. Being over 55 years of age (but not by much!), we understand the need for regularity, so we registered for the Regularity Rally, which was run Saturday, September 27.

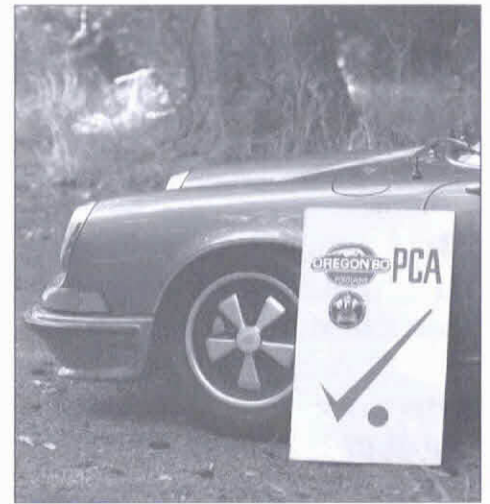
Preparation time! We packed an extra large bottle of Metamucil (for us or for our TOYYBOX?). What else would provide excellent regularity, even for a Porsche? Sue craftily made "Team Metamucil" badges from the Metamucil box, which we proudly wore the day of the rally.

What? We arrived under perfect skies to report for the rally in Aloha to discover that a Regularity Rally had NOTHING to do with ... well, you know.

We were informed by our capable and cunning rally leader Earl Green that the objective was to make one "loop" of our course, then to make the loop a second time. Our objective was to pass three checkpoints and the start/finish line on the second loop at the same time intervals as the first trip. But ... WHAT? The checkpoints were to be hidden on the first loop, but visible to us on our second loop! How can one be Regular with rules like this?

Rally Leader Earl instructed us to drive from Aloha to historic Helvetia Tavern. From the Helvetia Tavern, we were given instructions to drive two "loops" of about one-half hour each with 11 scheduled turns through Multnomah and Washington counties. We viewed some of the most beautiful scenery in the Portland area. Several delightful rural homes were on the route, including a luscious log home. We found it difficult to track our progress because of the gorgeous and intimate scenery. Most of the roads were comfortably twisty roads, seemingly built just for our turns-loving Porsches. And with nearly no traffic!

Well, we finished ... in last place, because our navigator (Gregg) gave directions to our driver (Sue) to go the wrong direction at one turn on the second lap. 571 points of "irregularity" - 5.71 minutes' difference between the first and second laps! Guess we should have tipped the



285 points (2.85 minutes of "irregularity"). Well, anyway, everyone enjoyed the great food and drink at the Helvetia Tavern - even those of us who placed last!

Conversation with several couples turned to the idea of organizing a "Marital Character Rally," in which only married couples would participate. A "little black box" similar to those used in commercial airliners would record the "interactions" between the husbands and wives in their cars during the rally. The recordings would then be replayed at various meetings. The consensus was that our fellow club members would gain new insights into our personalities and have a big laugh after

hearing the recordings! Of course, a divorce or two may ensue! Just who does "wear the pants" in your Porsche?

If you want to see just how bad we did and how good any of the others scored for the rally, just visit [www.oregonpca.org](http://www.oregonpca.org) for the results.

Hey, everyone should try one of these rallies! The competition is anything but fierce. It's about having a good time with fellow Porsche friends and driving some lovely Porsche-style roads. The companionship is always great. Cars from a recent-model 996 to a lovely 356 Cab participated in this event. And our rally master Earl Green puts together a great program every time! Special thanks to his "staff", including: his wife Liz and son Jason; Bob and Kathleen Ellis; Don Stroum; and Jim and Kate Ayers. ☺



Metamucil a bit higher before we left our home for the rally. Our booby prize was the assignment to write this article. Some trophy!

First place trophies were awarded to Bob Dubay and Steve Hanson in their 911SC Coupe, with just 150 points (1.50 minutes) of "irregularity". The silver second place trophy went home in a silver Boxster with Reggie Gaines and Mike Lavers, with an "irregularity" of 276 points (2.76 minutes). Their secret? We think Reggie fibbed. He said he just "drove it," with no attempts by him or his navigator to regulate their timing. He must have a secret up his sleeve that he doesn't want anyone to know about! Third place trophies were awarded to Warner Lowe and George Baker in their 996 Coupe, with

# Our Hobby Car: The Agony and the Ecstasy

By Mount Brice

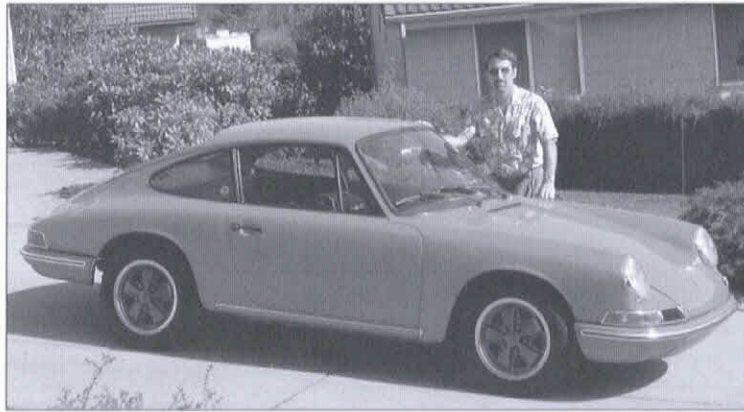
Last summer, at age 52, married for 29 years, I decided it was time to purchase a fun car like the one we had when we got married. My wife and I both missed the signal orange 914 I bought new in 1971 with its tan bra, mags and racy factory extractor exhaust. We had eventually exchanged it for a sporty sedan in 1974, with the new VW Dasher model winning out over the Audi Fox.

After studying the want ads and Auto Trader online we decided to buy one of the new 1966-style Porsche designs. We found a very well-cared-for 1967 Porsche 912, red with black center fuchs wheels, good interior, and dent-free exterior. Luckily, the seller, who had bought a newer Porsche project car (1974 911), recommended Parts Obsolete, which I have visited often over the last year.

My first project with the new-to-us 912 was floor pan replacement. Parts Obsolete sold new ones to me for much less than Tweaks but, when I was told to tear out all of the interior carpet, I cringed. It looked really good. What I found underneath it, though, was large holes in the floor pans covered with rubber mats and 35 years' worth of rust. Lewis Auto in Keizer did an excellent job welding and caulking the new floors. The new floor pans looked so good I hated to cover them with carpet. The wood floorboards were decayed so badly that they were actually four inches short. I ordered new ones in August and received original wood ones by Christmas.

