

Anzeiger

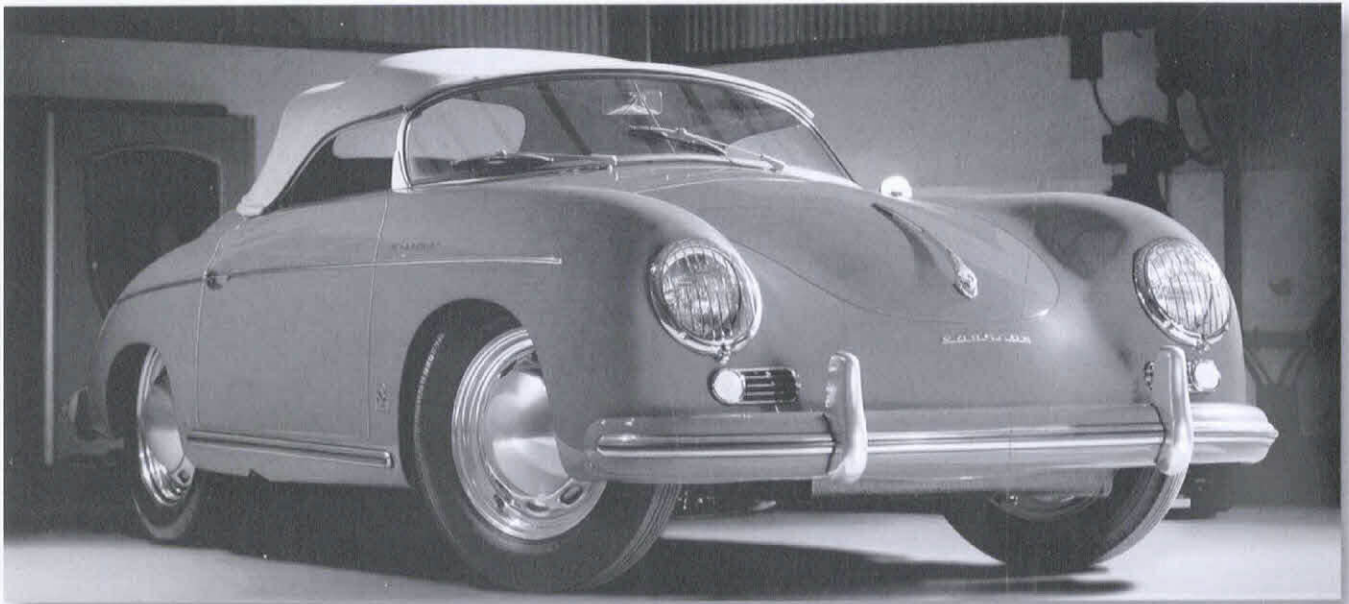


Oregon Region Porsche Club of America
January-February 2003 v43-n1



Not even a single cloud
darkened our doorway
during Rainbonnet,
Oregon's annual festival for
the Porsche tech junkie.

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



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'03 911 Targa.	Arctic Silver
'03 911 C4S	Midnight Blue
'03 911 C4S	Modifiable

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'01 Boxster	4k miles!
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'99 911 Coupe	\$48,988
'63 356B	\$19,988



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-n1

Anzeiger

2003
JAN-FEB

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

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

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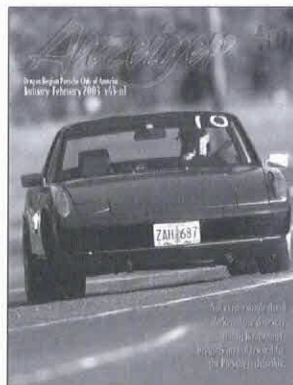
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Cover image:
Jim Chambers takes his 914-6 to the limit of adhesion on the skidpan, part of a Driver Skills Clinic offered for the first time to 2002 Rainbonnet participants.
Photo by Chris Greenwood

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



Don Clinkinheard
FROM THE PRESIDENT

Wow, what a fun year for the Club. We had a great team of folks making club events happen. I'm very proud to be associated with this group.

The holiday party was a real gas with a great group of folks setting another record for contributions to the ORPCA charitable trust and our designated charities (Rafael House and Camp Quality). For full details see Don Stroum's article on the Holiday Party in this issue.

Well, my last column talked about our excitement in getting ready to drive at Sears Point Raceway. This was a topnotch event on a relatively dangerous racetrack. It was well run but they were a bit short on instructors (seems like a regular

theme at most DE events I've attended outside our region). Debbie had her instructor drive the car for part of the run session. When he got out, he told me he really liked the car. Good setup, great power and excellent brakes. My instructor called me up after the event to ask what I would recommend for easy, low-cost mods he could make to his stock 86 944T. Whoa, am I getting a rep here??? Hope not.

We had a great time the first day learning the track and real fun the second day improving our skills, until my head gasket blew again. Darn, I was going to break the two-minute lap barrier (The Holy Grail for DE lap time according to Kevin Buckler). My fastest lap on Day Two first run session was a 2:01. Debbie was only a couple of seconds behind me. Fortunately, we had towed the car down to California so we were able to tow it back.

I got a new head gasket put on it for Rainbonnet, but it also blew. After some consultation with several experts, including Bruce Anderson, I have come to the conclusion that, even though I'm following the Porsche factory torque procedure, I'm over torquing the gasket. This conclusion was borne out when I measured the torque pressure at disassembly. I ended up measuring almost 30 Ft Lbs higher than I should have. This is likely over-crushing the gasket at the clamp points and bowing the head casting between them, leading to eventual blow by. The cause of this is pretty subtle but obvious in retrospect (hindsight is always 20/20, don't you know). I replaced the head studs with aftermarket studs and did not pay attention to the manufacturer's specifications for them (the School of Hard Knocks here). The thread pitch is

continued on page 27

Kate Ayers
FROM THE EDITOR



Executive Editor. And, since he was hanging around with me at the monthly staff meetings, he slid into the recently resurrected job of Technical Editor. We are not avid volunteers, so we're doubly surprised.

Sue gave me a nice introduction in the December issue. As she said, I have written a yet-to-be-published novel. (So if any of you know of a publisher who is seeking an Oregon-based cozy mystery, send me those names!) Sorry about the shameless

promo, but a writer drums up her leads where she can! Anyway, before the digression, I meant to say that I hope to make the transition seamless. I doubt Sue will be an easy act to follow. Fortunately, the magazine is run by a very capable team that puts out an impressive publication. One would expect nothing less, however, from a group that has chosen the world's most awesome car to center its existence around. Sue's suggestion to copy both she and I on all submissions is important, especially since attbi.com e-mail addresses (mine being kateayersis@attbi.com) will be going through another change here shortly, which I fear means massive service upheaval. Their transitions are never seamless.

From what I've seen in my short time here, the ORPCA boasts a congenial membership with an active core of folks who create events, coordinate every aspect of them and come up with hours, even days, of motoring fun. I hope to participate in as many of them as we can get ESCRGO, our copper 911S, to take us to and, there, meet each member and learn the myriad opinions on ways to keep improving the *Anzeiger*. Meanwhile, watch out for Jim. He'll be eagerly pursuing subjects for technical articles you want to read.

Executive Editor: Hm, it has a nice ring to it. Now, if I can just figure out what the heck I'm supposed to be doing!

OREGON REGION CALENDAR



January

- 15 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 25 Tech Session - Interiors

February

- 7-9 Bend Ski Weekend
- 19 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 28 BMW Track Day

March

- 8 Auto Appreciation Day Trip
- 14 ORPCA Track Day
- 15 TSD Rallye School
- 19 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 22 Day Tour
- 28 Track Day

April

- 12 ORPCA Track Day
- 16 Dinner Meeting
- 19 Autocross
- 20 Anzeiger Editorial deadline
- 26-27 Cabin Fever Tour

May

- 2 ORPCA Track Day
- 4 Portland Karting DE
- 10 Day Tour
- 11 Autocross
- 17 Fun Rallye
- 20 Anzeiger Editorial deadline
- 21 Dinner Meeting
- 23 Lotus Club DE
- 30 BMW DE
- 30-June 1 Half a Mille Miglia

June

- 1 Portland Karting DE
- 13-15 Rose Cup Races
- 18 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 20-22 Cart Races
- 28 Day Tour
- 29 Autocross

July

- 11-13 Baxter Historic Races
- 19 Fun Rallye
- 20 Anzeiger Editorial deadline
- 20 ORPCA Concour at Forest Grove
- 20 Autocross
- 25 Shelby Club DE
- 26 Progressive Dinner
- 27 Tri-Club DE
- 28 Corvette Track Day

August

- 2 Day Tour
- 17 Autocross
- 20 Win Casey Barbecue
- 20 Anzeiger Editorial deadline
- 22-24 Otter Rock Weekend
- 24 Portland Karting DE
- 29 Lotus Club DE

September

- 7 Autocross
- 12-14 Sunriver Exotic Car Show
- 17 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 21 ORPCA Volunteer Recognition Party
- 27 Fun Rallye

October

- 3 ORPCA Track Day
- 5 Portland Karting DE
- 12 Alfa Track Day
- 15 Dinner Meeting
- 19 Autocross
- 20 Anzeiger Editorial deadline
- 25 Day Tour

November

- 7-9 Rainbonnet 2003
- 16 ORPCA 2004 Planning Meeting
- 19 Dinner Meeting
- 20 Anzeiger Editorial deadline

December

- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline

3RD ANNUAL CABIN FEVER TOUR

Club
Event

APRIL 26-27

FEATURING A SWEEP OF THE COLUMBIA GORGE

We'll have a breakfast meeting in Vancouver, followed by a trip up the Gorge via Hwy 14. Lunch will be at Baldwin's Saloon in The Dalles, quickly becoming one of our favorite lunch stops. The historic Hotel Condon will be the destination for the night, same as last year, and we'll see what the town has to offer again in the way of nightlife on Saturday night (you might be surprised...)

Bring your favorite bottle of wine for sharing in the afternoon when we arrive at our destination. They have a comfortable meeting area in the middle of the hotel,

easy chairs - the works. We'll talk about the day's drive and plan Sunday. Then we'll meet in the dining room for a good meal of special regional offerings.

