

Anzeiger

Oregon Region Porsche Club of America
January-February 2005 v45-n1



YOUR DESTINATION DEALERSHIP **RIF**

An oasis for people who care about cars.



Boxster

GT3

Cayenne

New (Call for Winter Pricing)

- '04 Boxster Guards Red
- '04 Boxster Speed Yellow
- '04 Boxster S Atlas Gray
- '05 Boxster 987 Order Now!
- '05 997 Coupe White/Black
- '05 997 Cab Order Now!
- '05 Cayenne S Teal
- '05 Cayenne S Jarama Beige
- '05 Cayenne Turbo Basalt Black
- '05 Cayenne Tip Crystal Silver

Used (Call for special sale prices)

- '01 Boxster Ocean Blue
- '01 Boxster S Speed Yellow
- '02 Boxster Silver
- '02 Boxster S Speed Yellow
- '04 Boxster S Silver
- '01 911 C4 Cab Tip Orient Red
- '01 911 C4 Cpe Tip Lapis Blue
- '02 911 Cpe Speed Yellow
- '03 911 Cpe Midnight Blue
- '03 911 GT2 Speed Yellow



www.carreramotors.com Bend, OR 541.382.1711

Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v45-n1

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

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Anzeiger

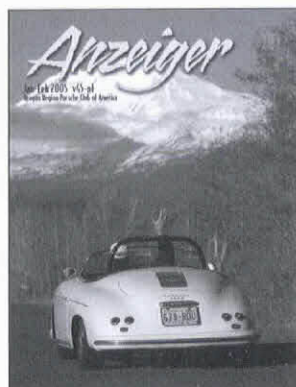
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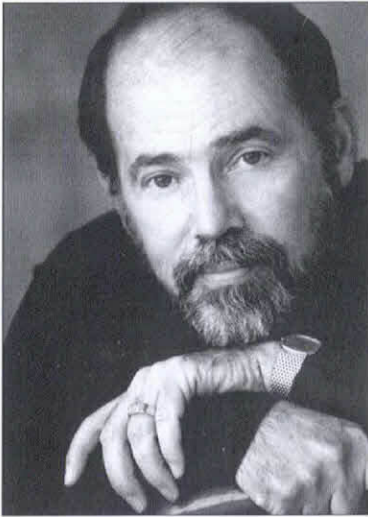
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Cover image: This issue marks my last as production editor or whatever I was. This issue also marks the club's 45th year of continuously publishing its magazine. The image serves at least a few purposes. It is meant as a salute to the club I've grown to know and appreciate over the last seven years. It is also meant as a final farewell to the club members we lost in 2004.

Special thanks to Rick Danielson who helped make this photo with his super-nice Speedster.

Photo by Chris Greenwood



Jeff Gretz FROM THE PRESIDENT

Welcome to 2005. As your new ORPCA president, I'm very excited about 2005 and all the activities we have planned.

I'm sure that you'll all agree that we had a very exciting and fun filled 2004. Thanks to the many volunteers who planned and worked on our various events, attendance was way up over our 2003 events.

I'd especially like to thank our two departing board members for their efforts last year ... Don Clinkinbeard for his wise counsel and willingness (along with his wife Debbie) to volunteer to help with any and all events, and Bob

Falleur for organizing and managing the new and very popular Arrive & Drive program.

We have many exciting events planned for 2005 that are listed in the terrific calendar included with this issue of Anzeiger. Some that you won't want to miss include:

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 always have 20 to 30 cars and excellent driving roads. The first tour is Saturday, April 2.

Monthly Dinner meetings: Nancy Herron always seems to find new and fun places for us to eat and drink. These meetings provide a good setting for new members to get acquainted with the club in an informal atmosphere.

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 2-5.

American Le Mans Races at PIR: Last year, our Porsche corral had over 90 cars and 150 people for one of the best races anyone has seen at PIR in many years. We've got even bigger plans for this year! The race is July 29-31.

Driver Education Program: Don Clinkinbeard and his team have five DE

days at PIR planned for 2005. The first one is on March 11th. Don and his instructors have a new driver's education program planned to instruct those drivers who've never driven on the track. If you have not done it, do it this year! It's fun and you'll gain a new appreciation for the capabilities of your Porsche.

Autocross: Chuck West and his crew continue to improve our Autocross program. I don't know how you can have more fun with your Porsche for \$25!

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 Regional event gets bigger and better.

We have many additional events planned, including Tech Sessions, Spring Clean, Cabin Fever Tour, Progressive Dinner, Mt. St. Helens Tour, Forest Grove Concours, Club Picnic, 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

Kate Ayers FROM THE EDITOR



Our club begins this year two members poorer. They left us as 2004 waned. Bob MacEwan lost his fight with cancer in early November. For a while there, it looked like he just might win, his zest for life being what it was. He certainly had mettle. His pledge to work hard on Parade 2006 didn't seem the least bit unreasonable. With his supremely positive outlook, he made believers of all those around him. Unfortunately, he could not beat this formidable rival. His

widow, Marlene, has graciously given us a brief overview of Bob's life, accompanied by a photograph of him in his Targa, which truly exudes his enthusiasm. We thank her for sharing these with the club.

At about the same time, we lost ORPCAer Bob Larsen, due to complications from a surgery gone horribly wrong. He donated a life-saving kidney to his nephew, but doomed himself in the process. His wife Carol bravely granted an interview to KATU, who spotlighted the tragedy that Bob's selfless gesture turned into. His is a heart-wrenching story.

The next time you get into your car, pause for just a few seconds to remember these two men with a passion for Porsches. And this year, let's enjoy every drive to the fullest in the memory of their spirit.

OREGON REGION EVENTS



2005

January

- 4 Board of Directors meeting
- 8 Charitable Auction and Awards Banquet
- 19 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for March

February

- 1 Board of Directors meeting
- 12 Bob & Jeff's Annual Bus Tour
(Planes, Trains, Automobiles)
- 16 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for April
- 26 Tech Session - Porsche 997 @ Sunset Imports

March

- 1 Board of Directors meeting
- 11 DE @ PIR
- 16 Monthly Social & Dinner
- 19 "Dyno Day" - Electronic Power Enhancement
Tech Session
- 20 Anzeiger Editorial deadline for May

April

- 5 Board of Directors meeting
- 9 Arrive & Drive Tour
- 17 Autocross
- 16 Spring Clean
- 20 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for June
- 30 Cabin Fever Tour

May

- 1 Cabin Fever Tour
- 3 Board of Directors meeting
- 7 Arrive & Drive Tour
- 8 Autocross
- 18 Monthly Social & Dinner
- 20 DE @ PIR
- 20 Anzeiger Editorial deadline for July

June

- 2-5 750 Mille
- 4 Arrive & Drive Tour
- 5 Autocross
- 7 Board of Directors meeting
- 10-11 Rose Cup Races
- 15 Monthly Social & Dinner
- 17-19 Champ Car Portland Grand Prix
- 20 Anzeiger Editorial deadline for August
- 24-7/3 PCA Parade - Hershey, PA
(Potomac Founders' Region host)
- 24 DE @ PIR (Tri-Club)
- 25 Progressive Dinner

July

- 2 Arrive & Drive Tour
- 3 Autocross
- 5 Board of Directors meeting
- 8-10 Portland Historic Races
- 17 Forest Grove Concours d'Elegance
- 20 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for September
- 23 Mt. St. Helens Tour
- 24 DE @ PIR
- 29-31 Grand Prix of Portland (American Le Mans Series)

August

- 2 Board of Directors meeting
- 6 Arrive & Drive Tour
- 14 Club Picnic
- 17 Win Casey BBQ
- 20 Anzeiger Editorial deadline for October
- 26-28 Canada West Region PCA Whistler Weekend

September

- 3 Arrive & Drive Tour
- 6 Board of Directors meeting
- 11 Autocross
- 11 Sunset Imports Swap Meet
- 15 DE @ PIR
- 16-18 Sunriver Exotic Car Show
- 20 Anzeiger Editorial deadline for November
- 21 Monthly Social & Dinner
- 25 Club Volunteer Party

October

- 1 Arrive & Drive Tour
- 4 Board of Directors meeting
- 19 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for December
- 22 2006 Planning meeting
- 23 Autocross

November

- 4-6 Rainbonnet
- 6 DE @ PIR
- 8 Board of Directors meeting
- 16 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for Jan-Feb

December

- 6 Board of Directors meeting
- 21 Monthly Social & Dinner



Still Plays With Cars

By Peter Linsky

Big Brother may be closer than we think. If that term is unfamiliar, pick up a copy of George Orwell's 1984. It's a pretty fast read, but this post-war novel of an all-seeing, all-intrusive government will leave some lasting impressions.

As this column is written, we're learning more about efforts by some who think they know best to impose some electronic oversight on us lesser beings. The November 8th issue of *Autoweek* details the coming of what are called "Electronic Data Recorders." In some cases, they're already here; we just aren't aware of them. EDRs, a form of "black box" recording device, offer automakers the opportunity to monitor a wide range of data from our cars: vehicle speed, throttle position, brake action, change of speed over time, airbag deployment, and other data critical to understanding what the vehicle was doing just prior to a collision.

