



Anzeiger

JANUARY-FEBRUARY 2006
Oregon Region Porsche Club of America



IN THIS ISSUE

**RAINBONNET WEEKEND
OFFERS EXCITEMENT**

**Holiday Party:
Fun for a Good Cause**

YOUR DESTINATION DEALERSHIP **RUF**

An oasis for people who care about cars.



Boxster

GT3

Cayenne

Pre-Owned

1988 911 Targa	Gran Prix White
1990 911 Coupe	Gran Prix White
1991 911 Cabriolet Tiptronic	Black/Black
1993 968 Cabriolet	Midnight Blue
2003 911 Cabriolet	Guards Red
2004 Boxster	Speed Yellow
2004 911 C4S Cabriolet	Speed Yellow
2004 911 Coupe Tiptronic	Seal Grey
2004 Cayenne S	Sand White

New Inventory

2004 Boxster	Atlas Grey
2005 Boxster	Guards Red
2005 Carrera GT	Seal Grey
2005 Cayenne	Crystal Silver
2005 Cayenne S	Dark Sea Blue
2006 Boxster Tiptronic	Seal Grey
2006 Boxster S Tiptronic	Arctic Silver
2006 Boxster S	Guards Red
2006 Carrera 4	Arctic Silver
2006 Carrera S Aero Kit	Black
2006 Carrera S	Carrera White
2006 Carrera 4 Cabriolet	Seal Grey
2006 Carrera 4S Cabriolet	Arctic Silver
2006 Cayenne Tiptronic	Lapis Blue
2006 Cayenne Tiptronic	Basalt Black
2006 Cayenne Tiptronic	Crystal Silver
2006 Cayenne Tiptronic	Black
2006 Cayenne S	Basalt Black
2006 Cayenne S	Jarama Beige
2006 Cayenne S	Dark Olive Metallic
2006 Cayenne S	Sand White
2006 Cayenne S	Dark Olive Metallic
2006 Cayman S	Basalt Black
2006 Cayman S	Seal Grey

Latest Inventory, News and Events
from Carrera Motors:

www.carrera.porschedealer.com



Carrera
MOTORS

www.carreramotors.com Bend, OR 541.382.1711

Anzeiger

(an' zī ger), noun, German

1. One who points out, indicates, shows.
2. One who informs.

MANAGING EDITOR
John Draneas
503.638.0396
ATR@oregonpca.org

MARKETING MANAGER
Cherie Oldenburg
503.690.0580
coldenbu@nortom.com

EXECUTIVE EDITOR
Kate Ayers
503.292.5743
editor@oregonpca.org

CONTRIBUTING EDITOR
Peter Linsky
503.644.2709
contribeditor@oregonpca.org

ASSISTANT EDITOR
Sue Hodge
503.518.9203
assteditors@oregonpca.org

TECHNICAL EDITOR
Jim Ayers
503.292.5743
techeditor@oregonpca.org

GRAPHIC DESIGNER
Nancy Scott, Engrafix Design
503.997.2230
engrafix@comcast.net

Board of Directors

PRESIDENT Jeff Gretz 16799 SW McFee Pl Hillsboro, OR 97123 503.628.6253 president@oregonpca.org	PAST PRESIDENT Don Stroum 4040 Imperial Dr West Linn, OR 97068 503.722.1350 pastpresident@oregonpca.org
VICE PRESIDENT Chuck West 18973 Indian Creek Ave. Lake Oswego, OR 97035 503.720.2037 vicepresident@oregonpca.org	BOARD MEMBERS AT LARGE Bob Grasso 2506 NW 159th CIR. Vancouver, WA 98685 360.573.1405 rowbare47i@yahoo.com
SECRETARY Kathleen Ellis 503.720.0184 secretary@oregonpca.org	Sue Hodge 21000 S Mossy Rock CT Oregon City, OR 97045 503.518.9203 sghodge@bctonline.com
TREASURER Faryl Ammon 503.635.9669 treasurer@oregonpca.org	PCA ZONE 6 REP Linda Bein porsha@bendnet.com

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 \$30.00 annually.

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

Postmaster:
Send address changes to:
PCA/OR Membership Chair
Debbie Clinkinbeard
8659 SW Muledeer Dr.
Beaverton, OR 97007
membership@oregonpca.org

© Copyright 2006
Oregon Region Porsche Club Of America. All content ©
Copyright the respective contributors

Please visit our web site for the latest
news and announcements:
<http://oregonpca.org/>

Anzeiger

Volume 46 No. 1

JANUARY-FEBRUARY 2006

FEATURES

- 7 **Al Viado Fundraiser**
- 10 **Rainbonnet Had Something For Everyone**
- 13 **Anzeiger Cover Contest**
- 15 **Racer Reborn**
- 16 **A Successful and Festive Holiday Party**
- 21 **Autocross Results**

COLUMNS

- 4 **From the President: 2006 Features Full Calendar**
- 4 **From the Editor: Start Year with a Bang**
- 7 **Still Plays With Cars: Too Many Cars Out There?**
- 9 **Amateur Wrench: Saga of the 944 Turbo**
- 21 **Rearview Mirror: Trim Update Detailed in 1975**
- 24 **Welcome New Members/Anniversaries**
- 27 **Resource Directory**
- 29 **Marketplace**

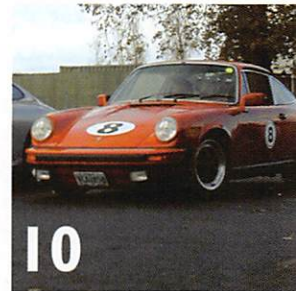
EVENTS

- 5 **Oregon Region Events**
- 6 **Concours Prep**
- 8 **January Social and Dinner**
- 8 **February Social and Dinner**
- 12 **Laser Tag and Lunch**
- 12 **Porsche & Vintage VW Memorabilia Swap Meet**
- 13 **Autocross 2006**

ON THE COVER

Some bright spots in May's rainy Autocross at PIR were the great photo opportunities. **Pam Eames** captured the essence of fun in the liquid sunshine in this month's cover contest winner. Great job, Pam!

Carry your camera and keep your eyes open for cover shots at club events. See page 13 for details on entering the Anzeiger Cover Contest.



10



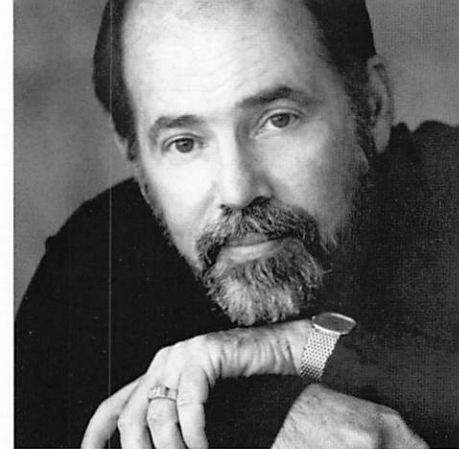
15



16

**FROM
THE
PRESIDENT**
Jeff Gretz

2006 features full calendar of events



Welcome to 2006, the year we host Parade Portland 2006—the National Porsche Parade! I'm sure that you'll all agree that we had a very exciting and fun-filled 2005. Thanks to the many volunteers who planned and worked on our various events, attendance was way up over our 2004 events.

I'd especially like to thank Sue and Gregg Hodge and their team of volunteers for the Annual Charity Auction and Awards Dinner that was held on December 10. Thanks to their efforts, we raised almost \$9,000 that will be donated to the Salvation Army Katrina Relief Fund, the Heritage Adoption Agency, and the Oregon Region Charitable Trust.

The premier event this year will be Parade Portland 2006, which begins on

Sunday, August 6, and ends on Saturday, August 12, with an Oregon Region Driver's Education day. We have a great team in place headed by our Parade Chair, John Draneas. We're still looking for volunteers to help with many of the events so please contact John at draneas@draneaslaw.com and let him know which events you'd like to work on. All the Parade information can be found at www.paradeportland.org.

Besides Parade, we have a full calendar of exciting events planned for 2006. Thanks to the efforts of Earl Green, Cherie Oldenburg and the rest of the Anzeiger staff, the Region has once again provided members with a fantastic calendar that includes all of our events for the year. We hope you enjoy looking at all of the wonderful Porsches as you plan your Porsche

Club activities. Some of the 2006 highlights are:

■ **Arrive & Drive Tours:** Once-a-month, half-day informal driving tours that begin with breakfast and go wherever the monthly Tourmeister wants to go. We normally have 20 to 30 cars and excellent driving roads. The first tour is Saturday, April 8.

■ **Monthly Dinner meetings:** Nancy Herron always seems to find new and fun places for us to eat and drink. These meetings are a good place for new members to get acquainted with the club in an informal setting. The first Dinner meeting is Wednesday, January 18. *(Continued on page 20)*

**FROM
THE
EDITOR**
Kate Ayers

Start the year off with a bang

Happy New Year! Here we are at the beginning of

2006, the 51st Parade year, and ORPCA has big ideas on how to make it memorable, especially if we all kick in.

And so far, Mother Nature looks as though she has big ideas on how to make the winter memorable. We got lucky at Rainbonnet with the torrential downpours coming just on the inside event days. Whew! But November seemed to have simply heralded an onslaught of rain, snow, wind and frigid temperatures. Fall certainly went out like a lion, ushering in a holiday season that should have prompted everyone to put a new Cayenne on his/her Christmas wish list. It was indeed time



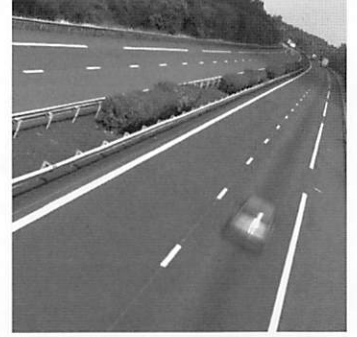
to get the trickle charger on the Boxster and put the track tires in storage for a few months while the SUV is king of the road.

Fortunately, our clever members who devised the Regional Events calendar must have had a premonition of the cold, nasty stuff to come, because they

planned some delightful ways that we can get together and enjoy ourselves indoors. Now, laser tag and lunch (February 11) sounds downright cathartic—and, of course, delicious. I mean, come on, phasers and pizza? How much better does it get—at least, without a Porsche involved? Oh, there's also some concours prep thingy, too (January 21), but we all know that old ESCRGO isn't that kind of guy. Many of you, though, will enjoy Tom Rennie's help, and products, at Autobella.