We should get a reduction off the already-inexpensive rates at the Hotel Condon again this year. If you came last year, come join us again (you know we had a good time!). If you have not joined us before, you should consider coming along for the first overnight tour of the season.

For more information, contact Gregg Hodge, 503.518.9203, sghodge@bctonline.com.

JAN-FEB DINNER GATHERINGS

Club
Event

* *Wednesday, January 15* *Old Spaghetti Factory*

0715 SW Bancroft Street
Portland, OR 97201
Phone: 503.222.5375

Social Hour: 6pm

Dinner: 7pm

Choice of two entrees

\$10.00 pp includes meal, non-alcoholic drink and gratuity

RSVP to Nancy Herron @ 503-293-6714 or bouvoyages@msn.com by January 10

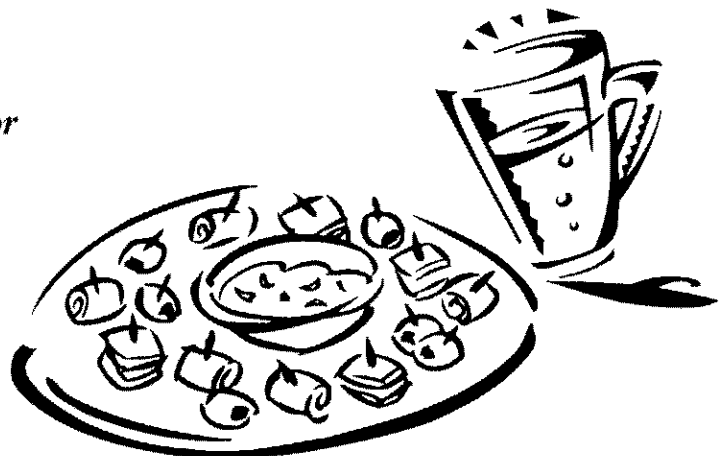
We hope you can join us for the Porsche Club's first get together in 2003. It's always fun at the Spaghetti Factory!

* *Wednesday, February 19* *Mucho Grande*

Mexican Restaurant & Cantina
6319 SW Capitol Hwy
Hillsdale
503.246.5151

Time: 6:00-8:00 pm

Dinner: Order off the menu



How about a Ski Weekend?

By Sue Hodge

A year ago last November, a couple of good friends of mine came to the Planning Meeting to propose resurrecting the Annual Ski Weekend. This is an event that had been done in the past, during the Porsche club "off-season," just to get folks together. But it had been awhile, and who better to bring it back than a couple of die-hard skiers extraordinaire - John Johansen and Jim Neidhart. John is a downhill skier, mainly, and is a treat to watch. I believe it's in his blood, what with his Scandinavian heritage. Jim is a hiker and has translated that to cross-country skiing during the winter - up on the mountain enjoying the beautiful trails with his fiancée, Nancy Tufts, whenever possible. They had a small turn-out last year, which is par for the course on a "new" event. But the small group had a GREAT time!

As for me, I used to be a ski maniac. When I was 12, I learned to ski, and from

that point all through school I was up on Mt. Hood from around the 1st of December through the end of March (or April, weather permitting.) My dad was a ski instructor later in life and my brother skied well enough to be on the ski team at Beaverton High School. But I gave it up at some point, figuring it would be a lot like riding a bicycle - I'd pick it up again later like I never left.

About 10 years ago, my dad invited our family up to his cabin in Government Camp and we discovered cross-country skiing - even Gregg, who had never been on skis before. This last February, Gregg got back into the cross-country mode and I into downhill after all that time. I mention all of this autobiographical stuff just in the hope to inspire some of you who are in the same boat. Or even if you just enjoy the outdoors and all the beauty that Oregon has to offer in the middle of winter's wonderland, you should come along

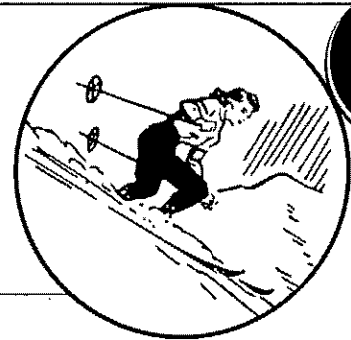
and get together with the group for a great casual meal on Friday night and a dinner meeting with our friends and fellow Porsche enthusiasts from the High Desert Region on Saturday.

On Friday night, there was an open invitation for a home-cooked meal that drew a small but enthusiastic group for some great "starters" with good wine followed by a huge batch of New Orleans-style Gumbo. The plan is to repeat the menu this year, based on the success of last.

On Saturday, folks made their choice whether to join the cross-country group or to attack the Mt. Bachelor slopes with their varied ski lifts. We had amazing weather and powder snow last year but, even if that doesn't repeat exactly for this next one, you can have a lot of fun. The trick for me will be to save up enough energy in this no-longer-25-year-old body to enjoy Sunday without developing "jello legs" as I did last year! ☺

ORPCA SKI WEEKEND 2003

February 7-9 - Bend, Oregon
Mt. Bachelor



Club
Event

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 at John Johansen's home.
- Lodging at discounted prices.
- We will be on the mountain both Saturday and Sunday. We will have a downhill group, a cross-country group and a group by the fireplace and shopping in town.

- Saturday night social hour and dinner at Robbi J's 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

Rear View Mirror

By Peter Linsky



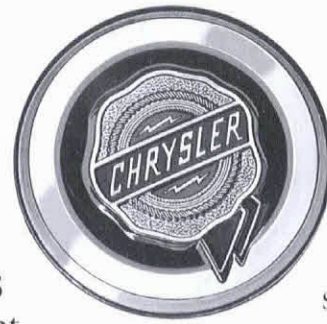
When the EPA announced its disappointingly low 2003 CAFE (Corporate Average Fuel Economy) numbers for the US auto industry at the end of October, I thought back to the kind of cars we drove in 1974.

Most Americans, those without the good sense to drive small imports, loved big cars back then. Impalas, 98s, Galaxies, Imperials. Two-ton barges powered by monster V8s that returned, at best, 10 or 15 miles to the gallon. Gas was only 50 cents a gallon, so it wasn't that big a deal, until war broke out in the Middle East. The infamous Arab oil embargo and energy crisis that followed jolted us back to reality. Can you remember gasoline rationing (the first since dubya-dubya-two), odd-even license plate rules, and those long lines at gas stations? Can you remember when there were gas stations on almost every corner?

If you're old enough, you'll recall that automakers panicked when the gas

crunch hit. Sales of big cars came to a screeching halt. Dealers who sold small imports raked in huge profits, and Detroit rushed back to the drawing board to develop small economical cars (or just imported subcompacts from their European partners.) We parked and often junked those big American cars and snatched up VWs, Opels, Hondas, and Datsuns. Carpools became popular; we rode the bus and we adjusted to a new world. We said we'd develop new sources of energy to avoid getting caught again by our dependency on foreign oil. Within a year or two, Detroit was popping out a forgettable series of Vegas and Mavericks.

That was over 25 years ago, and you'll notice that we seem to have fallen back



on some old habits. Now we're driving SUVs and huge pickup trucks that return 15 miles to a gallon, or

worse. There's a sense of denial that anything might upset our apple cart. Could we withstand another oil shock? Possibly, but not without a lot of discomfort; more, I think, than we experienced a generation ago. A major Mid East war today could cripple oil production in that region for years. There are fewer oil companies today, and you'll note that, instead of competing gas stations on every corner, some towns only have one or two stations in total. If push comes to shove, it won't be a matter of price; we'll pay whatever we must to fill up. It'll be a matter of availability. We'll suffer, but we'll survive. And since we don't seem to learn from our mistakes, I wonder if someone might be writing in this space 25 or 30 years hence about the great oil crisis of 2003. ☹

Tech Session

Club
Event

Sponsored by Guy's Interior Restorations

Topic: Seat Upholstery

Instructor / Speaker:
Guy Recordon

Saturday, January 25 • 9:00 am

Guy's Interiors
431 NW 9th Ave
Portland, OR

Cost: None



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Jim Enger

Coming Events



Cabin Fever Tour – April 26-27

The Cabin Fever Tour is designed to be a value-priced event, providing a quick weekend get-away to shake off the winter doldrums. There is a no-host Saturday afternoon reception at our destination. Accommodations are selected to be good yet inexpensive, and all meals are no-host so there is no event registration fee for participants.

The tour visits interesting, out of the way places within a 200-mile radius of Portland. The roads are selected for their overall condition, lack of traffic and scenic quality. The leisurely pace and unique locations afford the participants a pleasant driving experience, and serves as a wonderful start to the Club's tour season.

Half a Mille Miglia – May 30-June 1st

You bought your Porsche so that you could experience driving in its purest form, but it's hard to find the time to do it. And when you do manage to find the time, you get frustrated by the constant traffic that hems you in, and by the difficulty of finding someplace that's really worth driving to. Don't despair, here's your solution.

Imagine this... Two solid days of driving your Porsche, 250 miles at a pop. Wonderful scenery. Lightly traveled, appropriately twisty roads. Visit interesting places you'd never thought of going to otherwise. Great food and wine. A group of driving aficionados all eager to enjoy the same experience. What could possibly be better?

Our Half a Mille Miglia is designed to get you out of town, and onto the open road, making your Porsche do what it was intended to do. It's a two-and-a-half day odyssey for you, your navigator, and your Porsche. Not too strenuous, with lots of time built in for getting out of your car and exploring new locations, but just enough to make you feel that you've really DRIVEN. And with just enough other people sharing the experience to make it an event to remember.

It's not a race, so don't be intimidated. It's not a marathon, so don't let your navigator worry. Just a well-planned and highly enjoyable weekend tour that is, shall we say, a bit more concentrated than our other tours.

While the Half a Mille Miglia may be our most expensive event of the year, past participants tell us that it is our best, as well as being one of our best values. The \$295 registration fee for driver and navigator includes an extremely well thought out, tried and tested tour route, sumptuous food, fabulous wine, a keepsake route book, and several mementos that will assure that you remember this event for a long time to come. Odds are that you'll get hooked, and want to do it every year.