I was happy with the project until I experienced the secret of old Porsches (per Gary Emory): Don't floor the gas pedal without the wood board underneath or you will get your gas pedal stuck in the floored position. Tip: Don't race without the wood gas pedal stops! I was careful not to floor the gas pedal when starting the car but the mechanic who did the extensive tune-up did just that and overrevved the engine before turning off the key to shut it down. Know what happens when you overrev a 912? The squirrel fan disintegrates, sending shrapnel throughout the engine compartment. I never knew there was an oil cooler inside

the cooling cowling. It is a beautiful piece of alloy but mine had a piece of metal protruding from it that had cut a quarter of the way into it. Also the cowling was destroyed. Thanks to Parts Obsolete, after three weeks in the shop and three trips to



see Gary, I got all the parts. Note: Coolers are hard to find. Fortunately, the shop only charged me for the labor involved in the initial tune-up, not the seven hours total spent repairing the car. Another note: The squirrel fan takes LOTS of washer shims. Use all that come off or get some more because eight to ten are needed to align fan in housing.

If you seem to have only half of your regular power, it may be due to the fact that your warning signal flasher, which lays above the gas pedal, has potentially fallen off and become lodged under the elbow linkage of the gas pedal. Even when smashed, it still restricts performance.

I thought all of my problems — except rust repair — were behind me when another secret of old Porsches surfaced: The two-part generator pulley needs all eight shims before the nut is installed. I had six, which meant my generator nut was tightened to the end of its shaft, or threads, not actually to the tightest point.

The looseness of the two halves of the pulley caused one to break in half. Thankfully, I was only five miles from home. But without the use of the generator, I decided to use AAA Towing. With a new belt and nine shims, my belt is tight, the nut is tight, and all is well.

Now, has anyone installed a new carpet? My German square weave kit came in 18 puzzle pieces of trimmed carpet which, when spread out all over our family room floor, looked like a real challenge. Which piece goes where? At this point, I discovered that a Porsche car book with interior pictures is a must. Tip (credit to Parts Obsolete): Wet down carpet side on complex contour pieces, shake off water, spray glue on

back and on car floor and it works great. A second tip: Do long side pieces first but don't glue front end. Then do the back. Don't glue pedal part of driver's side; there are relays behind the wood board that you may have to access. Carpets have a slit on the tip that goes over a tab in the floor. Then there is a little belt on the end that goes through the eyelet in the floor tab. The front map pockets built into

the carpet pieces were a bit of a puzzle until I got more advice.

With new carpets and floor pans and boards in place, you must adjust the gas stops. I thought I had done it correctly but the next big pass I took with the car, I pulled off one side of the carb linkage. Wow, it just doesn't run well with only one carb being opened. I nursed it home and felt stupid for not stopping and seeing it before. It ran so well idling when I checked...

I took the car to work and the generator pulley broke in half again. This time, I had a spare at home. Lesson learned: You have to keep that big nut tight.

Back in the midst of the warm weather, when I didn't need heat for at least a half hour, I decided I might take the car out of town and hope for the best. It sure is fun when it's running well, and I have learned a lot. It is truly amazing to be able to drive a real classic, like this one, that is still quick and produces the most wonderful sounds when revved in each gear. 🏁

# Q3 2004 Quarterly Report from the Board of Directors

The BOD has completed updating the Club Bylaws this past quarter, not without some controversy. We have strived to align them to the national bylaws where it makes sense and to our current operational model that we feel will serve us in the future. All of our events the past quarter have run smoothly and at a break-even or better basis. The single exception was the Volunteer Recognition Picnic that the club subsidized 100%. The Autocross program has operated very successfully, gaining roughly 30% more participants since the front of the year. We had no DE events in Q3. The Rallye program has been running strong after our chair figured out that a gimmick rallye rather than TSD is the way to go. The Half a Mille Miglia was a great success with record attendance this year and excellent financial performance. The dinner meetings are going strong with 30 to 50 members attending regularly each month.

The BOD congealed as a team at the front of the year and has continued to operate effectively through the third quarter. We have improved our process for BOD Meeting Minute approval and have committed to getting the minutes posted to the web within two weeks of the monthly meeting. The *Anzeiger* continues to improve its quality and financial performance through the efforts of the editorial and advertising team. The BOD elected a semi-permanent nominating committee in accordance with the new Bylaws. We view this as an excellent way to gain some long-term management planning and succession continuity.

We are maintaining a solid financial footing through good cash flow management and paying close attention to our expenses and accounts payable. The current checking account balance is ~\$24,000. Gross Income for the year to Q3 is ~\$72,000 and our net profit is ~\$4,200. While this seems a little high, there are some Accounts Receivable that we may need to write off near the end of the year and a few unforeseen expenses that will hit the books in Q4. The balance sheet shows net assets equal to net liabilities at ~\$38,000.

When comparing 2002 to 2003, our gross income is down about \$30,000 from the same quarter last year. This is primarily due to dropping sales of tickets to the Cart Race and discontinuing the Club Race in August and a decline of Drivers Ed revenue. The good news here is our

expenses are down about \$33,000 for the same period. While the *Anzeiger* expenses have increased (the color pages, etc) the income has increased far more, leaving us with an improvement in revenue-to-expense difference of some ~\$5,000 over the same period last year. Overall track revenue is down. We had one less track day than last year (BMW hosted the Tri-Club day) and have not received the revenue-sharing check from this year's host yet. The first DE day this year was challenged by a heavy rain forecast so the turnout was low even though it did not rain that day. To top this off, the cost of running DE increased this year. PIR raised the daily rental fee, our turn workers cost a bit more and the new PCA national insurance policy now costs the region some money for each DE day.

*"The Anzeiger continues to improve its quality and financial performance through the efforts of the editorial and advertising teams ... While the Anzeiger expenses have increased (the color pages, etc) the income has increased far more."*

## Oregon Region PCA - Profit & Loss Accrual Basis Jan through Sept 2003 Ordinary Income/Expense

<u>Income</u>	
4000 · Meeting/Events	17,001.00
4100 · Track events	15,868.83
4140 · Rose Cup - PCA Club Race	71.00
4160 · Rainbonnet Revenue	550.00
4200 · Anzeiger	21,419.92
4300 · SALES	1,274.45
4400 · Membership	15,833.00
Total Income .....	72,018.20
<u>Cost of Goods Sold</u>	
5000 · COGS	59.13
Total COGS .....	59.13
Gross Profit .....	71,959.07
<u>Expense</u>	
6000 · Meetings/Events expense	18,274.04
6100 · Track expense	13,066.52
6160 · Rainbonnet	2,192.50
6200 · Anzeiger expenses	28,475.66
6400 · Membership services	2,978.53
6600 · Business Operations	1,629.33
6800 · Fees/Charges	1,065.98
Total Expense .....	67,682.56
Net Ordinary Income .....	4,276.51
<u>Other Income/Expense</u>	
Other Income	
7000 · Interest Income	16.39
Total Other Income .....	16.39
Net Other Income .....	16.39
Net Income .....	4,292.90

