

Anzeiger

Oregon Region Porsche Club of America
July 2002 v42-n6





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



OREGON'S #1 PORSCHE DEALER

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

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- 2002 911 Carrera Coupe Speed Yellow/Black
- 2002 911 Carrera Coupe Seal Grey/Black
- 2002 911 Carrera Cabriolet Seal Grey/Black
- 2003 911 Carrera 4 Cabriolet Midnight Blue/Grey
- 2003 911 Carrera 4 Cabriolet Black/Black
- 2003 986 Boxster S Artic Silver/Black
- 2002 986 Boxster S Seal Grey/Black
- 2002 986 Boxster S Black/Black
- 2001 986 Boxster S Lapis Blue/Grey — SPECIAL\$
- 2003 986 Boxster TIP Seal Grey/Grey
- 2002 986 Boxster Artic Silver/Black
- 2002 986 Boxster Guards Red/Black
- 2002 986 Boxster RUF Guards Red/Black

PRE-OWNED

- 1999 Carrera 4 Coupe 28k Zenith Blue/Grey
- 1991 Carrera Cabriolet Black/Black
- 2001 BMW Z8 4.6k Topaz/Tan w/Hardtop



Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

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Anzeiger

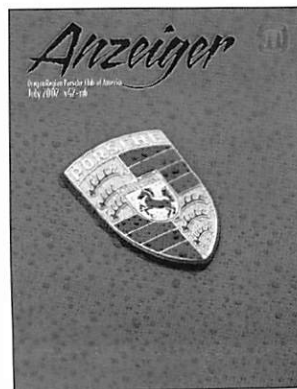
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JULY

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Cover image:

Rain. A constant consort on Porsche Club events throughout the spring. Here's hoping for an amicable separation this summer.

Photo by Chris Greenwood

Please check our web site often:

<http://oregonpca.org/>



Don Clinkinbeard
FROM THE PRESIDENT

Today I'm writing this article as we drive through Napa with the Crebbins and the Sironens. It's raining, but the last three days were shorts and sun-block days. We were able to taste at some 29 Wineries (Debbie just commented that we sound like drunken luses) over three days. The times and company were good and most of the wine was pretty good too. A real

relaxed time to decompress from the high pressure world I inhabit most of the time. Duncan Crebbin observed that there are so many Boxsters in the valley that there must be a hidden Porsche factory somewhere around.

Here we are starting the month of July. May and June were a couple of pretty good months for the Club with lots of stuff going on. The second Autocross (our first at PIR, and pretty wet from what I understand), the May Dinner Meeting at Portland Brewing company was really

fun, with several new members attending as well as the usual suspects. I really enjoyed the tech session on track and racecar preparation at RS with Steve and Jeff presenting. The Cabin Fever Tour was really fun with great folks and wonderful roads. On the tour we saw every kind of weather possible. We had sun, rain, hail, snow, ice and sun again. What a gas!! Greg Hodge did a bang-up job on the route,

and the Hotel Condon was excellent. We also had our first Rally School and Rally. I'm anxious to hear how it went.

The month of July is quite full, with many events including another rally event, the Oregon Romp (club race), another Autocross and the Baxter Auto parts Historic Races, something for everybody. I'll see you out there, or you will be missing out on a great time.

While there are always little bumps in the road, your Board of Directors is coming together well and we are starting to work as a real team. This helps make it fun to serve the club. As I surmised at the beginning of the year, attendance at some of the events (notably the Drivers' Education Events) is down a few cars from last year making it even more important to watch the budget carefully. As you may or may not know, we make a few dollars on some events to help subsidize others but overall this club does not make a profit for the year. This is as it should be in a not-for-profit organization.

The *Anzeiger* team has really come together and is starting to operate pretty smoothly. The magazine is gaining in content and the quality of the magazine is improving. Speaking of content, this

continued on page 22

Sue Hodge
FROM THE EDITOR



I often struggle with a topic for my monthly message. I'm always looking for something that is current that will grab the members' interest. It's hard sometimes... But I have a topic for this month. It's an easy choice. I want to write about someone who is an inspiration to me.

John Draneas, former club President and involved in countless projects within the club, is my newest source of inspiration. I have been wondering the last couple of days, where am I going to get the time and energy to take care of the obligations that I have committed to with the club. I was looking for a spark. Right now I have two members of the family who have had, or will have, surgery in the next two weeks. My son had surgery on a finger in his right hand (another basketball injury) two weeks before school is out. He has no use of his hand now, and he has finals to take... My husband has surgery scheduled on a foot the day after we get back from the Half Mille event. That kind of blows any driving events for the summer, and even puts a damper on anything that involves walking for awhile. Like, for example, helping cover the races in June for the magazine. So, what's a person to do? Look for something or someone to give them a reason to shake off that feeling that it's all a little too

overwhelming. If the truth be known, I love being busy and having a day (or many days) that are full. It forces one to schedule things, make lists, check them off and just dive in and take one thing at a time. That's the only way big, overwhelming responsibilities get dealt with and conquered.

I have had first-hand experience working with John on two projects (although his interests and involvement aren't limited to these.) They are the Half Mille planning committee and the *Anzeiger* "reconstruction." His tireless efforts on both these have been integral in their success; particularly with the *Anzeiger*. The magazine, as you may have noticed, has a new look, with new regular columns. These new features were his brainchild. We hope we have inspired some members who may not have offered up personal contributions in the past to contribute. We have an ambitious plan to increase the size of the magazine (and include color) with a new printer that is less expensive than the one we had been working with. These opportunities are due to John's efforts. As far as the Half Mille committee experience is concerned, John has fulfilled his obligations since we began planning in October. But now we're in the final stages of that work, and he has been the "clean-up man." Anything that is not wrapped-up, John is making sure that it is. He is keeping the rest of us on task.

Somehow, in the face of huge tasks, John always finds a source of endless enthusiasm and commitment, not just to carry the task through but to try to make it better than it was before. Working with him can be both exasperating and inspiring. But in the end, he does provide that spark for me. When I need it the most, his energy and enthusiasm is contagious. Thanks for doing that, John.

OREGON REGION CALENDAR



July

- 2 Board of Directors Meeting
- 12-14 Portland Historic Races
- 20 TSD Rallye
- 20 *Anzeiger* Editorial deadline
- 21 ORPCA Concours at Forest Grove
- 21 Autocross - PIR
- 25-27 Oregon Romp
- 29 Corvette Track Day
- 28-31 Parade 2002

August

- 1-3 Parade 2002
- 6 Board of Directors Meeting
- 16-18 Otter Rock Weekend
- 16-18 Monterey Historic Races
- 16-18 Whistler Weekend
- 20 *Anzeiger* Editorial deadline
- 21 Win Casey BBQ
- 21 Autocross - PIR
- 23 BMW Track Day
- 30 Lotus Track Day
- 31 British Field Meet

September

- 1 British Field Meet
- 2 Board of Directors Meeting
- 7 ORPCA Volunteer Recognition Party
- 13-15 Sunriver Exotic Car Show
- 18 Dinner Meeting
- 20 *Anzeiger* Editorial deadline
- 20 Shelby Track Day
- 29 Gorge Tour

October

- 1 Board of Directors Meeting
- 4 ORPCA Track Day
- 12 Alfa Track Day
- 14 Corvette Track Day
- 16 Dinner Meeting
- 20 *Anzeiger* Editorial deadline
- 20 Singles Tour
- 20 Autocross - PIR

November

- 1-3 Rainbonnet 2002
- 5 Board of Directors Meeting
- 9-10 Quattro Track Day
- 20 *Anzeiger* Editorial deadline
- 20 Dinner Meeting

December

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

PORSCHEs

AT

Forest Grove

SUNDAY, JULY 21

Have your pre-1980 Porsche judged, along with the Boattails and Barrelbacks that will be featured at the 2002 Forest Grove Concours d'Elegance.