Mark your calendar now, and watch for further details in future issues of Anzeiger.

Volunteer Recognition Party – September 21

ORPCA could not exist without the time and energy that Club members devote to making our events and activities function well. Every year, the Board of Directors has recognized Club members who have assisted in these efforts. While the VIPP plates, wine glasses and coffee cups have served our Club well, we have decided to try a different form of recognition.

The Club will host a recognition party for those of you who donate your time and talent during the year to helping make our Club the best that it can be. The details have not yet been developed, but be assured that it will be a great party and lots of fun for all. Please keep an eye out for more information as the year unfolds.

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

Day Tours

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

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

The ordeal is finally over. After what must have been two years of kicking tires, poring over 356 Registry, eBay and Autotrader listings, countless long distance phone calls, and begging friends in other cities to look at cars for me, I finally found a 356. You may have seen it - it's the silver/red '59 coupe that I was helping the previous owner show at Rainbonnet. It's a wonderful car, it looks like a million bucks, and it's a joy to drive.

The previous owner was very grateful that I was willing to help him show it, but what he didn't know was that this was the best pre-purchase inspection anyone was ever going to have. I didn't mind spending a few hours cleaning the car. It gave me the chance to get real up close and personal with it, and I really didn't find much not to like about it. Hint: this is the side benefit of entering your Porsche in a concours.

Then I coaxed a lot of help from some of my friends. Local ORPCA 356 restoration gurus **Jack Arct** and **Steve Spahr** went over the car with fine-toothed combs, and we determined that it was very original and very well done, with only a few flaws to pay attention to. Then my friend and PCA Tech Editor Emeritus **Bruce Anderson** did the same, and expressed the same opinion. And to round things out, **Bob Falleur**, **Jeff Gretz**, **Earl Green**, **Peter Linsky**, and countless other of my friends gave me their valuable amateur and semi-pro viewpoints. The clear consensus was that it was a great car, well worth owning.



Jack Arct

But I needed to make sure I was doing the right thing. The next day, I passed up a beautifully dry Rainbonnet track day and flew to Port Townsend in **Billy Morgan's** airplane to look at a '60 Roadster that looked very good in pictures. It was a gorgeous day for a plane ride, Billy's a great pilot and friend, he has a very cool plane, and the Roadster was very nice. It needed a clutch, but that wasn't a big deal. But it didn't have quite the pizzazz of the '59, and it just didn't drive as well. So the decision became easier.

If you're looking for a 356, let me give you some suggestions:

- Wait and be patient until you find the right one.
- Drive the car before you buy it, no matter how pretty it looks. Of all of the 356s I've driven, they all drive differently. Bruce Anderson says that was true when they were new, too. I don't know for sure, but if an otherwise good-looking 356 doesn't drive very well, I really think you don't want to be the one to pay for changing that.

- The coupes are nice because they are cheaper, rigid and quiet - you can actually carry on a conversation with your significant other while blasting down the road - but there isn't any air flow without opening the windows and hot days probably won't be a lot of fun. Don't buy one unless you already have an open car.
- The standard view is that the As are the prettiest, the Cs are the best drivers, and the Bs are the cheapest, except for the Roadsters. But you know what? They're all slow, so don't sweat it. To me, it's splitting hairs. And disc brakes are certainly better, but I wouldn't give my eyeteeth for them.
- Whatever you decide to buy, believe me that Bruce Anderson has it right.

Pay more, and buy the best example you can afford.

Speaking of 356s, they have to be a lot of fun because **Bob Falleur** just bought a second one. This one is a ruby red B, far from concours but a very nice driving car he uses for running around and picking up parts. We were at a Board meeting the other night when the Board closed it for an executive session, so we sat out in the lobby and talked with **Debbie Clinkinbeard** for a while. Poor Debbie was just trying to make conversation and we really weren't giving her much attention.



Bruce Anderson

When she left to visit the rest room, I immediately looked at Bob and said, "Let's go look at your car!" We went through it in the parking lot, and then I asked, "How does it run?" So we bombed around the neighborhood for a while and pulled back into the restaurant parking lot. We just sat there talking for a while, about how nicely it runs, how it might need a pair of rear shocks, and how it had a really nice patina. Then, all of a sudden, we realized that this was the same thing we used to do every night when we were teenagers! What a blast - two old farts feeling like they were 18 again! Who needs Viagra? And some people can't understand why we see anything more in cars than just a mode of transportation.

On a somber note, I regret to report the recent passing of **Don Murray**. Don was our long-time PCA zone rep, preceding current zone rep Dick Grant. Don was also responsible for the creation of Rainbonnet. Our condolences to his family, and our Porsche family has certainly lost a valuable member.

And finally, have you ordered a Cayenne yet? Is it a real Porsche? Are you concerned that this model marks the end of the Porsche marque as we know it? We'll all find out pretty soon, but our Rainbonnet lunch table group made an interesting observation. If we were members of the Corvette Club, would we be agonizing over whether or not Chevrolet should be introducing a new version of the Suburban?

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

Anzeiger – Past and Future

By John Drachans, Managing Editor

Over the years, *Anzeiger* has served as our Club's main communication mechanism. For those involved in producing it, it's been fun and rewarding, and is always a labor of love.

Not many of us have been members long enough to remember all of the *Anzeiger* history. That includes me - I've only been around for about 15 years. But I've seen some earlier versions. *Anzeiger* started as a typewritten, double-sided letter-size sheet. It was duplicated by mimeograph and probably done by a single volunteer. It evolved into a multi-page version. I've been told that the production group got together one night each month, typed things up until they liked the look, cut it all up and pasted it on blank pages, then sent them off to be mimeographed. Seems archaic, but quicker and less work than what we go through now.

We then moved to offset printing, but still used the cut-and-paste method. Then came computers. That made it so much easier, we made it longer. Once we got the hang of desktop publishing, we bought a state-of-the-art digital camera to enhance our photo quality and control our film-processing costs. We still use it, but only when something better isn't available. After many cycles of burning out volunteer production people, we gave up the production battle a few years ago, hiring Chris Greenwood as Production Editor. Chris is a photographer and designer, and does our layout at a discount from his normal fee.

Throughout the production evolution, reducing the necessary effort seems only to have resulted in additional content for the magazine. Our heyday was at the end of the last century (i.e., a few years ago) when David Williams was Editor. David and Chris did such an outstanding job that we were recognized as having the best PCA newsletter for a Region of our size category. The same year we were recognized as PCA Region of the Year.

David's retiring set us back, but Sue Hodge did a tremendous job filling his shoes. I got involved last year to shore things up, and I think we've made great progress. We're now moving forward with a new plan that I'd like to tell you about.

Kate Ayers has joined the *Anzeiger* staff as Executive Editor, fitting into the organizational chart in between me and Sue. Bob Falleur has taken charge of advertising. Gregg Hodge motivates our contribu-

tors to get their material in on time. Jim Ayers is our Technical Editor. Chris Greenwood, Craig Oty and Peter Linsky round out the team.

Here's how we see our mission and environment:

While some may underestimate the value of *Anzeiger*, it is clearly the lifeblood of our Region. For the majority of our members, it's the most important benefit of being an Oregon Region member. Consider these facts. We have over 800 PCA members in our Region. If you took roll at all of our events each year, you'd be lucky to see 20% of them. But almost 90% of them pay their Oregon Region dues each year. If they don't come to events, what besides *Anzeiger* could possibly make them feel like they are part of the Region?

We do the best we can to make the magazine interesting to read. That means we do more than just announce upcoming events. We report on past events, try to describe what future ones are all about, report on the people in our Region, report on car-related things that happen around us, and throw in a few technical pieces when we can. For sure, we aren't trying to be another *Road & Track* or *Excellence*, but we are trying to fill a more local niche that the national magazines can't.

Publishing *Anzeiger* is an expensive proposition, and last year the Board charged us with reducing the cost. We toyed with the idea of cutting costs by cutting the scope and content of the magazine, but quickly decided against it for several reasons. First off, the economics of publishing are quite complicated. The base production and mailing costs, even for a small-sized magazine, are so high that it just doesn't work without substantial advertising revenue. Just adding ads to create revenue has two problems. If the ads predominate, nobody likes the look of the magazine and won't read it. And if it doesn't look good and if members don't read it, the advertisers won't pay very much for their ads.

So it's a question of balance between the look, feel, size and editorial content that makes it work. All reports that we

have received from advertisers and people in the publishing industry have indicated extremely favorable impressions for a volunteer-produced publication, and have reinforced that we have achieved a very good combination. But we've been trying to improve on that.

We moved to a different printer and mail house last year, saving about \$6,000. Irritated with seasonal page-count fluctuations, we are trying to hold steady at 32 pages. Advertising will occupy a bit more than usual, but the focus will be on editorial content. Beginning with the December 2002 issue, we have introduced color to our pages. The better look of the magazine enables us to increase our advertising rates offsetting the added cost. In the end, we are expecting to produce a mostly color, 32-page magazine at a net cost to the Region of at least \$6,000 per year *less* than our 2001 cost.

Our major frustration is the lengthy reproduction and mailing process. Even if we operate at peak efficiency, the vagaries of the postal process occasionally conspire to produce inconsistent delivery schedules. This means that by the time you get your issue of the magazine, news items are at least 40 days old, and possibly as much as 70 days old.

There really isn't much that we can do about that, so we are also working to raise the immediacy of our web site. Visually, it's been very good, but we haven't been satisfied with the timeliness of information being posted. Our new webmaster, Larry Rinehart, has been working to publish information concurrently with the *Anzeiger*. You should see significant improvement over the next year, and soon you should be able to use oregonpca.org as a primary information source. That will alleviate some of the time pressure placed on *Anzeiger*, enabling us to produce timelier information in a different way.