## Oregon Region PCA - Balance Sheet Accrual Basis As of Sept 30, 2003

<u>ASSETS</u>	
<u>Current Assets</u>	
Checking/Savings	
1100 · Checking	24,479.09
Total Checking/Savings .....	24,479.09
<u>Accounts Receivable</u>	
1200 · Accounts Receivable	7,841.28
Total Accounts Receivable .....	7,841.28
<u>Other Current Assets</u>	
1205 · Inventory	5,496.91
Total Other Current Assets .....	5,496.91
Total Current Assets .....	37,817.28
<u>Fixed Assets</u>	
1400 · Fixed Assets	553.28
1440 · Digital Camera	0.00
Total Fixed Assets .....	553.28
TOTAL ASSETS .....	38,370.56
<u>LIABILITIES &amp; EQUITY</u>	
<u>Equity</u>	
3000 · OPENING BALANCE EQUITY	26,249.09
3800 · Reserve	25,703.50
3900 · Retained Earnings	-17,874.93
Net Income .....	4,292.90
Total Equity .....	38,370.56
TOTAL LIABILITIES & EQUITY .....	38,370.56

# A Wet, Sloppy Autocross

By Chuck West • Photos by Chris Greenwood

Several of ORPCA's more died-in-the-wool autocross junkies arrived Sunday, October 12, at PIR, to see whether their Porsches would float across the autocross course or perhaps actually have rubber touch asphalt. For the most part, there were no flotation tests, though there were drivers such as Joel and Katie Siegersma and Doug Skinner who didn't seem to care one way or the other.

Any time there are less than 20 drivers at an autocross, there will be many opportunities to try different lines for the best times, and everyone who attended got eight runs apiece to make their adjustments and improve their times. They did. Amazingly, even with all of the precipitation, a rear-wheel-drive 911 took the top three places. I would have put my money on a C4, personally, were I a betting man. Good thing I'm not.

All who attended this event should pat themselves on the back. It was a wet, nasty affair for the first run group, and not much better for the second group. All participants hung in there and worked when they were not driving. The course was fairly fast and was a great opportunity to practice some very judicious throttle steering. Most drivers got to drive a little sideways, here and there. For the first time, both my daughter and my son-in-law posted better times than I did. So far, they have been very gracious about it but I know the verbal abuse is coming... There'll be at least one sentence that has "old man" in it, I'm sure. They will probably advise me to "hang up my spurs" as well.

Check out the results below. Every driver deserves a lot of credit for weathering four hours of "Oregon Sunshine." ☺



ORPCA Autocross #6: 'October 12, 2003 at PIR S PITS'  
10/12/2003 Final Position Results

Pos	Class #	Driver	Car	ET
1m	3.5L 2	JOEL SIEGERSMA	1966 911	34.891
2m	3.5L 114	DOUG SKINNER	1973 911	35.029
3m	LADY 3	KATIE SIEGERSMA	1968 911	35.712
4m	4.5L 14	CHUCK WEST	2001 996 C4	36.220
5m	4.5L 47	KEVIN NEARY	2001 996 C4	36.648
6m	3.5L 986	JIM MILLER	2001 BOXSTER	36.965
7m	3.5L 43	CHUCK JARVIE	1994 968	36.976
8m	3.5L 1	DAVE NANCE	1985 911 CAB	37.106
9	2.5L 119	EDWARD CHOE	2002 BMW Z3	37.211
10m	3.5L 30	GREG JOHNSON	2003 350Z	38.135
11m	2.5L 106	DAVID SORENSEN	1974 914	38.768
12m	3.5L 62	RON PIHULAK	1986 911	38.929
13m	3.5L 84	STEEVE LOUGEE	1992 968	38.946
14m	3.5L 4	PAUL STEIN	1993 MR2 TURBO	39.450
15m	2.5L 56	BRUCE ALLERT	1973 914	40.825
16m	2.5L 17	HARRY DANBERG	1973 911 TARGA	40.839
17	4.5L 344	JOSHUA SKINNER	1974 SATELLITE	41.170
18m	2.5L 120	TRACY NELSON	1987 944S	41.252
19m	4.5L 11	LARRY RINEHART	1977 930	41.331

# My Other Favorite Car

By *Tim Merrilow* • Photos by *Chris Greenwood*

Unlike many of my high school classmates who went away to college, I chose to start at a junior college, live at home and work a variety of jobs. This drastically cut my personal overhead and allowed me to live beyond my means with regard to cars and motorcycles. My friends went to drunken toga parties; I got to drive Triumph Bonneville motorcycles and Austin Healey. A no-brainer at the time, probably an indication of my social immaturity.

Late in 1967, my Austin Healey 3000 was T-boned by a person that ran a red light. No major injuries, but the car was totaled. Even in Walnut Creek, California, daily commuting to school and work during the winter on a motorcycle can be miserable. The local Chevrolet dealer had a '67 Corvette Roadster that had been a demonstrator car, driven by the dealer's wife. The car had no power options, no air, a 300 HP small block, 4-speed, hardtop and an AM-FM radio (about a \$175.00 option). It got better fuel mileage than the Healey and was more reliable. PERFECT! Over my dad's vociferous objections of total impracticality, I bought it.

From that point until 1977, it was my daily driver. It was a grocery getter, ski car, hunting car (complete with dogs and mud) and fishing & camping car. I wish I had pictures of a saltwater fishing trip, returning with 8 striped bass that averaged more than 20 pounds apiece all piled into the car with rods and passengers ... what a stinky mess. My wife, Linda, then used the car to commute from Beaverton to Sunnyside Kaiser, until about 1980.

In 1975, when Linda and I got married, I momentarily decided to grow up and be practical. I sold the car to two men for \$3,000.00. They owned a specialty auto body paint and fabrication/modification shop or, in plain English, a hotrod shop. They had been looking for quite



awhile to find a midyear ('63-'67) Corvette that didn't require any repairs. They left a deposit in the form of a company check and said they would be back the next day with cash. When they returned, I decided I wasn't going to sell the car the moment I opened the door. I handed them back their check and apologized for wasting their time and said I had changed my mind. My father's fit when I bought the car was nothing compared to the HISSY these guys threw. Even the neighbors came out of their houses. But I didn't budge.

From 1980 until December, 2001, the car was stored at various places. Even stored indoors, it deteriorated badly. In December of 2001, after much prodding from another Porsche Club member, Wes Rhodes, the car was trailered to Corvette Specialties in

Newberg for a complete frame-off restoration. In March of 2003, it was completed.

During its restoration and before, I had driven some classic pre-1970 muscle cars. My suspicions that current new cars are really nice, as compared to 30-year-old cars, was confirmed. I worried that, after spending a lot of money on the restoration, that my memory of driving the car and the reality of driving it today might be very disappointing. Happily, the car is probably far nicer today than when it rolled off the production line in May of 1967. The brake and clutch pedals are stiffer than I remember. The non-power steering is more work at low speed than I remember, and I don't remember that not having air conditioning was a problem. The drivability and handling are every bit as good as I remember.

