

# Anzeiger



Oregon Region Porsche Club of America  
July 2003 v43-n6



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



'03 Turbo



'03 Cayenne S



'63 356B

**NEW**

'03 Boxster Black/Black .....	\$49,340
'03 Boxster White/Black .....	\$45,815
'03 Boxster S Silver/Black .....	\$60,000
'03 Boxster S Slate/Grey .....	\$58,870
'03 Boxster S Yellow/Black .....	\$57,145
'03 Carrera Cpe Midnight/Grey .....	\$88,610
'03 Carrera Cpe Seal Grey/Grey .....	\$75,390
'03 Carrera Cpe White/Black .....	\$73,645
'03 Carrera Cpe Black/Black .....	\$76,965
'03 Carrera GT2 Yellow/Black .....	\$192,075
'04 Cayenne S White/Grey .....	\$59,425
'04 Cayenne S White/Beige .....	\$60,315
'04 Cayenne S Teal/Beige .....	\$60,810
'04 Cayenne S Titanium/Grey .....	\$59,550
'04 Cayenne S Black/Beige .....	\$62,030

**PRE-OWNED**

'97 Boxster Zenith Blue .....	\$23,988
'99 Boxster Zenith Blue .....	\$30,988
'01 Boxster S Silver .....	\$44,988
'02 Boxster Guards Red .....	\$39,988
'03 Carrera Cpe Basalt .....	\$69,988
'03 Carrera Cab Silver/Grey .....	\$86,455
'03 Carrera4 Cab Seal Grey/Grey .....	\$94,955
'03 Carrera Targa Silver/Black .....	\$87,460



www.carreramotors.com Bend, OR 541.382.1711

# Anzeiger

A monthly publication of the  
Oregon Region  
Porsche Club Of America

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

v43-n6

## Editor

Kate Ayers  
503.292.5743  
kateayersis@attbi.com

## Ad Sales

Bob Falleur, 503.653.7691

## Classified Advertising

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

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

**More information can be found in the "Marketplace" Section.**

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

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

## Postmaster:

Send address changes to:  
PGA/OR Membership Chair  
Russ & Sharon Pascoe  
2955 Argyle Drive S  
Salem, OR 97302

## Graphic Design/Layout

Chris Greenwood  
503.460.9494  
chris@chrisgreenwood.com

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# Anzeiger

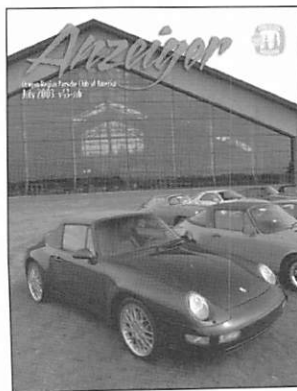
2003  
JULY

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## Cover image:

Mike O'Connor's beautiful 911 Cabriolet accompanies 35 other cars in front of the Evergreen Aviation Museum, the primary stop on the Warbirds & Wine Tour.

Photo by Chris Greenwood

Please check our web site often:

<http://oregonpca.org/>



*Don Clinckinbeard*  
FROM THE PRESIDENT

Hey, another month has gone by. I had a great time on the Cabin Fever tour. Excellent roads with interesting weather and some really fun folks.

My first tour in the 914. This little car is a blast in the twisties, even with old tires that probably should be replaced. Yes, I'll get around to it someday, maybe before the summer is out. On Sunday, I finally got to drive the thing without the top on. That was nice as we returned to Portland through the Columbia Gorge. 70 degrees or so and sunny all the way home. This is the top of the heap for me.

Well, the DE event on the 25th went pretty well for us. We had about 80 cars (and a few more drivers) attend. It was a

rainy day, a wonderful opportunity to learn to drive near the limits of adhesion at a lower speed than we normally need to reach them. I had a student from the Seattle area in a 944T. A second year guy with good knowledge of how the car handled. His need was to learn to drive more smoothly. A wet track is a great place to learn smoothness as the lower traction level certainly amplifies any sudden input. We rotated the car once, from a too-abrupt application of the throttle, but kept it on the pavement. He also learned a bit about short shifting (shifting gears at lower RPMs than you normally would) to keep a turbo charged car off the peak of the power band. This helps maintain traction better

by avoiding the rapid increase in HP that occurs as the boost (and consequently horsepower) rises steeply.

My car did not do so well at the DE. The overheating problem manifested itself again on the first run group so I retired it for the day and focused on teaching. Not a bad thing for my students. I'm resigned to pull the cylinder head to check the Head Gasket to see if it's messed up again. It drives well around town and never sees an elevated temperature indication until you get on it hard. Well, stay tuned.

I took the 914 to the Autocross on May 4th. It was a very wet day but some 40 brave souls endured the weather to try their hand at parking lot driving in very soggy conditions. I was able to turn a respectable time at least on one lap. Even with the aging tires on the car. The course was very challenging, mixing some very tight turns with a long slalom and some medium speed stuff. Good design that challenged my memory and ability to drive a turn ahead of the car. I'm a bit rusty, based on three DNFs in five runs, and certainly would benefit from some more seat time.

Tom Beutz invited me to navigate for him on the Poker Rallye May 4th. Earl Green found some wonderful roads in both Washington and Yamhill counties. A great time was had by all. Earl commented that this was the best turnout so far for a rallye with some 11 cars attending. Tom and I took second place to Jim and Kate Ayers who ended up with a better hand than us at the end of the day.

-drc

*Kate Ayers*  
FROM THE EDITOR



Here we are, a couple of weeks into summer. Despite a fairly wet spring, we had some fantastic club events. One of the things you'll find in these pages is a spread on the Warbirds & Wine Day Tour. It started out with a threatening sky, but by the time we wrapped up at Willakenzie for half the group, or Chateau Benoit for the rest of us, we were picnicking under quickly-widening blue patches. The next weekend, although faced with similar weather, we had one of our best turnouts for a rally in a long time, the Poker Run: Up, Down and All Around. Apparently, we have a membership that likes those games of chance. I personally could grow quite fond of Poker Runs if my luck would hold up

like it did May 17th - Jim & I took home 1st place trophies! Find out what the winning hand was in the article. (Hint: It was pretty darned good!) And, if that sounds like fun, later this month, Earl Green has another rally planned. You really should sign up for it now!

Coming upon us real soon are the Baxter Historic Races, an event I've missed for too long. This year, I'm going for sure. And then the ORPCA Concours at Forest Grove. Check out all the Event Ads for these great days and be sure to reserve a spot. As always, the Dinner Meetings are a hit. (Besides gambling, ORPCA members love dinners out.) If you've not come to one, you've been missing out. And, speaking of dinners out, the end of this month we have the Progressive Dinner, with a Mexican theme. Wow, hot food, hot weather and hot cars - what a mix!

Meet some more new members in this issue, too: Nearly newlyweds, they are also new to the Club and new to Porsches. And a reminder: Between drives, keep checking the website: [www.oregonpca.org](http://www.oregonpca.org). Lots of good stuff there!