Will we ever be able to eliminate *Anzeiger* and just use the web? Unlikely. As valuable as the internet is, it just can't replace the 'hard copy' in your mailbox. Even those who are internet savvy really don't get the same message off the screen that they do reading a paper version. In fact, several PCA regions that did try to employ the internet exclusively have returned to printing on paper.

That's our history and our plan for the future. We think it's a good plan and will provide greater value for the membership. As I said, we welcome your feedback. Let us know what you think. ☺

My Other Favorite Car

By Dale Rhoney • Photos by Chris Greenwood

Of course, my favorite car is my 1997 Porsche Boxster. You may remember that it was the first car that Sunset Porsche-Audi had received. I had started "the list" in March of 1993 after the Boxster concept car was first shown at the Detroit Auto Show. It finally arrived in February of 1997. What a great car it has been! I now have about 20,000 miles on it and I have loved it since I first drove it away. The car is guards red with black. It came box stock and with no extras. Since then I have added a B&B sport exhaust, 17 inch polished wheels with bigger Michelin Pilots and several coats of wax.

About three years ago, Mini announced that they were redesigning their car after more than 40 years of manufacturing the original shoebox. Alec Issigonis designed the little car that debuted in 1959. Named the Mini, it was bare bones transportation. BMC made the Austin version and the Morris version, alike except for the sparse badging. Engines were as small as 850 cc, but because of the little car's potential, racers became attracted to the handling and performance capabilities. John Cooper, whose racecars dominated Formula Three, fell in love with the Mini and soon hyphenated his name to breathe-on versions as the Mini-Cooper and Mini Cooper S. These little 1250 cc hotrods made history as they won races, rallies and hearts. Paddy Hopkirk took the Monte Carlo Rally with a Cooper S in 1963, and even today these tiny, front wheel drive tin cans are out vintage racing and doing fine. Last imported into the US in 1967, more modern versions with roll up windows and heaters etc, have come in from Canada. My 1963 Mini is guards red (Yep, Porsche paint) with a 1300 cc engine, a closed ratio 4 speed, 10-inch wheels with Yoko A-008 tires and yes, a heater. It's fun, but it looks even more fun.

Believe it or not, I started the list for the new Mini. It was first kept at the Land Rover Dealership since Rover was making the car and had up until the last "old" one rolled off the line in 2000. Rasmussen BMW took over the list when it was decided internally that they would have the distributorship for the whole state of Oregon. Well, after a few



months and a little bob and weave, the car came just as I ordered it. A 2002 Mini Cooper S, red (Go Figure!) with heated front seats, a moon roof, fog lights and the roof painted the body color and 17-inch run-flat performance tires. Sticker \$21,600, and more fun than you can usually buy in a new car for that kind of cash. With 163 hp, a supercharger, a tight unibody structure, wheels at the extreme 4 corners of the car and 2,300 pounds, this car scoots. The transmission, a German Getrag 6-speed, has just the right ratios and the car can cruise at any speed (that the law allows) up to 135 mph. The ride is firm but not harsh and the car is amazingly quiet with just a touch of the twin-pipe sport exhaust. The standard sound system is an AM-FM-CD combination unit with VERY good sound, even by Porsche standards. I chose not to get the Nav system because I didn't want to displace the large retro speedometer in the center of the dash. I also opted for vinyl seats, which I think, look better longer and without the usual lines and cracks that the leather takes on. I couldn't be happier with this choice. The seats are beautiful and plain. They are also very well bolstered and sporty. The S has quite a few performance and aesthetic options over the unblown Cooper with its 115 hp. It comes with ABS, traction control and 6 airbags.

I have to tell you, this new Mini Cooper S is a blast to drive and everyone just smiles when you go by. Yes, I guess it is my other favorite car. 🏎️

I have to tell you, this new Mini Cooper S is a blast to drive and everyone just smiles when you go by. Yes, I guess it is my other favorite car. 🏎️



Auto Appreciation Day Trip

Saturday

March 8

Hop aboard a bus bound for destinations beyond our borders. This exciting excursion will chariot a gaggle of automotive enthusiasts (you) to places rarely seen.

The first pit stop on this day trip will be at the mother ship of fine automotive car care product retailers, Griot's Garage. If you've ever drooled over the cool stuff in their catalog, bring a towel because we're going to have a tech session in Griot's Garage itself.

After a lunch break, we will find ourselves at what will soon be the largest automotive and transportation museum in the world, the LeMay Collection. Before now, this collection was only open to the public one day a year. Now this impressive collection of hardware has become a vibrant interpretive center of American popular culture and mobility. The collection has recently acquired a Tucker. We hope to be able to view it.

If your blood type is DOT-5, you simply can't miss this trip. Pre-registration for this event is required (by February 21).

Cost: \$40 per person (includes bus fare, early morning snack, and admission to the LeMay museum.)

Schedule (Saturday, March 8):

7:00 am - Gather at Jantzen Beach
7:15 - Bus departs for Griot's
9:30-12 - Tech Session @ Griot's
12-1 - Lunch
1-3:30 - Cruise the LeMay
6 pm - Home again

Send your check, payable to ORPCA, by Feb. 21 to:

Bob Falleur (503.653.7691)
5758 SE Oetkin Rd
Milwaukie, OR 97267

You will receive more detailed info regarding the departure location when you register.

Limited to the first 55 registrants

No drop-ins, no refunds w/o 72-hour cancellation.

2002 Holiday Party

by Don Stroum • Photos by Chris Greenwood

Our annual Holiday Party, one of our most popular events of the year, was again well attended. We had a smaller room this year, which made things a little cozier but also made it easier to eavesdrop on some of the Porsche driving war stories.

The night started off with a no-host bar, which seemed to stay busy throughout the evening. Thanks to the efforts of Kathy Ellis, Jeannie Gretz, Sue Blanchard, Debbie Clinkinbeard and Tricia Rogers, we had lots of terrific items in our silent auction this year. The auction brought in more than \$5,200 for our charities, Raphael House and Camp Quality Oregon. Some of the unique items donated by members and supporters included an antique cash register and a gas powered lawn edger. (I suspect Jim Ayers was ordered to clean out the garage.) A Boxster weekend donated by Carrera Motors went to Bob and Kathleen Ellis as it did last year. Rumor has it one of these times they are going to park the car in their garage and send Carrera a check. Dale Rhoney won the bid on a luau he co-donated with three other Amigos. I would like to be there when the delegation of cooking duties are handed out on this one. Cheryl Johnson-Dewick donated a couple of huge streetlights that would light up a five-acre backyard and Carlyn Draneas bought not one, but two beauty salon makeovers. Don Clinkinbeard was seen bidding on these items until he figured out it referred to a hair salon, not a saloon.

After a great dinner, Don Clinkinbeard presented the following awards:

Indispensable Worker Awards were presented to Steve Knepper, Duane Luckow, Dave Nance, John Draneas, Nancy Heron, Sharon Pascoe, Steve Tarket, Kathleen Ellis, Bob Ellis, Ken Tubbs, John Johansen, and Peter Linsky. These awards are presented to members who work in the background and keep the Club running smoothly.

Enthusiast Of The Year

Mike Jacobsen

Gear Of The Year

Sharon Pascoe

Family Of The Year

Gregg and Sue Hodge

President's Award

Debbie Clinkinbeard

Don then introduced the 2003 board of directors: President, Don Clinkinbeard; Vice President, Don Stroum; Secretary,

Top: Sue and Gregg Hodge are recognized as Family of the Year.

Middle: Sharon Pascoe takes home the coveted Gear of the Year award.

Bottom: Not one slot-car track, but two were available for bidding during the silent auction.



Kathleen Ellis; Treasurer, Jeff Gretz, and Board members at large, Bob Falleur and Chuck West.

The board of directors presented our President, Don Clinkinbeard, with a special award for his achievements during the year. The award was a blown head gasket mounted on a wood plaque with the inscription "2002 ORPCA GASKET HEAD OF THE YEAR AWARD." Those of you who have been reading the continuing saga of the blown head gaskets in the President's column will understand.

Thanks to Sue Blanchard and Debbie Clinkinbeard for putting this wonderful party together.

Let's hope we all have another successful and fun-filled year. If you are new to the club or haven't been to one of our events recently, come on out to a tour, a rally or a track event. I guarantee you will enjoy it. ☺





Top, above: A few of the other items up for auction, including a yard edger.

Right: Tricia Rogers, Kathleen Ellis and Jeannie Gretz were the auction committee, helping to generate \$5,000+ for ORPCA's charitable giving.

Bottom: Dick Bader retires as Track Chairman, having given better than a decade and half of service.

Below right: Debbie Clinkinbeard receives the Presiden't Award from Club President, Don Clinkinbeard.



Rainbonnet's Back!

By the Anzeiger Staff • Photos by Chris Greenwood

Maybe it was Vic Elford. Maybe it was the energy of new Chairman Richard Puetz. Maybe it was the sunshine all weekend. Maybe it was the participants looking to have a good time. It was probably all of the above that combined to make Rainbonnet 2002 a memorable experience, and get it back on the upswing.

Fourteen brave souls got out the Q-TIPs and prepared their cars for our Region's annual concours. What the show lacked in numbers it made up in quality. From Gary Seifert's last minute addition '59 356A Coupe, to Roland Cobb's class and People's Choice winning 1976 911 Turbo, the quality of the entries was very evident.

Thanks to novice foodmeister Paul Novitt, Friday night's Welcome Party turned out to be an unofficial all-you-can-eat Italian pasta buffet. Washed down by unlimited quantities of MacTarnahan's Ale, donated by ORPCA Past President Fred Bowman's Portland Brewing Company, everyone was glued to their seats when the speeches began.

First up was PCNA's new Porsche Club Liaison Jack Bair, who told us about how he was planning to handle his new job responsibilities. Jack is the one responsible for the \$100 off on Porsche parts coupons we recently received, as well as the \$1,000 Boxster discount. Good news is he's doing it again next year.