One thing that I was not prepared for is the amount of attention the car receives even when compared to our Porsche. The first time I gassed the car up after restoration was a Saturday or Sunday at the Donald truck stop. I was immediately surrounded by three couples driving motorhomes, some hard-looking bikers, several older farmers and their farm trucks and a woman in a new Mercedes all telling me they had always wanted one of these. Nobody was bashful. It was fun ... like being a kid again. 🍪



# Mystery Tour Surprises

By Chris Greenwood

A chilly October morn welcomed 32 daring club members who didn't know what they would be doing for the rest of the day. The air full of mystery and doubt, many opted to find a cup of steaming-hot java to calm their nerves. Would they be hiking in the Gorge, frolicking in a pumpkin patch or ogling an extraordinary car collection? No.

What actually happened was this:

At precisely 8:45 am, participants opened the secret envelopes they were given when they arrived. Inside were a set of route instructions and a pair of driving (gardening) gloves from the Oregon Garden. At that point the cat was pretty much out of the bag. Some used the gloves as mittens as announcements were made about the route and destination.

At 9:00 sharp tour leader Bob Falleur queued up cars and promptly left the parking lot for roads not heretofore taken. One club member's Boxster had a dead battery and needed a jump-start, so I obliged him with some juice from the Unofficial Porsche Club Support Vehicle.

The first leg of the trip to Silverton included a breezy trip along side the Willamette River to where we turned left onto New Era Road, a colorful stretch of asphalt with some great curves.

Following a short pit stop near the junction of highways 211 and 213, the second leg began with a trot through downtown Mollala. Mincing with the locals at the major 4-way stop, one got the sense that drivers wanted more of the open road.

Soon we were on just that. The succession of Sawtell, N. Maple Grove, Groshong, Blair and Wildcat roads was a rare, early-morning-no-traffic-to-speak-of kind of dash that sports car drivers really live for.

Another few miles in a southerly direction, the group reassembled in the parking lot of the Oregon Garden.



Above: The heritage oak is more than 400 years old and is a sacred being for local tribes.

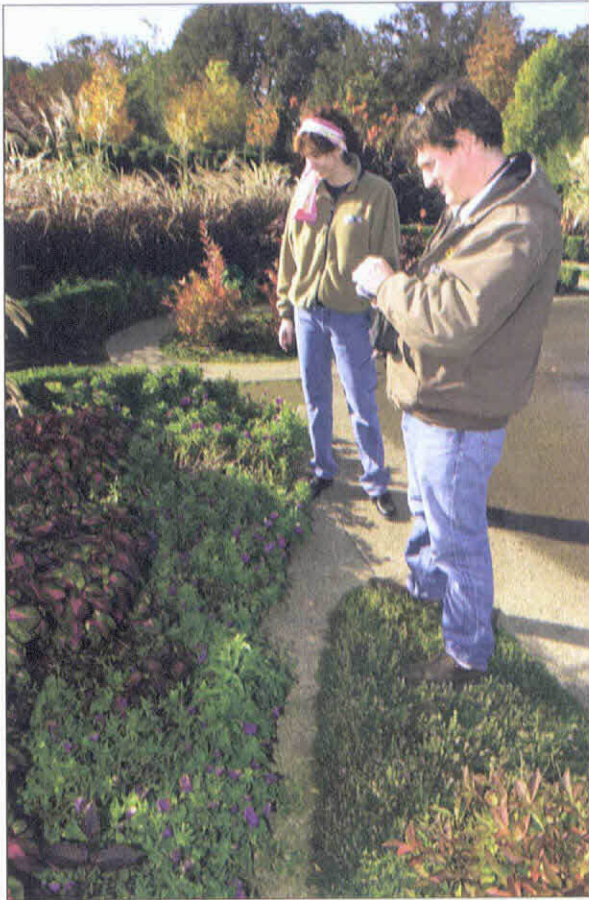
Left: An overlook enables a grand view of the 70-acre garden, with exhibits detailing the resources used on the premises.



A few gift certificates were given to people for knowing or guessing Oregon Garden-related trivia. Then the group was released into the wild with no further agenda but to admire this new jewel just east of Salem.

Some took the time to wander the length and breadth of the 70-acre plantation. Some took the tram and got all the details from a capable docent. Some wandered through the Gordon House, the only house designed by Frank Lloyd Wright in Oregon.

The weather held up and the cool morning gave way to a pleasantly warm afternoon, perfect for a walk in



Left: Some looked, some took pictures of specimens they want for their own landscaping projects.

Above: The Gordon House, the only example of Frank Lloyd Wright's "Usonian" architecture in Oregon.

Right: Marianne & Peter Calhoun soak up the scents of the herb garden.

Below: The Cafe on the Green greeted several lunch goers under sunny skies.



the woods or a drive over hill and dale.

We would like to thank the staff of the Oregon Garden for their hospitality and would encourage readers to see and support this wonderful place in the heart of the Willamette Valley. You can learn more about it at [www.oregongarden.org](http://www.oregongarden.org). Also, look for Oregon Garden gift packs at the Porsche club's silent auction in December. ☺



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# Driving a 356 Porsche over 12,000 Feet The Colorado Grand 2003

*By Forrest Hatch*

I awoke in the night thinking, "When have I heard of driving over 12,000 feet elevation? Most birds don't fly that high." Then all the weird night-thoughts came rolling into the brain: are the jets too rich or too lean? How steep is the road? Will there be enough power? Finally, sleep took over and I was back doing endless 180-degree switchbacks up the mountain until I finally woke up just before the car died on an impossibly steep uphill killer grade. Why had I put the Colorado Grand on my list of "50 Things to Do Before I Die?"

The Colorado Grand is a car tour on a grand scale. It was started by Bob Sutherland 15 years ago and is continued in his memory as a volunteer-run non-profit high-end tour.

The organization's total charitable contributions exceed \$1.6 million. This year's running was held September 15-20, 2003.

Attendance is by invitation and acceptance is decided by an entry-review committee. This year, 80 cars were listed as entrants. Even after 15 years, there are still beautiful people and wonderful cars returning every year. Mercedes and Girard-Perregaux were sponsors. The people who currently own and drive the cars are both interesting and passionate about driving the scenic high-mountain roads of Colorado. Participants included Martin Swig (USA Millie Miglia), Keith Martin (Sports Car Market Magazine), TV personalities Jerry Seinfeld in his RSK Porsche and Tim (the tool man) Allen. Cars included Bentley, Ferrari, Mercedes, Jaguar, Alfa Romeo, Astin Martin, Shelby, Studebaker, Bugatti, AC Bristol, Austin Healey, Packard, HRG, Lancia, BMW, Bo-Car, Edwards, Pegaso, Corvette, Thunderbird — and Porsche. The car vintages ranged from 1926 to 1966 with representatives from



the 20s, 30s, 40s, 50s and 60s. As you can imagine, it was a feast for the eyes, ears and even the smells were delightful.