# OREGON REGION CALENDAR



## July

- 11-13 Baxter Auto Parts Portland Historic Races
- 19 Fun Rally - Photo Instructions
- 20 Anzeiger Editorial deadline
- 20 ORPCA Concours at Forest Grove
- 20 Autocross @ PIR
- 25 Shelby Club Track Day
- 26 Progressive Dinner
- 28 Corvette Track Day

## August

- 2 Mt. St. Helens Day Tour
- 20 Win Casey Barbecue
- 20 Anzeiger Editorial deadline
- 20 BMW Track Day
- 22-24 Otter Rock Weekend
- 24 Autocross @ PIR
- 24 Portland Karting DE
- 29 Lotus Club Track Day
- 30- Sept 1 All-British Field Meet/SOVREN Races

## September

- 12 Audi Track Day
- 12-14 Sunriver Exotic Car Show
- 14 Shelby Club Track Day
- 17 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 21 ORPCA Volunteer Recognition Party
- 21 Autocross @ PIR
- 23 BMW Track Day
- 27 Fun Rally

## October

- 3 ORPCA DE/Track Day
- 5 Portland Karting DE
- 12 Autocross @ PIR
- 12 Alfa Track Day
- 15 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 25 Fall Mystery Tour

## November

- 1 Audi Track Day
- 7-9 Rainbonnet 2003 (Including DE @ PIR)
- 16 ORPCA 2004 Planning Meeting
- 19 Dinner Meeting
- 20 Anzeiger Editorial deadline

## December

- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline

**Progressive Dinner**  
details on page 6

**Photo Rally**  
details on page 6

**Porches at  
Forest Grove**  
details on page 6

**Mt. St. Helens Tour**  
details on page 7

**Autocross @ PIR**  
details on page 7

**Win Casey Barbecue**  
details on page 11

**Sunriver Exotic  
Car Show**  
details on page 19

# FUN RALLY: PHOTO INSTRUCTIONS

Club  
Event

Saturday, July 19th 10:00 am

(Porsches recommended, but not required)

Starting Point: Raleigh Hills Safeway

Cost: \$5.00 per person

This is the second of three fun/gimmick rallies.

**No experience is necessary.** Instructions will be provided prior to first car out.

The object of a photo instruction rally is to complete each leg by following a set of directions with pictures of road sites along the way. There will be an average time per leg and the car that comes closest to the accumulated average will win.

E-mail any questions to the rally committee at [early.euro@verizon.net](mailto:early.euro@verizon.net)



# Progressive Dinner

Club  
Event

SATURDAY, JULY 26

Please join us on Saturday, July 26 and plan to enjoy a scenic cruise in the Vancouver, Battle Ground, and Camas areas along with good food and good friends!!

**\$3/person or \$6/couple.**

Our first stop for **Appetizers** will be at the home of Martin and Bette Bowes, 1500 SE 79th Court, Vancouver. 360.750.8866.

The **Main Course** will be held at the home of Jon and Kim Friedemann, 11716 NE 266th Street, Battle Ground. 360.687.5585.

**Dessert:** We are looking for a home in which to serve dessert. If you'd like to offer your home for this fun event, please give Cheryl a call at the number below.

We have a **Mexican theme** this year. Please call Cheryl Carpentier to sign up to bring either an appetizer, main course, or dessert.

Maps and directions will be provided at each home along with soft drinks and bottled water. (Bring your own adult beverage.)

I want to thank our gracious hosts in advance for opening up their homes to us for this event and hope to hear from you soon!

**RSVP to Cheryl Carpentier** and indicate what you'd like to bring. 503.384.0453 Home • 503.469.0505x30 Work [Cherylcarpentier@aol.com](mailto:Cherylcarpentier@aol.com)

# PORSCHE

AT

## Forest Grove

SUNDAY, JULY 20

Have your pre-1980 Porsche judged, along with the "Dream Cars of the '50s" and also "Celebrating a Century of Ford" that will be featured at the 2003 Forest Grove Concours d'Élegance.

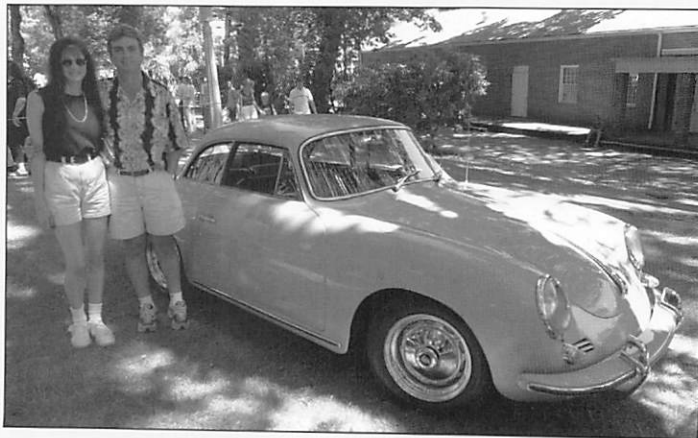
ORPCA will have a designated area for as many as 25 Porsches and space will be filled on a first-come, first-served basis. Only cars before 1980, however, will be judged and be eligible for Concours awards. Newer Porsches are welcome to be displayed but will not be judged. Whether "vintage" or not, whether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

[www.forestgroveconcours.org](http://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'Élegance. 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](mailto:gretz@omtool.com) (503.628.6253)



Club  
Event

# Mount St. Helens Tour

## Saturday, August 2

Fun and excitement awaits you as you tour your way toward the south side of Mt. St. Helens. Generous parking, walking trails, and a great place for a picnic. Bring a picnic lunch and enjoy friends and nature at its finest.

Starting location: Beaches Restaurant, Vancouver, WA.

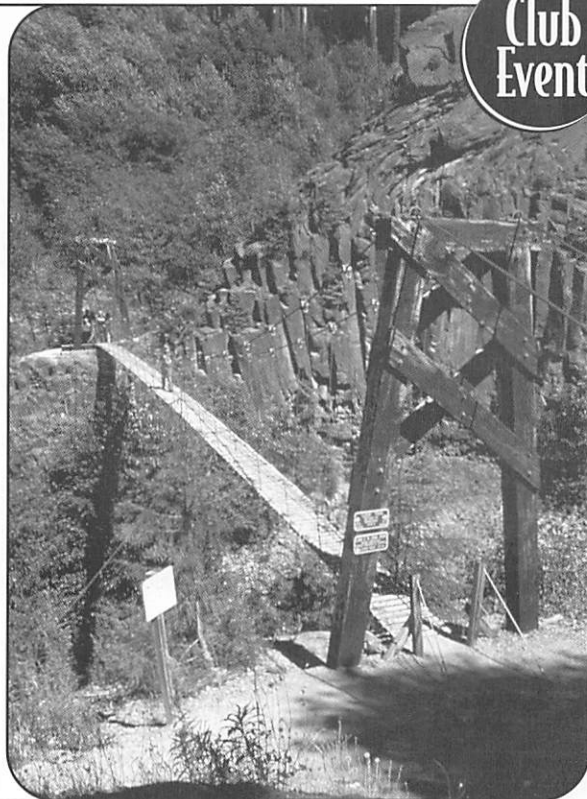
**Time:** 10 AM sharp (first cars out.)