ORPCA will have a designated area for as many as 25 Porsches and space will be filled on a first-come, first-served basis. Only cars before 1980, however, will be judged and be eligible for Concours awards. Whether "vintage" or not, whether exhibiting your car for display or for judging, you must complete the entry form available on the Forest Grove Concours d'Elegance web site:

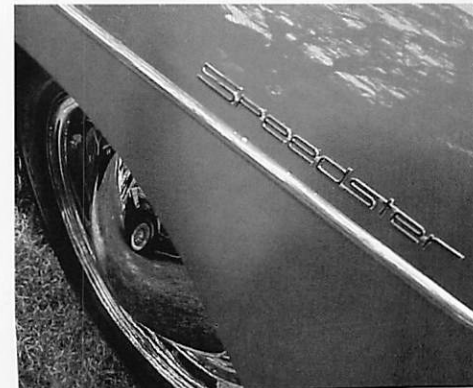
www.forestgroveconcours.org

There is no fee to enter your vehicle, but you must complete the form and return it as soon as possible to the Concours d'Elegance. There will be no exceptions and no drop-ins are allowed.

Bring your own picnic lunch for a splendid affair in the cool of the oak grove.

Join fellow Porsche Club members for a completely unique event in a beautiful setting.

For more info, contact
Jeff Gretz:
gretz@omtool.com
(503.628.6253)



BACKFIRE



As an ORPCA member, I thought you might enjoy this email which I sent to my father recently. The "blue one" is a 1973 911t Targa; the "red one" is a 1984 Carrera Targa. The 1994 RS America was blue, but it was stolen in Paris shortly after we picked it up in Stuttgart. Currently my father drives a 1996 Targa (glass top) in midnight blue that he also picked up in Germany.

—— Original Message ——

From: Kyle Bliffert
To: Dad in Maui
Sent: Wednesday, April 17, 2002 9:52 AM
Subject: thoughts

It's hot and sunny on a Sunday morning. Four of us are crammed into the "blue one" and on our way to the Camel GT races outside of St. Louis. We're going down with the Throckmortons, who are driving Ron's green Jaguar coupe. Zipping along the freeway, Ron pulls up on our left and we're off. Sarah chimes in "slow down" as we fly along the freeway side-by-side. But we're on our way to the race!

When we arrive, the smell of high octane race fuel and rubber left on the track are combined with roasting corn and hot dogs. I make my break for the pits to check out the various GT and GT2 cars. The pits are a dreamland for a young teenager, and most crews are oblivious to my presence. Racing continues through the day and we never really have any idea who leads... and we just don't care. It's not about the race itself, but more about the cars and the track and the speed and the noise.... and the smell of racing.

I was so excited when you gave me the "blue one" - after all it was the Porsche that I grew up in. I have many fond memories of heading to O'Connell's and out to the Throckmortons in it. Since I've owned it, I really got to know it's personality...sometimes more than I wanted to. At times it ran like a race car, at others it would barely start and then kicked like an old mule. I was both ecstatic and frustrated with it over the past 7 years or so. But it was all worth it because sometimes when I would get into it on a hot summer day, I could still smell the race track and hear the scream of the GT cars. Many times I would simply sit for a few minutes and reflect back.

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ANZEIGER

Cabin Fever Believer

BETTYLOU KOFFEL



Enjoyed our recent trip to Condon. Thanks to Gregg and Sue Hodge for arranging the event. It was our first overnight trip with the club (and hopefully not our last!)

Burrito Overrun

JIM & KATE AYERS

As new members, my wife and I would like to say how much we enjoyed the Burrito Run. All of the people we were fortunate enough to meet were very pleasant and cordial. The obvious common bond was great cars and good food. Not a bad combination! As new members in any organization there is always the fear you won't be accepted by the existing group, not at all the case with this crowd. People seemed most anxious to have the chance to talk with everyone and get to know one another! What a pleasure.

As with all groups there is always one idiot. Unfortunately there was one present on Sunday as well. One participant felt compelled to pull out into the path of an oncoming car in order to pass the red Nissan Xterra, nearly forcing two cars off the road and causing a head-on collision. This same person, not satisfied with his earlier lack of good sense, had to make a couple more bad passes in Nehalem, again one directly into the path of an oncoming vehicle in a boldly marked double yellow line area. The other in the middle of downtown Nehalem. I would hope this person would re-examine his driving skills and judgment. I would also hope if he fails to do so, ORPCA would advise him the pleasure of his company was no longer accepted.

A Few Years Lost?

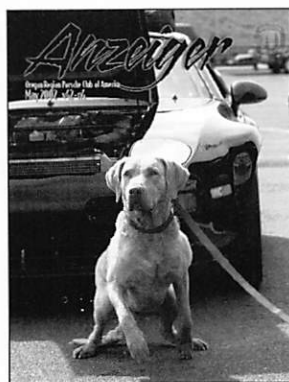
LARRY DAVIDSON

I was a prior editor (1990-91). My claim to fame was to convert *Anzeiger* from a random newsletter on newsprint to once a month on bond paper, with a glossy cover. We even received a national award from PCA. Of course it's much better now than back then. Keep up the good work.

Anyway, I've been a member since 1987 but the recent *Anzeiger* says 10 years. I believe Charles and Denise Foote were also members in 1987, even before I joined. Maybe it's just an oversight and that it should have said 15 years. In any event, please make sure the records show our membership since 1987.

Anzeiger: Two Paws Up

MARIE HANSON



I was delighted to see our dog Jake on the cover of the May issue of *Anzeiger* and would like to obtain 2 copies. Please let me know how I can go about doing it.

Marie, apparently, you're not the only one.

CARLYN DRANEAS

I want to compliment you on the wonderful picture on the cover of the May issue of *Anzeiger*. Although my gearhead husband thinks it's just fine, it gets pretty boring for me to see a Porsche on the cover every month. Kudos to photographer Chris Greenwood for his artistic creativity. It's refreshing when you do a little something for us dog lovers.

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

Club
Event

ORPCA Volunteer Recognition Party

Join us for the *most exclusive party of the year* - The Volunteer Recognition Party (VRP).

*September the 7th
at about 12PM*

Cook Park in Tigard.

You can't buy a ticket and the party is by invitation only. You can get an invitation by volunteering to work at one of our events.

Your Board of Directors will cook a barbeque lunch for the volunteers and we will have some additional fun activities at this exclusive event. So, come take the opportunity to be served as you have served the membership of the club.

We will have a few door prizes and keepsakes to commemorate your service to the club, too. Don't miss this opportunity to be recognized and have fun with this most exclusive group within the club. Give any BOD member or event chair a call to find out how to participate.

Club
Event

Going to Parade?

Please join one of the two
ORPCA - Sports Car Market
Magazine Parade Caravans

Meet at 8:00 a.m. in the northeast Portland area
on either July 27 or 28.

Get free coffee, rolls, and commemorative
mementos, then travel to Boise with the group.

To register and for further information,
contact David Slama
503-261-0555, ext. 206
scmgold@sportscarmarket.com

SPORTS CAR
MARKET

The Guide to Collecting Classic, Antique, Sports, Hot Rod & Muscle Cars

AUTOCROSS ~ July 21 ~ PIR

Club
Event

Autocross is back!

Location: PIR pro pits

Time: First car out at 9 am

**Cost: \$10 (plus \$10 entrance
fee to PIR, taken by OMRRA)**

**What to bring: Helmet, food
& water**

Future dates (all at PIR):

August 18 and October 20.

There may be one additional event
during Rainbonnet. All autocross
events are held, rain or shine.



My First Autocross

by Jenny Locantini

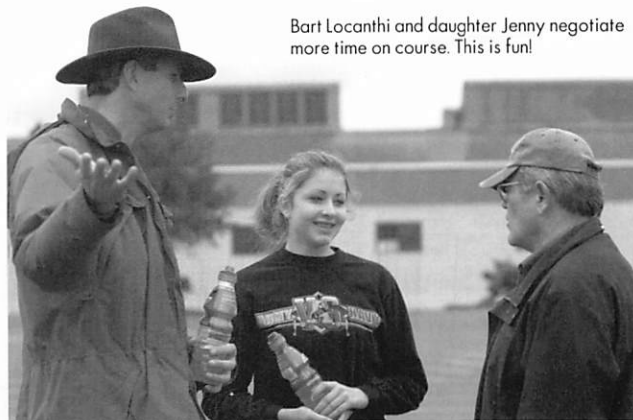
I'm a junior at Beaverton High School, 16 years old, and a new driver. Actually, as it happened, I had just gotten my license two days before the autocross on April 21. On top of that, I had learned how to drive a car with manual transmission just a day before. With all of those factors against me, I was fairly nervous about going. But after having gone, I'm glad I did.