That data can be automatically captured for later analysis. Manufacturers say they need this information to learn just how well the vehicle's safety systems operate.

Of course, there's also the possibility that the information could be used by someone else to determine, after the fact, whether the driver was speeding (Sorry, sir, but the fine print in your insurance policy says your coverage is voided if you were violating the law), or otherwise abusing the equipment (Sorry, sir, but the EDR shows clearly that you were driving in a competitive event, and your warranty is voided). Some automakers, including Porsche, insist they would never share that data with the government or the insurance industry, but at least one company has declined to cover warranty repairs after an owner autocrossed the car in question. Others are hedging their public stance.

Besides the obvious issues of privacy rights (A car equipped with GPS might be able to store the fact that you were somewhere you shouldn't have been, or vice versa), there are questions about who owns the information in your car. After all, you own the entire vehicle. Also, critics of EDRs note that these devices are not fool-proof; some have been proven to spit out erroneous information. Lessons to be taken from all of this? 1) Carefully read

your insurance policy. 2) Carefully read your new-car warranty. 3) Be prepared to talk to your lawyer.

Frankly, if I knew that a particular car was equipped with an EDR, I might think twice about buying it. If the government mandates EDRs in all new cars, I'll buy a used car without an EDR, and without a look back.

I spotted an interesting photo in the Portland Tribune last fall. It accompanied an article about a Portland woman who opened a bar in Casablanca because she loved the movie of the same name. She was surprised on a past visit to learn that there had never been a real "Rick's Café," famed as Humphrey Bogart's "gin joint."

She opened her own version of Rick's, and that's the story. The photo accompanying the article showed a silver Porsche GT2 parked in front of the bar. I don't know what Bogey drove in real life, but he seemed like a Porsche kind of guy, didn't he?

Until next month, drive safely.



FEBRUARY SOCIAL & DINNER

Wednesday, February 16

Buffalo Gap Saloon

835 SW Macadam Ave

6 pm - Social Hour (no host) • 7 pm - Dinner served

A 'limited' menu of 5 choices will be offered.

Prices will range from \$9 to \$16 per person.

Please join our fun group of Porsche club members for a dinner social at another of the club's favorite spots! New members: don't be shy! We want to meet you, too!

**RSVP to Nancy Herron by Friday, February 11 at
503-293-6714 or e-mail her at
dinnermeeting@oregonpca.org**

Planes, Trains & Automobiles

A.K.A. "Bob & Jeff's Annual Bus Tour"

Sat, Feb. 12

There's certainly a lot to see in our neck of the woods, but on this day, we've got a few surprises. While we don't want to reveal too many details about this year's trip, we can say that you may see some things up close that you've never seen before.

As we wind our way through Portland and beyond in our motorcoach, we'll stop for interesting private collections and public museums. We'll also break for lunch at the appropriate time.

More detail will follow in the periodic e-mail in January.

- **RSVP by February 1**
- Date: February 12, 2005
- Start Time: 9 AM
- Location: TBA - check the web site and weekly e-mail for the latest information.
- Cost: TBA
- No-host lunch
- Event Chair: Bob Falleur
- Contact Data: 503.653.7691 or
bobs_toys@comcast.net

Dyno Day

Tech Session: Electronic Power Enhancement

Please join us for a day of education on making additional horsepower through electronics. ORPCA, in conjunction with UniChip of North America, is hosting a tech session on the 19th of March. This program will include sessions on making horsepower through optimized ECU programming as well as running some members' cars on UniChip's chassis Dynamometer.

The test session will run from 8:00 am until the last car has completed its dyno run. The capacity on the Dynamometer is limited to about 12 cars in the day. In order to get the most out of this event, we are limiting dyno runs to Porsche AG manufactured cars only. Late model cars (those with electronic engine control systems) will benefit the most from the information presented.

The Event Chair will accept cars for the dyno run on a first-come, first-served basis and we will work to ensure that only one of each model/year are included in the runs. We would particularly like to get a 997 and a 2005 Boxster S to attend. (There may be a special opportunity for the owners of these cars.)

Sat, March 19

- **RSVP by March 12**
- Date: March 19, 2005
- Start Time: 8 AM
- Location: UniChip
2615 SW 39th Loop #B
Hillsboro, OR 97123
- Event Chair: Don Clinkinbeard
- Contact Data: 503.356.1764 or
drcbike@aol.com

Coming 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. Look for details as to location and any specifics related to the "venue" each month in *Anzeiger* or on the web site.

Arrive and Drive

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

Cabin Fever Tour

The Cabin Fever Tour is designed to be a quick weekend get-away to shake off the winter doldrums. All meals and accommodations 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.

Autocross

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

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

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

Progressive Dinner

House hopping takes on new meaning when June rolls around. The Progressive dinner happens in three different parts of the city, each one at club member's house opened to the owners' fellow Porsche enthusiasts. Each participant brings some dish they've prepared, with appetizers being consumed at the first location, main course at another and dessert at still another. The fun cascades as we drive between courses on a warm summer evening. Down the windows, crank the tunes and bring your appetite.

Sunriver Exotic Car Show

The Sunriver Exotic Car Show is one of the year's favorite events. The Sunriver Chamber of Commerce sponsors the event, and invites a number of car clubs to attend. The Porsche Club has historically been the dominant force, but we have been joined by the Jaguar, Ferrari, Mercedes and BMW Clubs, as well as some interesting privateers.

The weekend begins with an optional group drive over the mountains, stopping at Carrera Motors in Bend to clean up in their detail shop. Then it's a registration get-together that evening in Sunriver. Saturday is devoted to the Exotic Car Show, a low-key-shine-and-show-type affair held in the Sunriver Mall, with judging optional. (Don't let "Exotic" bother you - every Porsche is exotic to the Sunriver Chamber.) The Car Show is followed by the traditional wine and cheese party, then a casual banquet. Sunday brings the famous Sunday Dash, a two-hour-or-so romp to a grand-finale lunch.

For maximum enjoyment, get a small group together to rent a house in Sunriver.

The Sunriver Exotic Car Show is a very popular event, and it is a wonderful way to end the summer driving season. It should definitely be marked on your calendar.

Member Profile – Ken & Sue Blanchard

By Gregg Denning

For the Blanchards, Porsches and other cars - and the activities associated with the cars - provide a place to meet with friends. Ken's favorite events are the tours, including in particular the Arrive and Drives and the Mille Miglias. Other favorite events are Sunriver, Rainbonnet, the Holiday Parties, Parades (two of which they have attended) and many Dinner Meetings. Ken and Sue are both very active with ORPCA as participants and volunteers. Plans for the upcoming year are: More tours, the 750 Mille Miglia, track events and other activities that sound interesting and that Ken and Sue have time to attend.

The couple has always been sports car fanatics. Ken's first car was a Triumph TR3, but at age 17 he acquired it before he had insurance. He then learned that he would not be able to get insurance. Ken and Sue owned two Volvo E 1800s, which Ken describes as "great cars." But that evaluation was before their first 911 joined their family, a 1965 Euro that was acquired in 1973. The Blanchards were accused by friends of having "purchased the Euro at night without a flashlight." (Must have been a pretty thing, hm?) Their second Porsche, another 911, was "a big improvement," since Ken learned a lot through the



first experience. The Euro, by all appearances, was a good transition from the two Volvo E 1800s to the world of 911s.

Other car loves include a purchased-new 1967 Chevy Malibu SS396, which Ken acquired right out of military service. He would like to own another copy of the SS396. Perhaps brute horsepower is a turn-on, Ken? Along with this muscle car, Ken owned at the same time a 1929 Dodge Sport Sedan, which was purchased from the original owner with only 30,000 original miles on the car. It was in like-new condition and was sold to fund the purchase of Ken and Sue's first home.

Another favorite was a 1972 911S Targa, which Ken considers to "have not been a

very practical daily driver for the city streets of Seattle."

As his introduction to PCA and ORPCA, in 1997 Ken convinced a friend that he should purchase a Porsche. After purchasing his first Porsche, the friend joined the Silver Sage Region. Ken and Sue were, in turn, convinced that they should join PCA by their friend. Their first event was the Stangeland Wine Tour, where they met Debbie and Don Clinkinbeard, and Claire and Richard Puetz. "Joining the club is one of the best things we have

ever done." Three cheers for that — and total concurrence!

The Blanchards now drive a Boxster, which has become one of their favorites. The Porsche addiction and appreciation has matured, as Ken now would "find it very difficult to consider any other make."

To provide sufficient funds to support their toys and extracurricular habits, Sue is an Independent Representative for Epoxy Coatings, Culvert Liners and Cooling Tower Products, and Ken works with VWR International, a global distributor of scientific and safety supplies, with whom he travels 13 western states as a safety specialist — unfortunately not in a Porsche.