**Lunch:** Your picnic basket

**Cost:** \$1.00 per person.

**RSVP to:** RLP2CJP@aol.com (Richard Puetz, 360.571.0008)

Club  
Event



# ORPCA Autocross 2003

Club  
Event

**July 20** - PIR South Pit Area (Motorcycles on track)

**August 24** - PIR South Pit Area (Motorcycles on track)

**September 21** - PIR Pro Pits (Cascade Club on track)

**October 12** - PIR Pro Pits (Alfa Club on track)

**When:** Registration 8:00 am, First Car out at 9:00 am.

Typically finished by 1:00 pm w/4-6 runs each.

Must cross the track for events in Pro Pits before 8:45am and stay until cleanup is done so we can cross the track as a group.

**Cost:** \$15/driver + \$6 entry to P.I.R.

Fun Runs \$1/run as interest and time allows.

**Requirements:** Helmet, any safe car w/loose articles removed. 18 yrs or older except children of ORPCA members w/license and parental permission. Non-members and non-Porsches are welcome to participate.

**More Info:** Dave Nance 503-313-3282, dmnance@armstrong.com  
Chuck West 503-624-9161, greenweapon@aol.com

Portland International Raceway (PIR) is on the west side of I-5 freeway at exit 306-B.

# BACKFIRE



Like an event or hate it? Got a beef, or some kudos? Tell us what you think. Send your comments to: [kateayersis@attbi.com](mailto:kateayersis@attbi.com)

## Oh Goody, the Goody Store

ANDY JACOBSON - TROUT LAKE, WA

Last fall, Margaret and I participated for the first time in the special annual event that the ORPCA has called "Rainbonnet." Not only did it have interesting guest speakers, such as Vic Elford, and excellent tech sessions, along with lots of good food and an indoor car show, it also had the Goody Store. It was an excellent place to browse between events, and I was fortunate to get a dark green Porsche sweat-shirt that is so soft and comfortable that it has become my favorite shirt. Well, of course, once I started bragging to Marg how comfortable it was, she tried it on and, lo and behold, it has disappeared out of my closet and taken up residence in hers.

As both of my sons also have their eyes on it — and I think I caught my father-in-law eyeballing it — I thought that I'd better try and find some more. Well, I had zero luck in locating any; that is, until Kate Ayers did an interview with Liz Green for one of the recent issues of the *Anzeiger*. In that article it mentioned that Liz was able to take orders for all kinds of things that the Goody Store has. I quickly sent an e-mail to Liz, who said she would be happy to order more shirts for me, and she gave me a web address where I could make my selection. I have gone from the stage of no luck in finding the shirts to now waiting for the order to be filled and sent to me. It was quite simple to order with Liz, and I'm sure the results will be excellent.

We sure have a neat car club where we not only get to do a lot of track time, but a chance to meet and socially enjoy a lot of very special people, with a common thread of great interest!

## Me Like Magazine

ANDY JACOBSON - (A.K.A. THE MOUNTAIN MAN)

I wanted to let you know that the June issue of the *Anzeiger* is reallllllly good! The layout, cover, stories, (you even were able to make me sound as though I knew what I was talking about) were very well



done! You are making this a really fine publication, and one that we all are very proud of. It might be an idea to keep the covers and frame them, and then perhaps auction them off as a set when you

have the club auction at the end of the year, they are that nice!

*[Ed. Note: In light of Andy's third letter to us this year, the staff has unanimously selected him as the Anzeiger Reader of the Year. Absolute proof that knowing good stuff when you see it, and flattery, will get you everywhere!]*

## Peter's Porsche Story

WARNER LOWE - LAKE OSWEGO, OR

It was a great surprise and distinct pleasure to recently read Peter Linsky's article in the June 2003 edition of *Excellence*, the magazine about Porsche. Peter's story and the photos taken by him and Mike Peters describe in detail the complete restoration and race modification of a pristine, yellow 1973 911T. Not only is the writer a contributing editor to *Anzeiger*, but the owner of the car is Page Stevens, a well-known member of the club; the builder is ORPCA's very own Jeff Gamroth of Rothsport. Club member Steve Weiner at Rennsport Systems reprogrammed the ECU.

We look forward to seeing Page and his 911 soon, at least the rear view of the car as he blasts past.

## Uh, it's here somewhere, officer...

CHRIS GREENWOOD

Of course we all know that we're supposed to have certain paperwork in the car. Registration. Proof of insurance. Like all of you, I dutifully update these documents when I get new ones. Or so I made myself believe.

PCA now requires club members to show a driver's license and proof

of insurance when participating in club events where driving is planned. The new protocol took effect for the Oregon Region on the day of the recent Poker Run Fun Rally.

Jim Ayers, helping Earl Green with registration, asked me to see said paperwork and I obliged in as much as I could. I achieved a 50% compliance, but my current insurance card was nowhere to be found. Expired insurance cards were everywhere, proof of my past diligence. As I wondered where the real McCoy might be, Jim, a retired law-enforcement officer, sensing my undying commitment to my insurance agent, gave me a one-time-only-you-can-participate-in-the-fun-rally-and-this-little-matter-will-be-just-between-you-and-me dispensation.

Thankful and humbled, I made it through another day of driving without discussing my lack of proper insurance paperwork with any current law enforcement officers. Once home, I rifled my insurance paperwork, where, miracle of miracles, the insurance card was stapled to the back of my policy declarations where it always is when the policy update arrives every 6 months. Apparently I just made believe that I had done what I have done for the last 17 years of vehicle ownership.

So, let my embarrassment be your guide; make sure your paperwork's legit. And thanks to PCA for helping me avoid the potentially unfortunate circumstance of getting caught with my insurance papers down.



# Coming Events



## Volunteer Recognition Party - September 21

ORPCA could not exist without the time and energy that Club members devote to making our events and activities function well. Every year, the Board of Directors has recognized Club members who have assisted in these efforts.

The Club will host a recognition party for those of you who donate your time and talent during the year to helping make our Club the best that it can be. It's hosted by the Board of Directors, preparing food for the attendees. It will be a great party and lots of fun for all.

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

## Rally

Rally offers a unique opportunity for both driver and passenger (navigator) to perform as a team. Each team receives instructions for navigating a predetermined course. Scores are based on how close teams come to reaching these check points "on time." This all takes place on public roads and at relaxing speeds.

Afterwards, prizes are given for accomplishment in various categories. Fun rallies are designed to introduce you to rally in general and help novices understand what more traditional Time-Speed-Distance rallies are all about. Additionally, points will accumulate throughout the year for the TSD rally series and will result in a champion award to be presented at the club holiday party.

Please join us for our fun rallies and our regular TSD rallies.

## Autocross

An autocross is a (relatively) slow-speed, timed event, where solo drivers compete against the clock on a course marked with chalk and highway 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 an open area so there is nothing to hit, and only your ego to bruise. Speeds are kept down —

generally below 50 MPH — with most of the critical action in first gear and at very low speeds.

Competitors are of all skill levels, running 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.