The 1,060-mile drive extended over four days with three days being more than 300 miles, and one day a sleep-in/repair day of 100 miles. The fifth day was a Concours d'Non-elegance show day at Vail with no car cleanup allowed. Several area car clubs were also invited to attend and the Denver 356 Porsche club turned out with 50 cars. In addition to the Tour miles, Bonnie and I trailered our 1956 356 Porsche Coupe six days to Vail and back to Southern Oregon. Our 356 Porsche was a daily driver for many years before being

converted to a La Carrera Panamericana car that took 2nd in class in 1999 and has also participated in the La Carrera Nevada (1998), the Copper State 1,000 (2001) and the 2002 Porsche Parade at Boise.

The Tour

**Day 1:** All 80 cars and drivers, plus a gaggle of new Mercedes guest and media cars, assembled at the Vail Marriott Resort and proceeded to drive to lunch at Steamboat Winter Sports Club and then onto Aspen Snowmass, to the Snowmass Village Resort (325 miles) for an overnight. The route was on Oregon style mountain roads over Gore Pass Summit (9,524 feet), Muddy Pass (too easy), Rabbit Ears Pass (9,426 feet), through Milner, Hayden, Craig, Meeker, New Castle, Glenwood Springs, Basalt City and Snowmass Village. The entire day was escorted by seven to ten point and drag and intermixed Colorado State Police Troopers; all riding their BMW and Harley 'motors.' There were also two to three



mechanics trucks to fix and/or haul the dead and wounded. Then the night was filled with fun, frolic and good 'car-guy' type company.

**Day 2:** Most of the cars survived Day 1, including our 356 Rally car, and so we and most of the others headed for our lunch stop at Salida and then on to the Durango Mountain Resort for our overnight stay (337 miles).

*continued on next page*

The route immediately took us over Independence Pass (12,095 feet). We were warned that the thin air here transfers less heat from radiators and brakes and our cars would probably be running rich and down on power by about 30 percent. This road was a former toll road opened in 1881 between Leadville and Aspen and, even today, is closed between November and May, or less, depending on the weather. We proceeded over Poncha Pass Summit (9,010 feet) and Wolf Creek Pass. Wolf Creek Pass was made semi-infamous by C.W. McCall who later became mayor of Pagosa Springs when he wrote the music and lyrics to a song named after the pass:

"Me and Earl was hauling chickens on a flatbed out of Wiggins, when we spent all night on the uphill side of 37 miles of hell called Wolf Creek Pass, which is up on the Great Divide."

The song goes on to explicitly describe what happens to their 1948 Peterbilt and their load of chickens as they come down the other side and ends with ... "bashed in the side of the feed store in downtown Pagosa Springs." Drive the road sometime and get the same wild feeling. Today, we traveled through Aspen, Independence Ghost Town, Twin Lakes (home of the Tomato War),

Granite, past Mt Harvard and Mt. Yale (14,196 feet), Buena Vista, Nathrop, Salida, Villa Grove, Saquache, La Garita, Del Norte, Pagosa Springs (home of Fred Harman, creator of the Red Ryder comic strip), Arboles, Ignacio City, Oxford, Hermosa and into the Durango Mountain Resort. (The Durango Herald's 1890 editor had 42 libel suits filed against him. Today's publisher, R. Ballantine, drives an Alfa Romeo TZ).

**Day 3:** A few more breakdowns and a couple dropouts but our 356 Porsche kept pooping along. It was not too peppy but it still sounded as mean as ever. With its Supertrap open exhaust bouncing off the walls of the canyon, it sounded more like a fire-breathing monster than a piddly 1600cc superpooper. One of the Ferrari drivers sitting at a pass summit said he

just sat there and listened as we wound up to the pass. He said it was a delightful

The Colorado Grand Committee arranges lunch stops in cities along the way and donates money to the town auxiliaries, who in turn get locals to donate some of the best lunch foods you can imagine coming out of a kitchen. The money then finances city improvements which the towns take great pride in showing off to us car type visitors. The town locals also get to see cars that in many cases are extremely rare and are driven by

known personalities. When was the last time you had a chance to sit in the city park over lunch and talk Porsche with Jerry Seinfeld?

**Day 4:** A fairly long day from Telluride Mountain Village to the Paonia lunch stop and then on into Vail and the night's festivities (295 miles). We traveled through Placerville, over the Summit of Dallas Divide, Ridgway, Colona, Fort Crawford, Montrose, over Cerro Summit, Sapinero, Hermit's Rest, Maher, Crawford, Hotchkiss, Paonia, Bowie, Somerset, over McClure Pass (8,755 feet), Marble, past Redstone Castle, Carbondale, Glenwood Springs, Eagle, Edwards,

Avon and onto Lion's Head to the Marriott in Vail. Hurray! The 356 Porsche made it with a couple jet changes and a clutch adjustment.

The evening's gala affair was up to the high standards of the Colorado Grand, and the silent auction netted about \$50,000 more for the charities. We all went to sleep with a nice fuzzy feeling and dreamed of mountain views and twisty roads driven at appropriate speeds.

Thanks, Harry, for encouraging us to keep the 356 faithful! ☺



Below: Concours de Non-elegance in Vail

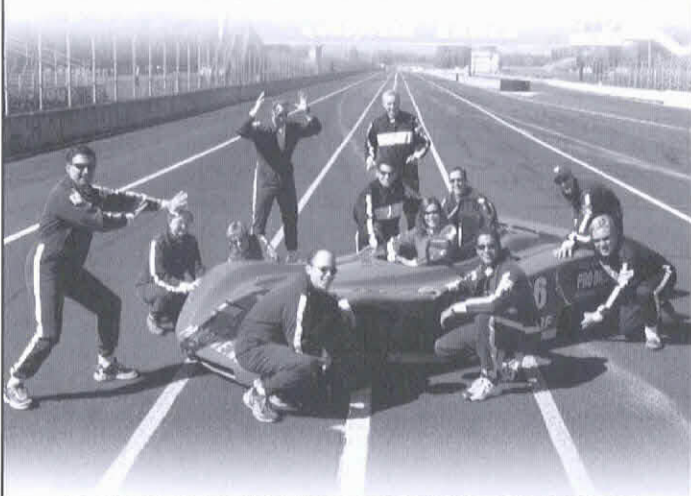


symphony of gear changes and rpm changes as we charged up the hill.

Today was to be a short day (101 miles). We went over Coal Bank Pass (10,640 feet), Molas Pass (10,910 feet), Red Mountain Pass (11,018 feet) and went through Silverton, Red Mountain Creek, Ouray, Ridgway (True Grit filmed here), and through Telluride Mountain Village into the Wyndham Peak Resort. Since we had arrived early, after lunch we took the gondola ride over the mountain into Telluride and spent a few hours just being lazy.