When we got to the theater parking lot where the autocross was being held, my Dad thought we ought to "walk the course" to get a feel for it, and so we could have some idea of what to expect. We talked about where to be in different parts of every turn and even contemplated whether a gear change would be necessary.

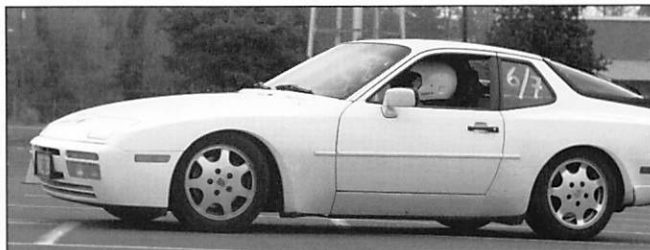
It was difficult for my Dad and me to coordinate the use of his Porsche, but we eventually decided just to

switch places after every trial. Tedious though it sounds, it worked quite well. We could have avoided that if we had chosen to be in different groups. Typically, half of the participants drive and the others take walkie talkies and station themselves around the course to report when someone goes off course. Because it was my first autocross I was hesitant to be alone, so we chose to be on course duty together. It was really helpful to just watch the other drivers and notice their mistakes and how they attempted to fix them. When it was my turn to drive, I knew which turns would be hard to make and where I should watch the course cones carefully.

When our course duty was up, my Dad drove first while I sat in the passenger seat. I thought he did a pretty good job for his first time around - his time was well under 40 seconds. Then it was my turn. My hands were shaking, but I was



Bart Locantini and daughter Jenny negotiate more time on course. This is fun!



mostly just worried about stalling. I figured that once I was actually on the course I'd

be fine. I was right, but what I didn't expect was how I'd start; I was so nervous about stalling that I kept my foot on the clutch too long and ended up starting at around 6000 rpm! My Dad kind of half laughed-half yelled at me, but I promised that I'd try not to do it again. The rest of the course was just fine. When I started slipping, I unconsciously corrected. My Dad said that that sort of thing comes naturally. Nearing the two cones that marked the stopping point I just remembered "both feet in" and I was fine. My first time was around 47 seconds (my dad's around 37) but by the end, I got down to about 39 seconds.

It was a lot of fun to be out there and spend time with my dad. I got driving experience and had fun at the same time I would recommend autocross to anyone looking for a way to improve their skills while hanging out with some really great people. 🌀

Letter to Dad

continued from page 6

As I approach my 40th birthday, it occurs to me that life goes by way too fast. Over the years you and I have not had a chance to share as many things as I would have liked. The distance in our relationship during my childhood, and your work and travel schedule just didn't allow it. I wish we could have had more time.

I remember thinking as a kid about the kind of car guy I was going to be. I wanted to be different from you but yet similar in a way. I remember thinking, "I'll have the 928, with the V8" - still a Porsche, but different from you. Over the years I realized that the only true Porsche is the 911, and that my youth was tied to this car. My desire to own one and drive one grew, and each time I would see a spectacular example I would stop to admire it.

I'm proud that we have the shared passion of the 911. It ties me to you more than anything else besides blood. We experienced Europe in the '94 RS American and I cut my teeth in the tempestuous '73. Now, as I prepare to get familiar with the "red one," it occurs to me that our history is connected through these cars. Thanks for sharing the passion and passing it on to me.

I remember when you had ordered the "red one" and were preparing to pick it up in Europe with Moe. You were talking to someone in St. Louis about it and expressed that the color was "Hello officer red." It seems like yesterday, and I remember your enthusiasm clearly. Today I feel the same way. I am excited to pick it up next week, tuned up and ready to run. I will cherish it as if I had been the one to zip through Europe in it almost 20 years ago.... and one day I will pick up my new Porsche in Stuttgart and I'll take you with me, one way or another!

Thanks for being my Dad, I love you. Each time I start the car I'll be thinking about you.

Kyle

Coming Events



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.

Autocross

Autocross is happening at ORPCA, and we are well on our way towards re-establishing this venue as a great way to tune up and/or improve your driving skills, and meet a great group of Porsche enthusiasts. There are many new faces at this year's events, and a diverse number of Porsche models and years participating - even a 911 Turbo or two. Our first event using the Pro Pits at PIR went well. It was a fast course that must have been laid by a speed junkie, or at least a wanna-be. ORPCA is in the process of ordering a timing display so drivers will know how well they did as soon as they complete their run.

The number of entrants in the first two events has been in the low 20s, but we have the capacity to handle 40 cars, so please put us on your calendar. Then come and challenge yourself and the course. Please be aware that you must be in the Pro Pits before 9 am, as you will not be allowed to cross the track after that time.

Note: It has come to our attention that some of the security or gate personnel at PIR are not aware that our events are taking place and are turning people away. Do not believe it! We are putting on our event in conjunction with OMRRA, the motorcycle road race group, and have their blessing to use the Pro Pits undisturbed. When in doubt, please call me at 503.720.2037.

The Oregon Region Club Race & Driver Ed



July 26-27

The Oregon Romp

Entry Fee \$300/Driver

Mini - Enduro July 27

Entry Fee \$75

Contact Steve Tarket

360-687-0016 / sltarket@teleport.com

DRIVERS ED

July 25-26

Fees: • \$100/day

Register online at:

oregonpca.org

Contact Dick Bader with questions:

dickb@acmetool.com



Time, Speed, Distance ... Divorce Court?

By Jim Ayers

Saturday's the day of leisure: sleeping in, first day of the Beaverton Farmers Market, sunshine and yard work. Well, maybe not. How about ORPCA's Rally Training and TSD rally? Both my wife and I decided to try this one on for size.

After eighteen years of marriage we thought we worked pretty well as a team and could have a good time with it. Of course we had forgotten the trips to Europe, the fun of trying to find your way through unfamiliar territory with limited instructions, strange road signs and (worse yet) strange languages. Dauntless in our endeavor, we started our Saturday morning chugging a pint of Starbucks, wakening ESCRGO (our 1976 911S) and heading for PCC's Sylvania campus.

Arriving at the college and parking was no problem. Finding the class room was another story. After consulting the campus map, both the navigator and I decided we knew where we were going. We arrived at CT223 about 10 minutes early (not a good thing to do in a rally) and found we were alone in a dark room. Fortunately, at about 9:00 AM, the navigator told me we were at the wrong building and pointed me to the correct location (HT 223) - the right thing to do in a rally. At least we had made the grade in the first part of the day, getting to class on time. After paying our fees, signing the appropriate waivers and securing seating, we were handed a small booklet entitled "Road Rally General Instructions" and two pages of Xeroxed diagrams of various intersections. My first thought when looking at the two pages of intersections was, if this is all they are going to give us in the way of directions we better leave now. My wife, being the better read of the two of us, began scanning the "General Instructions" manual. We both looked at one another with a puzzled expression and shrugged.

A seemingly pleasant gentleman and obviously the person in charge, identified himself as Simon Levear, the Rally Master and Instructor. Had I been fully awake (2 pints of Starbucks) I might have noticed the twin pointed protrusions on his forehead, the sharply pointed tail, the trident in his hand, as well as his fiendish smile. Satan, oops, Simon told us we would be spending the next three hours discussing such mundane things as intersections, signals, signs and the ORDER OF PRECE-

DENCE. The Navigator looked at me, stated three hours will be a long time if we are going to discuss things everyone knows about already like - INTERSECTIONS?