## Day Tours

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

## 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.



# Around the Region

By John Draneas

**Ken Blanchard** has now been Porscheless for the longest stretch of time since he bought his first Porsche. So, glutton for punishment that he is, he decided to go hang out at the ORPCA Spring Clean, where he was observed lustfully eyeing the 928 of a fellow ORPCA member. It was quite a sight. If the car had been the right color (black), no telling what would have happened. Instead, he had to set-

had to run off because, "The Porsche guys have the track red-flagged again." I later learned that nothing real serious had happened, just some slippery mechanical problems. ORPCA Past-president **Dave Palmer** was practicing in his E Production champion Mazda RX 7, and sprayed a racecar-volume of oil

driving down a Southern California road with ORPCA Past-president **Jeff Butts**. Dane was south on business and hooked up with Jeff. Jeff's latest hobby is producing a promotional video for a motorcycle racer friend to help him with sponsorship. Jeff reports that he and Kimberly are doing just great in San Diego, and says hello to all his ORPCA friends.

While on the subject of ORPCA members who have left the area, **Michael Bartos** claims to be doing just fine living in Bend. Not a day goes by that he doesn't fish, hunt, bicycle, or drive on a windy country road. Sounds pretty good, but what's he going to do when he gets tired of that stuff?

And while on the subject of moving, I'm actually terrified to say that **Carlyn** and I are moving after 26 years in the same house. By the time you read this, the terror will be over, but right now the thought of packing up all this stuff is downright terrifying. The upside is that the new house comes with a 32' x 48' car barn that is easily expandable to 42' x 48', with lots of acreage for further expansion. Yahoo!

If you're interested in a very nice home with a very practical 4-car garage, our Tigard house is available for immediate move-in.

Last, not moving but just traveling, **Peter Linsky** is

in Germany. I don't think he's going to come back with a Porsche, but I know he's going to come back with lots of pictures and stories.

*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.*



Left: Dane Pitarresi

Below: Mel Goldstein puts a shine on his 911 during the Spring Clean. The following Friday during the club's DE event, one of the 911's radiators sprung a leak. Just goes to show you that no good deed goes unpunished.



tle for a ride home in **Don Clinkinbeard's** orange 914. That must have been the wrong color, too, because Don still owns it.

I wasn't able to participate in the last ORPCA track day, but did wind up on the phone with Todd Harris at Pitarresi Pro Drive talking about getting my racecar ready for the next race. Todd

on the track. Not to be outdone by an inexpensive Japanese car, new ORPCA member **Mel Goldstein** experienced radiator issues with his 911 (how's that for modern?), spilling coolant on the track and causing another delay.

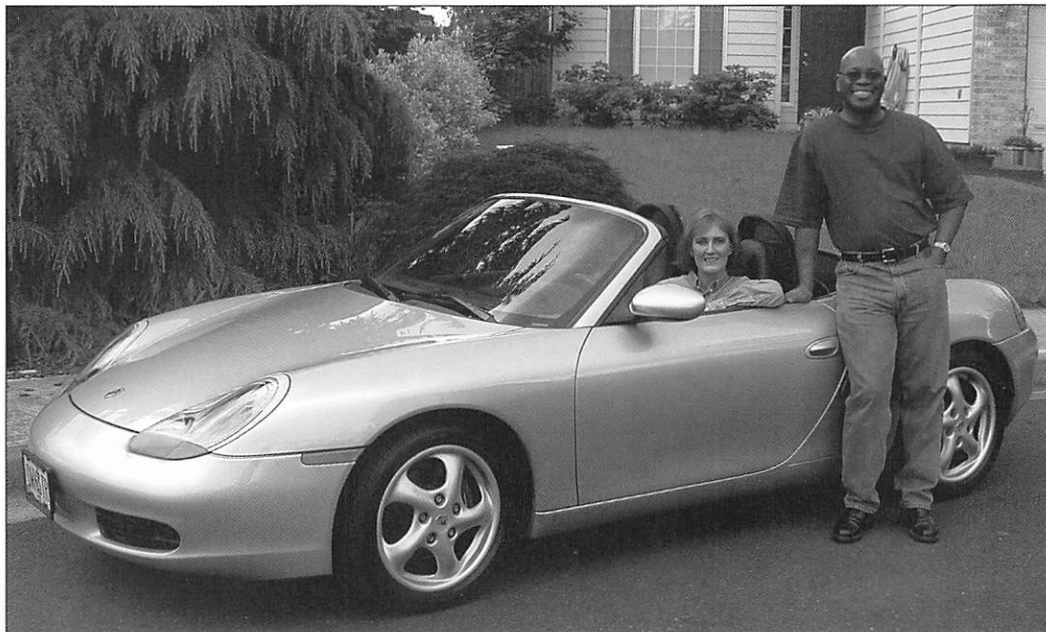
I had a fluke opportunity to catch up with an old friend the other day when I called **Dane Pitarresi** while he was

# Member Profile: Reggie & Shanette Gaines

by Kate Ayers

Reggie and Shanette, together since October 1999 - thanks to a mutual friend with a matchmaking talent - are a diverse couple with many and varied interests. During the week, Shanette acts as CPA in the internal audit department of North Pacific Group, while Reggie is VP of Business Development & Sales for Quiktrak, which does asset inspections and inventory audits. But come Friday night, you can frequently find them wine tasting, usually at a little wine shop on the West Side, where Jim and I first happened upon them. They have an infatuation with spicy Zinfandels and big, robust cabernets. (Hm, that might be why we get along with them so well!) Get to know them, because when they host a Blind Tasting, it is an evening to remember, savoring fine wines and feasting on wonderful cuisine, including but not limited to Shanette's "world-famous" salsa made from tomatoes, peppers and onions grown at their Beaverton home. And whenever Reggie cooks, look out, because your stomach will bulge with satisfaction. When they're not eating well and drinking well here, they are eating and drinking well abroad. Travel is among their top passions, taking them to favorites like Paris, the Loire Valley, Moorea, Bora Bora, Seville - for a bullfight - and Barcelona this year where they caught a close-up view of the fabulous new Carrera GT at the Auto Show.

Another of their passions is sports cars. Shanette, having owned two Nissan Zs, suggested they look at the new 350Z. But, while Reggie was on business in Dallas, he spoke to a fellow who had driven one. He said, although it was pretty snazzy on the outside, the interior looked cheap and the drive seemed overly harsh. According to Shanette, "It lacked panache. Then Jim Ayers sort of put the bug in our ear regarding a Boxster. We checked out the Sunset Imports website and found a 1999 Arctic Silver, one-owner car with only 16,000 miles, removable hardtop and 17-inch wheels! After calling Rob Roseta, the GM, we arranged for a test drive and were immediately hooked. The exhilaration of the robust engine coming alive at 4,500 rpm, incredible handling and the open car feel made us true Porsche fans."



Now they look forward to joining in on Club activities. Their debut event was the Vintage Iron Tour and, by the smiles on their faces, they enjoyed it immensely. When asked what activities they foresee themselves participating in with ORPCA, Reggie responded with, "Rallies, touring, social events and maybe a day at the track when Shanette's not looking...just kid-

ding!" They both concurred that this seems like a fun group of people who have the utmost respect for each other and the cars we drive.

We welcome Reggie and Shanette!