Anyway, look over the events slated for this year. I think you will find a very attractive agenda. Of course, it's a big year, what with Portland Parade coming up. Stay tuned for periodic updates, and get involved! You'll love it. ■

Oregon Region Events 2006



January

- 3 Board Meeting
- 18 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for March
- 21 Concours prep @ Autobella

February

- 7 Board Meeting
- 11 Laser Tag & Lunch
- 14 Cayman debut
- 15 Monthly Social & Dinner
- 18 Tech Session
- 20 Anzeiger Editorial deadline for April

March

- 7 Board Meeting
- 11 Bus Tour
- 15 Monthly Social & Dinner
- 18 Tech Session
- 20 Anzeiger Editorial deadline for May
- 26 Autocross

April

- 4 Board Meeting
- 8 A&D
- 19 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for June
- 22 Concours prep @ Gran Prix
- 30 Autocross

May

- 2 Board Meeting
- 6 A&D
- 6 Cabin Fever Tour
- 13 Spring Clean
- 17 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for July
- 21 Autocross
- 24 DE Day

June

- 1-4 750 Mille Miglia
- 3 A&D (Burrito Run)
- 4 Autocross
- 6 Board Meeting
- 10-11 Rose Cup Races

- 16-18 Champ Car Grand Prix of Portland
- 20 Anzeiger Editorial deadline for August
- 21 Monthly Social & Dinner

July

- 1 A&D
- 2 Autocross
- 6 Board Meeting
- 7-9 Portland Historic Races
- 16 Forest Grove Concours d'Elegance
- 19 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for September
- 21-23 Grand Prix of Portland (American Le Mans Series)

August

- 1 Board Meeting
- 6-11 Parade Portland 2006
- 12 Track Day
- 16 Monthly Social & Dinner
- 19-20 Whistler Weekend
- 20 Anzeiger Editorial deadline for October
- 26 ORPCA Parade Worker Party
- 27 Autocross

September

- 9 A&D
- 5 Board Meeting
- 17 Sunset Swap Meet
- 15-17 Sunriver Exotic Car Show
- 20 Anzeiger Editorial deadline for November
- 20 Monthly Social & Dinner
- 24 Autocross

October

- 3 Board Meeting
- 7 A&D (Andy & Marg's Hillclimb)
- 13-15 Otter Rock Weekend
- 18 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for December
- 21 2007 Events Planning Meeting

November

- 3-5 Rainbonnet
- 7 Board Meeting
- 15 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for Jan/Feb

December

- 5 Board Meeting
- 9 Charitable Auction & Awards Banquet
- 20 Anzeiger Editorial deadline for March

ORPCA has an e-mail event-reminder service for all members in good standing. If you wish to be added (or removed) from the list, please contact postmaster@oregonpca.org.

Concours Prep

Saturday, January 21

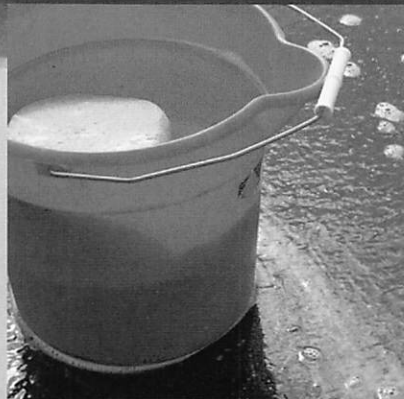
Get the Competitive Edge!

Time: 11:00 a.m. to 1:00 p.m.
Location: Autobella
(Address to be announced)
Cost: \$5.00 per person

Come to this educational session to learn the secrets of detailing your car from Tom Rennie, owner of master detail shop Autobella. He will demonstrate the tricks of the trade to us, using a "typical" Porsche for the session. Specialty detail products will be available for purchase as well. This is a very timely event, as this year we have the opportunity to compete at the National Parade, to be held here. So join us to gain that competitive edge!

Reservations are required, as lunch will be provided.

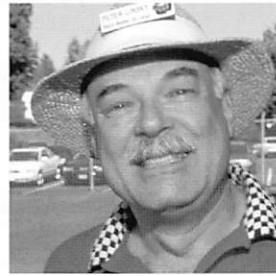
RSVP by January 14:
Kathleen Ellis, ORPCA Secretary
503.649.7940 or secretary@oregonpca.org



**CLUB
EVENT**

STILL PLAYS WITH CARS

Peter Linsky



Are there too many cars out there?

Well, Porsche is back in *rennsport*, and for that, most of us are very grateful. After taking a few years off to develop the Cayenne and bring it to market, the elves in Zuffenhausen and Weissach have produced a credible challenger for the American LeMans Series' LMP2 category; credible enough to capture a class win at its first appearance, October 17 at Laguna Seca.

The new RS Spyder, as it's been tagged, was very quick right out of the box, finishing in the Top Five and claiming a class win, certainly a fine result. Observers are concerned that the car may be too quick, in fact; a potential challenger for the Overall win. Expect organizers to try and slow the car a bit

next season in the interest of not embarrassing the LMP1 competition, either by restricting power with a smaller air intake, limiting tire size, or adding a couple of hundred pounds to the tub. Remember what happened the last time Porsche prototypes proved too hot to handle.

Out where I live, in Washington County, there's been a lot of intense discussion about how best to widen or otherwise improve traffic flow on a major arterial, Oregon 217, which—typical of most freeways—was obsolete the day it opened. There's talk of creating a third lane in each direction, accessible only to those who are willing to pay a toll. That's struck a sour note with local

motorists who point out that they already pay for highway construction and maintenance through their gasoline taxes. However this issue sorts out, it brings to mind another, perhaps more vital, question: Are there too many cars out there? Let's think about that for a moment.

Most of us can recall when getting a hundred thousand miles out of the average automobile before it needed an overhaul was something of an accomplishment. Of course, we were then speaking of an American car or light truck, let alone one of those tinny little imports. Fast-forward 30-odd years, and the tale has changed. Not only do most well-cared-for US-made cars easily pass *(Continued on page 23)*



On September 2, 2005, our friend and Club member Al Viado was involved in a motorcycle accident that has left him paralyzed from the neck down. The family faces expenses for an electric rail system for their home. This system will eventually help Al to regain some of his independence, however it is not covered by insurance. Al's friends at the Oregon Chapter of the Illuminating Engineering Society have come together to establish a fundraising effort on his behalf. Contribute to any branch of Wells Fargo Bank: Account 6834267145, "Trust Account for Al Viado."

Al & Pam,

Enclosed is a check to your trust account for the proceeds raised during Rainbonnet 2005, to be applied to the lift Al needs. While the amount is not significant, we do hope it will assist in meeting your goal. Members of ORPCA, PCNWA, Inland NW, Silver Sage, Cascade, and Vancouver Island regions were present at the event and purchased raffle tickets for this cause. Please keep me apprised of the trust's needs so that I can try to find other areas in which ORPCA might be able to assist.

Sincerely,
Jim Ayers

Thanks From Viados for Club Contribution

PAM AND AL VIADO

Dear Jim (Ayers),

We received the donation from the Rainbonnet 2005 in the mail today, and we would like to send our deepest thanks for all you have done. Al has told many people about how unexpected and generous the PCA members have been. We especially want to thank you personally for your efforts and continued interest in Al's condition. He has been home for several weeks now and though the situation is difficult (at best), it is life with a new purpose. I think the open hearts and support from so many friends and acquaintances has been one bright spot in all of this to keep us going forward. We certainly appreciate all you have done.

Have a wonderful Holiday Season,
Pam and Al Viado



January Social and Dinner

Wednesday, January 18

Where: Old Spaghetti Factory
0715 S.W. Bancroft St., Portland
503.222.5375

When: 6 p.m. Social Hour (no host)
7 p.m. Sit down for dinner

Price: \$12 per person, including gratuity

A limited menu of three choices will be offered, along with salad, dessert and coffee, tea or milk.

It's back to the Old Spaghetti Factory—one of our favorite gathering locations. Please join us for a fun evening of visiting with old and new friends!

Mark your calendars ...

Please RSVP by Friday, January 13
Call Nancy Herron at 503.293.6714 or email
dinnermeeting@oregonpca.org

**CLUB
EVENT**

February Social and Dinner

Wednesday, February 15

It's February ... and Mardi Gras month! In honor of New Orleans, let's get together and celebrate with some delicious Creole and Caribbean cuisine!

Where: Salvador Molly's
3350 SE Morrison, Portland
503.234.0896

When: 6 p.m.: Social Hour (no host) 7 p.m.: Dinner

Price: A limited menu (5 or 6 choices) will be offered with prices from \$8 to \$20

This is a fun and lively eastside spot which once housed the old Belmont Dairy. Food will be great and the company even better! New members, don't be shy! This will be a great opportunity for you to meet some really nice folks, and begin some wonderful new friendships!

Please RSVP by Friday, February 10
Call Nancy Herron at 503.293.6714 or email
dinnermeeting@oregonpca.org

**CLUB
EVENT**



AMATEUR WRENCH Don Clinkinbeard



The continuing saga of the 944 Turbo motor

My son Ian and I have been working on the 944 Turbo motor. It looks like my diagnosis was correct. The number 2 rod bearing is completely gone from inside the piston rod bearing journal.

The process of pulling the motor was pretty straightforward this time around. Since I have pulled most of the nice-looking covers and changed the intake system, total time to take the motor out was five to six man hours, or about seven to eight LPs. Steve Miller, Al DiMiola, Eric Clapton and Quicksilver Messenger Service provide a wonderful accompaniment to the sound of wrenches and busted-knuckle cursing that goes along with this kind of work. (I also recently managed to pick up some old Firesign Theater LPs. It's excellent comedy but a little hard to pay attention to while you are working on a car.)

Anyway, the steps to pull the motor, at the macro level, are: Remove the exhaust system from the turbo back and drop the waste gate. Disconnect the electrical, cooling system and the oil cooler lines. Pull the radiator, which is easiest to drop out of the bottom of the car.

Next you hook up the engine hoist then drop the front suspension partway out of the car. This disconnects the motor mounts from the engine and allows the engine to be pulled forward, after unbolting the clutch bell housing and removing the clutch release fork then tilting the motor to clear the radiator mounting. Of course, it's best to drain the cooling system and the oil from the motor before you disconnect. We found lots of metal bits in the oil. Some were magnetic but most were not. The bearing is made of bronze,

which is a non-ferrous metal, preventing the oil pan magnet from picking it up.