Tech Session: 997

Feb. 26, 6 pm

Club
Event

Sunset Imports - 4050 SW 139th Way, Beaverton

Sunset will be presenting an overview of the 997, from all aspects, including the underside of the vehicle. As far as we know, no RSVP is required. Please direct any questions to Jim Ayers at jimnkater@comcast.net.

RSVP by Feb. 19 to Jim Ayers, 503-292-5743



SEMA Show A Feast for the Senses

Story & Photos by Chris Greenwood

What's easy on the eyes is likely to be murder on your pocketbook. If you're a consumer, that is. The SEMA show is all about featuring products by aftermarket vendors and first-tier manufacturers to distributors and, most importantly, the media.

Since I can't do the event justice in words, I'll have to use a few photos of things that caught my eye. Some things need no explanation, some boldly defy it. I tried to find as many things relating to my interest and the Porsche Club as I could, but I did wander a bit and what you see here is but a trillionth of what was there. It may be possible to see and digest it all, but the one who does likely wears a cape and has some time off.

The Gemballa GT750 Bi-Turbo. Take a Cayenne Turbo, add \$280 large worth of modifications.



This Ford's got suicide doors and style, things the original never had much of.



The Specialty Equipment Market Association (SEMA) is dedicated to enhancing the performance, appearance and handling of all passenger cars, light trucks and recreational vehicles.

This year's show covered approximately 2 million square feet of exhibits segmented into twelve sections at the Las Vegas Convention Center.

What you may not be able to see in this photo of a Cayenne with 20-inch rims is that they are also jewel encrusted.



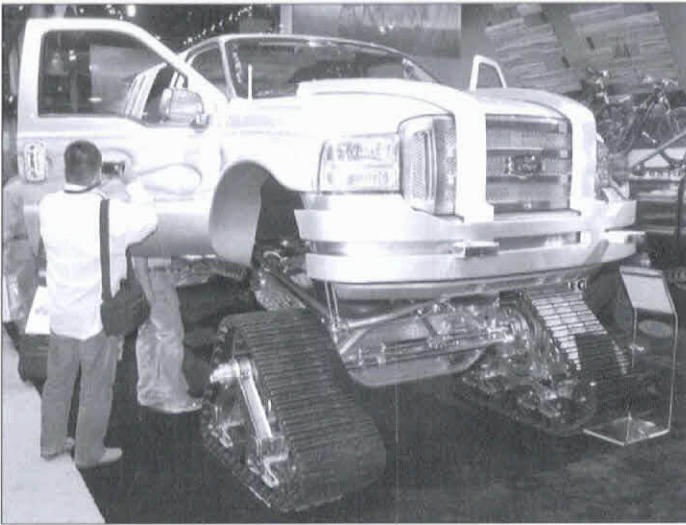
Maybe the slammed look with new front bodywork is right for you if you're not happy with current Cayenne styling.





There was eye candy everywhere.
The cars were cool, too.

Who knew there could be a
hundred different kinds of pistons?

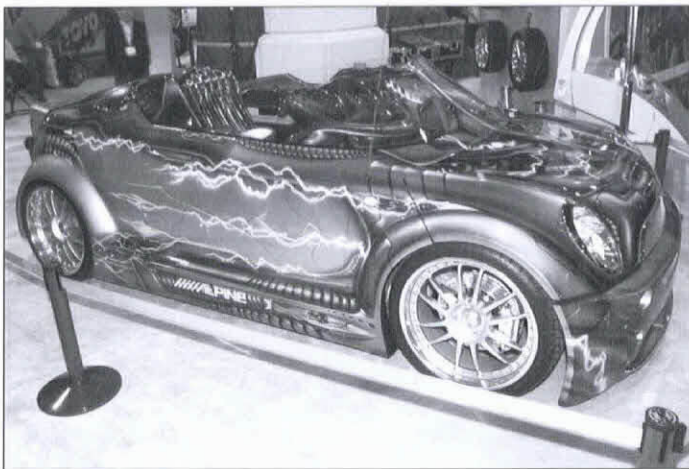


For those whose SUVs still aren't quite terrifying enough for the rest of your fellow motorists, Ford has an answer for that, too.



Fred Flintstone could have used this in the stone age; single-seat rock crawlers are all the rage.

People were forced to redefine what is meant by "over the top" virtually every 30 feet. How about a single-seat Mini with paint and stereo that defy explanation.



Tina Tidwell Interiors


 Your space and ideas
 +
 My expertise and resources
 =
 Great Design

503-452-2323

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Perpetuating Parking Paranoia

By Randy Stolz

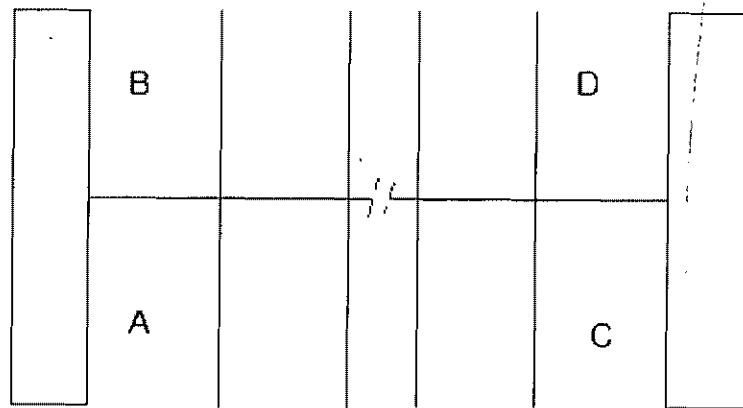
Paranoia is a funny thing. It drives us to spend an inordinate amount of time on things we otherwise would not think twice about, especially when it comes to finding a place to park.

I'm not talking about those days of ardent youth and discovery when the windows fogged up from heavy breathing and the police car spotlight showed us the light of the moon. Nor am I speaking of the specific skills required to park a Porsche and the development of your own "bat-like" proximity scan to gauge exactly where the front and rear bumpers are. It took me less than a month after acquiring my '03 Boxster to put a slight scratch on the front bumper. Ever since, I've been contemplating installing German embassy flag standards on the front number plate to act as a training device. I figure that, since the car is black, these would give it a unique "diplomatic" look, and I would gain the respect I deserve with valets everywhere ... despite a low tip.

What I am paranoid about is the prospect of coming back to my prized possession and finding all manner of wretched damage. It's the day-to-day issues of fading, tree sap, door dings and scratches that play on my mind. We place our freshly waxed jewel oh so carefully in position across the street from the dentist, or in the lot at work, or in that spot we found near our favorite restaurant, and hope no ill — or bird doo — befalls us. A keen eye will see that tree sap, bird doo and fading are inversely proportional. I can deal with those. It's the dreaded, insurance-proof door dings that have the greatest ROS (Return on Stupidity). Some say, "Well, I can't worry about it. If it happens, it happens." Rather than trust your car to fate, here are some items for your consideration.

Look at the accompanying diagram of a row of parking spaces with an island at each end. When you think about it, the odds are higher for door dings in any of the spaces that are not marked A, B, C, or D because there's nothing to prevent

someone from parking on either side of you. If you're the last in and first out, you're safe. Otherwise, there is a good chance of getting nailed on your right side. Why? The other car's driver side door



"It's the dreaded, insurance-proof door dings that have the greatest ROS (Return on Stupidity). Some say, 'Well, I can't worry about it. If it happens, it happens.'"

is always used. How well it's used is beyond your control. On the left side of your car, the odds are lower because not all cars have passengers getting in and out. These basic odds (higher on the right,

lower on the left) determine the best choices of the spots marked A, B, C, or D.

Assuming all cars park 'head in', then spots B and C offer the lowest risk. Spots A and D, while protected on the left side, are only slightly better than parking in any other spot unless: 1) you're going to a place where a high percentage of cars are likely to have passengers, i.e. restaurant, theater, ballgame, etc., or 2) the car in the adjacent spot is 'headed out' but only if

condition "1" above is not in effect. Got that? It's insane, I know, but Teutonic logic and disciplined thinking must be observed whilst being a Porscheophile.

So you're an early arrival and you have the whole lot to yourself. What's best, B or C?

"C" has the sun at your back and prevents fading the dash or seats,

but if there's a tree in the island ... well, that's up to you. As for myself, I'm parking WAAAYYY OUT THERE, where no one EVER parks. I can use the exercise and it gives me more time to dream up these no-less-important skills. No matter, I'm still paranoid.

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Reflections (of a neat day at the track)

By Andy Jacobson

Early last Fall, while attending the Annual Porsche Swap Meet at Sunset Motors, I ran into Chuck Bergeron and had an enjoyable little chat with him regarding a fun time I had at PIR this summer.