*If you know of a good candidate for a Member Profile, please send suggestions to [kateayersis@atbi.com](mailto:kateayersis@atbi.com)*

## 33RD ANNUAL WIN CASEY BARBECUE

**WEDNESDAY, AUGUST 20**

*Where: Win Casey's Home  
9220 SW Taylor St, Portland, OR 97225  
(503) 297-4049*

*Directions: From 26 West, exit at Barnes Rd., turn right onto Barnes. Proceed past hospital, turn left onto 84th. At the "T" turn left on Leahy. Go straight through first stop sign (road changes to Taylor).*

*Bring your favorite item to grill for yourself, plus a salad, side dish or dessert to share with others (6-8). This is a great time to share the Porsche stories of the year and what is to come and just plain chat about cars and meet some great friends.*

*Beverages and service ware will be supplied.  
HOPE TO SEE YOU THERE!  
RSVP Carol Beutz (503) 521-9413*

Club  
Event



# The Cabin Fever Tour: Destination Condon

By Sue Hodge • Photos by Gregg Hodge

Well, this was the third time around for our Cabin Fever Tour. The first time we went to Kah-Nee-Ta but, sticking to the same general part of the state, we have gone to Condon for two years now. The Hotel Condon is definitely *the* destination location for central/eastern Oregon. And especially so when you can take over the whole place, as we did this year.

The hotel has 18 restored rooms, and we had 16 rooms rented for that week-

the road. At the next stop, we got out for a group photo, which, in spite of the weath-

cars and rare car memorabilia. We brought Stephen Demosthenes an enthusiastic group, many who had not seen his establishment before. The weather had begun a turn for the better and we moved on to our Rowena Crest stop, a breathtaking overlook, and a great photo op. That day you could see a LONG way up and down the river. We then proceeded to The Dalles for lunch at Baldwin's Saloon. Since we had cut a stop or two and cut others



end. At the last minute, two of the cars that had signed up cancelled (Don Stroum because he thought it was going to snow and Aaron Hues for reasons unknown.) I plan to give Don a hard time when I see him. We did have a (very) little bit of snow, but it was a curiosity. More like: "Did you see that? I think it was a couple of snowflakes!"

The last weekend in April is always a gamble weather-wise. That's part of the fun, or challenge, if you will. This year was no different. The group that gathered at the Double Tree Jantzen Beach agreed collectively that, if we just kept the chilly overcast that hung over the hotel parking lot for the remainder of the day, we would be OK. A visit to the National Weather Service website before we left the house showed nasty cells of extreme weather in between there and The Dalles.

We stopped at Beacon Rock again, the place we had hikers go to the top last year. This year it was brief. We used the port-a-potties, shivered and got back on



Carol Beutz & Richard Puetz

er, turned out to be a great shot. We skipped a stop at Starvation Creek trail and went straightaway on to the Hiway 30 Classics showroom to ogle some beautiful

short, we pulled into town earlier and found ourselves literally in the middle of a parade. This weekend is the weekend The Dalles has their annual Cherry Blossom Festival. We've never been in town early enough to catch the parade but this year, as we pulled into town, they were heading out. We waved at each other as we passed at a snail's pace. Baldwin's was terrific - they handled us expertly, getting us all done at about the same time even though we filled about half the restaurant.

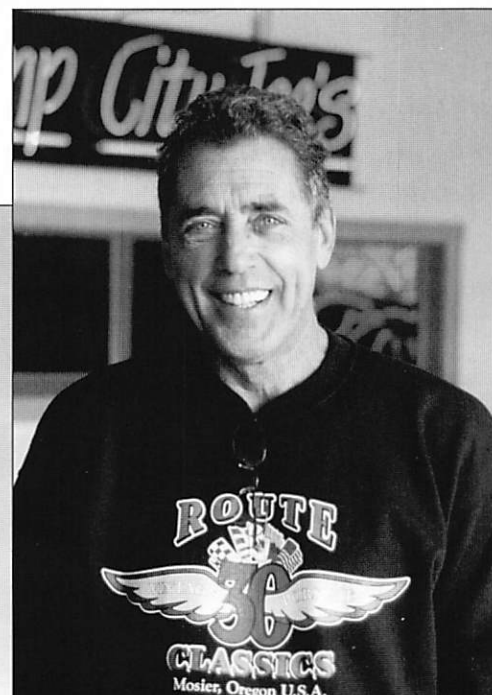
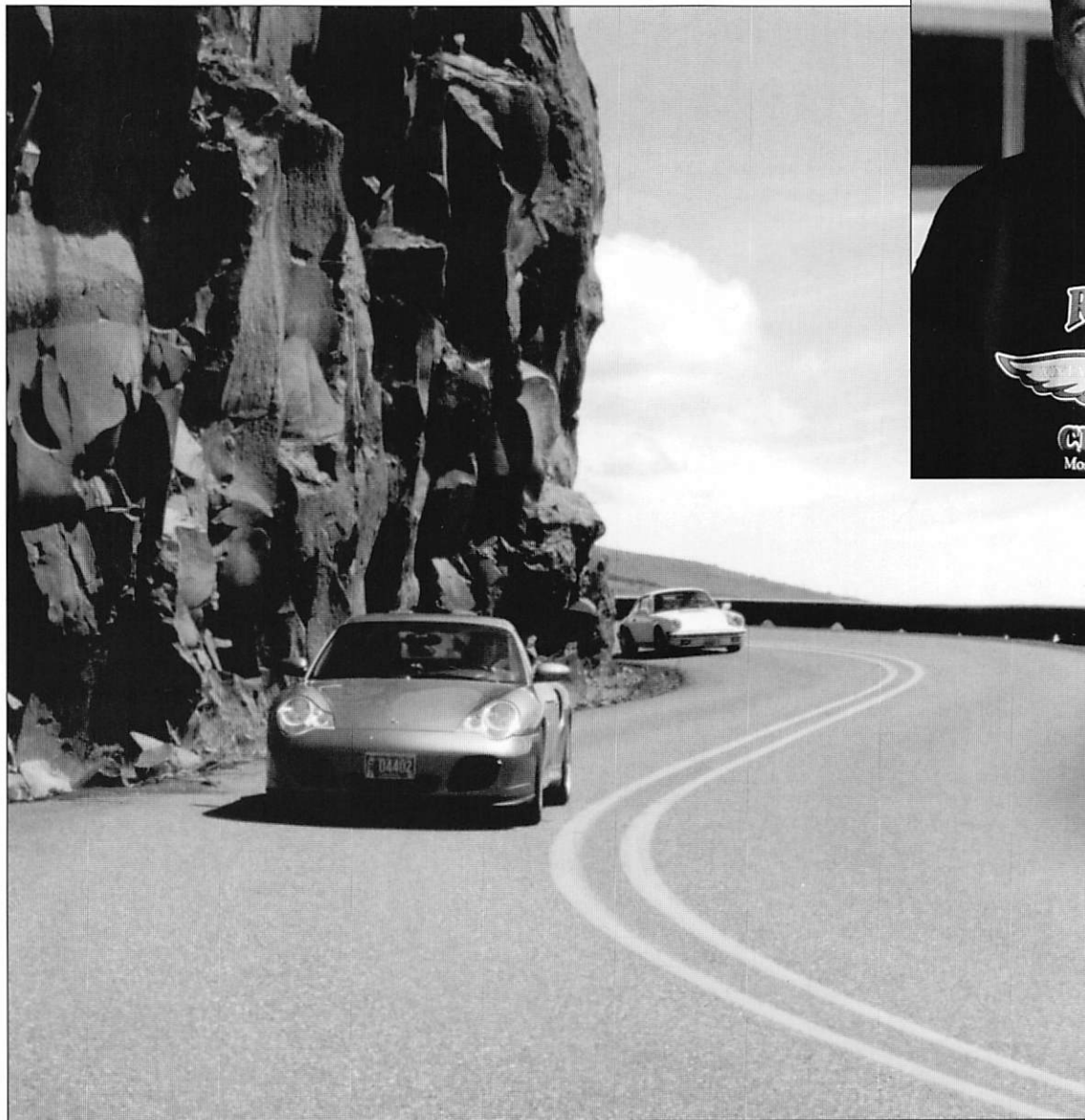
In the afternoon, the high point was Shaniko (in my opinion.) We decided to add it to the tour this year, and I'd never been there before. Gregg had found a "car museum" in town on a scouting trip. Those who knew the town, like Tom and Linda Jewett, informed us that the