Simon immediately dispelled any concern we may have had about three hours being a long time. Within the first 15 minutes he had convinced the entire audience, 24 hours would be insufficient to learn the rally jargon and the ORDER OF PRECEDENCE. His Power Point presentation and the daunting two pages of intersections helped immensely but the water was still a bit on the muddy side. We were handed the "final exam" and trust me when I tell you this: I spent twenty-eight years working for the government (the masters of convoluted, unintelligible direction) and survived. After looking at the rally instructions, I was sure survival was questionable.

During the lunch break we read through the instructions numerous times in hopes of honing our skills, or at least our understanding of what lie ahead. Following this frenzied period of study we returned to the starting point, affixed our number to the car and got in line. The first leg of the rally was an odometer calibration run, winding through the neighborhood down to I-5 and stopping at the Baldock rest area - no sweat. The fun really began at the Aurora exit and continued through the back roads of the Willamette Valley. Amazingly the navigator recalled most all rally jargon and ORDER OF PRECEDENCE. Only once did we actually have to stop to discuss which way to proceed. At one point we questioned whether or not we had made a wrong turn and ended up in Tillamook, but then realized the aroma of dairy cows occurs in other parts of the state as well. We wound our way through pristine farmland and quiet back lanes on one of those beautiful blue-sky days truly made for enjoyment.

The rally terminus was the Izzy's Pizza in Wilsonville. Everyone made it back, sat around with their favorite libation and discussed the pleasure of rallying. Times

were tallied, penalties assessed and trophies awarded. Thanks go to Bob & Kathleen Ellis, Earl Green, his wife and son, Don & Mary Kay Stroum, Simon "Satan" Levear, John Joyce and anyone else I may have missed for putting in the effort to make this a truly wonderful day. If you don't try it you will never know how much fun you can have! And neither "the Navigator" nor I mentioned seeking an attorney; a good day was had by all. ☺

Results:

- 1 Bob Dietrich (D), Adam Dietrich (N);
1999 911 Cabriolet 552 points
- 2 Jim Fitchett (D), Caitlin Shrigley (N);
1992 Mitsubishi 625 points
- 3 Bob Grasso (D), Lana Grasso (N);
Porsche Boxter 677 points

Out of the money but still having fun:

- | | |
|----------------------------------|--------------|
| Dennis & Brittany Wilson | 928 S4 |
| Jim & Kate "The Navigator" Ayers | 1976 911S |
| David Dye & David Tobias | Chevy Malibu |

Club
Event

Mountains to the Sea Road Rally

When: Saturday, July 20
Registration begins at 9 am,
first car out at 10 am

Where: Starting point is Eastport
GI Joe's parking lot
3900 SE 82nd Ave, Portland.

Cost: \$35 registration fee includes a
barbeque at the end of the
event, and there will be prizes
for novice, intermediate, mas-
ters, equipped and vintage
classes.

Contact: Bob or Kathleen Ellis
503-649-7940

This is a full-day event produced in cooperation with the Cascade Sports Car Club. Come enjoy a sprightly drive in the sun to Seaside and explore an all-paved route we promise you've never taken before. Finish the day on the beach feasting with a few new friends while the kids do the same. The final destination is the Best Western Hotel in Seaside. Group rates have been arranged with the hotel for those wishing to spend the night (1-800-234-8439). Please make your reservations as soon as possible and mention you are with the ORPCA Rally group.

ClearBra™

"Ending Rock Chip Rage, One Car at a Time"

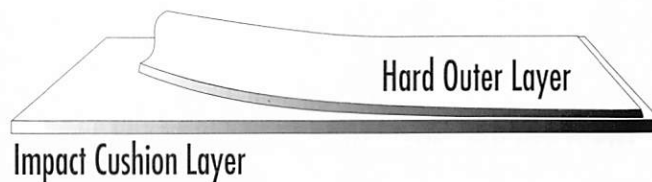
What is ClearBra?

ClearBra is an "RGD" (Ricochet Graduated Density) film. It is clearly the logical alternative to traditional naugahyde bras which can "protect" only a portion of your car's paint. ClearBra actually does protect the paint and lets you see all of it, all the time.

Originally produced to military specifications, ClearBra now covers the consumer market, and is used on RVs, race cars, horse trailers, boats & boat trailers, semis, motorcycles and much more. ClearBra provides the ultimate protection for hood, headlights, fenders, quarter panels, parking lights; virtually any vehicle surface that is at risk from rock damage.

ClearBra is composed of 2 layers, yet is still gas-permeable. That means that your paint can still breath and age naturally. At 12, 20 or 40 mils thick, ClearBra's hard outer layer bonded to a soft inner layer produces a trampoline effect for objects striking the surface. ClearBra's impact resistance is many times greater than single-ply films. And, ClearBra is the only material designed for abrasion resistance.

Accept no substitutes. Call us today for an estimate of your priceless vehicle.



This owner wrapped the nose and complete hood of his M5 with ClearBra.



The ClearBra Advantage

- Custom fitting covers surfaces much more completely than pre-cut template material
- Large sheet sizes ensure seamless coverage of complete hoods and body panels.
- Enhances the beauty of your car
- Minimizes chipping, scuffing and abrasion
- Longer headlight and paint life
- Preserves the appearance (and value) of your car
- Reduces maintenance cost
- No thermal cracking
- UV inhibitors resist yellowing and cracking

ClearBra™ of Oregon, Inc.
2020 NW Alcock Dr #118
Hillsboro, OR 97124

503.439.9031

Congratulations to Wayne Wallace, Winner of Our March 22 ORPCA Drawing

1.888.439.9031 (toll-free in Oregon)

The Third Annual Burrito Run, or "Sure Glad I Didn't Wash My Car" Run

By Tom Beutz • Photos by Tom Beutz

All week long prior to the Burrito Run the weatherman kept calling for rain on the day of the event, and all week long I kept hoping that he would do no better than normal with his forecast, and the weather would turn out fine. As luck would have it, I woke up Sunday morning with light rain falling. I told Carol I sure hope there would be some Porschephiles over at Sunset Imports when we arrived.

Carol and I were pleasantly surprised when we arrived. We arrived approximately an hour early and found 8-10 cars there already. Good start! While there we managed to visit with fellow members, go on in the showroom and ogle the new Porsches and kick a few tires. Craig Dahlgren and I went over and checked out their new and exclusive Porsche facility. It looks just like the one in the calendar!



Anyway, on to the trip. After gathering up about twenty or so Porsches, we headed down Highway 26 to Neacanium Junction and turned onto Highway 53. Any of you who have yet to drive this

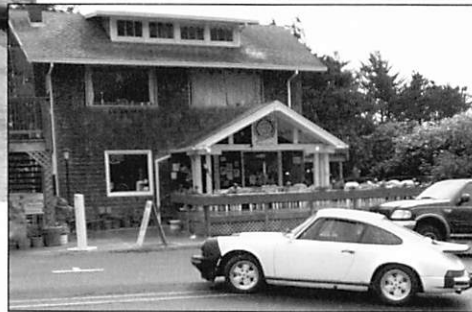
road owe it to yourself to jump in your favorite car and head toward the beach on it. You will be treated to a great Porsche road - full of many miles of twisties!

Due to the wet weather

and my "In-car engine management system" (copilot Carol), the pace could be best described as "Moderately Spirited." Probably a good



thing! We finally arrived at the "Left Coast Siesta" in Manzanita. As usual the food was great. After a great meal everyone seemed to want to congregate out in the parking lot across the street to talk Porsches, take a few pictures and swap a few lies! Instead of going straight home, we pointed the white 930 toward Cannon Beach and did a leisurely visit.



All of you reading this article who did not go owe it to yourself to join us next year for a day filled with some awesome roads and great food. Thanks go to Sunset Imports for hosting our gathering point and the "Left Coast Siesta" for the great food. Hope to see you next year! ☺

Fund-Raising Partnership

Your Porsche Club has entered into a strategic fund-raising partnership with synthetic lubricant manufacturer AMSOIL. This is an effort to craft a win-win relationship that provides our membership greater access to superior-quality motor oils while deriving funds for the club's treasury. Similar partnerships have proven their worth all over the country and ORPCA is pleased to announce its own unique program.