I had decided to invite our son, Dane, who also lives in Trout Lake, to join me for a Drivers Ed day, and we would take the Boxster to drive. Dane hadn't driven a car on the track before but did have track experience with me riding Ducatis at the old Formula One Track at Mosport, in Canada. Before the event, I had e-mailed Chuck and asked him if he would be kind

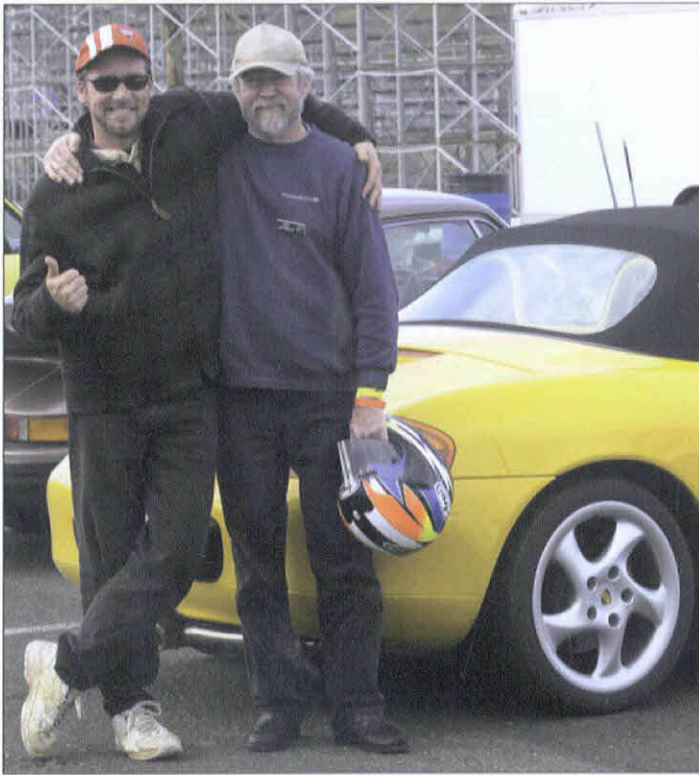
Chuck took his own car out on the track, he invited Dane to ride with him, and Dane could then see exactly what Chuck meant when he applied the "tips" to his own driving style. For the rest of the day, Chuck appointed me an "honorary instructor" and let me ride with Dane, and Dane with me for the rest of our sessions.

The interesting and fun part was discover-

ing how very good the Boxster is on the track. It is incredibly well balanced and firmly planted, loads of fun and easy to drive. (And, by the way, quite fast as well.) Dane really enjoyed the driving and riding experience, as much if not more than I. In addition, I was impressed with how good his lines were, as well as his willingness to try the different things that Chuck and I suggested to him. He was quick, stoked to the max, and confident, without going "over the top." It was fun for both of us.

After the session ended, we packed up and drove Highway 14 back towards

Trout Lake, stopping in Stevenson at the Big River Grille for a meal. (Quite a good place to stop, if you are ever out that way; great food and a few reasonable beers as well.) We were too "pumped" to eat much at the track. While reflecting back on the day's events, it seemed to me that this was the very BEST day in our 35 years together that Dane and I ever had! It was so much fun that I wanted to share the experience with other club members. We have a great car club, with lots of interesting and fun people. It has been one of the main highlights for me, in moving to the Pacific Northwest.



enough to give Dane some instruction for his first session, and he was happy to oblige. Chuck was the person that instructed me regarding the proper lines to use the first time I drove a car there a few years ago, and he had such a thorough knowledge of the track and calm way of giving the information necessary to do a good job that I thought that would be perfect for Dane.

Chuck drove him around first, and then they swapped positions with Dane driving. When Dane came in after that first session, he was so "stoked" that he almost could not quit talking about it. When

Robert Dean MacEwan

Bob passed away Nov. 3, 2004, at 49, surrounded by his wife and children, after a long struggle with cancer. Bob was a loving and devoted husband, father, grandfather and son. He lived most of his school years in Lake Oswego. He graduated from Dallas High School in 1973, then attended U of O, where he was a member of the Kappa Sigma fraternity from 1973 to 1978, earning his degree in Political Science. After college, Bob went into sales, restaurant management and finally general residential construction



before cancer forced retirement 15 months ago. Bob's passions included his family and dogs, cars (especially Porsches), college football, skiing, golf, reading, art, travel, the beach, red wine and music (especially the Blues and the Rolling Stones). He was a die-hard Duck fan, enjoying season football tickets.

Bob's love of cars started early in life. His dream of owning a Porsche was realized on his 45th birthday, in 2000, when his wife gave him a 1978 911SC Coupe. Two years later, he purchased his second Porsche, a 1982 911SC Targa, Guard's Red. He was an ORPCA member. Throughout his life, Bob owned 28 cars, including many classics too numerous to mention.

Bob was extremely well-read. It was important for him to know as much as possible about the things he cared about, especially cars. Bob will be greatly missed. He will be remembered for his easygoing personality, love of life and family, and his dry wit.

Bob is survived by his wife, Marlene Ellis MacEwan; daughters, Jennifer Derry, Meghan Schreiner, and Elisa Swanson; son, Douglas MacEwan; grandson, Jase Derry; mother, Barbara; father, Malcolm; and brother, Don.

Remembrances to Willamette Falls Hospice, 1505 Division St, Oregon City, OR 97045.

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Don't Rain on Our 'Bonnet

By Jim Ayers

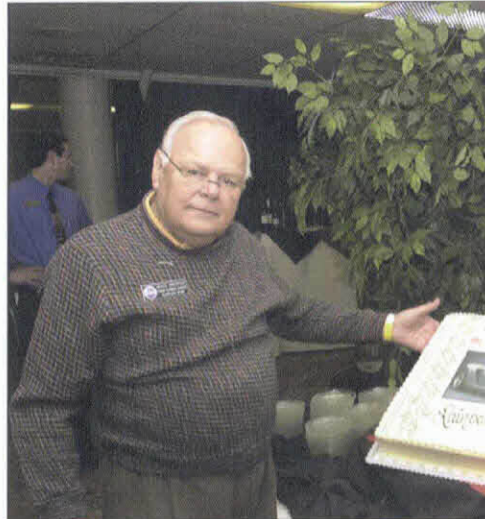
While it wasn't exactly Easter Bonnet weather, it sure wasn't Rainbonnet time. Amazing, November, Portland, Oregon, NO RAIN? For at least the last three years, Rainbonnet Sunday has been dry and the track events have been better as a result.

One doesn't want to mention the fog delay; late, but not wet. Mellow wine tours, informative tech sessions, indoor concours, entertaining speakers, three days of fun and learning. What more could a club event be? Members not making this an annual must-do are really missing out on a tremendous opportunity to rub elbows with PCA members from all over the Northwest as well as local brethren.

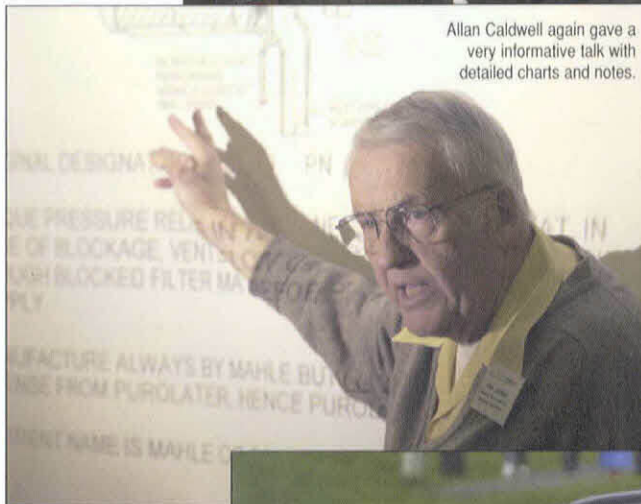
Thanks again to Richard Puetz for arranging great meals, wine and speakers. That's not to say that this year didn't have its major glitches... Thanks, FREEMAN (I'll reserve my true thoughts) THOMAS, who cancelled at the very last minute as the keynote speaker. Truly, many thanks to Keith Martin, Sports Car Market magazine, who stepped up and hit a home run with his presentation. I suspect Keith's presentation was probably a lot more entertaining and insightful than Mr. Thomas's would have been. Michael Stahlschmidt, of Sideline Photography, kicked the Friday evening banquet off and, by the end of the evening, had the audience eating out of his hands. Additionally, he and his crew stuck around for DE and took a number of fabulous photos of members and their cars in action. If you want an action photo of you and your car, look for these guys at the track. Their work is superb. Michael didn't realize he was the primary speaker Friday evening. He was wandering around, looking at the gorgeous cars flanking the banquet tables, waiting with everyone else for the show to begin. When he was introduced, he rose to the occasion in great style - albeit with a little bemusement.

Dennis Torgeson chaired the Concours and did a great job in a thankless position.

Amazingly, no protests were filed. Beautiful cars were displayed and judged. In my case, just watching the prep work done by the entrants was enjoyable. One



Bruce Anderson is thanked for his many years of service to the Porsche Club with a cake bearing the likeness of a Carrera GT.



Allan Caldwell again gave a very informative talk with detailed charts and notes.

change, which will be instituted for next year, all cars being entered in the Concours, will require a registration fee. No more bring it out, drop it off as in years past.