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# Audi's new 250 HP TT introduces the Direct Shift Gearbox (DSG)

By Warner Lowe

### Background:

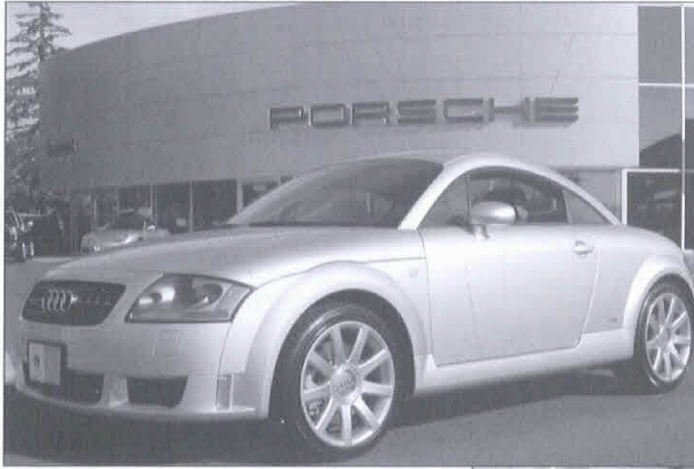
In the beginning, there were transmissions with three-speed gearboxes. Then came the synchronous gearbox and, lo and behold, there was no need to double clutch and/or grind and crash when selecting a gear. Shortly before WW II, General Motors introduced the "Hydramatic" automatic transmission, followed by Chrysler, Ford and other now-departed American car manufacturers. Automatics came in three, four and five speeds. Gearshifts and clutches became a

thing of the past; just about every American car was automatic. Stick shifts, if available, were special order, some three-speed and, some newer ones, four-speed. Imported cars maintained their nonautomatic mode well into the 1960s before succumbing to automatic transmission options. Then a retrograde movement appeared and stick shifts — four, five, and six speeds — were again "fun" to drive.

Today, both manual and automatics coexist, but maybe not for long! Automatics with some manual features started to appear on the market some time ago. Porsche offered a "Sportomatic" for a few years, starting in the mid-1960s. While adequate, the concept was discontinued after a few years to be supplemented, in 1990, by the first semiautomatic Tiptronic transmissions.

Tiptronic is an automatic transmission with torque converter, offering a manual override allowing the driver to shift. The computer-controlled program prevents any over-revving of the engine and likewise will select a lower gear, when necessary to protect the engine, on deceleration. Tiptronic, originally a four-speed system, evolved into the steering wheel switch five-speed Tiptronic S, and is presently in production as a six-speed system with a very large map of acceleration

and deceleration programs. Licensed versions of Tiptronic may be found in all German cars, many Japanese, Italian and American cars.



Above: 2004 Audi TT 250 hp DSG.

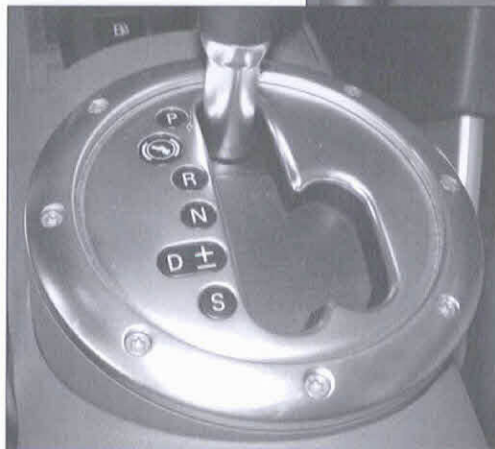
Right: Steering wheel with upshift paddle (+) on right side and downshift (-) on left side.

Below: Center Console mounted Gear Selector. Note Tiptronic + and - selection slot on right of main slot.

Italian sports cars have featured the Formula One steering wheel paddle controlled gearbox where gear changes are effected in as little as 150 milliseconds, including an optimized response where the engine revs 100 rpm higher during downshifts to increase engine braking.

### Direct Shift Gearbox (DSG):

DSG appears to be the first introduction of the race-bred, paddle-controlled, twin-clutch transmission technology in German production cars. The 2004, 250 HP Audi TT DSG (Figure 1) contains a dual-paddle, three-shaft six-speed manual gearbox which offers variability in the selection of the transmission ratios. It uses a double multi-plate clutch with an innovative electro-hydraulic control system so



that two gears can remain engaged at the same time.

### Driving: Initial movement

In addition to its high efficiency and the ability to transmit high torque, the big advantage of the DSG is the various options it offers the driver when setting off. The driver is able to control the multi-plate clutch desired, varying from a particularly gentle acceleration process on slippery ground all the way to sporting, full-power acceleration, and with hundreds of variants in between.

One of the more surprising features of DSG is a "Launch Control Program" for the best acceleration from a standing start. To use this fea-

*continued on page 24*



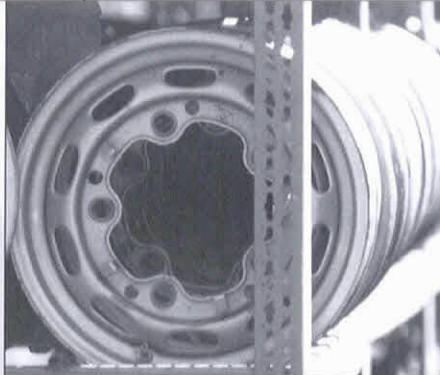
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## Direct Shift

continued from page 22

ture, the Electronic Stabilization Program (ESP) must be switched off and the gearshift selector is placed in the "S" (Sport) detent. The brake is then fully depressed, the engine is accelerated to 3,200 rpm and the left foot is removed from the brake. What follows is sheer joy for the enthusiast, and visions of Formula One may occur. The laws of Physics do apply to the acceleration, but the smile on the face is hard to extinguish. Every true sports car should have Launch Control!

### Driving: In Transit

While the car is in motion, one gear is engaged. When the next gearshift point is approached, the appropriate gear is preselected but its clutch kept disengaged. The gearshift process opens the clutch of the activated gear and closes the other clutch

at the same time, with a certain overlap. The gear change takes place under load, with the result that a permanent flow of power is maintained. The control logic integrated into the transmission casing provides optimum gearshift strategies, with lightning-fast gearshifts. The driver can directly influence the gear selected

*"The control logic integrated into the transmission casing provides optimum gearshift strategies, with lightning-fast gearshifts."*

and the gearshift timing at will using the shift paddles on the steering wheel.

As in conventional manual gearboxes, the transmission ratios are present on input and auxiliary shafts in the form of pairs of toothed wheels. However, the input shaft is divided into two sections, comprising an outer hollow shaft and an inner shaft. First, third, fifth and reverse gears are located on the inner shaft; second, fourth and sixth gears on the hollow shaft. Each shaft is selected by a separate multi-plate clutch running in oil. The two electronically-controlled,

hydraulically-actuated multi-plate packages are housed one inside the other for maximum space economy. A 'shift-by-wire' concept is used. There is an electronic connection between the selector lever and the transmission, like on modern engine management systems with drive-by-wire technology. The parking lock is actuated mechanically.