How it works is simple. When you purchase AMSOIL products directly or through one of the ORPCA Fund Raising

Partner Service Shops, the Porsche club receives a percentage of the

total purchase price and you enjoy the many benefits of synthetic lubrication in your automobile. What could be better?

To get started with this unique partnership and help your Porsche Club, simply look for the **ORPCA Fund Raising Partner Service Shop** designation on

ORPCA FUND RAISING PARTNER SERVICE SHOP

the service shop advertisements inside this magazine. Call today to set up an

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

Do-it-yourselfers can also participate in this special program. Purchasing AMSOIL products directly through the local participating dealer enables the same benefit for the club. Contact Greenwood Marketing for assistance with direct sales at 1-800-722-1092.

To learn more about the many benefits of synthetic lubrication, visit the manufacturer's web site: www.amsoil.com.

Sunriver Exotic Car Show

September 13-15, 2002

This event has become one of the favorites of the year. Don't miss it!

Once again, the Sunriver Chamber of Commerce has invited the Porsche Club to participate in one of the most fun car club events of the year. Join the Jaguar, Ferrari, Mercedes, Corvette, BMW and other marque clubs at one of the best vacation resorts in Oregon.

Friday. Join the optional tour that leaves Portland at 9 am, with stops for lunch and then at Carrera Motors in Bend, where their detail shop will be available to us for cleaning up our cars. Or, get to Sunriver on your own. Either way, be there for event check-in and complimentary appetizers on Friday evening.

Saturday. Put your Porsche in the Sunriver Exotic Car Show, held in the courtyard of the Sunriver Mall. Relax, it's not a concours, just a shine and show. New this year, your choice of the traditional relaxed judging or display only.

After the show, come to the hosted Beer, Wine and Cheese Party. It's the ultimate block party, with all the available parking taken up by exotic machinery. Bring a camera.

Finally, enjoy a great meal at the banquet held in a tent at Sunriver Lodge. Cheer on the winners, of the Car Show and various other undisclosed competitions, in a very unconventional form of presentation where the audience always gets into the act.

Sunday. Cap off the weekend with the legendary Sunriver Sunday Dash. It's a two-hour-or-so romp through the woods, letting our cars do what they were meant for – being driven spiritedly! This year, we have a new route that is designed to be out of this world and, shall we say, a bit more to ourselves.

Finish it all off with a fantastic lunch at the end of the Dash. Then take your favorite route home.

Lodging Choices. Rent a room from the Sunriver Lodge, get a small group of friends to share a rental house for the most economical alternative, or let our rental agents group you with other car enthusiasts in a shared rental house.



Event cost will be \$60 per person.

Registration forms and further information will appear in next month's Anzeiger. Or, contact any of the following for further information:

John Draneas (503) 639-4036 (eves.), or
Draneas@teleport.com

Barbara Grayson (503) 246-8477 (days)

Sunriver Chamber of Commerce (541) 593-8149

The Cabin Fever Tour

By Sue Hodge

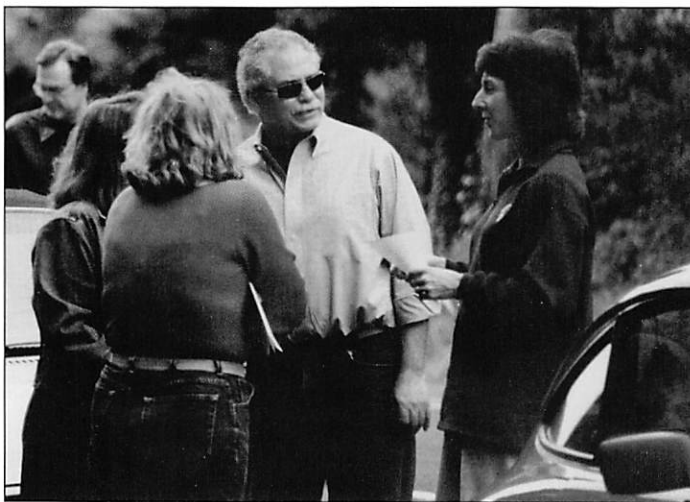
We gathered at the Jantzen Beach Doubletree on the last Saturday of the month of April with high hopes for good weather and, so far, with luck on our side. Our group was a small one - ten cars expected. We set off minus one car (Patricia Miracle was having car problems so she didn't join us.) And so was Steve Knepper, who brought a car he had only driven twice before. As we took off from the restaurant, he shot off towards town and would join us later with a "surprise" car that he swapped that one for.

The first "photo op" on this route is Cape Horn which, unfortunately, can't be enjoyed by the driver because it's on a fairly sharp turn on Hwy 14 way up above the river. But it is breathtaking. You can see the weather changing over the river for miles. We stopped at Beacon Rock State Park and half our group decided they wanted to hike to the top of the rock. The 30-45 minute wait for the serious hikers divided the group temporarily when some of us took off (worried about making our lunch appointment.) Thank goodness for cell phones. We called our lunch destination to reschedule about an

hour later than planned, then called some of the stragglers with plans to hook up just down the road in Mosier. The weather was clearing and warming up for our stop at Route 30 Classic Cars, a fun place full of beautiful restored Porsches (356s) owned by one of our club members. Absent from the beginning was Steve Knepper (remember the car swap?). Before we left, along came Steve in a car that looked amazingly familiar... It was an Irisblauh 928, just like ours only about 6 or 7 years newer and with impeccable tan leather interior. And we thought our car was unique in this area!

The drive from Mosier was great! Twisting roads high up over the river, bordered by wildflowers. There were Lupine,

Daisies and Poppies everywhere, as well as a group out on motorcycles and a group in some vintage autos. All were gracious enough to pull over for our



Above: John Mazmanian says, "Climb Beacon Rock. That's a good idea."

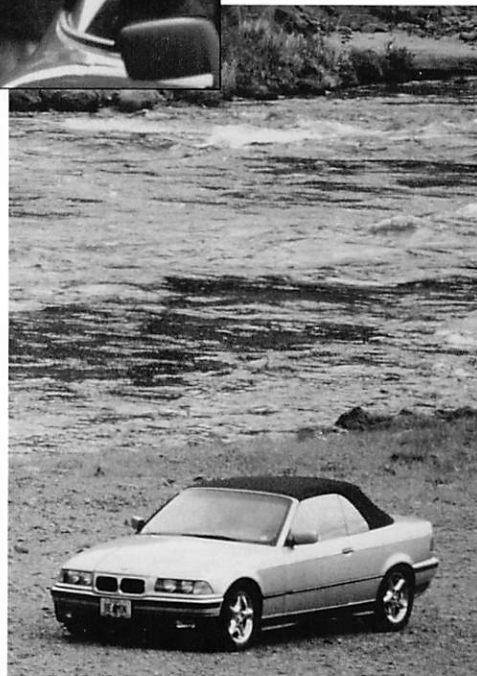
Right: The Clinkinbeards contemplate an amphibious crossing of the Deschutes River.

group. We wished it was a longer stretch, but lunch in The Dalles was beginning to sound really good. Baldwin's Saloon were great hosts just as they were last year. The food is generous and very good there. A couple of members that live in the Hood River area joined us; those who could decided to go topless for awhile (just the cars...) as it had warmed



up to about 75 degrees. Little did we know we were in store for some much more tumultuous weather up ahead. This stretch of roads took us way out in the middle of nowhere - just what we had in mind. From where we were, we could see black clouds and rain falling over hills off in the distance in several directions. But so far, we were in the clear and still under sunny skies. We found ourselves on some more great winding roads but our luck was beginning to run out as some big raindrops started to fall. Then going through Shaniko and beyond it really began to open up. We had sleet, hail and pounding rain for what seemed like 30

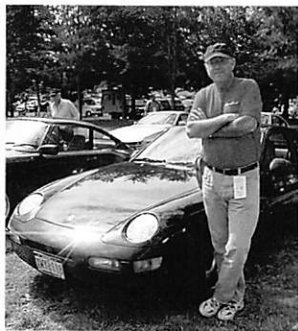
miles. When in the middle of something like this you begin to wonder if planning an event for this weekend was such a great idea... But the weather was moving and changing quickly, and we knew it would pass so we dropped our speeds drastically and forged ahead. We had a scheduled stop about 50 miles from our destination at some fossil beds and by the time we got there we were under sunny skies again



continued on page 18

My Favorite Drive

By Ray Gauthier



My third Porsche, a black 968 Coupe, was purchased with more than a little trepidation on an eBay Auction in October of 1999 from a total stranger in Omaha, Nebraska.