Bruce Anderson, tech person extraordinaire, was presented a special award for his — too many years to count — membership and service to PCA.



Bart Locanthi and staff did a great job of helping people understand just how well their cars will handle, in the Driver Skills class on Sunday. Bart's only complaint: Not enough paved surface to make the skid pad really effective. Some of my own pupils were pretty sure there was plenty of pavement but were just a bit reluctant to put the car to speed.

For autocrossers and driver skills people, fog doesn't present a problem. DE, well, it's a bit on the hairy side with 25 cars running blind on P.L.R. at speed. Needless to say, the track didn't open until the runs could be done in safety. The only problem experienced was with lunch, usually a one-hour break, which had to be cancelled. Those in the pits were forced to make mad dashes across the track between run sessions to get some food. Your author volunteered to make a run for all who had lunch tickets and, regrettably, came back one short (sorry, Cheri).

A special thank you has to be extended to all of the event sponsors. Without their support, this event could never take place.

DE people really need to thank Debbie Clinkinbeard, Kim Friedman and Cheri Oldenburg for their heroic efforts in making the Driver Ed program run flawlessly. I realize the DE chair and instructors provide invaluable assistance, but the event wouldn't fly without these wonderful women at the helm.

See you at next year's "No-Rain-bonnet."

Rainbonnet Concours Judging

By Dennis Torgeson

Wow, where do I start in describing what went on at the 2004 Rainbonnet Concours? Twenty-two beautiful Porsches of all descriptions lined up in the banquet room of the Monarch Hotel for us to enjoy. Where would you see on display a 2004 Porsche Carrera GT Super Car, a very early 356 Cabriolet and an interesting facsimile of an early RSR racecar? Well, at Rainbonnet of course! Richard Puetz is always pulling some very unusual Porsches out of the hat for Rainbonnet display. I mean, how often can you be in

the middle of a great car display and have banquet dinners at the same time?

Why put your car in next year's Rainbonnet, you might ask? Well, the idea of display and judging is to encourage our club members to show off their pride and joy. Believe me, we all love to look at every model of Porsche. To promote participation, the judging is a bit relaxed



from the standard Porsche judging rules. This is to encourage you to put your car in the show even if it is not a "perfect" car (most are not). We want more entries next year. Richard has room for 30 cars so please consider entering your car for the enjoyment of all attendees. Everyone appreciates what you go through to have a car ready for display or judging. Rainbonnet is a fun event. I repeat, fun, fun.

Richard asked me to be the person in charge of judging. This meant that I had to provide the forms, select the judges, compile the results and generally be "in charge" (which actually means I get yelled at when something is not correct.) I was reassured that I would not be involved in judging (too new to Porsches to know much) and if a problem came up, the buck stopped at Richard. We arranged for teams of three people to judge each car for exterior, interior and engine compartments. Five minutes was allowed for judging of each car. Participants were asked to bring their cars into the banquet room at the Monarch starting at noon on Friday and could be taken out at late as Sunday morning. You could start detailing/cleaning your car as soon as you liked, some even staying well into the late hours of the night to get their car just right. And then some (Top Only entries) merely used a cloth to wipe off the dust and were done! But not the team of Ernie and Ernie

from Victoria, BC. Boy, those two guys were real serious and had all types of cleaners and polishes to give their winged silver beauty the total treatment. Some other participants just looked over at them, yawned and then went to the bar. So all levels of car detailing went on.

Okay, 8:00 am Saturday arrived. All owners of judged cars were to be standing by

their cars. Not there, no judging. Exceptions were if you left your car unlocked; judges felt it was okay to judge. Maybe you overslept, got caught in traffic, etc. (Remember, this is a fun event.) The various classes of judging ran from Top Only to Full Traditional — and everything in between. Cars were all judged by 10:00 am. By then, owners could stop sweat-

ing and go enjoy the Tech Sessions. Results were compiled and awards were given out at the Saturday night banquet.

Here are the final results:

Pleasure Driver:

- 1st – George Baker 1989 911 C4
- 2nd – Rodger Ellingson 1984 944
- 3rd – Tim Harmon 1997 993 Cabriolet

Special Interest:

- 1st – Scott Bradley 1993 RS America
- 2nd – Jack Arct 1962 356 Coupe

Traditional:

- 1st – Ken Garchow 1996 993 Twin Turbo
- 2nd – Sunset Porsche 2005 997 Carrera S
- 3rd – Monte Shelton 1953 356 Coupe

Traditional Top Only:

- 1st – Richard Puetz 1995 993 C2
- 2nd – John Draneas 1959 356 Coupe

Daily Driver:

- 1st – Ernie Yakimovich Carrera 4 S
- Ernie Kowal
- 2nd – Bob Bennett 1991 911
- 3rd – Tillie Hammond 2001 Boxter S

People's Choice:

- Ernie Yakimovich Carrera 4 S
- Ernie Kowal

continued on page 22

Driver's Skills, Learning to Autocross

Anzeiger Staff

The best way to start your learning curve related to your car's performance? Drive Skills clinic, followed by a full-blown Autocross. Rainbonnet provided just this vehicle for participants to enjoy. Drivers of all skill levels, complete novices to experienced drivers, took part in both the Driver Skills clinic and Autocross.

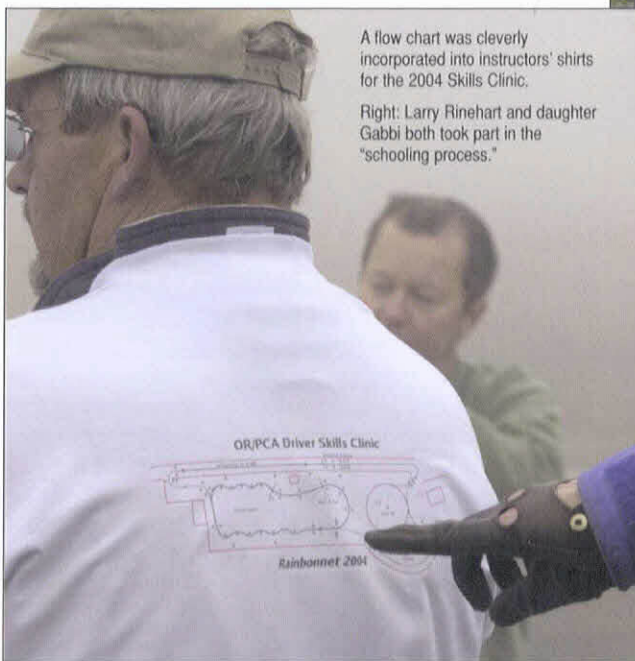
Becoming a skilled driver requires an understanding of your car's abilities as well as your ability to operate the vehicle within its limitations. Failure to understand either your lack of skill or the car's limitations will always result in a negative outcome. Slaloms, braking exercises, decreasing radius turns and a skid pad are great places to gain a feel for your car's abilities and your limitations. Most often, loss of control of one's vehicle is a direct result of the driver's lack of skill in a situation where the car has been put to its limits.

Developing the understanding of the limits of your vehicle and how to control it when you approach or exceed those limits is the purpose of the Driver Skills clinic at Rainbonnet. In some instances, owners of newer models had the advantage due to ABS brake systems and PSM. Speed braking without locking up the wheels is a whole lot easier with ABS. Driving full-out through curves and corners works really well with PSM (not to be confused with PMS). ABS is tough to bypass unless it fails; PSM is only good until the driver totally overextends the vehicle, at which point you are toast anyway.

Drivers of less technically refined cars have always had to deal with a greater degree of driver attention, nothing to save them from their errant ways. However, drivers of both new and old technology

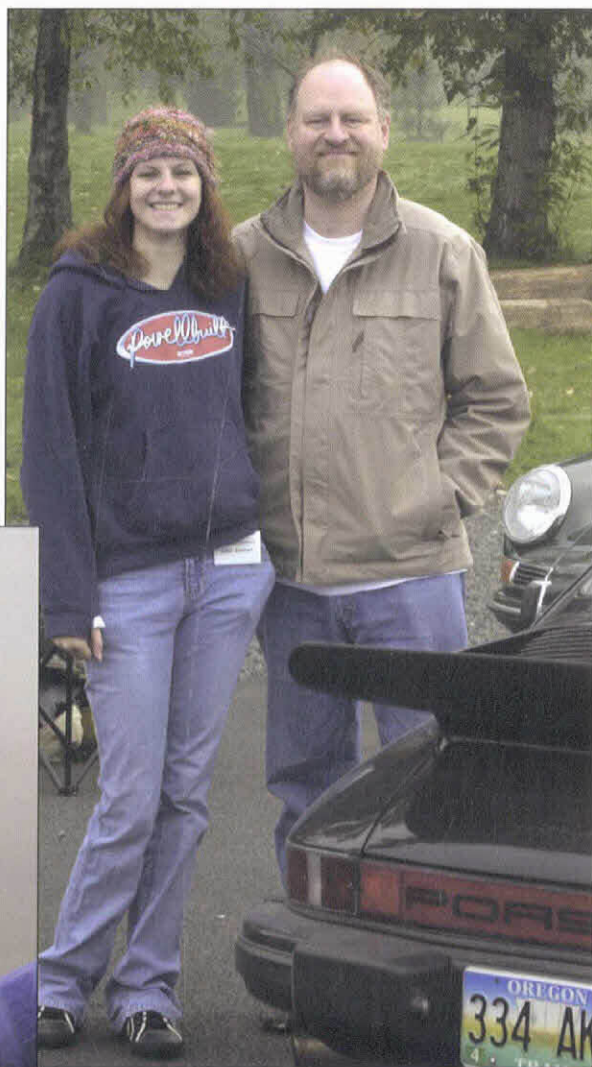
cars can learn important driving skills during this clinic and put them to use on the road as well as closed-course driving events. Watching the smiles on the faces after folks have driven around a 150-foot circle at 30 mph, had the rear of the vehicle attempt to overtake the front and save it – well, it's inspiring. As an instructor, riding with one of the drivers and having the rear of the vehicle coming around is — uh, we'll say interesting.