“museum” was really just a glorified junkyard (it was.) But if you live out in the middle of nowhere, you have to figure out something to draw the people. It’s really just a cluster of about a dozen buildings, including a couple of kind of neat antique places and a beautifully restored bed and breakfast with a little café/restaurant attached that reminded me of our destination in Condon. Here was where we encountered the curious snowflakes –

into view. After all, that is what draws a number of the repeat participants in this event – the great roads!

As you may have read in Around the Region, when Gregg and I tried to check into the suite we had reserved, it had mysteriously been cancelled (and rented to someone else.) It was one of our group, but no matter - we got a pleasant oversized room with a queen bed that was just fine. As I said,

ward to revisiting the “Round Up Room” across the street for some local flavor. Richard Puetz and John Mazmanian, in particular, disappeared for awhile and I



Stephen Demosthenes

about two dozen of them – out of what seemed like a clear sky. The weather was almost clear, chilly and windy. There is some elevation here, as there is in Condon. One more note about the weather: We did encounter some weather that caused the roads to be more of a challenge than they would have otherwise been (and this stretch had some challenges already.) But we all arrived in one piece, sufficiently stoked by the experience and with the adrenaline still pumping as the Condon city limits sign came

we had the place to ourselves so we quickly made ourselves comfortable in the 2nd floor meeting area. The hotel staff was incredibly accommodating. It seems the high school senior prom was that night, so the only request from the staff was that the old folks have dinner done by 7:30-ish, so that the local kids could eat at the best restaurant in town. We gathered up our glasses and our bottles of wine and moved our party to the dining room for a great dinner. A couple two or three of the group had been looking for-

guess we’ll never know what adventures they discovered... Gregg and I passed on that experience this year and most of us retired back to the 2nd floor, which by this time was beginning to feel as comfortable as our own living rooms. We got to know some of the group that were new club members (a great experience) who had been drafted to join us mostly due to the efforts of Don and Debbie Clinkinbeard at Dinner Meetings earlier in the year. After a few hours of

tall tale telling, bad joke sharing and other real and imagined experiences shared, the group began to thin and we retired from our “living room” to our separate bedrooms.

We awoke the next day to a glorious day for a drive – no clouds and warm temps. Those who had not been here before followed others home who had, and I didn’t hear of anyone getting lost. What a great event! We’ll do it again next year, but we may choose an alternate location just to keep things interesting. ☺

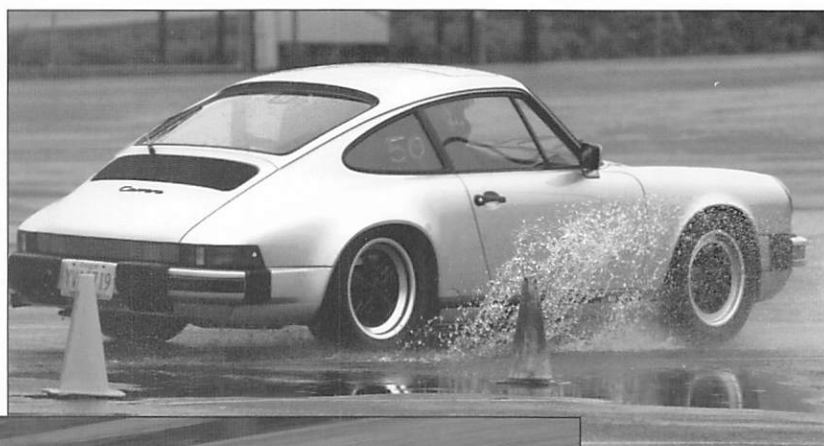
# Autocross: The Big Wet One

By Jim Ayers • Photos by Chris Greenwood

In Oregon in spring, it's bound to happen: your events can expect rain. Having lived here all of my life, I am used to it. Even try to plan for it. I remember growing up; rain never stopped me from enjoying anything.

I am glad to report that, for thirty-four drivers, the May autocross, while possibly slowed down a bit, went off with few hitches! One notable hitch was that Chuck West, in his own words, had five DNFs, truly a surprise given his driving skills and J.P. Stein's great 914-6 to drive. Fortunately, J.P. was able to save face for the car by placing first in class and second overall.

Kevin Neary decided not to tempt fate by allowing his sons to drive his 996 Turbo. He was stuck with his dad's red C4. (What's wrong with this picture?) Kevin managed to pull a two-second lead over son Sean and both placed in the top of their classes. Sean was able to outdo his brother Tim by nearly the same margin of two seconds.



Danielle Hall captured the best time of the women drivers in her 1972 Porsche 914. Not only was she the fastest of the lady drivers but she was 12th overall. Not half bad.

The five class winners each took home a set of chrome Porsche valve stem caps and a Porsche key fob.

Hope to see you all for the July 20th event at P.I.R. Rain or shine, you are bound to have fun, develop skills — and your car will love you!

Top: Dave Nance dons the computer cozy when inclement weather strikes.

Left: As if it wasn't slick enough, Chuck West attempts the course on only three wheels. Spectators applauded the resultant pirouette.

## Results - May 4 Autocross

Pos	Class	#	Name	Car	Best Time
1	2.5l	71	Willie Steele	1994 MR2	64.807
2m	3.5l	4	Paul Stein	1974 914-6	66.798
3m	9.9l	47	Kevin Neary	2002 996 Turbo	67.372
4m	3.5l	16	Michael Hartman	1977 911S	67.426
5m	4.5l	49	Sean Neary	2001 C4	68.946
6m	3.5l	45	Michael Palmer	1993 VW Corrado	69.332
7m	3.5l	43	Chuck Jarvie	1994 968	69.658
8m	3.5l	30	Greg Johnson	2003 350Z	69.917
9m	3.5l	2	Joel Siegersma	1966 911	70.005
10m	4.5l	48	Tim Neary	2001 C4	70.783
11m	3.5l	60	Bob Grasso	2000 Boxster	70.929
12m	Lady	42	Danielle Hall	1972 914	71.029
13m	4.5l	23	Steve Germany	2002 996 Cab	71.138
14m	3.5l	58	Marc Mecray	2002 Boxster S	71.765
15m	Lady	40	Nicole Hall	1983 911	71.829
16	9.9l	46	Jeff Nichols	1993 Mustang	71.956
17m	Lady	39	Sharon Hall	1983 911	72.034
18m	3.5l	61	Eric Freedle	1986 911	72.145
19	2.5l	44	Josh Hopwood	2000 Integra GSR	72.246
20	2.5l	55	Gary Huntley	1972 914	72.900
21m	3.5l	51	Tracy Fannin	1987 911	73.204
22m	2.5l	41	Gus Hall	1972 914	73.540
23m	4.5l	11	Larry Rinehart	1977 930	73.698
24	3.5l	5	Bob Earls	1966 Corvaire	74.448
25m	9.9l	53	Dan Fannin	1978 928	75.308
26	2.5l	728	Bob Kivisto	1998 Neon	75.355
27	4.5l	344	Joshua Skinner	1966 Dart	75.974
28m	2.5l	17	Harry Danberg	1973 911 Targa	76.176
29m	2.5l	57	Don Clinkinbeard	1973 914	77.719
30m	3.5l	50	Nathan Grimes	1988 911	77.759
31m	2.5l	34	Jim Chambers	1970 914	77.999
32m	2.5l	56	Bruce Allert	1973 914	78.242
33	Lady	59	Gina Steffey	2002 Boxster S	78.479
34m	3.5l	14	Chuck West	1974 914-6	99.990