Next we pulled the cylinder head off of the car and found that everything looked pretty good in the combustion chambers. Cylinder #2 had a different burn pattern, though, which bothers me a little bit. The head gasket looked to be in very good condition. After the last four head gaskets that blew, this was a relief.

I finally got the cooling system up to the task of supporting the turbo motor running high boost. Not so good news further down in the cylinders, though. There are gouges running up the sides of the cylinders. These are definitely caused by the piston skirts hitting the cylinder walls. (See Photo #1) Don't yet know why this would have happened but it certainly explains the mild loss of

power I was experiencing over the last couple of run sessions. When the rings no longer seal against the cylinder walls during the compression stroke, you lose cylinder pressure and, hence, power. It also enables power stroke blow by pressurizing the crankcase. Also not a good thing.

So overall, I needed to purchase new pistons, block and crankshaft. And, of course, the hundreds of miscellaneous bits to reassemble the engine into a functioning unit. We have most of the parts in-house now. I am going to send the head and block to a machine shop to ensure that they are matched and the piston rods out for a crack check. Better not to have a weak rod let go in the new motor.

Since we have to replace the crank
(Continued on page 20)

Photo #1



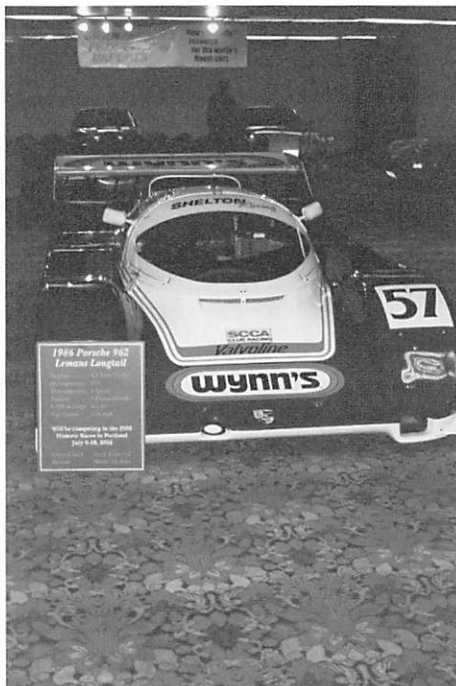
Rainbonnet, windbonnet, sunbonnet?

by Jim Ayers

The question most often overheard at this year's Rainbonnet was "Which hat do I need to wear?" November in Oregon can be filled with tricky weather. This year was no exception.

Friday afternoon is usually the time concours entrants, with their shiny and near-spotless cars, arrive. Every car arriving this year, no matter how clean it had been upon its departure, was soaking wet and dirty by the time it reached the Monarch Motor Hotel. Mother Nature unleashed her fury with a passion in the form of wind and rain. As we all know, concours people are generally dauntless in their pursuit of clean and shiny. They smile at every discovery of dust particles, revel in staying up 'til 3:00 a.m., cleaning and polishing. But 2005 may have been a bit overwhelming for most, as only Chip and Tillie Hammond were seen burning the midnight oil.

Saturday, more wind, more rain and downright cold temperatures. At least Saturday is filled with indoor events. Tech sessions galore coupled with good friends, warm meals and a few libations seemed to put a smile on every face. Perhaps it was just a mask. Deep down, all of the participants who were plan-



Monte Shelton's 962

Photo by Ken Blanchard

ning on attending a track event feared what the 'morrow might bring. To add to our fears, Don Clinkinbeard explained to all DE participants that, if there were standing puddles on the track Sunday, DE would have to be cancelled (and looking out the windows, it was hard to imagine how there could NOT be stand-

ing puddles, even 24 hours away). Fortunately, Autocross and the Driver Skills clinic would be run regardless of weather.

Griot's Garage received an unprecedented reception from the attendees as they cleaned and polished ESCRGO. Anyone who knows me knows ESCRGO has never seen a concours. Q-Tips are for cleaning ears, not cars, to my way of thinking. By the time the Griot's crew had completed their magic, ESCRGO was smiling from headlight to headlight. (I haven't told him, he also received one vote in the People's Choice Award portion of Concours.) Not bad when you consider the winner only had two votes. The Griot's crew took on all comers, not just handing out advice but actually working on people's cars (and selling a lot of their miraculous products).

Saturday evening's Banquet provides the vehicle for the door prize drawings, award presentations and, this year, a special charitable drawing. Registrants at the 2005 Rainbonnet generated in excess of \$750 for ORPCA member Al Viado. Al was involved in a horrific accident which left him a quadriplegic and in need of a lift system in his home (see insert in this issue). Cost of this system is nearly \$28,000. We didn't raise it all but we did put a dent in the cost.

Well, God must own a Porsche. Sunday arrived with near cloudless skies, no rain and tolerable temperatures. DE went off as planned, with no major water-related mishaps. Unfortunately, of the 13 people who had signed up for the Driver Skills clinic, only four showed up. I suspect the prior string of rainy days may have had something to do with that! The one good thing was that there were four

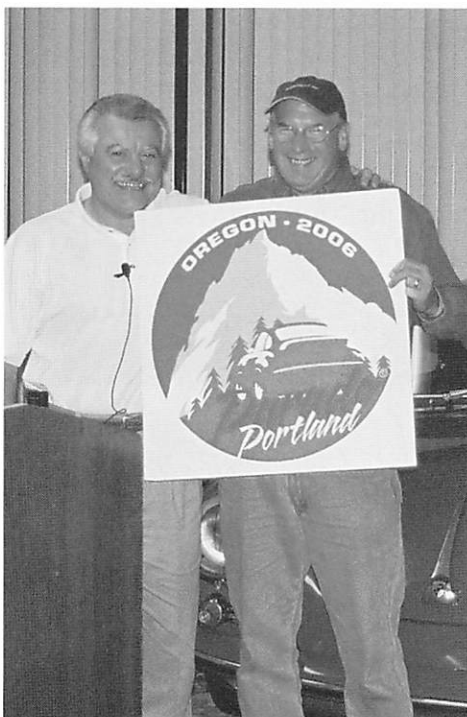
Don Clinkinbeard presents award to Chip and Tillie Hammond.

Photo by Ken Blanchard





Check out Rainbonnet Autocross results on page 21



instructors for the four students. How's that for a student/teacher ratio?

By early afternoon, rain clouds could be seen heading for PIR. Like I said, God must own a Porsche. A couple very-short-duration light showers passed over but nothing had to be suspended on the track.

Due to Portland Parade in 2006, it is unlikely that Rainbonnet will be held in its normal format. If you have never been, come anyway, but to experience the full-blown event, come in 2007. ■



Top right: National Tech Committee speaker award presentation (photo by Ken Blanchard); top left: John Draneas and Richard Puetz hype Parade Portland (photo by Ken Blanchard); middle left: Rainbonnet revelers enjoy the banquet (photo by Ken Blanchard); above: Two of the four Drivers Skills Clinic cars lined up for instruction (photo by Bob Schatz).

Laser Tag and Lunch

Saturday, February 11

**CLUB
EVENT**

Saturday, February 11, 11:00 a.m.

Laserport

6450 SW Fallbrook Place Beaverton, OR

Cost: \$19.95 per person

Join your fellow club members and learn the great game of laser tag, along with lunch and an opportunity to socialize as well.

We will meet at 11:00 at Laserport. The "coach" will outfit us with phasers and vests and give us an orientation on the game. We will play one game and take a break for lunch. The lunch buffet will be pizza and salad, provided as part of the package. After lunch, we will play a second game and see which team wins!

If you want more information on the game, please go to the web site www.laserportofbeaverton.com.

RSVP by February 1 to Kathleen Ellis, ORPCA Secretary, at 503.649.7940 or email secretary@oregonpca.org

Porsche & Vintage VW Literature and Toy/Model and Memorabilia Swap Meet

Saturday, February 25

Join us at this 23rd Annual Event!

Where: Los Angeles Airport Hilton Hotel,
5711 West Century Blvd.

When: 9:00 a.m. to 2:00 p.m.

Cost: Admission is \$5 at 9:00 a.m. or \$25 "Early Bird" admission at 7:30 a.m.
Over 225 tables of collectibles!

Vendor info: Wayne Callaway, 2037 S. Vineyard Avenue, Ontario, CA 91761-8006, phone 909.930.1999
Or go to the website at www.LALitAndToyShow.com.



The Anzeiger Cover Photo Contest!

Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of Anzeiger, the Oregon Region's award-winning magazine. Enter as often as you like.

Details: Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Film Pictures: Send any size print, but the bigger the better. If you want us to return it, write your name and address on the back—in pencil.

Digital Pictures: Most digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, please follow these guidelines:

■ Before taking the photo, set your camera for its **highest resolution**. That's the one that uses the most memory.

■ E-mail the photo to us **directly from your camera**, without saving it to your disk first. That is, when you load the photo and your computer asks what to do with it, choose "e-mail," not "save."

The fame: Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are.

The fortune: If we use your photo on the cover, you will receive one free year of Oregon Region dues.

Send your entries to Kate Ayers, kateayersis@comcast.net.



Autocross 2006

An autocross is a (relatively) slow-speed, timed event, where a solo driver competes against the clock on a course marked out with a set of orange cones. The course is designed by experienced autocrossers to provide opportunities to improve your driving and car handling skills, and to test the cornering, braking, and performance limits of you and your car in a completely safe environment. The course is laid out in a large, open "parking lot;" there is nothing to hit, and only your ego to bruise. Speeds are kept down, generally below 50MPH with most of the critical action in first or second gear and at low speeds.

Sunday, March 26
Sunday, April 30
Sunday, May 21

≈

Sunday, June 4
Sunday, July 2
Sunday, August 27
Sunday, September 24

All events begin at the PIR South Paddock.

Gates will open at 7:00 a.m.

Registration and Tech begin at 7:15 a.m. All cars must be through registration and tech prior to 8:30 a.m. Mandatory drivers meeting at 8:45 a.m. Course walk at 9:00 a.m. First car on track at 9:15 a.m. Loaner helmets available for first time drivers.

Instructors available.

Cost: \$25/driver.

**CLUB
EVENT**

Wealth. Relationships.

Both are built with care.