Following the morning Skills clinic with the full-out



A flow chart was cleverly incorporated into instructors' shirts for the 2004 Skills Clinic.

Right: Larry Rinehart and daughter Gabbi both took part in the "schooling process."



Curtis Eames shows the more timid what driving sideways looks like.

Autocross is the logical step. Most Skills participants choose this event rather than braving the track.

This year, the course setup for the Autocross was both fast and challenging. Three Chicago boxes, a couple long

slaloms and some very tough course directionals made for a fun afternoon. For first-timers, the joy felt in knocking 10 seconds off your first lap time by the day's end was exhilarating. For the more seasoned, coming in consistently was the proof of the pudding.

As with all events, if you don't try them you will never know how

much fun you are missing. Try this one once and you'll be back. I can almost guarantee it.



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The Amateur Wrench

By Don Clinkinbeard

Well, last year's driving season is complete. Rainbonnet was great. My car ran very well, with the exception of the waste gate still being nonfunctional. It's really frustrating to only be able to push the throttle down partway to keep the boost in line. So we have some winter projects to contemplate.

First, I have to get the waste gate operational. I'm going to build up an adapter system to hook the thing up to my air compressor so I can test it. Shouldn't be difficult. A few adapters and fittings and an adapter from NPT to the input hose to the pressure regulator should be doable.

Next, as I was doing my under-car inspection before the Rainbonnet DE Day, I noticed that there was a crack in my oil pan. Actually, I noticed it earlier but it has grown a little. A while ago, I had a flapper installed in the oil pan to keep the oil located around the oil pickup on the hard corners. I'm wondering if this is the cause of the cracking. The oil pan is a non-stressed part so there is no mechanical

reason for it to crack. Stay tuned as I disassemble the bottom end of the car with the engine still in. This will require that I drop the front suspension and subframe as a unit along with the crossover pipe to the turbo to access this. While I have the oil pan out, I will also check the crank and rod bearings since removing the oil pan exposes their parts. Further lightening is also in order so I will probably be removing the headlight system to save another 30 or so pounds.

On another note, we requested seven DE days for 2005 from PIR. We got five and possibly a sixth. Most are on Fridays, but one is a Thursday. We really need your

support to ensure we break even on each of these events in 2005.

There have been about three to five people running the DE program for several years. I'd like to beef up the staff a little.

1) Registrar. This person would be responsible for checking in drivers and ensuring that their registration and tech information is complete as well as issuing the proper ID to each participant.

2) Pre-grid Control. A simple but important job. This person will ensure that the cars lined up for the run session belong there and that there are no riders in the cars that don't belong there. In addition, you will ensure that the drivers have all of their safety equipment in place before you let them out into the hot pits.

3) Tower Ops. These positions are critical to the safe operation of the track, being the communication point between the turn workers and the DE staff for all issues. You will also record issues with cars/drivers and drivers in the tower log as well as consulting with the Chief Driving Instructor and DE Chair on discipline issues.

For more information on these positions, contact Don Clinkinbeard at 503.356.1764 or drcbike@aol.com.

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Where To Go When You Just Don't Know What To Do

By Alex Phan

We all love our cars. It's like a second wife (or husband) or, in my case, girlfriend. We become attached, infatuated, and a lot of times ... obsessed. Boy, I don't think I knew what I was really getting myself into when I bought this car. It's a never-ending struggle to work out the kinks and figure out what in the world is making that annoying sound. Sure, we could just take her to the shop and have the trained professionals look at her, but for many — like myself — we can't afford it.

They don't call it a labor of love for no reason. Working on the car myself brings me joy and satisfaction because it's brought me closer to it. I feel like I've really gained something from the experience and that the bond between man and machine is even stronger. Okay, that simple 30-minute job took me four hours but who's counting?

The Internet is a great place to find help because it's always accessible, any time of day. So if you are too busy during the day, it's still there for you at night. I don't know of any other 24-hour Porsche advice line, so if you know of one, please do share! You'd be surprised how a simple search can find you the answer you're looking for.

My favorite web site is the Pelican Parts Technical Forum (<http://forums.pelicanparts.com/>). This is an excellent place to get answers for those jobs you just don't understand how to do. In my experience, every question I have posted has been given a solution. And if you still don't understand it, you at least have a deeper knowledge of the issue and can discuss it without sounding like an idiot. A lot of the people who moderate these forums are those trained professionals! It's getting free help and avoiding the \$80 an hour fee. Don't get me wrong; some things you just can't do yourself and, for those jobs, there is always your trusty local Porsche mechanic nearby. Pelican also offers an excellent selection on genuine Porsche parts at affordable prices, and wonderful customer service. I think they've really got a lot going for them in the Porsche community.

Another fantastic and very popular site is the Rennlist technical forum (<http://forums.rennlist.com/>). This site is very similar to Pelican's, offering subcategories for each model of car. That makes it even more straightforward to find a solution to a particular problem on a certain vehicle. One of the best categories (other than the 944 section, of course) is the for-sale/trade classifieds. I've found a bunch of great deals on parts that I needed, and some people have even been gracious enough to pass on the parts for free (except shipping). How do you beat that? That's where I really think we come together as a community to support and help each other when we can.

If you have any thoughts or suggestions for great places to see online, send them in! I'd love to start putting up reviews as we go along.

(Ed. Note: You can reach Alex Phan with ideas at 951power@comcast.net.)

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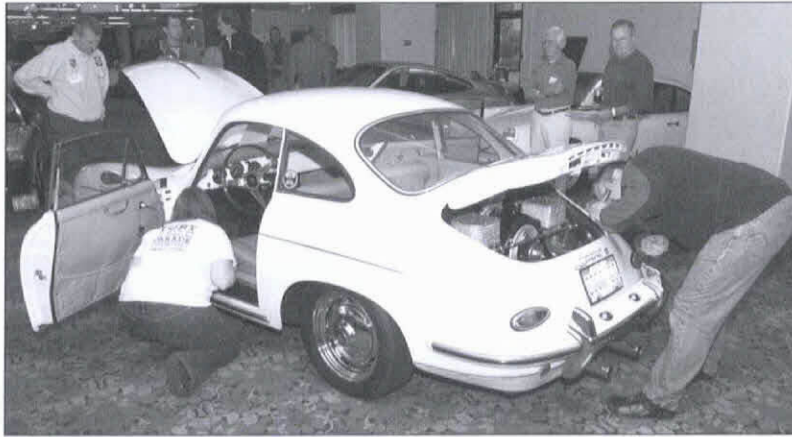
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Rainbonnet Concours

Continued from page 17

So, what do you think? Maybe you might enter your car next year? Think about it. Remember, we have room for 30 cars. This is a chance to increase your fun at Rainbonnet and let the rest of us see your pride and joy. You will have a great sense of satisfaction when it is all over; you have really accomplished something. The two important things about placing your car in the Rainbonnet is that your car does not have to be perfect (look at the classes - Daily Driver!) and to have fun. This event is not Porsche

Parade-type live-or-die judging (same rules but a fun factor thrown in). Oh, by the way, Richard has already lined up some very interesting and unusual - to say the least - Porsches for us to drool over next year. So wax that car, clean the wheel wells, vacuum the interior and put it in the "show" for 2005. It is not hard. I did it last year with my 1983 911 SC and won 3rd place! (Okay, so there were only three cars in my class!). See, it's not so hard.



that did not include wine. Would I be off the program in time for the wine tour? I was thinking about canceling out, but Richard convinced me to go anyway as he wanted me to handle the finances, like paying for the lunch and the fees for the tasting. Plus there were only eight of us that had signed up. I reluctantly agreed to help out, but was dreading the temptation

The next stop was Ponzi Vineyards. This was, for me, the best wine from any of the places we visited. (The group photo was taken in front of the tasting room at Ponzi.) Then we loaded back onto the bus and headed for the next stop, Rex Hill Vineyards. Since it was past our lunch hour and Richard had made reservations at a deli in Newberg, we hurried through this tasting so we could head for lunch. When we arrived at the restaurant, the rush hour was over, and it was a good thing, because the nine of us (including Bob, the driver) filled the place completely. Since this restaurant was on a side street, we were all wondering how Richard found this place. It was run by two guys, who had to do everything from waiting the tables to preparing the food. And very good food it was, too.