Since I was already scheduled to attend a conference in

Las Vegas later that month, it was decided that Doris (my wife) and I would fly to Omaha, take possession of the car, drive to Las Vegas, attend the conference, and then drive back to Portland. The car turned out to be a jewel, the conference was informative, and we were looking forward to the drive back to Portland when we rolled out of Caesar's Palace.

We headed north on Highway 95, called the UFO highway because of the large number of purported sightings along what is a very desolate stretch of highway. At Tonopah, Nevada we headed west on Highway 6 over the Montgomery Pass and

into Benton, California where Highway 6 heads south, and took a cutoff headed west labeled Highway 120. For about 50 miles it runs along the north edge of the Inyo National Forest and then along the south perimeter of Mono Lake. It ends up at Highway 395, which heads up to Lake Tahoe. This 50-mile stretch of Highway 120 was the absolute best drive I have ever had.

First, the day was glorious, clear blue sky, temperature in the 50s, too late in the season for summer tourists and too early for skiers. In 50 miles I passed one pickup going in my direction, and no more than 2 or 3 cars coming in the other. The highway runs through a valley of beautiful vistas, interesting rock formations, and a unique collection of flora and fauna. But the best part was an almost new asphalt

surface, sweeping turns with just enough surprises to keep you on your toes, and a stretch of roller-coaster type whoop-tee-dos (don't ask me how to spell it) the likes of which I have never seen before, or since. At about 70 mph the Gs at the bottom fully compressed the suspension, and although the tires stayed on the road surface (I think) at the top there were negative Gs or momentary weightlessness. For several miles, one roller after another, never quite knowing if you would get airborne over the top, how steep the backside would be, or if there was going to be something ugly hiding at the bottom.

The rest of the trip back to Portland had many stretches of beautiful countryside and roads very pleasurable to drive, but none of them came close to California Highway 120 between Benton and Highway 395. ☺

Got a favorite drive you're just aching to tell someone about? Send it with a photo of the author to sgbodge@bctonline.com.



Around the Region

By John Draneas



Our own Mr. Rear View Mirror, **Peter Linsky**, is recovering nicely from quadruple-bypass surgery. He's done the usual – drop some weight, work out, eat better, etc. – and is now back working part-time. Peter reports that he used the down time to catch up on his automotive journal reading. The thought of Peter acquiring an even deeper knowledge of automotive details is truly frightening.

Also on the medical front, **Craig Dahlgren** is finally back on his feet after badly breaking his leg on the ski slopes in early 2001. It's good to see him driving his Porsches again.



Jim Neidhart and **Nancy Tufts** have announced their engagement. They haven't set a date for the wedding yet, as they have been too busy buying a house and working on moving in. Nancy seems to think that all of this activity is preventing her from joining the *Anzeiger* team, but tell her she can handle it when you see her next. We could use the help.

It was great to see **Gus and Sharon Hall** at the Burrito Run lunch. Gus looked just great, and was pleased to show everyone pictures of their new beach house. Gus and Sharon are thrilled to be living on the Coast, but still plan to make the periodic trip to Portland to show the youngsters how to autocross.

No doubt you've read that Porsche has decided to produce the fabulous-looking Carrera GT. Rumor has it that **Sunset** has one coming in with **Page Stevens'** name on it. Can't wait to see this!

Parade is being held at the end of this month in Boise. I'm sure it will be a great Parade, and that those of you who are attending will have a great time. Meanwhile, our Board of Directors has appointed your columnist as the Chair of a committee to explore our region hosting a future Parade. Initial inquiry has produced the response that we can very likely host the **2006 Parade** if we want it. Whether or not we want it depends on whether we can get enough members to serve on the committee that organizes it. So... how about volunteering to help? It's a fair amount of work, but we do have four years to do it in.

Finally, see if you can locate a copy of the June issue of *Automobile* magazine. Check out the pictures of the two red cars on pages 58 and 63, and then let me know if there's anything to worry about. We'll print the most interesting/amusing responses.

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

21st Century Up-Fixin der Porsche

By Allan Caldwell, PCA Technical Editor

The Up-Fixin der Porsche manual has become a popular publication over the years. From 1956 through the present, each volume contains the best technical information on each and every Porsche model. Below you'll find an article written for Up-Fixin researchers and a brief description of each volume in publication.

PCA is now 45 years old with over 48,000 members and is still growing. One of the bonds that has kept bringing members back over this long period has been the exchange of technical data and ideas on how to keep Porsches running at their best. The early cars were obviously way above average quality for their time, but it soon became painfully obvious that some of the shops servicing them were simultaneously learning about them for the first time along with the owners. Owners quickly discovered that if they wanted their Porsches to run properly, they had better understand how the car worked and what its special requirements were. The total number of Porsches made was such a small fraction of the automotive world that communication was needed among the owners and with the factory in order to keep up on approved maintenance, remedies, and updates.

Now as every new model series arrives or owners upgrade to later models, we hear the familiar concern that the owner probably won't be able to understand or work on the new cars anymore because of their increased complexity. In spite of that complexity, however, owner first-hand experience in real world driving situations continues to provide valuable background on critical features, maintenance and worthwhile updates. In addition, PCA owners have consistently been underestimated on what they have been able to do with their cars. So the PCA goal continues to be interchange of useful owner experience data and factory information on maintenance requirements, repairs, upgrades and modification.

Owner data sources

From the beginning, PCA has offered a forum for owner-to-owner communication at both the national and local levels and still remains a major data source for members. Since the early days, the cars have undergone many variations in several different model lines and have incurred increased complexity. Fortunately, owners

have never been reluctant to talk about their Porsches and compare their experience with fellow owners. This can be a major help with troubleshooting, maintenance and upgrades. Panorama Magazine and PCA regional publications have been instrumental in getting a lot of owner information into print. Significant production history and owner experience related to early models are available in the Panorama Magazine reprint anthologies known as Up-Fixin der Porsche, currently published every three years covering all models.

Figure 1 shows a chronological history of the Porsche models and the correspon-

dition. This can be especially useful for evaluating older models that may now be for sale. As an aid in locating articles in Volumes 1 through 8, there is an Up-Fixin index on specific models and subjects (Reference 1) that was published in the fall of 1992 and is still available from the PCA Executive Office. Another valuable reference list is the January Panorama which has a detailed index of all the Panorama articles published the previous year.

Since 1984, the Porsche factory-owned subsidiary, Porsche Cars North America (PCNA), has provided greatly improved owner support in publications and service through the dealer organization compared to the early days. Owners are able to order a whole range of PCNA documents that include owners manuals, shop manuals, parts catalogs, technical bulletins, new model technical reports, technical specification books and technical reports on specific technical areas. PCNA maintains a catalog of these publications which the dealers' parts departments have and the owner can order the publications directly.

What's in Up-Fixin?

One of the most frequently asked questions about Up-Fixin is which volume

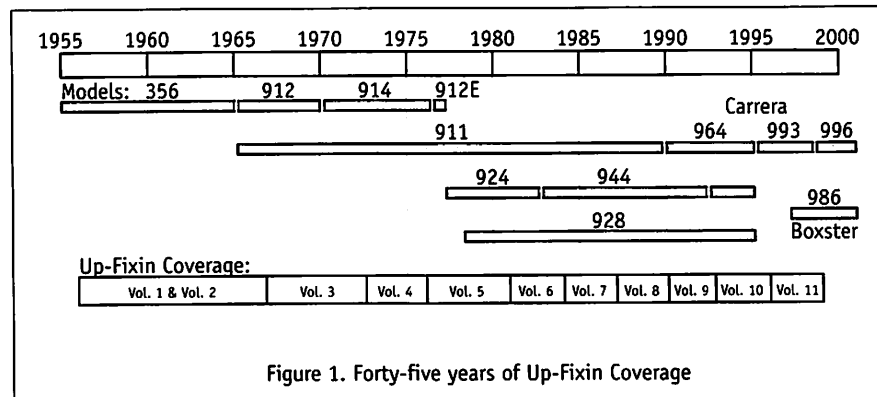


Figure 1. Forty-five years of Up-Fixin Coverage

ding Up-Fixin volumes during each time period since 1955. The owner of a given Porsche model can usually find information related to his model in most of the Panorama or Up-Fixin publication years after the model was first introduced or announced. With early models, it is also smart to check the later issues for updated information since things like multi-viscosity oil were not approved on any Porsche until 1977.