Perhaps sensing that things might be getting a little sticky by this time, Rainbonnet Chairman Richard Puetz wisely scheduled the slippery guy for the last speaker. Yasser Rashad from ExxonMobil gave an excellent presentation about what makes oil do what it's supposed to do. He's obviously a type-A kind of guy, and he was having a ball with the group. He got really animated when Rainbonnet emcee John Draneas told him that all the Mobil-1 hats he brought for door prizes were going to take too long to give away, so just pretend they're Frisbees and throw them at people. Do you think he remem-

bers that he promised to send everyone in attendance a case of Mobil-1?

Saturday's Tech Sessions were:

- Porsche Interior Restoration, a Q & A with Guy Recorder of

Guy's Interior Restorations.

- Early 911 Motors, a history of motor development presented by Allen Caldwell.
- RS, RSR, GT-3 & Cup cars since 1990, presented by Joel Reiser.
- Boxster Technical Aspects by Peter Smith.
- The 996 Race Engine by Bruce Anderson.
- High Performance Driving by Vic Elford.

The sessions were well attended and provided everyone an

opportunity to ask the experts questions related to their own concerns.

The day's featured speaker was Porsche racing legend Vic Elford. Vic went almost two hours on the subject of high performance driving. He used a modest amount of prepared remarks, but relished questions from the group. And he got them. Everything from driver positioning to live or die banzai maneuvers were covered well.

Listening to Vic discuss his time in World Rally cars, one almost wondered if he enjoyed that form of racing more than any other.

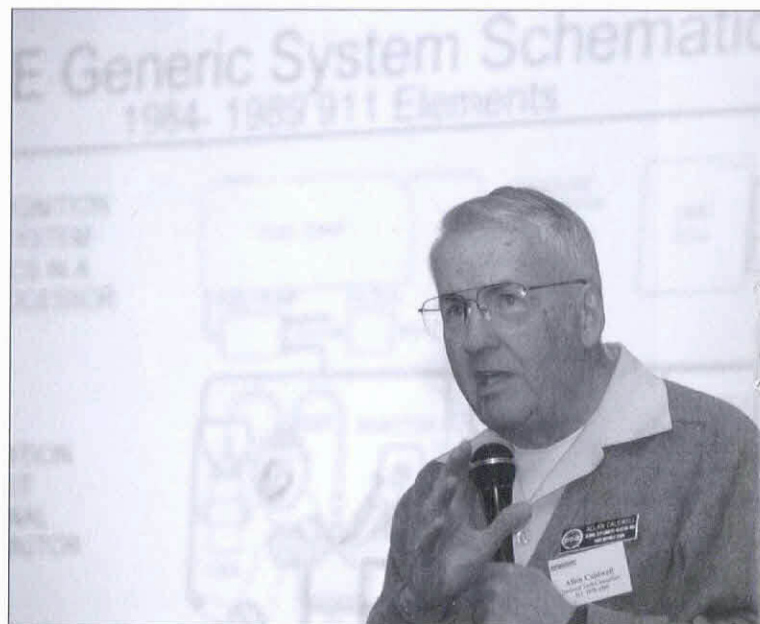


Vic Elford's stories are as amazing as his racing record.

Jack Bair, left, had words of encouragement for today's Porsche Club member.

Below: Allan Caldwell dissects the early 911.

He spoke of driving the course with his navigator usually three times prior to the actual race. Anyone familiar with WCR knows all of the races consist of a series of different legs through some of the roughest terrain in the world. All legs had to be driven in advance and the navigator took notes related to the course and speeds. The navigator and driver both have ultimate trust in one another's skills. Needless to say this type of Rally is signifi-



cantly different than those sponsored by ORPCA.

Vic told the group he was actively involved in trying to get World Rally Cars to the United States. He inquired of the audience as to whether we had Rally in the Northwest. We do, of course, most notably the Oregon Trail Rally, held in the Tillamook State Forest annually.

Some additional tidbits:

Many were surprised to hear him dispel the old saw about never lifting in a 911. The way Vic sees it, once the rear end starts trying to get in front of your front end, the throttle isn't going to save you. Neither are the brakes. "Just look up and use the steering wheel ... it's your only friend."

Vic's never been a left-foot braker. And, he trail brakes all the time.

Chatting with Vic "off stage" gave us a little insight into how he lives these days. It seems he is happy to live a lower-profile life these days. He shared with us the fact that now he drives a Ford Escort as a daily driver so he doesn't have to worry about car thieves. He

says it's a real treat not to have to worry where you park, or whether your car will be there in one piece when you come back out to the parking lot where you left it. He still travels quite a bit for speaking engagements like Rainbonnet, and enjoys doing so. He also said he has chosen Orlando, Florida for his permanent residence, because he always loved "the smell of the place." He must not live in the city...

Dinner was an excellent buffet. A lot of door prizes were given out. But everyone was waiting for Vic Elford to get back up on the stage. And boy, did he deliver. He held the audience, gearheads as well as generally uninterested-in-racing spouses, in the palm of his hand. More tidbits:

What two words made Vic become a Porsche driver? Ford and Lucas. You guess why.

Vic Elford won the Monte Carlo Rally, the Targa Florio, the 24 Hours of Daytona, the 12 hours of Sebring, and the 1,000 km Nurburgring three different times.

Vic retired from racing to run the Porsche Owners Driving School for PCNA.

Nearly every aspect of auto racing had the benefit of his driving skills: Le Mans, World Rally, Formula 1, Daytona 500, Sebring, Can-Am, Trans-Am and even NASCAR.

In one 24 Hours of Le Mans race, he violated the rules when he stopped during the race and ran out of his car to extricate the driver of a burning Ferrari that had crashed ahead of him. That selfless feat earned him the French Medal of Honor.

Vic doesn't like chicanes. In his day, he ran 240 mph or so, every lap, on the Mulsanne straight at Le Mans, and nobody was very worried about his health. If

continued on page 19



Above: Peter Smith answers more questions after his presentation on the Boxster's technical aspects.

Right: the slalom course was part of a three-tiered Driver Skills clinic offered for the first time to Rainbonnet participants.



Rainbonnet Concours

By Kathleen Ellis

Concours: A show or contest of vehicles in which the entries are judged chiefly on excellence and appearance of turnout.

One of the events offered in the Rainbonnet weekend is the Concours. This Concours event is always a lot of fun as it has the unique aspect of displaying the cars indoors — on carpet, no less; sort of like bringing your Porsche into the dining room.

Friday afternoon, the participants arrived, pushing their cars into place in the conference room with some much-appreciated additional muscle for assistance. Once the cars were in place, the final fluffing began in preparation for the competition. Whether you were a participant or a spectator, this was also a good time to check out the competition.

A buffet dinner was served about 6:30. Following dessert, guest speakers Jack Bair of PCNA and Yasser Rashad from Exxon Mobil provided us with some great information. Following the speakers, people mingled and a few dedicated souls went back to working on their cars.

Early Saturday morning, the judging began. The participants were required to be present during this time to open doors, etc. The judges spent about five minutes examining each car inside and out and, in the case of Traditional Full, underneath as well. Once they had previewed each car, the judges would retreat to confer on their findings. Curious though we were as to the scores, we had to wait until the banquet to find out the results.

There were four separate classes. The Daily Driver first place went to the red Boxster owned by Chip and Tillie Hammond. Don Stroum won first place in the Pleasure Driver division with his immaculate black Boxster S. Roland Cobb and his daughter won the Full Traditional first place award as well as the People's Choice award for their silver 1976 930. Scott Bradley brought his 73 RSR in for us all to appreciate in Special Interest. Many thanks as well to the other participants and those who brought their cars for "Display Only."

While the Concours may have been small in numbers, it was big in excellence of cars. And did I mention all the super cars in the parking lot? That is another story...

Driver Skills Clinic: The Rainbonnet Weekend Continues

By Kathleen Ellis • Photos by Cloris Greenwood

Part of my motivation, as a driver, is to improve my skills and learn how to drive my Porsche well. I have taken the Pro Drive Driver's Safety class in their skid cars and learned a lot. However, I had always wished I could practice the technique while driving my car. This clinic seemed to be a golden opportunity and, as it turned out, it was!

The Clinic was divided into three parts: skidpad, slalom and threshold braking.

We started with the skidpad and I wondered if the instructors would wet down the surface or what??? As it turned out, their approach was to have us drive a circle, increasing our speed, until the car began to break loose. We could then begin to experience understeer, and steering with the throttle, etc. to correct and maintain our "perfect" circle, both with and without an instructor.

Warner Lowe, with his 2000 996 C4 felt that the exercise really "illustrated the physics of the problem." He drove the circle with the Porsche Stability Management system on and then off. The system really did its job, allowing Warner to drive faster before the car began to break loose. He estimates he was able to increase his speed approximately 10% with the system on. (This was also an ideal opportunity to safely induce and experience a spin.)

Next, we moved on to the slalom. As I drove through the course, the instructor made me realize that I had not been looking as far down the course as was necessary to carve smooth turns. Correcting and extending the visual focal point enabled me to drive the course smoother and faster. I think I had been too con-

cerned with passing each cone without error.

The last section was threshold braking. We were to accelerate to 60 mph and then stop as quickly as possible. I knew the Porsche could stop fast, but I really had no idea of the distance. Without an ABS system, the braking technique

requires a sensitivity to when the brakes are about to lock up. I was pleased with the stopping distance. Warner, with his ABS system was able to stop in 115 feet. Pretty Impressive! (As a side note...One of the participants discovered that his car was not stopping as it should and planned on having some adjustments made. If it had not been for the distance markers, it may have taken a while to figure that out. Better to find out in this arena, than on the road.)