After lunch, it was back to the bus and off to the last two vineyards. Sokol Blosser, just south of Dundee, was first on our agenda. As we were heading up the lane to the tasting room, Bob spotted in front of us a full-size bus loaded with about 45 people. He craftily stepped on it, and with our smaller bus, he was able to outmaneuver the larger bus and put us right in front of the door. We were all laughing - and giving Bob the thumbs-up - as we rushed into the tasting room ahead of the mob.

Duck Pond finished off the day. We bought more wine there, and Susan, Claire

and Debbie really enjoyed the gift shop.

Then it was back to the Monarch Hotel. We arrived about 4:30, just in time to get ready for the evening hospitality and dinner. We wonder what Richard Puetz is going to dream up for next year. And we can hardly wait.

from all of the different wines that I would not be able to taste.

My luck does not usually work this way, but as we were on our way out the door on Friday, heading for Rainbonnet, I received a call. I was off the program! So, all of a sudden, I was once again looking forward to the Wine Tour on Saturday.

At 9:30 in the morning, we all loaded onto the bus, and off we went. Our first stop was at Cooper Mountain Vineyards.

Rainbonnet Wine Tour

by Ken Blanchard

For the members that have known me over the years ... yes, I am still a member of ORPCA. And yes, I do get to attend a few of our events from time to time. Since I took my new position over two years ago, I have not been able to attend all of the events that I would like to. My job keeps me traveling the 13 Western States, so I am not at home during the week. But I did get to go to Rainbonnet again this year. Richard Puetz, the Chairperson for Rainbonnet, added as one of the events a Wine Tour of five of our local wineries.

This was the event for me: Tasting great wine, and being chauffeured from place to place. I was really looking forward to it. The only problem, I was on a special diet



Here we were able to taste some wines that are 100% organically grown. Sue and I purchased a few bottles of the Dijon Chardonnay since we enjoy the white wines. Sounds strange, but it is very good. (From the Dijon region of France, not the mustard!)



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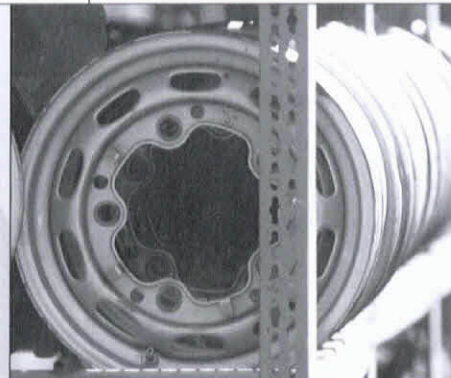
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Ten (Truly) Priceless Tools

By Harry Danberg

For those of us with older Porsches, we are often concerned about what to bring with us when we are on the road to handle the “disasters” that might befall us. After years of careful research, I offer the following ULTIMATE list. Forget the Snap-On Tools truck; it’s never been there when you needed it. Besides, there are only 10 things in this world you need to fix any car, anyplace, anytime.

1. Duct Tape: Not just a tool, a veritable Swiss Army knife in stickum and plastic. It’s safety wire, body material, radiator hose, upholstery, insulation, towrope, and more — in an easy-to-carry package. Sure, there’s prejudice surrounding duct tape in concours competitions, but in the real world, everything from LeMans-winning Porsches to Atlas rockets use it by the yard. The only thing that can get you out of more scrapes is a cell phone.

2. Vise-Grips locking pliers: Equally adept as a wrench, hammer, pliers, balancing wire twister, breaker-off of frozen bolts and wiggle-it-till-it-falls-off tool. The heavy artillery of your toolbox, locking pliers are the only tool designed expressly to fix things screwed up beyond repair.

3. Spray Lubricants: A considerably cheaper alternative to new doors, alternators, and other squeaky items. Slicker than pig phlegm, repeated soakings will allow even the main hull bolts of the Andrea Doria to be removed by hand. Strangely enough, an integral part of these sprays is the infamous Little Red Tube that flies out of the nozzle if you look at it cross-eyed (one of the 10 worst tools of all time).

4. Margarine Tubs with Clear Lids: If you spend all your time under the hood looking for a frendle pin that careened off the pental valve when you knocked both off the air cleaner, it’s because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas just so they can use the empty tubs for parts containers afterward. (Some, of course, chuck the butter-colored goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren’t connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.

5. Big Rock at the Side of the Road: Block up a tire, smack corroded battery terminals, pound out a dent, bop noisy

know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a “Made in Malaysia” emblem is not synonymous with the user’s maiming.

6. Plastic Zip Ties: After 20 years of lashing down stray hose and wiring with old bread ties, some genius brought a slightly slicked-up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur-quality wiring from a working model of the Brazilian Rain Forest into something remotely resembling a wiring harness. Of course, it works both ways. When buying a used car, subtract \$100 for each zip tie under the hood.

7. Ridiculously Large Craftsman Screwdriver: Let’s admit it, there’s nothing better for prying, chiseling, lifting, breaking, splitting or mutilating than a huge flat-bladed screwdriver, particularly when wielded with gusto and a big hammer. This is also the tool of choice for all filters so insanely located that they can only be removed by driving a stake in one side and out the other. If you break the screwdriver — and you will, just like Dad and your shop teacher said — who cares? It has a lifetime guarantee.

8. Bailing Wire: Commonly known as MG muffler brackets, bailing wire holds anything that’s too hot for tape or ties. Like duct tape, it’s not recommended for concours contenders since it works so well you’ll never need to replace it with the right thing again. Bailing wire is a sentimental favorite in some circles, particularly with the MG, Triumph, and flat-head Ford set.

9. Bonking Stick: This monstrous tuning fork with devilish pointy ends is technically known as a tie-rod separator, but how often do you separate tie-rod ends? Once every decade, if you’re lucky. Other than medieval combat, its real use is the all-purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn’t know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it.)

10. A cell phone.

Wheels, Wheels, Wheels

By Jim Ayers, Tech Editor

Most of us car nuts like our wheels to look good on the car, have no curb rash and be true and dent-free. Some of us even have the wheels color matched to the paint on the car. Some of us may have the skill, time or artistic talent it takes to make our wheels look fabulous.

At the suggestion of Bob Falleur, I ventured over to Skip’s WheelWerks to see how the pros do it. Upon entering Skip’s, I noticed a few display wheels, all of which would look really good on my car — or yours — and all of which just happened to be Porsche. Skip later confided in me his preference for working on Porsche wheels and for Porsche owners. He truly meant it. Skip then



took me back into the shop area where one of his sons was masking a set of wheels in preparation for buffing.

It sounds easy until you watch someone do it. Having covered all of the areas not intended to be buffed, the process moves on to the time-consuming hand buffing, using small power tools. Skip told me all of their work is done by hand, no big buffers, no dip and strip bath, just good old-fashioned hard work. Center caps need paint? No problem, all hand done.

When I asked how he fixes a bent lip he offered some insight: Applying heat to a wheel causes the metal to lose its strength and a press is likely to break the metal. “You just pound it back into shape,” Skip said.

Skip’s WheelWerks does most of the work for the major exotic car dealers in the area. Skip initially worked with Art Stearns for 16 years, then did seven years at Portland Tire. Six years ago, he started his business and has never looked back. It’s truly a family business which employs his wife and sons.

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and other service sources; to exchange ideas with other Porsche Clubs throughout the world; and to establish mutually cooperative relationships with other sports car clubs. We think that membership in Porsche Club of America will add to your enjoyment of owning one of the finest automobiles in the world.