During the past 20 years, volumes of Up-Fixin have also included Panorama new model features, articles on the new models when they are introduced that often include hard-to-find technical data, performance data and original cost infor-

should an owner buy for a given model. The answer to this can depend on what type of information you're looking for as well as the model year of the Porsche. For example, each volume contains a wide range of information for the given time period:

- New model introductory data
- Owner maintenance and repair articles
- Owner technical questions and answers
- Upgrade and modification
- Restoration
- Technical meeting presentations and questions/answers
- General technical data applicable to more than one model

Production and competition model history information

The range of information is extensive and covers all Porsche models. A given volume will primarily cover the models most active in the time period it represents. However, since even the earliest models are still being driven, information on them still shows up in the newest Up-Fixin volumes. Also, important historical articles on some of the earliest models may occur in the newest volumes.

Typically when a new Porsche model or significant upgrade to an existing model is introduced, there will be one or more articles that cover new features, technical specifications, and driving impressions. These model introductory issues, along with initial factory technical data may precede the actual U.S. sale of a new model by several months or a year. As time goes on, these model introduction articles are valuable for buyers of older cars to pinpoint features and characteristics of an early model that are not listed very many other places. On the other hand, it is usually two to three years after a new model is introduced before definitive owner experience data and/or hints for maintenance and modification start becoming available in Panorama. So, if a member is looking for introductory model information, checking the Up-Fixin volumes that cover a year or so before the first appearance of the model is a good place to start and two to three years later is when new model owner experience begins to appear in Panorama and subsequent Up-Fixins.

The arrangement of information in Up-Fixin volumes generally follows the outline of a Porsche repair manual with individual sections for engine, clutch and transmission, fuel system, transmission, etc. Articles on all Porsche models that appeared in the given time period are in each section. Following the technical sections are sections for new model reports, history, modification and maintenance. The first four volumes of Up-Fixin have fairly simple one-page tables of contents that do not list every article or note. However, starting with Volume 5, each Up-Fixin has a detailed table of contents listing each article, so that locating a given article is more convenient.

Most Up-Fixins are for three year calendar periods, so depending upon what models were most active in a given time period determines the bulk of the subject matter in a given volume. However, older models such as the 356, early 911s, and 912s may have some comments in nearly all the volumes although the quantity will vary, and specific models in a given series may get more comments than others.

Some of the newer models or those which did not have really high production quantities will have fewer articles.

Which Up-Fixin to get?

The published Up-Fixin volumes now total 11, and the most recent covers Panorama articles from 1996 through 1998. For the 911 series, which was introduced in the U.S. in 1965, there is even some data in Vol. 2, but not a lot. Useful owner experience articles usually appear two or three years after introduction. The early 911 design was used for so long and so many of the overall features have changed so little that the owner sometimes has to go back to ground zero to get a good understanding of why the car is like it is. There is also the problem of changes in Porsche recommendations on service, oils, fuels, mileage intervals, etc., that have changed radically just since the 1970s, so some of the early material has to be carefully considered in light of today's situation. There is also the issue of generic technical articles of importance (tires, spark plugs, etc.) that may be independent of time and may have been published at a time that falls outside of a given model range.

In order to provide an overall view of the model data distribution in Up-Fixin, a partial listing of the primary applicable volumes for each Porsche model series is shown in Figure 2. The purpose of Figure 2 is to show where a major number of the articles related to the model introduction, maintenance, modification, technical meetings and history are located for each series. As mentioned earlier, additional information may also be available in later volumes, but in a smaller quantity. Also

note that the types of information listed in Figure 2 may not include all Up-Fixin topics, such as generic components (tires, oil, spark plugs, etc.), non-production cars, competition cars and miscellaneous articles on Porsche factory technical bulletins and publications.

For members who are just getting started with Up-Fixin, the right hand column of Figure 2 lists three Up-Fixin volumes for each model that are recommended as the initial ones to acquire for members new to a given model. The three volumes listed will usually have the earliest significant applicable maintenance data. However, for the models that have been around for the longest time (356, 911, 912, 914), valuable articles extend beyond the three shown, especially after 1989 (Volume 8) when the PCA National Technical Committee was expanded to nine members with a broader range of member questions and answers and technical articles. More recent volumes containing articles covering similar topics are usually more applicable to current situations and expanding your collection to include the latest volumes will be helpful.

It is hoped this brief review of Up-Fixin content and model application will help our new members or members who have changed to a new model find the data they need for their cars. A large percentage of the tech questions currently received are covered by these publications which represent a rich source of Porsche owner experience not available anywhere else.

Reference

1. Up-Fixin der Porsche Index, Vol. 1-8, December 1992.

APPLICABLE UP-FIXIN VOLUMES

Model	Model Years	Introduction & Model Changes	Maintenance	Modification	Technical Meetings	History & Buying	Initial 3 Vol. Set
356	50-64	1,2,5	1,2,3,4,5,8,10,11	1,2,3,10	2,5,6	3,4,5,6,8,9,10	3,4,5
911/912	65-77	2,4,5	2,3,4,5,6,7,8,9,10,11	3,4,5,8,9,10,11	2,5,6	5,6,8,10,11	4,5,6
914	70-76	3,5	3,4,5,6,7,8,9,10,11	3,5,8,7	3,5,6	10, 11	4,5,6
911 TURBO	76-80	4,7	5,7	5	6	7	5,6,7
924	76-82	4,5,6	4,5,6,7	6,8	6	7	5,6,7
928	78-95	5,6,7,9	5,8,9,10,11	7,9,10	6,11	11	8,9,10
MID 911	78-89	5,6,7,8	6,7,8,9,10,11	6,7,11	5,6	6,8,10,11	6,7,8
944/924S	83-91	6,7,8	7,8,9,10,11	10	6	7	7,8,9
944 TURBO	86-90	7,8	8,10	7,8,9		9,10	8,9,10
MID 911 TURBO	86-00	7,8,9,10	8			10	8,9,10
964	90-94	8,10	9,11				9,10,11
968	92-95	9,10				11	9,10,11
993	95-98	10		11			10,11
986	97-	10,11	11	11			10,11
996	98-	11					11
996 TURBO	00-	(3-00)					

*Initial three volume set recommended for new owners most interested in maintenance of a given model.

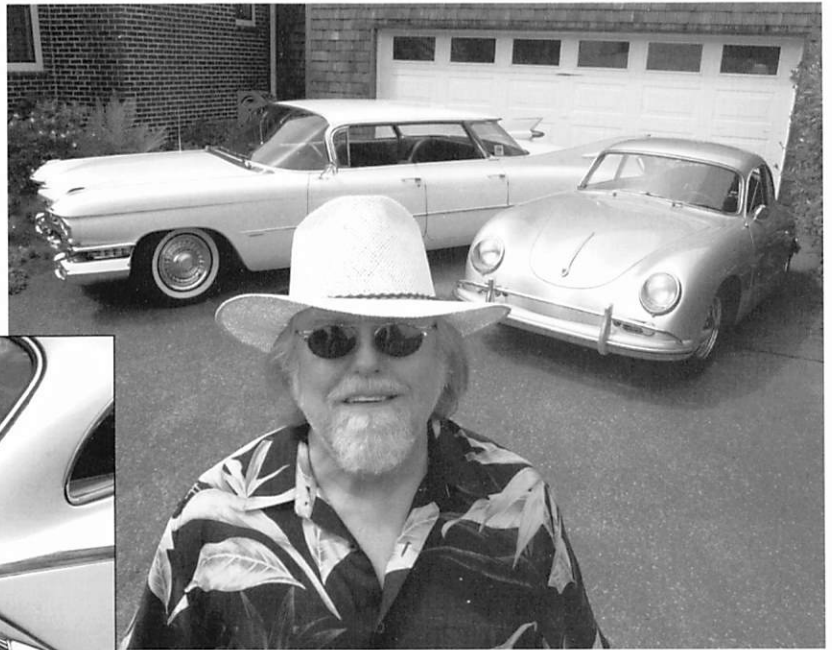
My Other Favorite Car

by Chris Greenwood

Larry Hart is the kind of guy who appreciates a wide range of things, not the least of which are fine automobiles. Design is key. Function is secondary, but still important. At least that's the impression I'm left with as I browse his remarkable collection of hardware, two of the finest examples of which you see here.