Rhodes Econometrics is an experienced investment advisory firm dedicated to unmatched service. We help you define and achieve your financial goals by applying our proprietary statistical analysis method to seek out great companies and match them with your personal investment strategy.

If you're ready for a responsible and disciplined approach to managing investments for growth, please call us for an initial consultation. We also invite you to visit our web site to discover more about our intelligent and principled investment methods.

Please call Charles Rhodes
at **503-697-5444** for more
information or visit

Listen to our commentary on
Portland's Business Radio,
KBNP 1410 AM.

www.rhodesinvesting.com

4949 SW Meadows Road
Suite 620
Lake Oswego, OR 97035

Rhodes 
Econometrics, Inc.

Where investment science and service intersect.

Racer Reborn

Photos courtesy Kathy Jones

Two-thousand five was a break-out year for PCA member Keith Jones as he took the plunge into the West Coast road-racing scene by building a track-only 911 Porsche. Keith has prior racing experience during the 1970s in California. Growing up in the San Fernando Valley, he is a veteran of the famous Mulholland Drive, where the racing bug first bit. Keith became a member of the SCCA and raced various sports car models at the classic race-tracks of Southern California, including Riverside Raceway, Willow Springs Raceway and Ontario Motor Speedway. In the late '70s, Keith's career in engineering brought him to Tektronix, which suspended his racing ... until this year.

Keith watched the new "GTS" spec class develop in the Porsche Racing Club (PRC) of Northern California and was inspired to build a racecar. This GTS class is for three-liter pre-1988 cars with minimal modifications. A long search finally yielded a "sun-roof free" 1978 911SC, which was a great starting point

since it has an aluminum 915 transmission and engine with large port heads.

The first step in the conversion was to strip the car. Keith gutted the interior, removing the insulation, windows, trim, accessories, radio, heater, A/C, parking brake, headlights, and turn signals—keeping only the brake lights and gauges. This removed some 400 pounds of unnecessary parts, causing the car to sit three inches higher than before!

What was left of the car was delivered to Rothsport Racing. Keith's primary concern was safety, so Rothsport's first

A LONG SEARCH YIELDED A "SUN-ROOF-FREE" 1978 911SC, WHICH WAS A GREAT STARTING POINT SINCE IT HAS AN ALUMINUM 915 TRANSMISSION AND ENGINE WITH LARGE PORT HEADS.

step was to install a six-point roll cage with NASCAR-style driver protection. (The driver's section of the roll cage protrudes into the gutted door.) The gas tank was removed and a fuel cell was installed, as was a full-sized RSR oil cool-

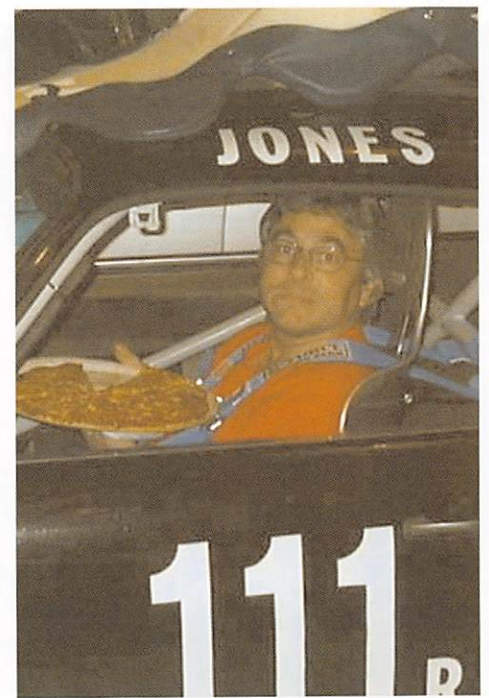
er. Keith chose brakes from a 964 since they use the same pads as the turbo, but are lighter weight rotors. A limited slip was installed in the otherwise stock gearbox required by GTS specs.

The GTS class also limits the cars to torsion bars, so the largest Sanders hollow torsion bars were installed, along with Elephant Racing bushings, Smart Racing sway bars, Fox double adjustable shocks in the rear and re-valved Bilstein struts in the front.

Gordon Ledbetter did the engine rebuild, which included balancing and

boat-tailing, new stock pistons and cylinders, new stock cams, valves and springs, bearings and rod bolts. Keith invested a substantial sum developing an EFI system for his 3.0-liter motor. The
(Continued on page 22)

Below, left: The "gutted" 78 SC with roll cage installed. Below, right: Keith went through racing withdrawals over the winter so he found other uses for his racecar.



Holiday Party 2005

by Sue Hodge

Photos by Gregg Hodge

Another Holiday Party and Auction has passed and this was a humdinger! We scheduled it in December again (as in years past) and had high hopes to increase the attendance from last year's party. It worked. We had 115 people as compared to 76 for the last one. This had its good and bad points.

tions. We also had some other return assistance from Signa Vernholm, Debbie Clinkinbeard and Pat Jolly. Richard, our auctioneer likes to refer to them as "Vannas". Not exactly politically correct, but then we forgive Richard as he is so entertaining. Pat also did a very good accounting of the winners of the oral auction items. And Lana Grasso came

WE HAD A FAIRLY RAUCOUS GROUP— BECAUSE OF THE AMOUNT OF PEOPLE IF FOR NO OTHER REASON ... BUT, IF YOU ASK MOST WHO WERE THERE THEY'LL TELL YOU IT WAS JUST BECAUSE THEY WERE HAVING SUCH A GOOD TIME.

We had essentially the same great team working on the party as last year: Don Stroum as organizer, Kathleen and Bob Ellis, Tricia and Chris Rogers, Jeff and Jeannie Gretz and Mary Kay Stroum with the ladies doing so much of the hard work of registration and keeping track of payment and getting the goods to the high bidders, and the husbands helping out in various support func-

through with four dozen donated roses this year. We sold out at \$10 apiece with the very good chance of winning a door prize. Door prizes included gift certificates from local restaurants and safety items from Ken Blanchard, among others. And that \$480 also went for the cause of charity. Without these people, Gregg and I could not do this function.



This year we also had the help of a veteran auction worker, Stephanie Danberg, who almost single-handedly brought in over \$10,000 value in donations. It turns out that we may have had "too much good stuff" as our ending total did not reflect the work that she did to bring these donors in. But on the upside for the winners, they did get a lot of good deals and the donors got their tax write-offs regardless.

With the much larger attendance this year, we had a fairly raucous group— because of the amount of people if for no other reason. It was a little difficult to get them to sit down for dinner and



Britt and Ray McNamee.

2005 ORPCA "Perpetual" Awards

Enthusiast of The Year: **Harry Danberg**
Most Active in club events throughout the year

Mark Donohue Memorial Trophy: **Gregg Hodge**
Best Champion of the Marque throughout the year

Family of the Year: **Chris & Tricia Rogers**
Most Active in club events throughout the year

President's Award: **Nancy Herron**
Special Recognition by the President

Gear of the Year: **Don Clinkinbeard**
Hardest working, most supportive member throughout the year

New Member(s) of the Year: **Gary & Pamela Chapman**
Most Active new member in club events throughout the year

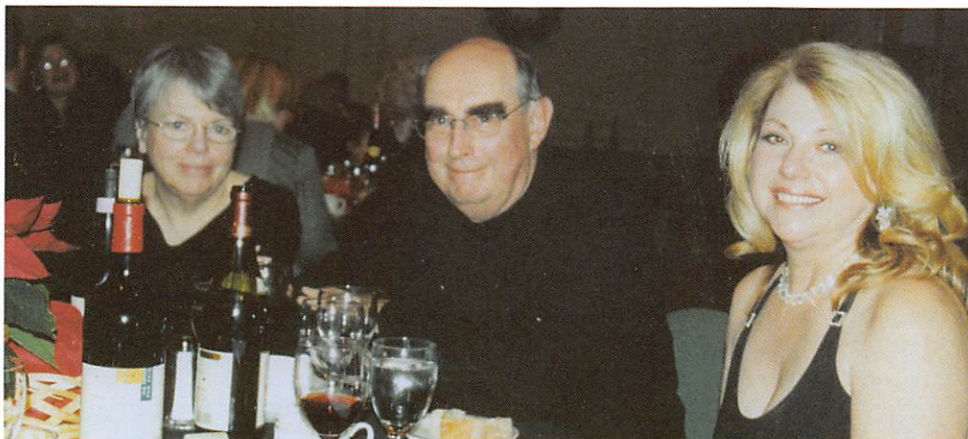


Left: Bobby Jo and Rupert Koblegarde without a door prize.
 Below: Jim and Kate Ayers.
 Bottom: Sandra and George Baker with Signa Vernholm.

became difficult at times to get them to pay attention to the emcee, Jeff Gretz. But if you ask most who were there, they'll tell you it was just because they were having such a good time. The food was predictably great again, as was the wine at the tables; and the venue is so nice, if not too far for folks to drive out of the core area of town. As long as the weather is good (as it was this year), we figure that driving

out practically to PIR is not a problem for our people. Most of them do it several times during the summer, or for other track events during the year anyway.

In the end, we raised a respectable amount of money for hurricane relief in the Gulf States (through the Salvation Army) and allowed the highest bidder in the oral auction to pick a *(Continued on page 20)*



Donor List

A & T Tire
 Amadeus Restaurant
 Bill Bueller/Laserport
 Bill and Karen Munson
 Bob Schatz
 Bob and Susan Falleur
 Carrera Motors
 Cheryl Johnson-DeWick
 Chevey's Fresh Restaurant
 Clear-Bra
 Conrad Peterson
 Cookies by Design
 David Bacon
 Debbie Clinkinbeard
 Donna Helzer
 Dr. Gillespie
 Dr. Jeff Devine
 Dr. Vicky Stone
 Dr. Eric Freedle
 George Baker
 Gran Prix Imports
 Green Mountain Golf Course
 Greg Cohen
 Gregg and Sue Hodge
 Haggen Grocery Stores
 Jeff and Jeannie Gretz
 Jewell State Park
 Jim North
 John and Carlyn Draneas
 John and Lainey Johansen
 Katherine Siegersma
 Ken Blanchard
 La Provence Restaurant
 Lana Grasso
 Marque Motors
 Meredith Clark/Antidote
 Mike O'Connor
 ORPCA Goodie Store
 Pat's Acres
 Portland Spirit
 Pro Drive
 Red Lion Hotel/Jantzen Beach
 Riverside Golf and Country Club
 Ron Gotcher
 Sean Reed Bakery
 Skip's Wheelwerks
 Spaghetti Factory Restaurant
 Sparks Home Furnishings
 Stephanie Danberg
 Steve Weiner/Rennsport Motors
 Stuttgart Motors
 Sunset Motors
 Szechuan Kitchen Restaurant
 Warner Lowe
 Widmere Brewery
 Wm. Sorenson



Focal Points

Professionals will tell you, one of the most important rules of interior design is to create a focal point in every room. For kitchens and baths, that focal point is almost always an exceptional plumbing fixture.