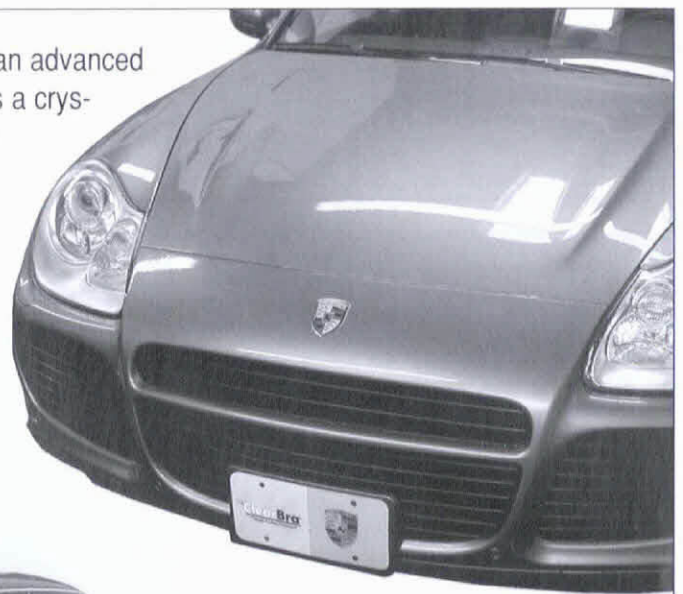
To Join:

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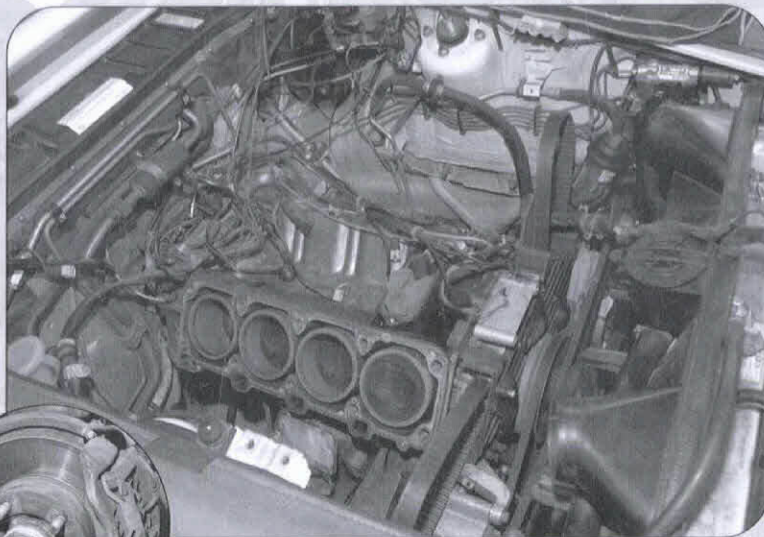


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1987 911 Carrera, Black/Black, 95k, near-new tires and clutch, 16" polished Fuchs, power windows, seats, air, sunroof, alarm, am/fm/cd, non-smoker, never wrecked. \$22,000. (503) 452-2886 or pben-nett@cvk-law.com 09.04

1987 911 Carrera cabriolet, white/burgundy interior and top, electric top, A/C, 101,000 miles, all service done, drives excellent, no accidents (Carfax), 15" painted original finish Fuch, new Potenza RE950 tires, comes with set of 16" original finish Fuch, new dash and refinished leather seats, 4-way power driver seat. Recently installed chin spoiler. Has aftermarket CD stereo with CD changer and subwoofer. \$18,000. (360)254-6865 11.04

1983 Porsche 930 Turbo; Metallic Silver. 65,100k. Great condition. Just serviced at Marque Motors. My weekend car. This car is basically all stock, except for the alarm system and muffler. \$35,000 obo. 877-259-7390 kaneshigej@katewwdb.com 10.04

1981 911SC White/Dark Brown, original paint, 150K miles, sunroof, power windows, AC, Blaupunkt AM/FM/cassette/CD changer, equalizer, 3rd local owner since '91, H-4's, euro taillight lenses, PIAA 959 fog lights, ducktail, front chin spoiler, pop-off valve, Momo wheel and shift knob, Weltmeister torsion bars, lowered, great original condition, \$19,000 OBO. Contact Paul Kust at 503-252-3258 or pkust@teleport.com 11.04

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1973 RSR replica, street /track legal class GM, on 1972 911T chassis, Bamboo beige, good condition, 2.7 liter, 25k since restoration, 99k original miles. Over \$55k invested. Asking \$40k obo, Vaughn Temple, (541) 553-1344, von@value.net 11.04

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1976 914 2.0 Fuel Inj. Blk/Blk. Less than 25,000 miles on complete rebuild; Engine, trans, paint etc. \$15,000 in receipts. Runs, drives looks like new! Price \$7,900. Tom Carey @ 503-642-1331 or 503-475-2520 09.04

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Parts

911 SC/Carrera aluminum smooth rear bumper (no large heavy bumper pads), skirt with sport exhaust cutouts, bumper extensions, rubber bellows. \$200. 911 Harness Bar (bolts into stock holes) \$100. E-mail for photos. Matt Byers 541.913.9962, matbyers2001@yahoo.com 11.04

4) 7JX15 ATS ET 23.3 951.362.104.00 phone dials. Polished lip, pol. ovals, pol. and detailed crest, metallic black center w/ OK tires, nice wheels \$600. (4) 7X16 928.361.016.00 Need refinished, \$425. (2) 6X16 (2) 7X16 Fuch 911 23.3 Polished lip, pol. spokes, pol. and detailed cap, black centers (by Skip at Art Stearns), never used since refinished, very nice, \$925. (1) 8JX16 23.3 Fuch 944, dinged \$100. (1) 6JX16 ET 23.3 AS 10.62 Flat disk 924 Turbo? Dinged \$75. Mike Baker (541) 593-2980 10.04

Pair of 1997 Boxster front bumper grills #986.505.553.00, #986.505.554.00. Black, used, great shape, \$40 for both. Four Fuchs 5.5"x14". I think these were off a 1967 912. One time polished centers and rim, scratched and curb scuffed. 2 of 4 tires still good. No center caps. These were the wheels put on when the car was in the body shop. These will need to be refinished. \$400 obo. Scott (503) 703-0555 09.04

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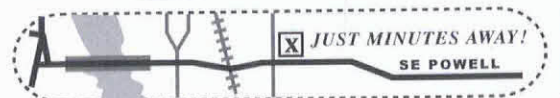
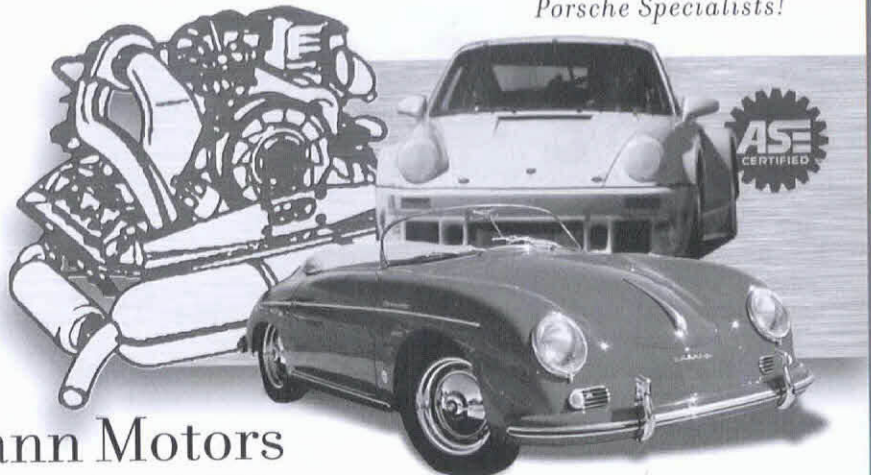
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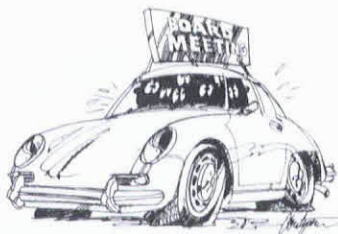
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5 years

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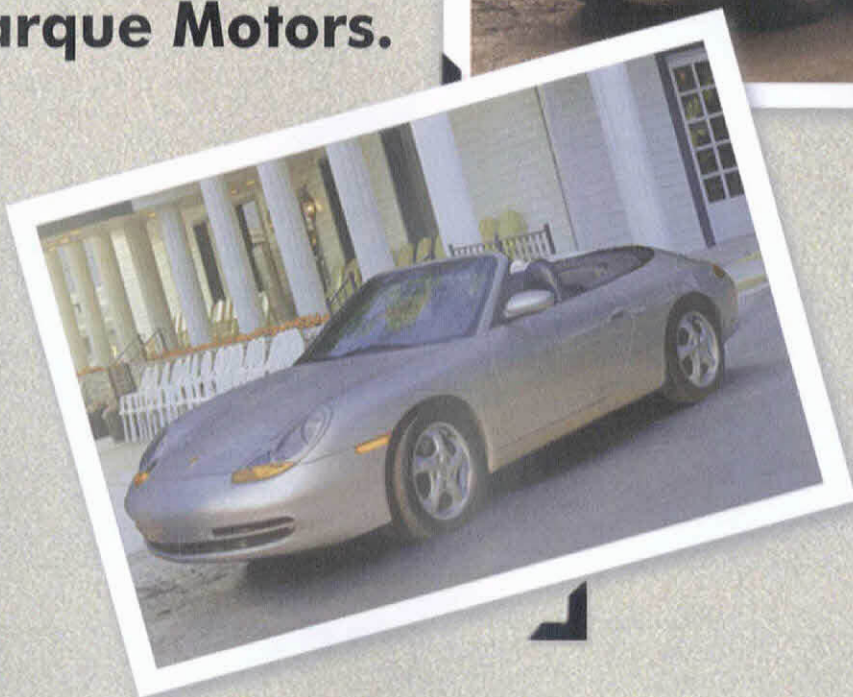
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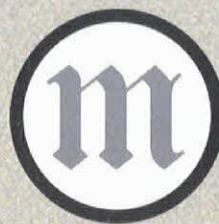


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