Overall best time went to Willie Steele, operating a 1994 Toyota MR2. Don't you just hate it when things like this happen? A Toyota wins at a Porsche event!



# My Other Favorite Car

By Bob "Red Car" Falleur • Photos by Chris Greenwood

The receipt for \$90 is dated May 17, 1958, for one 1936 Ford tudor flatback Sedan. The transaction signified the purchase of my first car, and my transformation from a buck toothed, skinny, bicycle-riding adolescent to a 15-year-old "car guy." Proudly I took possession of my first automobile.

My shop was the curb outside our home in Salem, Oregon. My parents' home had a one car garage, and Dad made it

ed) undoubtedly added to his lack of support.

I contentedly drove this beauty for a year or so before moving on to another dream, a 1929 Ford roadster pickup. For the next 23 years I owned numerous cars as I moved from Oregon to Chicago to Houston and then in 1977 to Portland.

In 1983 after settling with the family back in Oregon, I needed a project. I

called the owner of a repair shop in Beaverton that we had used for the family car in 1977. I'd noticed a rundown 1936 Ford laying in the weeds behind the shop 6 years ago. "I don't know who owns that car now," he said, "but a guy by the name of Jay who works for Intel owned it then."

One call to Intel looking for that particular "Jay" and I had found what could

be my old '36. The next day with trailer in tow, I was looking at a scratched & faded black-cherry colored '36 Ford flatback. Oil leaks, water leaks, torn interior and primered patches convinced me this car needed me back. As humble as it was, this car had somehow appreciated 27 times what I'd paid in 1958.

Of course, the restoration was just beginning. Modern engine and running gear, leather upholstery, body stripped to metal and painted Fire Engine red, power steering and brakes, and a fine sound system made for a much more comfortable ride. No body modifications, however, as I've always loved the lines of this particular body style.

Today my '36 has a permanent place in our garage, and will probably go to a grandchild one day. It shares space with cars that are newer, faster and more fashionable, but holds a special place in my heart. The customized license plate "1ST CAR" says it all.

Seven years ago we bought our first Porsche, an '87 911 Carrera, Guards Red, with turbo tail and polished Fuchs. We have since added a 1965 356SC and a 1963 356S, both red. Did I mention the red pickup I also have? 🚗



No changes had been made to this car in its first 22 years from new. My first act was to add a 2 carburetor intake manifold and a gear shift lever that was about 3 feet long. Huge rear tires mounted on red wheels followed. After weeks of sanding a friend helped me paint the car Studebaker "Black Cherry" lacquer.

clear it was not to be used for my projects. The fact that he'd disagreed with my purchase decision (to purchase, that is, regardless of what car I'd select-

# Warbirds & Wine Takes the Club Back in Time

By Chris Greenwood

The last time the Porsche Club stopped at Evergreen Aviation, ground had not yet been broken on the new museum building, some of the planes were still in their Portland hangar and the Hughes HK-1 was still in shrink wrap. This time we got to see a mostly complete collection of vintage aircraft in the new museum space which reaches to the sky.

We're lucky to have this place which houses some very important examples of our country's aviation history. The dominant feature inside the building is Howard Hughes' Flying Boat, a one-of-a-kind aircraft completed near the end of WWII. It has never been equaled in size and a modern Boeing 747 could fit inside of it. It

own. Soon you will be able to walk through its fuselage and control deck.

There were several examples of experimental

spanned a few different global conflicts. Another favorite is the bent-winged FG-1 Corsair. It has such distinct character and I've dreamt of flying it many a time.



Above: One of our designated docents gives a briefing on the evolution of ejection seats. With a minimum of 15 Gs for modern seats, if you survive the ejection from the aircraft, all you have to worry about is your landing.

Left: A Curtis JN-4 Jenny Replica beckons museumgoers to examine early aircraft construction. Typically the wings would be covered with fabric, but in this example the wings expose the structural supports usually hidden from view.

Below: The pair of massive J-58 powerplants that will soon rejoin their mothership, the SR-71 Blackbird under reconstruction. These unique engines change from turbo fans to ramjets at certain mach speeds. Some information about the SR-71 is still classified.

Top, right: The Hughes Flying Boat is so enormous it becomes part of the building. Sometimes you don't even notice it because of its size relative to everything else.

dwarfs everything in close proximity, several planes and vehicles fitting comfortably under the giant wings.

Its technology is still remarkable, made mostly of laminated birch veneer in a process known as Duramold. Seven tons of nails were used to form the various wood pieces during fabrication, but every single one of the millions used were removed after the glue set.

The plane's control surfaces are moved with an ingenious boost system which delivers 1,500 pounds of pressure for every one pound of pressure applied to the control yoke. The rest of the interesting bits about this amazing piece of Americana you'll have to discover on your

and home-built aircraft, one with a Honda engine for power.

There were vintage automobiles as well, such as a Stoughton Bus and a 1929 Model "A" mail truck.

There were magnificent warbirds in immaculate condition. One of my favorites from my adolescent model-making days is the P-38 Lightning, a curious looking twin-engine fighter that





mous amount of punishment and still get her crew home.

There are a few examples of jet-propulsed aircraft including the outdoor display of a Convair F-102A which my father flew in Vietnam.

There's a few heli-craft about the place and other interesting static displays too numerous to list. The amazing thing was the number of drip pans found underneath the propeller-driven planes. Most of the current collection is still flyable and the leaky engines mean that the warbirds do get out for some exercise every so often.

If you haven't visited the museum yet, do allow yourself at least half a day to see everything. By the time you read this, the Hughes Flying Boat will be available for walk-throughs and the SR-71 will be complete and on display.

To learn more about the Evergreen Aviation museum and the opportunities to get involved, click through [www.sprucegoose.org](http://www.sprucegoose.org).

After our trip back in time, roughly half of the members on the tour took the opportunity to taste wine and enjoy picnic lunches at two neighboring wineries, Willakenzie and Chateau Benoit. Both locations have wonderful outdoor tables & benches that can accommodate small or large crowds.