### Performance:

The DSG direct-shift gearbox offers the sportiest form of power transmission. Compared with a manual gearbox or the multitronic and tiptronic automatic transmissions, DSG accelerates the vehicle more quickly and economically. By definition, a car with direct-shift gearbox produces better acceleration figures than a manual gearbox and is more economical in fuel consumption. The combination of these two characteristics puts the DSG direct-shift gearbox at the very forefront of transmission technology. Hopefully, the 2005 Porsche will be equipped with DSG and Launch Control.

(Note: The author is indebted to Audi USA and Sunset Imports for this story, especially to Rob Roseta, General Manager; Brent Blevins, Customer Relations Manager; and Mark Harpole, Audi Brand Specialist, who checked me out in the DSG 11!) ☺

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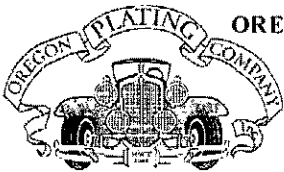
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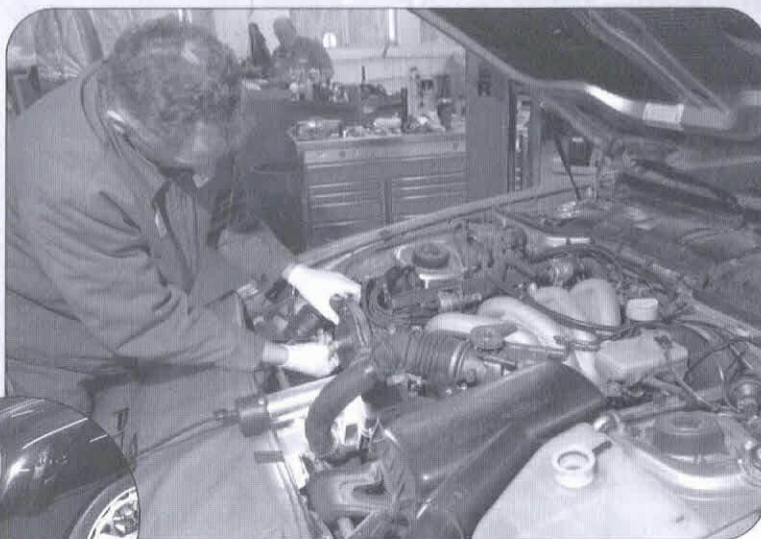
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# And Then There Was Light

*Jim Ayers, Tech Editor*

The dark, dank, dreary winter is upon us. For those of us owners of older-vintage Porsches, it is tough to get adequate lighting while driving in the winter rains. Envy seems to pour out of us when we see the newer models with their much more powerful headlights. It's not bad enough we have sub-standard windshield wipers; we also have very old-technology lighting systems.

Years ago, while a young man, the easy way to improve your high beam lighting system was to replace the separate high beam bulb with an aircraft landing light. With a set of those babies, you could start forest fires from 100 yards. You were also very likely to inspire any number of local police officers to issue you a ticket.

The venerable Hella H-4 upgrade from the standard sealed beam headlight can be made for less than \$135 in basic parts and greatly improves night driving vision. The Hella system consists of a separate light bulb, which is replaceable, and a crystal lens and reflector unit, which fits into the stock headlight can. If you don't mess up and loosen any of the light adjustment screws while removing the original headlight, installation is a snap. Obviously, if you loosen the adjustment screws, you will need to have your lights adjusted (generally best if done by a shop). The H-4 system provides a choice of three wattage levels: 55/60 watt, 55/100 watt and 80/100 watt. Note the last two of these wattages puts significantly more strain on the stock wiring. The addition of in-line relays is required (see below). Failure to install relays will result in the total meltdown of your headlight switch and dimmer switch.

The Hella lights will provide improved illumination over the stock headlight but will still not get you to the level of current technology. For those of us — myself included — who are intimidated to the max by wiring schematics, there is the additional cost of having the relays installed for us. For those less fearful, I have included the wiring diagram for the headlight system, which pretty well covers all Porsche 911 models from 1964 to 1990 (Figure 1).

Before going into the details related to the installation of the relays for an upgrade to the Hella H-4 lights, I will present a more modern and efficient lighting system. Sure don't make it easy, you say!

Technology moves on and, in this case, the newer technology is by far better.

Sylvania has come out with an HID, Xenon headlight system for replacement of the standard 7" round 6024 headlight. These lights are going to provide you with a phenomenal increase in night vision. Reputedly, the Sylvania Xenarc HID lights provide three times more light output than standard Halogen bulbs, give a wider peripheral illumination, provide a true white light for better down-road illumination, and the bulbs last up to ten times longer than standard Halogen. All this power does come with a price. MSRP for the upgrade kit is \$799. However, I found an area on Sylvania's website where you can purchase the system direct for \$299. This is a while-supplies-last price. (I suspect they will have them available for a period of time.) (<http://orderxenarc.sylvania.com>)

The Sylvania lighting system comes with a set of ballasts which provide the high power needed for the HID lights. Included in the kit is a complete set of wiring harnesses, one for each light and ballast. The harnesses include the relays and are fairly easily installed. The entire system comes with excellent do-it-yourself instructions, which even I can understand.

As promised in the preceding paragraphs, for those masochistic die-hards who can't wait to cut into a wiring system and install relays, here we go. Purchase a pair of Bosch 0-332-019-150 relays. These are usually used for fog lights. The back side of this relay has five terminals (Figure #2). Terminal #85 will be used for the wire coming off of fuse #5 and fuse #6 for low beam, and fuse #7 and #8 for high beam. Terminal #87 is a two-post terminal and will be used for the low beam wires from both the left and right headlight on one relay and the high beam wires from both headlights on the second relay. The

Bosch 0-332-019-150 relay

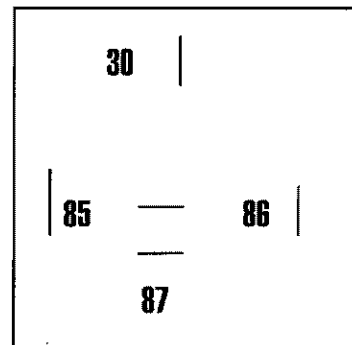
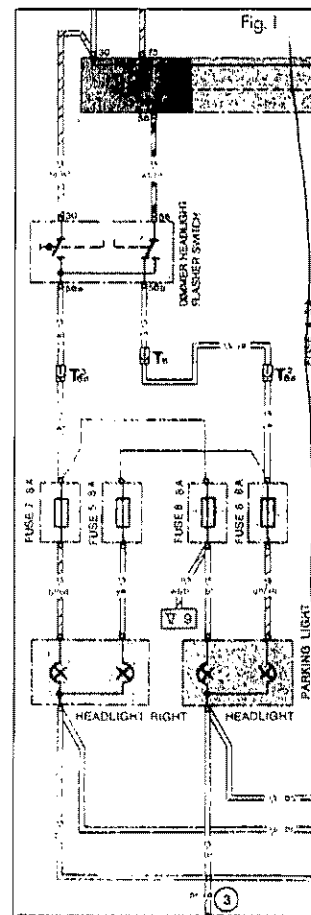


Fig. 2

final terminal is #30, which will be used to run a wire with an in-line 15-amp fuse to the positive battery terminal.