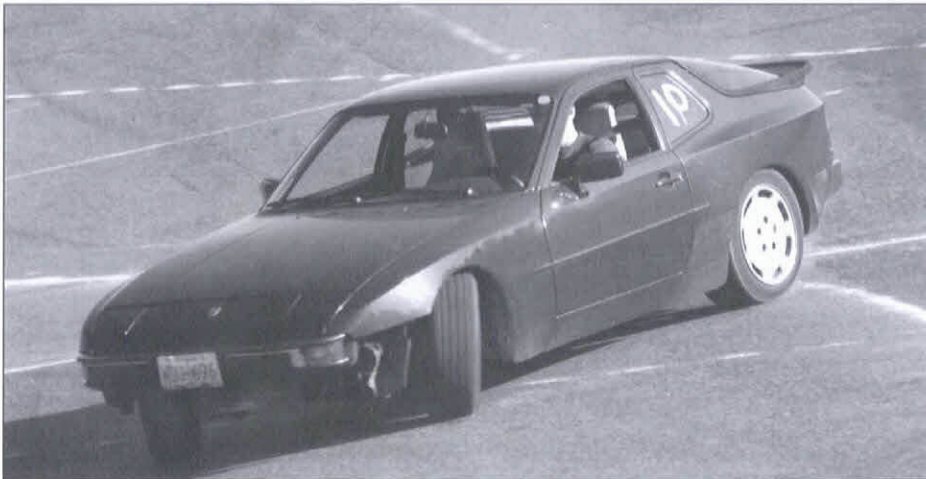
We each were able to run the course several times. It was super to be able to practice these maneuvers in a safe arena and with my own car. I learned a lot. The next time this Driver Skills Clinic is offered, I will be first in line. I only wish I had taken the course BEFORE I drove in the Autocross. I am sure my times would have been better!!! 🏆



Above: Kathleen Ellis circulates around the skidpad.

Below: understeer answered with overcorrection produces a classic rear-wheel skid.

Bottom: the threshold braking exercise occasionally befouled the air with acrid tire smoke.



Rainbonnet DE Day

by Ken Blanchard

We should have renamed it "Sunbonnet" because there wasn't a cloud in the sky. Just a perfect track day. And this day I got my first up-close-&-personal experience with PIR.

Since I attended most of the planning meetings for Rainbonnet, I had heard that they were going to offer something new this year. It was called "Taste of The Track." For a nominal donation of a few bucks to our Charitable Trust, you could ride with one of our Driving Instructors around the course. I have wanted to do this for some time now, so this was my opportunity.

I had prearranged to ride with our President, Don Clinkinbeard, and I was really looking forward to riding in his very fast, newly-rebuilt 944 Turbo. You have all been following the step-by-step rebuild, and rebuild again, of his 944 Turbo engine. And now, I was ready to see for myself what this beast could do under Don's direction.

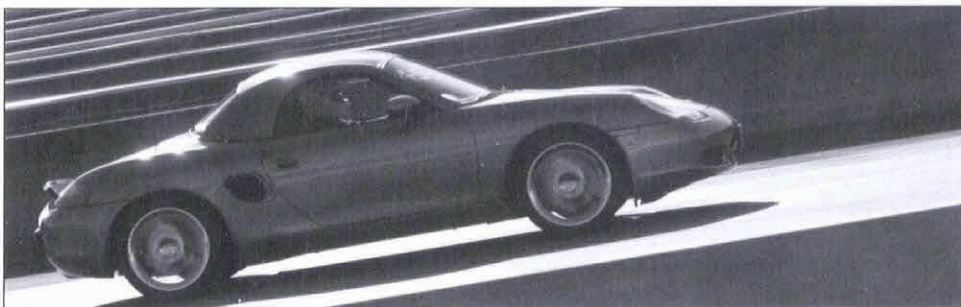
The previous night I asked Don, "What time should I show up tomorrow?" He said they would be doing the "Taste of the Track" event in the afternoon. So I showed up about 12:30 PM. The first person I spoke with was Randi Ledbetter. She said, "You weren't planning on riding with Don today, were you?"

I immediately figured something had happened to Don's engine again. It turns out the head gasket torque problem reoccurred. Don was scheduled to lead the parade laps that day, too, so Randi had volunteered to lead the pack. Randi asked if I wanted to ride with her. Randi was telling me that she and Gordon should have brought one of their racecars, since the weather was beautiful. But since they didn't, it would be a good opportunity to test out their new Audi 8L. This is the largest Audi made, at over 5,000 lbs. We were enjoying the heated seats, the stereo and the absolute comfort of it all, while Randi was leading the Parade laps, following the line and keeping the speed below 65

mph to stay within the rules. I tell you what, that car handles very well for its size. I told Randi, "I bet this thing would hold its own on the track." We both agreed. So now I had at least had my few laps on the track. I was happy.

Then they called for all the D.E. day "Tastees" to show up in front of the tower. I was starting to chicken out because I did not want to ride with someone I didn't know. Then, as luck would have it, the first Driver's Instructor to show up was Pat Murphy. So I immediately was ready to roll. Besides, my favorite Porsche is a 993, and Pat had his Arena Red 993 there, so I figured this was really great. A ride with someone I know, and my favorite car, too.

Off we went. The ride for me is hard to put in words other than it matches the ride I had in the back seat of a fighter jet when I was in the service. I was hanging onto anything available to try and stay put. A Boxster S was in front of us, and I am now really impressed with that car also. Pat would catch him on the turns, and then the S would pull away on the straightaway, and then Pat would catch him going through the turns again. In actual racing conditions, I am sure Pat could have passed him in the turns, but DE day rules were in order. All in all, it was a great experience. I came away from this first time on the track really impressed with the driving skills required to negotiate the track at competitive speeds. I can see now why this program is so popular with our club, and how it can really fine-tune your skills behind the wheel. I hope that we will be able to do the "Taste of the Track" days again. It is an excellent way for someone new to the event to find out what it is all about. 🌀



Rainbonnet's Back

continued from page 17

they can't stand the heat, they should stay out of the kitchen.

Asked by John Mazmanian to address "tunnel vision" on the Mulsanne straight, Vic went on at length about his experiences at the world's greatest endurance race. As he neared the end of his discussion, he seemed to sense that he hadn't really answered John's question, so he asked John if he had gotten it or not. John repeated his question about tunnel vision. Vic started to say something, stopped, then looked at John rather oddly and said, "I have no idea what you're talking about." Seems that others might have trouble seeing anything but the center line at 240 mph, but not Vic. Midway down the Mulsanne straight sits the famous Les Hunaudieres restaurant, where patrons can sit, eat and drink while watching and feeling the cars go by. While blasting down the straight, Vic would take a look to see who was there. If he recognized a friend, he would be sure to wave as he went by. At 240 mph. He probably wished he had a horn!

Remembering that Vic had said he was worried that he wouldn't have enough material to carry a presentation for very long, Emcee John Draneas waited an hour or so and then diplomatically moved to the end of the stage to signal the time to move on. Vic caught sight of him, and asked, "Are you trying to tell me to stop?" Ever quick on his feet, Draneas responded, "Of course not. I'm just trying to rescue you!" "Thank you very much, but I'm just fine, and I'm glad to talk as long as they keep asking questions." A quick look at the crowd's body language confirmed that they weren't done yet either, so our emcee simply took a seat and waited them out. When Vic finished, the crowd gave him a standing ovation that lasted over 30 seconds.

All in all, it was a virtuoso performance from one of the sport's superstars. What was amazing was that Vic appealed to the non-race-fan spouses every bit as much as he appealed to the racing fanatics. And even though the program ran quite late, the crowd was still asking for more. Another one of those great "Rainbonnet moments." 🌀

"Born to be Wild:" La Carrera Panamericana 2002

by Forrest Hatch

Editor's Note: Forrest and his wife Bonnie are long time members of PCA. They currently live in the hills near Medford, OR. They have participated for the last 5 years in the ORPCA 'Half a Mille Miglia'. In addition they have driven in the California Mille Miglia, the LaCarrera Nevada and the Copper State 1000. Forrest has been a piloto/copiloto in the LaCarrera Panamericana for the last 5 years including a first-place finish in 2001 in a 912 Porsche. They currently enjoy driving 5 different Porsches; including the 1999 second place LaCarrera 1956 356, a 3-time, first-place autocross Beck 550 Spyder; a 914 road track club-racer; a 911 Carrera Cabriolet, and a 928S4. They also enjoy their other interesting cars, which include a C5 Corvette Coupe, a Viper GTS/ACR and a Ferrari Testarossa. Forrest does all his own maintenance including; engine, body, paint and upholstery. His current project car is a 1937 Austin 7 Nippy.

Peyton was telling the story: "I could hear Forrest yelling into the helmet headset; 'GO! GO! GO!' but there on the road of La Bufa were all these animals. I was yelling back, 'I CAN'T GO, I'LL HIT THEM!'"

Peyton jumped on the brakes and began down shifting from 160 kph, the engine objecting with the RPM screaming as we came down. By then we were close enough to see Eduardo Leon, the President of La Carrera Panamericana at the edge of the road herding a flock of about a dozen sheep across the road. A small space opened up and we squirted through, engine blasting its sweet music as we ran back up to 6,000 rpm. Eduardo looked like a surprised ballerina dancer jumping around on his toes as we whipped past.

We were back on track and I said to Peyton, "What the devil were you doing, didn't you hear me?" Peyton responded, "You kept telling me to GO and I couldn't go without hitting one of the animals." I started laughing and said; "I wasn't saying GO! I was yelling GOAT!" From a distance the animals looked like a herd of goats that were common in the area. We both started laughing as we went into the next hard right turn. Our time for this run was wasted but somehow we didn't seem to mind. We were having too much fun.

La Carrera 2002

The La Carrera Panamericana (www.lacarrerapanamericana.com.mx) "Mexican Road Race" was run October 25-31, 2002. It was seven days, 2,973 kilometers (1,843 miles) in length with 2,524 km (1,565 miles) of transitos (transit) and 449 km (278 miles) of velocidades (velocity) sec-



tions. For the velocity sections, the roads were closed and the cars released at 30-second intervals racing against the clock at speeds sometimes approaching 300 kph (180 mph). The race was really a special stage rally that began in Tuxtla Gutierrez Mexico (near the Guatamala border) and then went day by day to Oaxaca, Puebla, Morelia, Aguascalientes, and Zacatecas with the finish at Nuevo Laredo. It was a race the entire length of Mexico. The race was a re-creation of the race run from 1950-1954 over many of

the same roads. It was originally a celebration of the completion of the Panamerican Highway. There were seven classes of cars, many looking very much like the old original cars. There were entrants from many nations of the world with the preponderance of entrants being from Mexico and the USA. The newest cars were from the mid '60s with many cars from the '50s. Due to safety concerns all cars were required to have roll cages and the drivers wore normal racing gear. This was intended to be a fun race with every car that finished being considered a winner. There were some of us that had been there before and we knew that just finishing was not nearly enough. This was serious racing and the competition was expected to be very keen. The only reward expected was "bragging rights" for a year but this year we were told that

each winner would also be awarded a long-block engine from a well-known race-engine builder as well as the normal daily and overall award trophies.