Visit one of George Morlan Plumbing Supply's seven Oregon showrooms and you'll see the Northwest's largest selection of fixtures, including designs from every major manufacturer from around the globe. Whether you're looking for the perfect traditional farm sink or the latest Bauhaus-inspired bar sink in sleek stainless steel, you'll find it at George Morlan. Perhaps you're searching for a Victorian pedestal sink or a jaw-dropping contemporary glass basin for a powder room. The

possibilities are endless at George Morlan.

Whether you're a designer, architect, builder, remodeler or just a weekend warrior, you'll undoubtedly have questions. That's why all George Morlan Plumbing showrooms are well-staffed with plumbing experts. Perhaps most important is the fact that it's always hard to beat a George Morlan price - even the designer fixtures are discounted.

So if you're looking for inspiration for your kitchen or baths, all it takes is a trip to a George Morlan showroom. From extraordinary focal points to mundane faucet parts, "if it's plumbing, we have it."



George Morlan
Plumbing Supply • Since 1927

"If It's Plumbing, We Have It!"[®]

Showroom Hours: Monday - Saturday 7:30am - 6pm • Sunday 9am - 5pm

SE Portland - 5529 SE Foster Road • 503-771-1145 Tigard - 12585 SW Pacific Hwy (99W) • 503-624-7381

NW Portland / GMP Design Center - 2222 NW Raleigh Street • 503-224-7000

Salem - 399 Lancaster Dr. NE • 503-375-0200 Bend - 61455 South 3rd St. (Business Highway 97) • 541-330-1777

Warrenton - 1340 SE 2nd • 503-861-3600 Lincoln City - 101 at High School Road • 541-994-3880

Repair & Installation - 2215 NW Quimby • 503-274-1444



GRAN PRIX IMPORTS

www.gpimports.com

Picky. Picky. Picky.

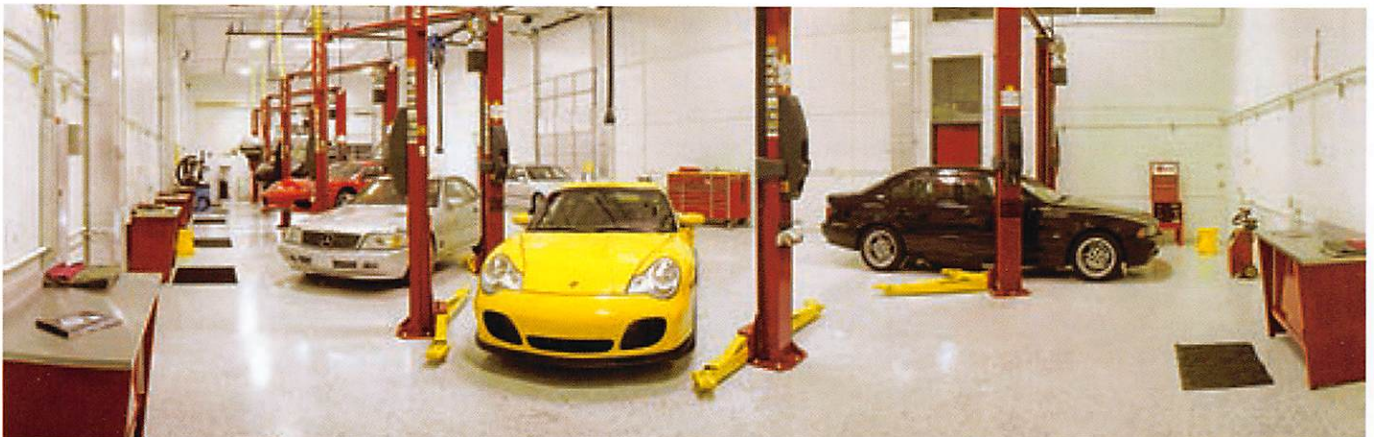
When it comes to your car, the Service Techs at Gran Prix Imports understand the meaning of Picky:

pik'e/adj: Fussy. Finicky.

So, when you're out on your next drive, stop by and visit our newly opened State-of-the-Art Service Department.

No job is too small or too large. From simple oil changes to complete engine rebuilds

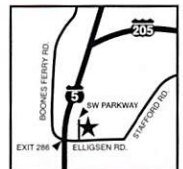
Check out our extensive line of aftermarket and tuner products, featuring Pirelli, Brembo, Kleemann, Whipple, HKS, H&R, HRE and D-Forged Wheels, Capristo, Borla, Magnaflow and PIAA products.



We're also Picky about the cars we choose to sell.

Our inventory of 50-plus exotic and luxury cars is hand-picked by our team of sales experts. It changes regularly and is housed inside the newest and most luxurious dealership in the Northwest.

Gran Prix Imports, where picky people purchase and bring their cars for service.



Your complete resource for the world's finest automobiles

800-763-4016

25300 SW Parkway Avenue, Wilsonville, OR 97070 | 503-570-1019 | View our inventory at gpimports.com

PRESIDENT'S MESSAGE

(Continued from page 4)

■ **750 Mille:** The premier driving event of the year for our club! Three days and 750 miles of great roads, wonderful people, and new adventures. The dates for this year's 750 Mille are June 1 through June 4.

■ **American Le Mans Races at PIR:** Last year the Porscheplatz, sponsored by Porsche Cars North America, had over 100 cars and 200 people for one of the best races anyone has seen at PIR in many years. The race is July 21 through July 23.

■ **Driver Education Program:** Don Clinkinbeard and his team have five DE days at PIR planned for 2005. The first one is on May 24. Don and his instructors have a new driver's education pro-

gram planned to instruct those drivers who have never driven on the track. If you haven't done it, do it this year! It's safe, it's fun, and you'll gain a new appreciation for the capabilities of your Porsche.

■ **Autocross:** J.P. Stein and his crew continue to improve our Autocross program. I don't know how you can have more fun with your Porsche for \$25! Come on out to PIR and practice so you'll be ready for the National Autocross at Parade. The first Autocross of the year is on Sunday, March 26.

■ **Rainbonnet:** I'm not sure how Richard Puetz and his crew can improve on last year's event but I'm sure they will as every year this November Multi-Region event gets bigger and better.

We have many additional events planned, including tech sessions, Spring Clean, Cabin Fever Tour, a parking corral at the Portland Historic Races, Mt. St. Helens Tour, Forest Grove Concours, Concours Prep, Sunriver Exotic Car Show, and the Annual Charity Auction and Awards Dinner.

All of these events are fun for the participants but they're especially fun and rewarding when you work with a group to plan and execute the event. Please volunteer to help. Our club is about the cars AND the people!

Happy Trails,
Jeff

president@oregonpca.org ■

AMATEUR WRENCH

(Continued from page 9)

shaft, we have decided to do some race motor mods to this item. It will involve cross drilling the oil passages in the crank to improve flow (hopefully preventing a recurrence of bearing failure). We will also get the crank lightened, knife edged and rebalanced. This should translate to a few more horsepower to push the car with as we are reducing rotating mass that has to be accelerated. One of the drawbacks here is that it will be harder to drive the car smoothly with less flywheel effect from the motor.

See Photo #2, the new crank compared to the stock unit so you can see the difference. Notice that the rod journals have two oiling holes visible in the picture. There are really four at 90 degrees of separation around the circumference of the journal. This will, in essence, quadruple the oil flow potential to the rod bearings as the stock unit

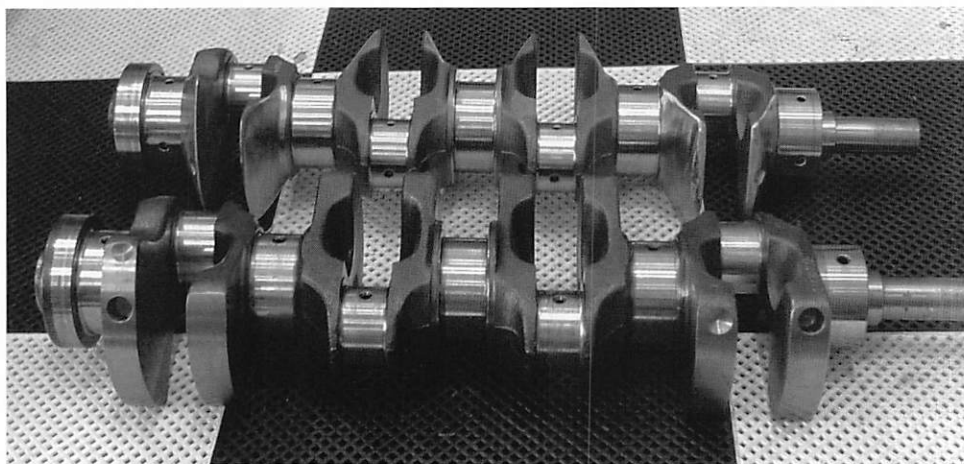


Photo #2

only has a single oil feed hole in the journal. My tuner tells me that the stock 944 oil pump has no trouble maintaining the proper oil pressure even with the potential increased flow. Hope he's right.

Next installment, we will be assembling the new motor as well as getting an expert opinion on what might have caused the cylinder bore damage.

All for now. ■

HOLIDAY PARTY

(Continued from page 17)

charity of their choice to donate to, beyond the first \$5,000 earmarked for the Salvation Army. Harry and Stephanie Danberg were the highest bidders in the oral auction. It was mostly due to Stephanie eyeing a piece of furniture handmade by member Bill Munson, and deciding she just had to have it. The bid-

ding was heavy on this lovely piece, but she prevailed—winning it for \$550. Harry's trophy for Enthusiast of the Year sits on it now. I have seen Bill's workshop, and I have to say he has a real investment in this "hobby". He puts a lot of thought and time into it, and it is reflected in his end products.