Having chosen to upgrade your headlights to a much brighter system, I suggest you spend the money to have the lights professionally adjusted. Years of normal vibration will cause your headlights to go out of adjustment. Besides, I know everyone will mess with the adjustment screws by accident. Remember how uncomfortable and dangerous it is when the lights of an oncoming car zap you. ☹



## From the President

continued from page 4

to my success these past two years. My thanks to my wonderful wife for helping me be successful.

Okay. Last installment of the 944 Turbo Saga — unless I hear that I need to continue by popular demand. (Send your comments to Backfire.) We got the oil leak fixed and the car ran pretty flawlessly for the October Track Day. Had a great time but we used up 35 gallons of race fuel. That gets real expensive at \$6.50 a gallon. The tires have maybe one more DE day left in them so we will be getting new ones this winter. Ian and I have a few plans for upgrades. Depending on finances, we will be looking at getting a ported cylinder head and an intake manifold that is matched to the flow capability in the rest of the system. This should get us up to around 450HP at 16 PSI of boost. That'll be a kick in the pants. We are also going to replace the factory transaxle oil cooler loop with a new radiator type cooler and air scoop to direct the air. We'll probably want to add in a battery cutoff switch and get one of those trick dry cell batteries to lose some weight. Of course, the battery that I have now won't hold a charge anymore anyway so it's a good time to make a change. I think we have stretched the engine about as far as we can without doing a major oiling system upgrade and some other fundamentals. The future probably holds some carbon fiber body parts and lexan window glazing for the car so we can lose more weight.

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Pair of seats from my 1973 911T. These black seats are in excellent original condition, no tears anywhere, fully functional. All seatbelt hardware is included (all functional as well). I have done an engine upgrade in the car and needed better support seats (I also figured that, since the car is no longer "original," I could live with new seats). \$650 obo. **Bill** 503-582-1229; aggie88@pccz.com 01.04

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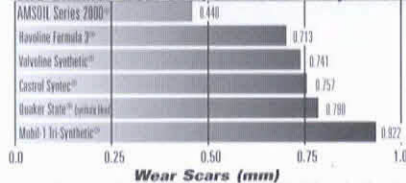
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Board meetings of the ORPCA will be held on the first Tuesday of the month at 6:30 pm

Consult [oregonpca.org](http://oregonpca.org) for the latest information and location

# Anniversaries

## DECEMBER

### 5 Years

William & Jane Amata

John Johansen

Jim Stringer

Dean & Gretchen Willoughby

### 10 Years

Miles & Ellen Novy

Scott Reynier

Glenn & Kelly Schneider

Steven Weiner

### 20 Years

Louis & Diane Pengue

# Willkommen

## NEW MEMBERS

James Murray Jr. ....1981 911SC  
Portland, Or

Fred Fischer .....1974 911S  
Woodburn, Or

Jennifer Chen .....1999 Boxster  
Camas, Wa

Thomas & Debbie Cook .....1996 911  
Portland, Or

William & Donna Helzer .....1998 Boxster  
Maywood Park, Or

Keith & Kathy Jones .....1985 911  
Portland, Or

David & Sheila Moore .....1999 996  
Lake Oswego, Or

Adam & Christy Schmidt .....1990 911  
Tigard, Or

Todd & Vicki Smock .....1985 911  
Vancouver, Wa

Transfer In

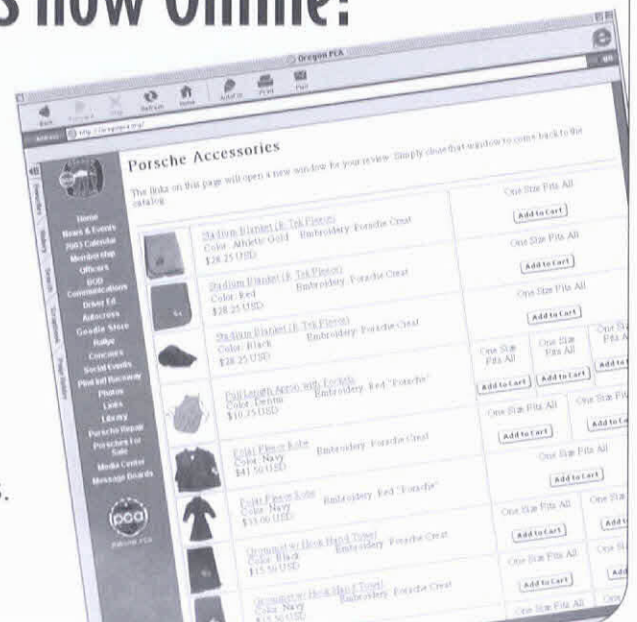
G. Alexander West .....1996 911  
Portland, Or

# The Oregon Region Goodie Store is now Online!

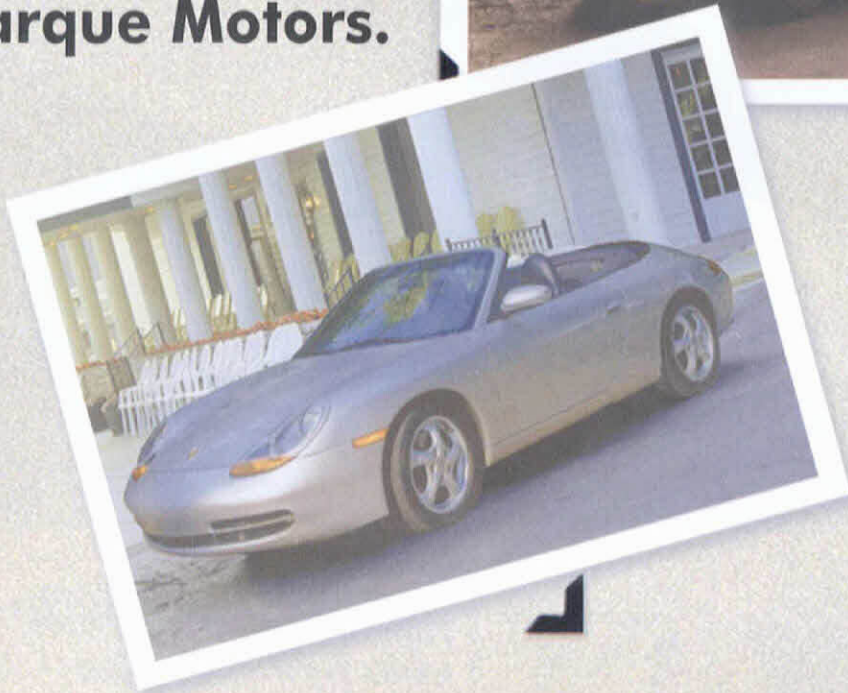
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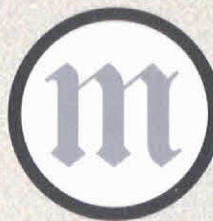


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