Our team was called the Terlingua Racing Team and consisted of Peyton Feltus, Piloto; Forrest Hatch, copiloto; Will Munson and Seamus Nolan; master-wrenches and David Bell and Royston

Lightfoot; Service Crew. The team name, Terlingua, and 'rabid rabbit' logo were graciously loaned to us for the event; Bill Neale and Carroll Shelby used them in their early racing years. Peyton was a former vintage Mustang racer on the East coast and he owned the 'Chicano Cobra,' a beautiful, newly prepared 1966 Mustang convertible. It was very quick and had lots of ponies under the hood.

continued on page 22



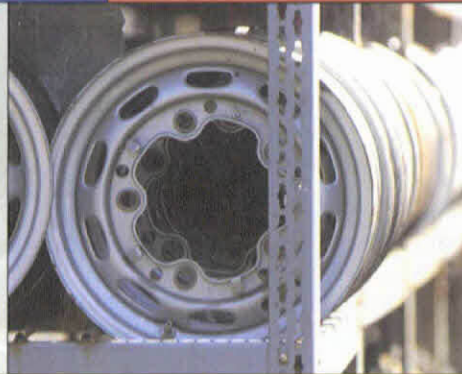
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La Carrera

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The trip from Dallas Texas to Tuxtla Guiterrez Mexico

I had decided to fly from Medford Oregon to Dallas and drive down with Dave and Will. We three were to herd the vehicles to Tuxtla Gutierrez, Chiapas Mexico. The boys drove, I navigated.

One of the less-pleasant parts of going into Mexico has always been the ordeal of getting the racecar, haulers and trailers into Mexico. At the border, we eventually found the Mexican Auto Entry Service Center and after some haggling, line waiting and being excessively polite we finally got across and headed for the checkpoint at kilometer 26.

It should take three long days of driving and unless you want to drive in the dark (not recommended by AAA or anyone else I know) you need to start at first light in order to get to a town with a decent bed by nightfall. Unfortunately the boys were not early risers so most days we were well into daylight before getting underway. The second night we were still a couple hours out of Veracruz due to the late start and so we pulled into a Playa Inn. It was reasonably priced and had good secure parking for the cars. It also had no air conditioning, no hot water and no towels.

A major problem is getting good road maps that are current. In at least one case we were looking for a road shown on two different maps that turned out to not exist. We spent another night driving on roads owned by some wildly driven semi trucks. We finally arrived in Tuxtla, Sunday night at the Camino Real Hotel around 9:30 PM. The car was fine, the trailer had lost one fender, which we saved, and the haulers seemed to be ok.

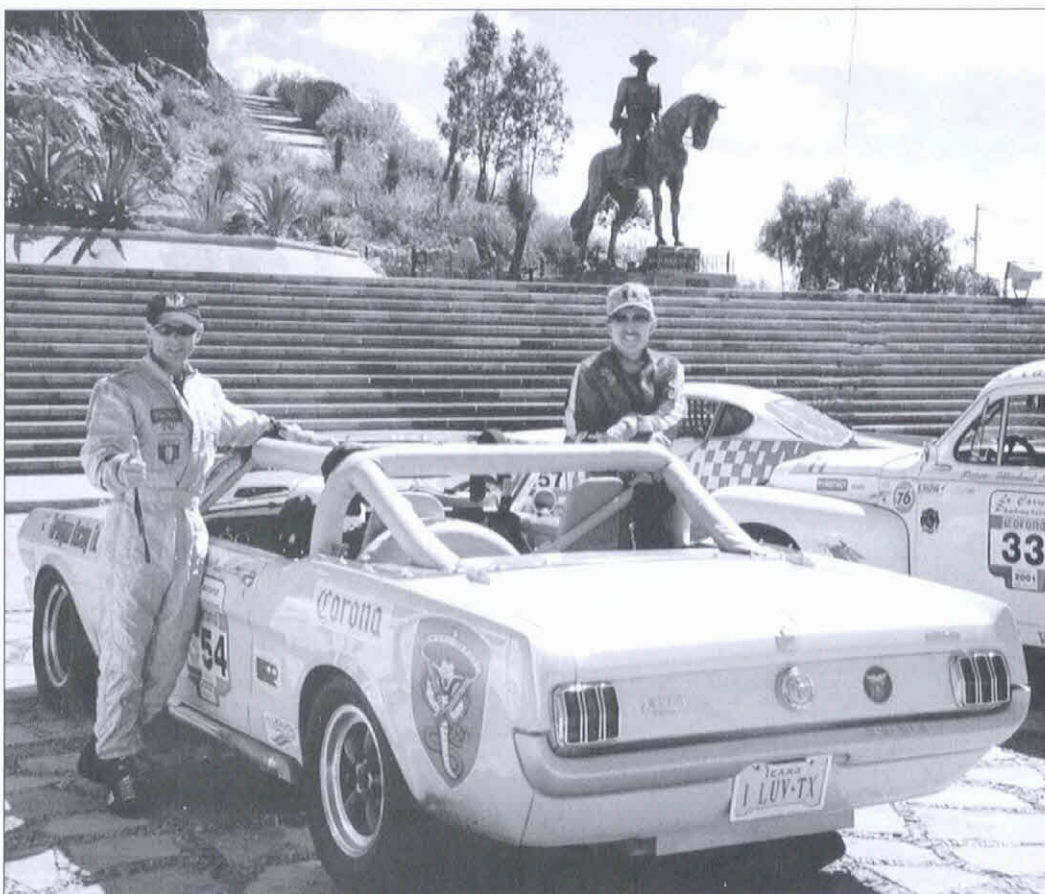
Pre-race Preparations

The car Peyton had prepared was a 1966 Ford Mustang convertible. The Historic C class we were racing in had several restrictions but it was possible to do some modifications. The '40' overbore of was one allowance. There were restrictions, however: a two-barrel carburetor was required as were 6-inch maximum wheels and DOT tires. The car was required to maintain the rear drum brakes but front disc brakes were ok since they were on the original car. Basically the car was to maintain its original 1966 look and configuration with some safety upgrades. Since the car was an open car it had a nifty roll bar and a bikini fabric top that pretended to keep out some rain. There was lots of cool stuff in the car that car-guys would love. Everyone who saw the

on the racecourse. We took the car out and got the Rally meter calibrated and did a few practice starts to get Peyton familiar with the program. We also managed to scare the pee-water out of a busload of folks when we were passing another bus and found we were looking at a large vehicle about to run over us. Peyton was on the brakes extra quick which managed to turn the car a little sideways but we also managed to get tucked back in behind the bus before being part of the local road-kill.

On Thursday we ran the qualifying run without incident. The car had a fairly tall first gear and so quick rabbit starts were not possible and the carburetor was acting up a little. We didn't have any other low gears along so we had to live with this problem for the entire race.

In Tuxtla we also met the kids from the orphanage that many of the cars support. They came to see our neat car and us. We also did all the final stuff, like decals, medical, FMAD license and insurance, registration with all their delays and lines and we were ready. The hesitation in the carburetor had mostly been fixed and we had been to all the required meeting and festivities with long introductions in Spanish and



some English. We had decided that the Born to be Wild song by Steppenwolf was to be our theme song. Peyton had installed a deck, big amps and speakers in the car so it sounded like a pimp-wagon when we pulled into our stops along the way. The youngsters thought it was cool. The old hand racers thought it was unnecessary noisy extra weight. They were both right.

Friday morning we were to start at 8:10 AM in position 19 out of 81. We were both glad to be getting into the real fun.

To be continued in the March issue.

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Autocross: The Season Ends

By Jim Ayers

Early this spring, the winter doldrums seemed a far distance down the highway. Spurred on by a fabulous fall, it was hard to imagine Rainbonnet's arrival and the end of our on-track activities. Alas, the time has come to put our trusty "Teutonic Steeds" out to pasture for the winter. Most of us will be working on our cars in an effort to be more competitive next season. I, for one, am going to be working on overheating issues as well as suspension upgrades. Our president will undoubtedly resolve his head gasket problem.

Chuck West, David Nance, Steve Germany, Stacie Snider, Bob Grasso, Joel and Katie Siegersma, Doug Barrett and the ever laid-back J.P. Stein, with the aid of numerous

others, provided the autocross competitors with skill-testing courses. Fun seemed to be nearly as important as competition, and the competition was always fun. Many of the participants were out there to compete with themselves by besting previous times.



Luck was with us this year. While the track conditions on Sunday, November 3rd, were cold, the sun was out all day long. No rain to make the course slick; just cold tires to make it a little goosey for the early session.

Thirty-one fearless souls tested their skills. Fewer participants than expected allowed for a couple extra runs per car. Anyone who has an interest should come out to next year's events if only to watch. Instructors are available to ride along in your car and provide suggestions for improving your skills. Everyone has to start slowly to learn. No one is ever fast to start with. As long as the driver is careful, the car will survive, as it was designed to be driven fast and on the edge. Autocross is truly one of the best bargains in our club track-related activities; \$10.00 track admission and \$15.00 covers the session laps.