The Holiday Party and Charity Auction this year will again be in December, on Saturday the 9th. It's marked on the beautiful club calendar that accompanies this issue but circle it too so that you will be sure not to miss it. ■

1975 article detailed updating trim with paint and tape

The beginning of a new year brings with it new Board members and some returning Board members. Dennis Phelan, the President in 1975, was turning the club over to incoming President Dennis Puetz (Richard's brother). Phelan wrote that he understood why the outgoing year is traditionally represented by a shriveled old man, as he felt that way mentally. Puetz, on the other hand, showed the enthusiasm of a newborn in his very upbeat first President's column.

Anzeiger had a new Editor, Lorie George. Lorie pointed out something that is still true today, thirty years down the road, "Anzeiger requires much personal time and effort from each staff member. Our goals are high for '76 (2006), yet reachable with your support. In defining support I mean articles—voluntary articles. After all, aren't we all volunteers, some just giving more than others?"

At some point in 1975, Tom McDonald, Public Relations Manager for Porsche-Audi Division of Volkswagen of America, gave a neighbor's son a ride in the Turbo Carrera. The young man asked, "How much does it go for?"

Mc Donald replied, "Oh, about twenty-six."

"Gee, that's not bad. I thought they were over \$3,000." I'd love to find one for under \$3,000 myself!

It appeared that Dennis Puetz was doing double duty as President and tech article writer. Seems the new thing with

gone. I think I would stick with the standard shiny chrome.

The annual Christmas party, still called that in those days, was held, as per the norm, at Win Casey's home. Win had just moved into his new digs and was presented with a Porsche crest mirror as a house-warming present and apprecia-

"GOALS ARE REACHABLE WITH YOUR SUPPORT. IN DEFINING SUPPORT I MEAN ARTICLES—VOLUNTARY ARTICLES. AFTER ALL, AREN'T WE ALL VOLUNTEERS, SOME JUST GIVING MORE THAN OTHERS?"

Porsche was the black chrome treatment. Dennis had an older car, or at least it predated the black trim on the current models. He details a very simple and effective process to update the trim on an older car by using Krylon semi-flat black paint, masking tape and a whole lot of old Oregonians (newspapers, that is). He even describes this process as being simple, and good for about two years, at which time you get to reinvest the 15 or so hours it took to do it in the first place. Don't like it after you finished it? No problem. A bit of steel wool and, my guess, another 15 hours and it is

tion award for hosting the party. The 1975 Christmas party was also time for announcing the new Board of Directors and presenting the Enthusiast of the Year award (Gary Feldmann) and the new-that-year Mark Donohue Award (Kim Linville). Both awards live on today, along with a few which have been added since.

Next issue, we'll look back some more ... ■

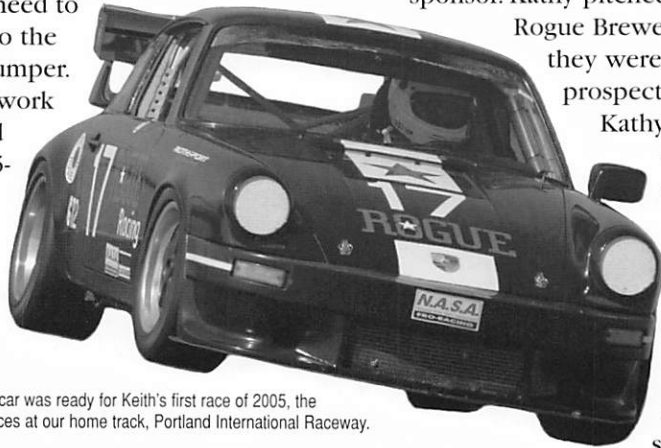
Autocross Results, November 2005

Rs	Driver	RawTime						
			9	Kevin Neary	54.510	18	John Henry	57.798
1	Val Kory	49.460	10	Jeff Gretz	54.882	19	Mark Mills	57.859
2	JP Stein	50.873	11	Harry Danberg	55.805	20	Kathleen Ellis	58.748
3	Chuck West	51.314	12	Trevor Rice	56.037	21	Bob Ellis	59.078
4	Michelle Reynolds	51.826	13	Scott Mills	56.201	22	Bruce Allert	59.317
5	Britain Smith	53.581	14	Jim Ayers	56.474	23	Don Peterson	60.150
6	Eric Freedle	53.850	15	Jim Chambers	57.216	24	Pamela Chapman	61.155
7	Bob Grasso	54.241	16	Barry Cogut	57.346			
8	Gary Chapman	54.284	17	Allen Henry	57.432			

RACER REBORN

(Continued from page 15)EFI system exceeded his wildest expectation because of its broad flat torque curve—which makes the most of the stock gear ratios required in GTS. After the engine was completed, PRC decided to outlaw EFI, forcing Keith to re-purpose the car from GTS to the GT3 class. Thanks, PRC!

Once Keith got the car back home, he installed a lightweight carpet kit, and plexi-glass side and rear windows. The wheels were changed from stock sixes and sevens to eight- and nine-inch Fuchs. Keith also used an airfoil simulation program to determine what kind of down force he could expect in the rear from his carbon fiber RS 3.8 style wing as well as the amount of splitter he would need to attach to the front bumper. All the work resulted in a 255-



The finished car was ready for Keith's first race of 2005, the Rose Cup races at our home track, Portland International Raceway.

hp car that weighed less than 2,150 pounds.

Keith took his car out for a shake-down in late October of 2004 at Sears Point, where he broke the two-minute barrier the first time out and was running as high as third in his first race. Not bad for a new car and Keith's first trip to Sears! But then Keith reluctantly had to tuck the car away for the winter.

Keith's wife, Kathy, has a background in Marketing Communications and 15 years of experience at Tektronix. Graphic design is one of her passions, although she had never designed graphics for a racecar before. Over the winter, Kathy worked up different designs for the car that not only looked good but also allowed the car to stand out. This is important so it would be easy to spot the car on the track with all the other black Porsches. As her design evolved, she toyed with the idea of getting a



Keith's pit crew for Rose Cup included two other PCA'ers, Monte Curtis (left) and Earl Green (right).

sponsor. Kathy pitched the idea to Rogue Brewery in Portland, and they were excited about the prospect.

Kathy spent the next few months developing a logo and finalizing the graphics and design (color, placement and size of graphics) and preparing the car for the 2005 season. The design came together beautifully, providing a balance of aggressive elegance while

incorporating the required graphics for the PRC.

In addition to racing at Rose Cup and numerous PIR DE days, Keith also made two trips to Thunderhill and two trips to Sears Point this year where he had back-to-back wins at the two-day NASA time trials in early October.

Keith had a fabulous time during the 2005 season and was thrilled to be back in the sport. Keith's track times continue to improve each time he visits a track. He can hardly wait until the 2006 season starts. Like Steve McQueen used to say, "Racing is Life; everything else is just waiting." ■



Celebrating his 1st place win at Sears Point.

STILL PLAYS WITH CARS

(Continued from page 7) 100K without any major driveline work, but so do most imports. And can you imagine—Korean nameplates even offer a 10-year warranty! So all of that means that we hang onto our cars much longer. They wind up at the wrecking yard if they're crashed and too costly to repair, not just because they're worn out. Meanwhile, Detroit considers itself a failure if it hasn't cranked out at least 15 or 16 million new vehicles a year. Where are we going to put them? Back in the '80s, Unocal, the petroleum company, paid Los Angeles motorists \$600 apiece to buy back and crush thousands of their older, high-polluting cars, just to help clean up the air.

Today, it's not so much a matter of money as it is of space. Can you conceive of the day when the price of buying a new car includes finding some old high-mileage beater and scrapping it, just to make room for your new one?

Parade is coming ... have you volunteered yet? Until next month, drive safely! ■

Introducing

Diamon-Fusion® Windshield Protection

Winter driving conditions are dangerous ...

It has been proven that a hydrophobic coating such as Diamon-Fusion®, applied on car windshields and side glass, improves visibility over 30% in rainy conditions!



It takes a rock 10X the mass to damage treated windshields as untreated windshields!

Call us today

ClearBra is an
authorized applicator for
Diamon-Fusion®.

Diamon-Fusion® is a registered trademark of Diamon-Fusion International, Inc., a California Corporation, USA www.DFInanotechnology.com



ClearBra™
"Clearly the Best Protection"

Installation Available Near You
WestSide • Central • N E • S E • Salem
Phone (503) 439-9031
Toll Free in Oregon (888) 439-9031
www.clearbraoregon.com

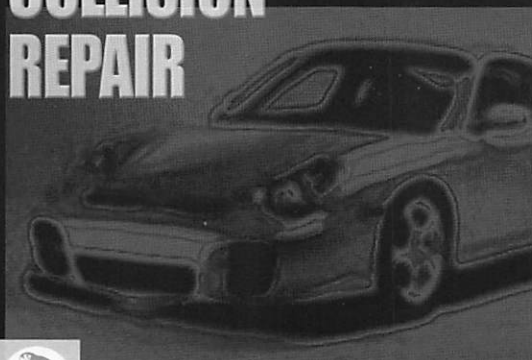
CCR
inc.

**The Industry
Standard**

- Glasurit oem recommended refinish
- Lifetime refinish warranty
- Latest in collision repair equipment



**COLLISION
REPAIR**



DAVE ROSENTHAL, painter

12401 SE 282nd Ave. / Boring, Oregon 97009 / 503-663-3122 / Fax: 503-663-3418 / info@ccrcollisionrepair.com

24 HOUR TOWING & RECOVERY • Call 503-663-5079

**All the parts
you need.
At prices you
can afford.**

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

800.767.7250

Tel 510.782.0354 Fax 510.782.0358
www.partsheaven.com

PARTSHEAVEN

Welcome New Members

Gary B. Bashor
Lori Sarancik
Longview, WA 1980 911 SC

Morgan Beller
Sara Bowersox
Portland, OR 1990 964

Matthew R.P. Clarke
Meredith Clark
Portland, OR 2000 Boxster S

Bart D. and Karen Cole
Portland, OR 1982 911 SC

Mike S. Gillespie
Chris Aland
Tualatin, OR 1990 911

Brett E. and Joy Hrenko
Hillsboro, OR 1981 911

Harvey J. Platt
Portland, OR 2006 911

Lee D. and Diana L. Tracy
Corbett, OR 2001 Boxster S

Jay C. Wilcox
Portland, OR 1986 928 S

Jeff and TerHar
Warrenton, OR 1979 911 SC

Bryan and Veronica Brock
Portland, OR 2000 Boxster

When Service Counts...