The Sea Foam Green 1959 Cadillac 4-door Flattop Sedan is big enough to fit the sliver 1957 356 A coupe in the trunk. Each are some of the finest examples of late '50s-era automotive design from opposite sides of the Atlantic Ocean.

The contrast between the two couldn't be any greater. I think you could cover the entire Porsche with as much chrome as you find on one corner of the Caddy.



Got another interesting vehicle you sometimes consider your favorite?
Let's chat: chris@chrisgreenwood.com

Cabin Fever Tour

continued from page 14

and the temperature was back up near 70. Boy, were we ready for a chance to get out, wander up the side of the hill and check out the plentiful examples of fossils at this stop. It was an awesome rock structure - wish we had a good picture to share. From this point it was an uneventful trip into the small town of Condon to check into the recently restored historic Hotel Condon.

Picture a typical small town out in the middle of nowhere - this is it. With the restoration of the hotel came a small art gallery across the street and (believe it or not) a Powells Bookstore on the other corner, with an old-fashioned ice cream parlor/antique store attached. Other than that, you're talking the BPOE meeting hall

and one tavern across the street (more about that later.) So we checked in, found our rooms and met in the meeting area in the center of the hotel a little while later. We brought out our bottles of wine to share, ordered some hors d'oeuvres off the menu and sat around and swapped tales and evaluated wines in big overstuffed chairs. After awhile we went down to the dining room, which is not large but very nice, and we filled half the room. The dinner was good, and we took our time with it with a few more bottles of wine... One thing led to another and we determined there was not enough entertainment value being provided by the singer in the dining room. So most of us decided to check out the tavern across the street - a small place called the Round-Up Room. We had some initial trouble with the bartender there who was very suspicious of

our group, but he soon noticed we were willing to spend money in his place. Since there were only three other local folks in there at the time, he eventually warmed up to us, taught some how to play shuffleboard while others played pool and even started up his motorcycle at Jim Neidhart's request. The motorcycle was parked in the corner of the tavern (inside, by the way). We closed the bar, but that was at about midnight. I think they close down when everyone leaves. Makes sense to me.

After a great night's sleep on what was the most comfortable hotel bed I have slept on in recent history, we all got up on Sunday, had a fantastic breakfast there and went home in several different directions. This was another successful tour to Central/Eastern Oregon. ☺

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From the President

continued from page 5

month you will see a Letters to the Editor column. This is a great open forum for just about anything that you, the membership, want to address. Hey it's your club, tell us what you think. Watch for more dramatic changes as we continue to develop our communication channels.

As a matter of fact, there is a letter to the editor that details a pretty disturbing event. As we are in the thick of the tour season, I thought it would be a good time to get on my soap box for a paragraph or so. On one of our tours it seems that one of our members was driving in a manner that was observed to be unsafe. Tours are to be conducted in a manner that puts our (the Porsche community's) best foot forward and complies with the traffic laws of the state that we are touring in. We are all ambassadors of the Porsche community. When we drive in a manner that is in anyway irresponsible or overly aggressive it sheds a poor light on each and every one of us. If you really want to drive aggressively come to the autocross or the track and get your speed demons exorcised. Don't do it in public and make the rest of us look bad. Any and all of us are responsible for calling on the carpet a club member that drives in an unacceptable manner. If given the chance the BOD will take the opportunity to ensure that aggressive driving on one of our organized tours is met with consequences that may exclude those exhibiting this kind of behavior from participating in club driving events. Don't join this very exclusive section of the club (0 members today.) A few years back (when I was the event chair for the Half Mille) I refused to allow a club member to participate in the event based on two years in a row of receiving a traffic citation for excessive speed on our tour. We all have cars that can easily exceed two to three times the state basic speed limit of the state of Oregon, we don't need to prove this, Porsche already has.

On to a lighter subject. I have received a donor engine for my 944 Turbo. The old block was un-repairable, from Oklahoma Foreign (my thanks to Kurt Leipzig for letting me drop ship the unit to his shop, Marque Motors, saving me some \$75 on shipping.) The cylinder barrels look really good with no major scoring or even wear signs. The bearings looked really good too, with none of the wear points that showed on my old engine. The block and the head are at the machine shop being checked for flatness of the mating surfaces. Hopefully by the next track day on June 29th it will be back together and running at full tilt. A couple of quick data points: The HP measured at the rear wheels with my GTech-Pro was about 321HP that's in street-legal configuration (Catalytic converter equipped.) This was a single-point measurement so I'm not sure how reliable the data is. We will be putting it up on the chassis dyno after we get it broken in. The gearing now appears to be spot on as it was close to red line in 4th on the front and back straights at the beginning of the braking zone, and it was in the sweet spot (4,000 or so RPM) on the HP curve through most of the curves.

All for now,
-drc-

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1998 911 Carrera 2S Coupe #WPOAA2996WS321083. Black on black, 4,785 mi., widebody, motor sound, ss sills & tips, sunroof, full leather, pwr & htd seats w/ crests, alum dials, carbon fiber e-brake & door latches, titanium shifter, 17" CUP Rims with P-Zeros, lowered, red brake calipers, garaged, non-smoker, last of the best, forever air, \$69,000. **Andy,** 11925 N.E. Lauren Lane, Newberg, OR 97132, (503)537-1115. 06.02

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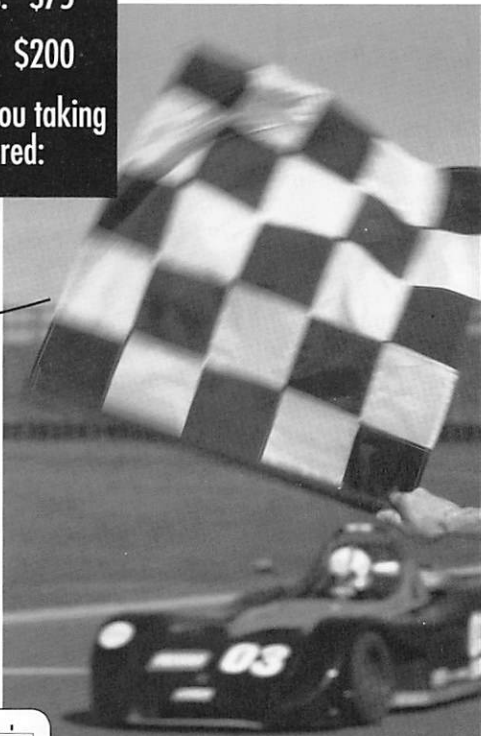
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Board meetings of the ORPCA will be held on the first
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latest information and location

Missing your board meeting minutes? As we develop new communications strategies, some

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Saturday

Sept. 7th

2002

9:00 AM – 2:00 PM

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Parking Lot

Vendor Space 10' x 10' \$10.00 in advance

Vehicle Space 10' x 20' \$20.00 in advance

Additional \$10.00 the day of the event

Preregistration necessary to reserve space

Tables available \$15.00 each – Advance order required

Preregistration Necessary

To reserve your space phone Tim Haburn at

503/641-8600 or 1/800/346-0182

Tables available only if prearranged

One vendor per space • No refunds for cancellations

Vendors need to arrive at 8:00 AM

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