Sitting here warming myself by the fire, I look forward to the return of Autocross next spring. Hope to see you all at the track. 🏁

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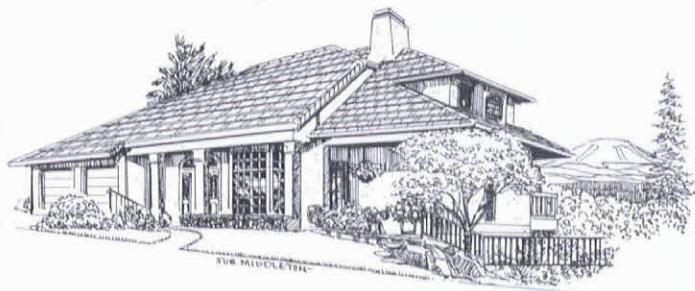
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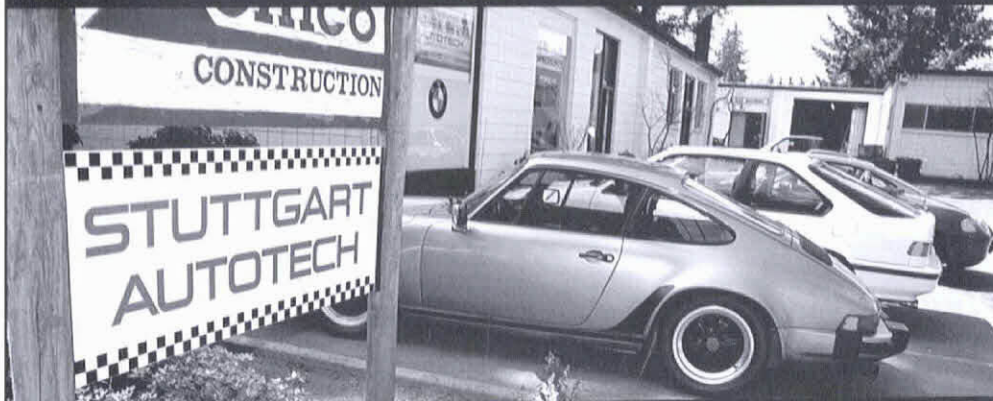
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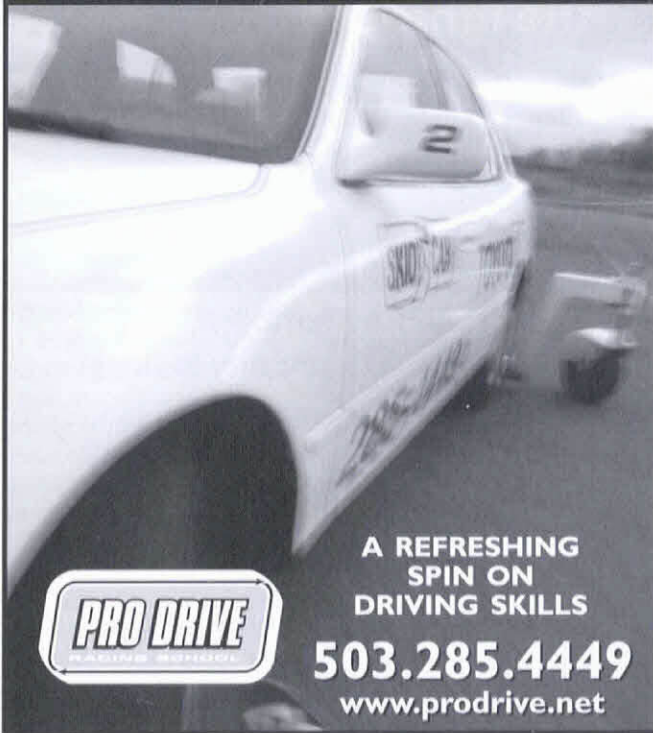
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From the President

continued from page 4

.25mm greater than the factory pieces and, with the Porsche factory spec requiring rotational measurements rather than clamping force, it ends up in an over-torque situation. I expect no blown head gaskets next year (knock on wood).

Speaking of blown head gaskets, at the Holiday Party I received an award from the Board. It was named the Gasket Head award and was a big surprise to me.

I want to thank the 2002 BOD for their efforts over the past year, especially Rick Sironen and Ken Blanchard who have completed their terms of office and are ready to resume their roles as members once again. We have three new BOD members. Kathleen Ellis as Secretary, Chuck West as Board Member at Large (BMAL) and Bob Falleur (BMAL). The rest of the line-up is Don Stroum as Vice President, Jeff Gretz as Treasurer, Carol Beutz as Past President and yours truly serving another term as President.

Near the close of this year, a few members called me on not providing clear communications from the BOD and the BOD meetings to the membership. The BOD had stopped publishing minutes in this publication and we were not complying with the bylaw requirements to publish a quarterly report if possible. As a response to these members' requests, look for the 2002 yearly report from the BOD to the membership in the March issue. We will follow with quarterly reports targeted in the second month after the close of the quarter (May Q1 report, August Q2 report, November Q3 report) in the magazine. The BOD has also launched a page on the Web site (BOD Communications) where we will be regularly posting the BOD meeting minutes as well as posting the quarterly and yearly reports as we submit them to the Anzeiger. There is a lot of other information on these pages, like the bylaws, BOD organization chart, our agenda for 2003 and other things. Take a look. You'll find it's informative and reflects where the BOD will spend its focus this year. As always, I'm looking for feedback from the membership on our direction.

I'm excited by the possibilities I see for continued development in our programs this year. The 2003 BOD is getting started on our upcoming year and already has plans in several areas. Speaking of the new Board, look for intros in this publication over the next couple of issues. The election this year saw approximately 900% increase in votes cast when compared to last year (75 vs 7). We believe this was primarily due to the ease in casting ballots via the web. Stay tuned for further developments along this line.

All for now,
-drc-

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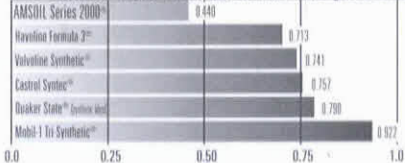
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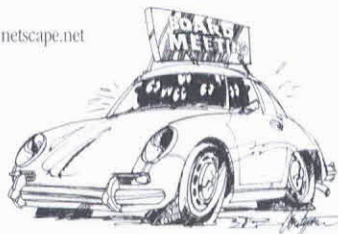
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Board meetings of the ORPCA will be held on the first Tuesday of the month at 6:30 pm

Consult oregonpca.org for the latest information and location

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Dieter Priss
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Eric & Janice Hoffman
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John & Diane Malowney
David Rubin
Richard & Kathleen Helsler
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Pat Murphy & Andra Lunstrum
Jeff Smith
Ed & Phyllis Thiemann
Dr. Kenneth Garchow

15 Year

Robert & Nancy Male

20 Year

Logan Gray
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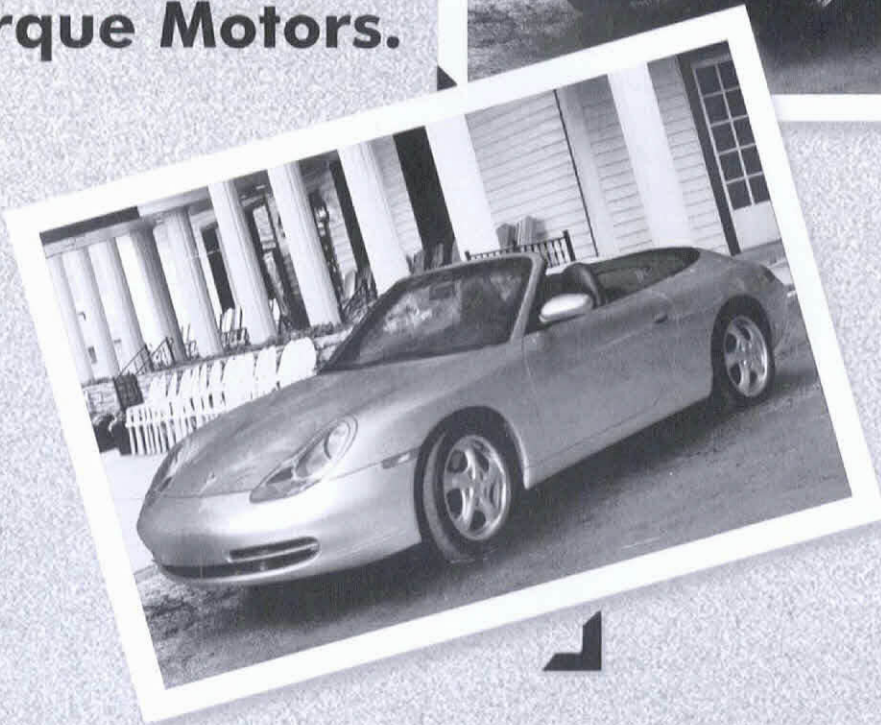
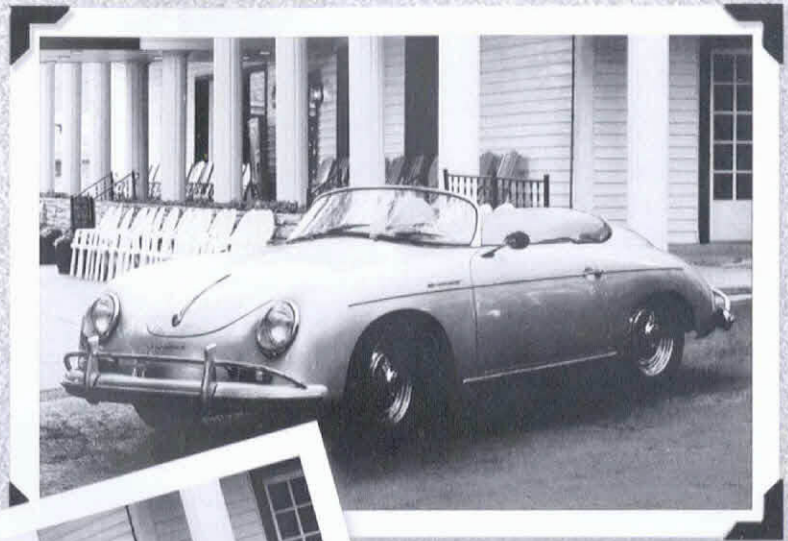
Please contact ORPCA membership chairs to update your information or receive details about the club.

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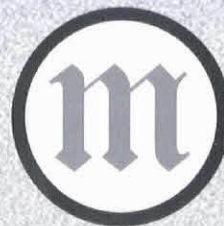
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