**Motor
Sports
International**

- Engine
- Transmission
- Suspension
- Tune-Up
- Oil Change
- Maintenance

ESTIMATES GLADLY!

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



**Bosch
Authorized
Service**

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

ALL EUROPEAN CARS.

SPECIALISTS IN SERVICING THESE BOSCH SYSTEMS:

- Gasoline Fuel Injection
- Diesel Fuel Injection
- Electronic Systems
- Anti-lock Brake Systems
- Hybrid Ignition
- Accessories

643-2656

Wayne Ditsworth, Owner/Operator

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

(Old Cedar Mills Fire Station)

Millennium Graphics & Forms, LLC

Your Source for all Printed and Promotional Goods

Business Cards • Letterhead • Envelopes • Brochures • Forms

Wearables • Banners • Screen Printing • Embroidery

Large Assortment of Promotional Products

Earl Green

earl@millennium-graphics.com

Liz Green

ORPCA Goodie Store

liz@millennium-graphics.com

503.649.0168 • Fax 503.591.0623



A New Oil for a New Generation

AMSOIL 5W-40 Meets or exceeds the following specifications for domestic and foreign gasoline engines:

- API SL, CI-4, CF
- ACEA A3, B3, B4
- BMW LL-01/98
- Daimler Chrysler 229.3, 229.4, 229.5
- Porsche
- Volvo
- Saab
- Volkswagen 502.00, 505.00, 503.01

Ask for it at ORPCA Fund Raising Partner Service Shops.



DIRECT SALES 1-800-722-1092

Tax Deferred Exchanges NNN Leased Properties Available

Steve Dishman, Broker

McWilliams Real Estate Services, Inc.
Commercial Brokerage & Consulting

Phone: 503-998-9260 steve@mcwilliamsrealestate.com
www.McWilliamsRealEstate.com

Valley Glass Co.

RICK ELLIS

Architectural Aluminum Products

Storefronts • Entrances • Glass

CCB# 122135

(503) 656-9343

FAX (503) 656-1778

875 Molalla Avenue • Oregon City, Oregon 97045

A boutique for enthusiast automobiles.

2004 Boxster S	Black/Black
2004 Boxster S	Yellow/Black
2001 Boxster S	Black/Black
2001 Turbo	Silver/Black
2004 Cayenne S	Black/Black
2002 Carrera Cpe.	Silver/Black
2002 BMW X5 3.0	Black/Black
1995 Mercedes 320SL	Black/Black



Waterhouse Motors LLC

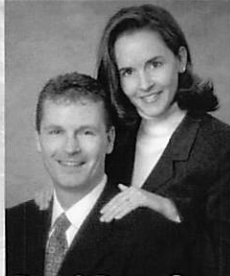
503.473.7895

Visit our website at
www.waterhousemotors.net

Members of:



Thinking of Buying or Selling? Don't delay, call
TEAM GRAY!



WWW.TEAMGRAY.COM
GRAYR@HASSON.COM

RIK & DAWN GRAY
503-212-5048



PORSCHE - AUDI - BMW - VW

17263 SW Pilkington Road • Lake Oswego, OR 97035

Ph: 503-635-3098

Personalized Professional Service at a Reasonable Price

stuttgartautotech.com

A-n-T *Serving PCA for over 25 years*
TIRE AND WHEEL

Trackside Motorsports

High-performance street and track applications

TIRES • ALIGNMENT
SHOCKS • BRAKES

We've MOVED!

→ 8131 N. Interstate Ave
Portland, OR 97217
503-236-2106



photo by Dan Porter

Alloy Wheels:

- Polishing & Painting
- Minor Repair
- Hand-painted center caps
- Precise mounting & balancing with your tires shipped in from anywhere.

Family-owned & operated
62 years combined experience

Skip's
WheelWerks

503.641.8001

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



REALTY SOLUTIONS, LLC

Gabby Tyer, CRS, GRI

Principal Broker

8142 SW Beaverton Hillsdale Hwy • Portland

(503) 292-4336 office

(503) 702-0393 cell

(503) 292-0991 fax

(800) 903-0770 toll free

http://www.allaboutportland.com

E-mail: gabby@allaboutportland.com



We Would Like To Buy Your Gently-Used Porsche 911.

(Top Prices Paid for Nice Clean Cars.)

MONTE SHELTON
JAGUAR

Purveyors of quality classic and collectible automobiles.

1638 W. Burnside P.O. Box 5545 Portland, OR 97228
503-224-3232 Fax 503-224-4310 monteshelton.com



ORPCA member discount!

503.285.4449 • www.prodrive.net
Portland International Raceway

Resource Directory

Auto Brokers

Bill Shores503.644.4640

Auto Upholstery

Guy's Interiors503.224.8657

Collector Cars

Monte Shelton Motors503.224.3232

Waterhouse Motors503.473.7895

Driver Education

Pro Drive Driving School503.285.4449

Glass

Valley Glass Co.503.656.9343

Investing

Rhodes Econometrics503.697.5444

Metal Plating

Oregon Plating503.232.7416

Paint Protection

ClearBra503.439.9031

Bill Shores503.644.4640

Porsche Parts

Parts Heaven800.767.7250

Porsche Service & Repair

Heckmann & Thiemann503.233.4809

Marque Motors503.293.5386

Motorsports International503.643.2656

Stuttgart Autotech503.635.3098

CCR Collision Repair Inc.503.663.3122

Porsche Sales & Service

Carrera Motors503.382.1711

Sunset Imports503.641.8600

Gran Prix Imports800.763.4016

Printing & Promotional items

Millennium Graphics503.649.0168

Plumbing Supplies

George Morlan503.771.1145

Real Estate Agents

Gabby Tyer503.292.4336

Team Gray503.212.5048

Steve Dishman503.998.9260

Synthetic Lubricants

Greenwood Marketing800.722.1092

Tires & Wheels

A-n-T Tire & Wheel503.236.2106

Wheel Polishing & Repair

Skip's Wheelwerks503.641.8001



Anzeiger

Advertising Rates

The following annual space rates apply to display ads conforming to the dimensions below. To determine the single-issue rate, divide the number by 11. (These prices do not include the cost of production for ads that are not computer-ready. For computer-ready art specs, contact our graphic designer, Nancy Scott, at engrafix@comcast.net)

Black and White Display

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

Color Display

Outside back cover	\$3,150
Inside Front cover	2,970
Inside Back cover	2,736
Full-page premium	2,736
Full-page inside	2,502
2/3 page	2,124
1/2 page	1,656
1/4 page	1,143

Porsche Club of America Membership

Do you own a Porsche? If so, join us here in Oregon, out where the magic of Porsche meets the road! The Porsche Club of America offers driving experience, technical assistance and camaraderie second to none. Our national award-winning magazine, Porsche Panorama, provides a monthly insider's view on all things Porsche. In addition, you will receive the ORPCA's award-winning monthly magazine, Anzeiger.

ORPCA permits you to choose from a wide range of Porsche activi-

ties, like club racing, ORPCA driver education at Portland International Raceway, restoration and technical sessions, rallies, autocrosses, tours, and concours d'elegance. The Porsche experience reaches across the cars and the years to people, binding together the family whose name the cars bear, the men and women who design and build them, and those across the world who drive and cherish them.

In America, it's the Porsche Club of America. We invite you to join us! For more information, contact our local membership chair:

Debbie Clinkinbeard
membership@oregonpca.org
 503.356.1764

Bill Shores

PORSCHE SPECIALIST Since 1971

Matching buyers and sellers

Other exotics available
Shown by appointment only

(503) 644-4640

bill@billshores.com

Distributor for Toughguard®

The Patented Never Wax Process



OREGON PLATING COMPANY

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

Linda Pitts

"Polishing and Plating Since 1908"

GUY's

INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION
DYEING AND COLOR MATCHING

**The Finest
Upholstery
for Your Car
Guy Recordon
Jim Enger**

503/224-8657

2016 NE Alberta St.
Portland, OR 97211

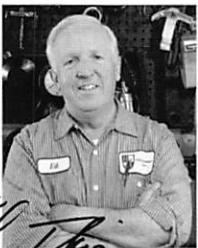
*"Excellence in
Service!"*

ASE Certified!

Award Winning!

"Trusted!"

356 / 912 / 912e / 911 / 911se / Carrera
Porsche Specialists!



Ed Thomas

*"Our reputation is built
on trust and exceptional
service."*

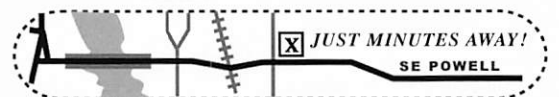
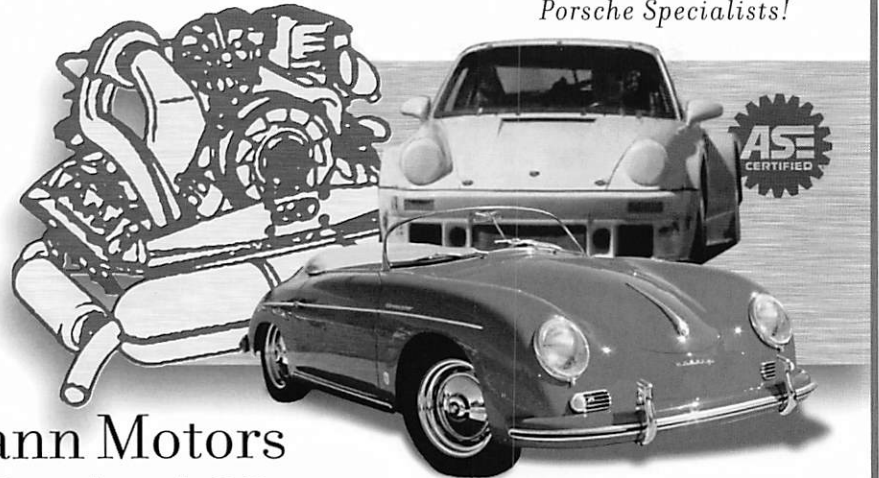
*Thank you for being
Portland's best
customers."*



Heckmann Thiemann Motors

2327 SE Powell Blvd. Portland OR

503-233-4809



Marketplace

■ CARS FOR SALE

911

2003 911 Carrera 4S coupe. Arctic silver/blk, full leather, 4,900 mi, mint condition, 6-spd, Xenons, sport exhaust, Bose CD system, lumbar support, P-Zeros, Porsche lettered black mats, Porsche Silverguard car cover. Never smoked in, no track or abuse. \$72,900. James 503.655.4800 jjbarless@msn.com. 11.05

2001 911 TURBO. 23,000 miles. Vehicle includes: 6-speed manual, EVOMS Stage 1 tuning, PSS9 Coil over suspension, GT3 short shift linkage, New Michelin Pilot Sports 315 Rear, 235 Front, K40 laser/ radar diffusion/detection, complete 3M Clear Bra, remote locks and bonnet release. 2nd owner. \$79,000 OBO. Phone 503.819.9244 Wade Willers 10.05

1999 996 Carrera 2. Speed Yellow/Black. 27,000 miles. Extremely clean, immaculate. All maintenance/service performed at Sunset Porsche. Does not leak a drop of oil. 18" rims. Drives perfectly. \$37,500 OBO. Contact Henry, 503.310.1389, turbotwo@hotmail.com 09.05

1998 Porsche 993 Cabriolet. Black/black, 6-speed, 11,000 original miles. AM-FM CD, hi-fi sound, full leather, heated seats, windstop, 17" wheels with color crests. All books, records, keys, window sticker, etc. Concourse quality, garage kept. \$54,900. 503.723.6146 09.05

Boxster

1998 Boxster, Polar Silver/Gray, manual trans., heated seats, sport option with 17" twist wheels, 76,000 miles, 75,000 service, aluminum and stainless steel accents in the interior, traction control, stereo, CD. \$20,500. Steve Lougee 360.883.9554 09.05

928

1987, 928-S4, Silver/Custom Chocolate interior, 85,000 miles, automatic. Lovely car with all tools, manuals, and known history and records. No dents or accidents. Driven by little lady from Medford. VIN #WPOJB0921HS860590, \$12,000, Forrest Hatch, Gold Hill, Oregon, 541.855.9646. Pictures available. ferrari4u@ccountry.net 11.05

Cayenne

2004 Porsche Cayenne Turbo, silver/black, 13,000 miles, 20" wheels, moonroof, CD stacker, balance of 4-year/50,000-mile warranty remaining. Mint condition. \$73,950. Jim 503.708.3843 11.05

356

1956, 356A Coupe, #57081 and engine # P62480, blue (some chips). Has a second massaged 912 engine currently installed. Eligible for all known world vintage rallies; Kardex. Has run the LaCarrera Panamericana (2nd in class), Copperstate, Colorado Grand, PCA Nationals, Boise. Has an Oregon lifetime registration and 1956 license plate. Many upgrades and multiple spare parts. Rally computer and electronics available. Records and receipts available. Pictures available on Internet. \$22,000. Member #1997044074, Forrest Hatch, Gold Hill Oregon, 541.855.9646, ferrari4u@ccountry.net. 11.05



Other Than Porsche

1955, 550 Beck/Porsche Spyder; #SW56662PA, built by Chuck Beck. Blue-Silver/Red leather. Strong 2.1L (160 hp) type 1 engine by CB Performance, LA. Convertible top, side windows, custom headrest, two rollbars, multiple spare parts including 11 chrome wheels.. \$22,000. Forrest Hatch, Gold Hill, Oregon 541.855.9646. Pictures available. ferrari4u@ccountry.net. 11.05

Enclosed trailer available, Forrest Hatch, Gold Hill, Oregon 541.855.9646. Pictures available. ferrari4u@ccountry.net. 11.05

■ PARTS

Fikse wheels for 911 (964) - 9x17 front, 10x17 rear - custom offset, fits C2, C4, RS America. Hoosier R3503's, 245/40, 275/40. Ideal setup for track or DE. \$2,500 OBO. Rich Vedder, 503.780.2202, 503.697.1914 11.05

■ WANTED

Wanted. 94 Porsche 3.6 turbo engine. Any condition. Jim jameseduffy@mac.com or 219.663.0388 09.05

Anzeiger

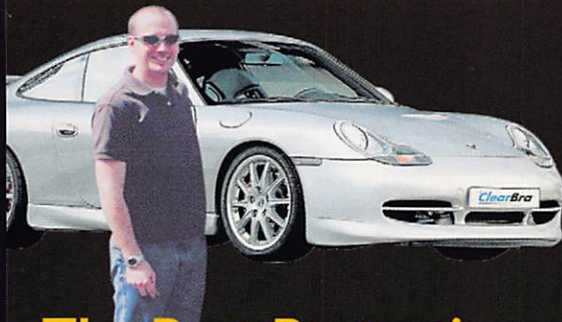
Classified Advertising

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

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

Non-members may place one non-commercial classified ad, 50 words or less, for \$12.50 each issue. Include a check made payable to Oregon Region PCA with the ad text. Placement of non-member classified ads depend on the availability of space after all member ads have been included. All ads must be submitted to the classifieds editor by the 15th of any given month. Please mail payment to the club Treasurer as listed in the back of the magazine, but e-mail the text of your ad to the address above.

Please send all classified ads to:
Classifieds Editor
classifieds@oregonpca.org



**The Best Protection
YOU'LL NEVER SEE!**

VentureShield®
Paint Protection System

**The Ultimate Paint Protection!
For Your Ultimate Ride!**

- Lifetime Warranty
- Optically Clear
- Twice The Strength Of
The Leading Competitor

**YOU'VE EARNED IT!
YOU DESERVE IT!
PROTECT IT INVISIBLY!**

What is VentureShield?

VentureShield is the toughest chip protection urethane film on the market. Combining excellent elastic properties and optical clarity.

Will it diminish the appearance of my car?

VentureShield will protect your car for years, and remain virtually invisible.

Can VentureShield be washed and waxed?

Yes, you may wash and wax your vehicle as if VentureShield were not present.

\$25 OFF

With This Coupon

On purchase of \$300 or more
Expires 1/31/06



ClearBra™
"Clearly the Best Protection"

Installation Available Near You
WestSide • Central • N E • S E • Salem
Phone (503) 439-9031
Toll Free in Oregon (888) 439-9031
www.clearbraoregon.com

AUTOBELLA

www.autobellausa.com

- Complete Detailing
- Paintless Dent Removal
- Rock Chip Repair
- Small Panel Repairs
- Engine Bay Detailing
- Interior Dyeing
- Overspray Removal
- Small Interior Repairs

Opening in Lake Oswego January 2006

2046 NE MLK Jr. Blvd • Portland OR 97212
503.335.6969



'NUFF SAID ...

Five Englishmen in an Audi Quattro arrive at the Italian border. The Italian Customs agent stops them and says, "It's illegal to put five people in a Quattro."

"What do you mean it's illegal?" asks one Englishman.

"Quattro means four," replies the Italian official.

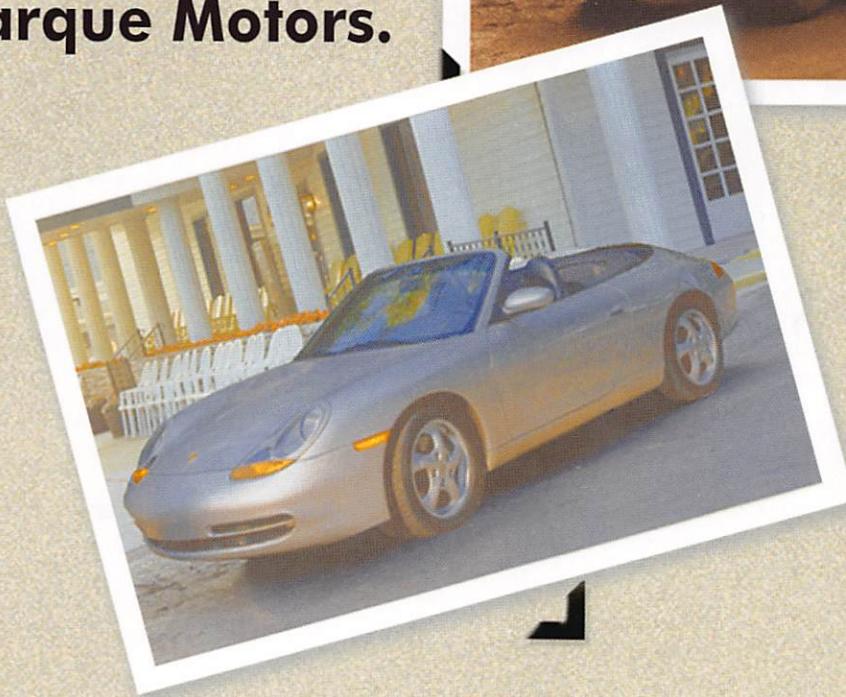
"Quattro is just the name of the automobile," the Englishman retorts, in disbelief. "Look at the papers: this car is designed to carry five persons."

"You can't pull that one on me," replies the Italian customs agent. "Quattro means four. You have five people in your car, and you are therefore breaking the law."

The Englishman replies angrily, "You idiot! I want to speak to someone with more intelligence! Call your supervisor over."

"Sorry," responds the Italian official, "he can't come. He's busy with two guys in a Fiat Uno."

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

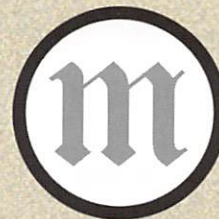


Marque Motors has the tools and the talent to communicate with your car, classic or contemporary. We keep up with the times—356, 911, 928, 944, 930, 964, 968, 996. At Marque Motors we don't just specialize in Porsches, we live them; we understand them.

Porsche • Audi • BMW • Volkswagen

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

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



Marque Motors
PORSCHE • AUDI SPECIALISTS

503 293 5386
www.marquemotors.com

ORPCA Fund-Raising Partner Service Shop

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



Simplicity and sense on a pedestal.

Curving shoulders. Arcing roofline. Rounded front fog and side lights. A 3.4 liter mid-engine race-bred performance machine powerful enough to uphold a legacy from the most dominant and most distinctive sports cars ever made.

The new Cayman S. Instantly Porsche.



4030 SW 139th Way
Beaverton, OR 97005
1.888.244.5073
www.sunsetimports.com
Mon.- Fri. 8:30am - 7am
Sat. 9am - 5pm, Sun. 12pm - 5pm



PORSCHE®

Anzeiger

Oregon Region PCA
PO Box 5652 Portland, OR 97228-5652

Prsrt Std
US Postage
PAID
Portland OR
Permit No 4675