The wine was good, the company was good and it didn't rain. A truly good day in Oregon. Thanks to tourmeister Alex Guletsky for coordinating another fun outing for 53 Porsche club members. We look forward to the next one. ☺



Left: Willakenzie Estate was one of the perfect picnicking locations after the guided tour of the aviation museum.

Below: The usual suspects were found lunching at the hilltop estate of Chateau Benoit. Both of these magnificent locations offer interesting views of the valley and delicious wines for the palate.

General Chennault's trio of scrappy squadrons in China.

There's the venerable Boeing B-17 Flying Fortress which could take an enor-



There's an example of a British Supermarine Spitfire which capably assisted the Hawker Hurricane, turning the tide against the German air campaign during the Battle of Britain.

There's a P-40 "Flying Tiger," storied in songs and books, made famous by

# ORPCA Silent Auction Funds Disbursed

On a sunny day in April, ORPCA presented Camp Quality with a check for \$1,500. The money was raised at the Porsche club's annual holiday party & silent auction in December of 2002.

The Oregon Region has donated funds to charitable organizations for many years. Recipients have included The Dougy Center, Raphael House, Air Mercy and others.

One of the club's chosen charities this year is Camp Quality Oregon. Camp Quality is a free summer camp for children diagnosed with cancer and their siblings. Each camper is matched one-to-one with their own volunteer adult Companion for the entire week. The Companion provides a helping hand and a listening ear for children who are dealing with the physical and emotional effects of cancer.

Camp activities are designed to allow all campers to participate, regardless of stamina level or secondary physical handicap. Activities for the 2003 camp will revolve around the theme "Wild West," in addition to the typical summer camp activities of swimming, horseback riding, crafts, sports and campfires.

Camp Quality is an independent, non-profit, all-volunteer organization whose staff comes from throughout Oregon. It is funded by generous donations from local businesses, individuals and organizations. There is never any cost for a family to send a child to Camp Quality.



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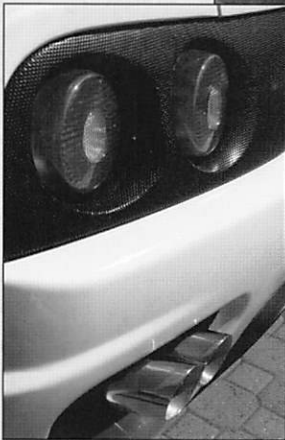
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# Sunriver Exotic Car Show

**September 12-14, 2003**

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, registration will be held at the Ron Tonkin Gran Turismo



Motorsports transporter, located in the Sunriver Village Courtyard. Tonkin will be hosting hearty appetizers, with a no-host bar.

**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 \$70 per person.**

**For registration information, contact:**

John Draneas (503) 639-4036 (eves.), or [Draneas@teleport.com](mailto:Draneas@teleport.com)

Barbara Grayson (503) 246-8477 (days)

Sunriver Chamber of Commerce (541) 593-8149

# Poker Rally: I should have been in Reno...

By Jim Ayers • Photos by Greenwood & Ayers

Ever have one of those days; luck, not skill, seems to be with you, the world just looks and feels great? Saturday, May 17th, was just one of those kind of days. The weather looked promising, a fun rally was on the books and Rally Master Earl Green had gambled that there would be plenty of participants.

As opposed to Time, Speed, Distance rallies, Fun Rallies are designed without complication and are not likely to cause con-

chance of an argument in those cars). It was a great opportunity to meet people both new to the



tention between the driver and the navigator. As long as the navigator can read simple directions and communicate with the driver, everything should go smoothly. Of course, a bit of competition never hurts. The Poker Rally (I Really Should Have Been In Reno) was fairly simple; each team is allowed to pick one card before departing on the route. One additional card is picked at each of the checkpoints on the rally. After having finished the tour, each team selects two additional cards. Now, some of you non-poker players may be asking why seven cards. The game is Seven Card Stud. You get seven cards to make the best hand of five cards you can.

Earl had detailed a scenic route through the twisty, less traveled roads of central Washington and northern Yamhill Counties. Eleven cars participated in the event, although three of the cars did not come equipped with navigators (no

club and area and see some members who have been around for a while.

Jim & Lynn Roe, driving their 1956 Speedster, had opted for the top-down style of driving. Unfortunately, by the time they arrived on the back side of Bald Peak, the weather had changed to a fairly heavy thunder shower. No problem, pull to the side of the road, get the top up and put on a wet but happy face.

Tom Buetz and Don Clinkenbeard were in Tom's beautiful 930 Turbo, which was shod in — racing slicks? Thankfully, Tom knows how to handle his car even on a wet surface.

Some of you may be wondering why I keep alluding to being in Reno. The first two cards Kate and I drew were a King and Queen of Hearts. Card number 3 was no help to my hoped-for Royal Flush or, for that matter, any flush. Card number 4, however, at least kept the potential for the flush and gave us a pair of 7s to fall back



on. Of the last 3 cards we drew, we managed to fill the flush for the winning hand. Damn, if only I had been in Reno!

Everyone who participated in the Rallye was a winner, as the day was a great way to spend a spring Saturday. Trophies were handed out at the Silver Dollar Pizza

With roads like these, who needs a gym membership?  
Left: Earl Green seems momentarily befuddled before a large group of rallygoers.  
Below: Paul & Kaye DeBast



after the run for the best three poker hands:

Jim & Kate Ayers


Heart Flush

Tom Buetz & Don Clinkenbeard

2 pair, Aces and Threes

Paul & Kaye DeBast

2 pair, Eights and Sevens

Thanks again to Earl and Liz Green, Don Stroum and all of the others who helped make this another great Porsche Club Event. Full details of the attendees and their poker hands will be on the ORPCA web site: [oregonpca.org](http://oregonpca.org). 



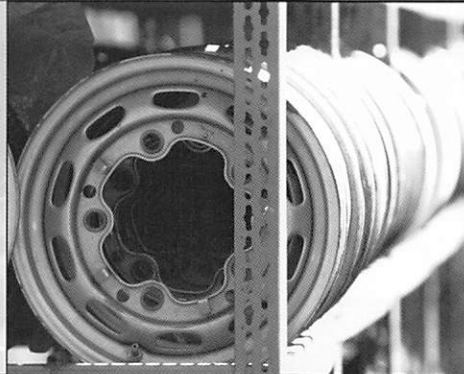
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# Porsche Collectibles: Early Showroom Posters for the Porsche 911 & 912

by Prescott Kelly, Connecticut Valley Region (from *The Windblown Witness*)

Fig. 1

In the sixties and early seventies, the factory issued relatively few showroom posters compared to the years after about 1975. They were not instantly collectible, so large quantities did not survive. That combination does make them collectible today - especially for the owners of the cars depicted, the early 911s and 912s.

Somewhat unbelievably, we don't know of a 911 poster before the one we illustrate here from an old snapshot. (fig. 1) We attribute it to 1963-64, because the artwork at the top was also used on the first 901/911 sales brochure from 1963. Thus we consider it to be the introductory 911 poster for the U.S. market. It is in a horizontal format that shows a red 911 across the top half with big red 911 numerals. The lower left has green-toned black and white front and rear photographs with green 911 numerals. The remainder of the bottom half of the poster has technical specifications in very small type, then a three-quarter rear view of a yellow 911 in the lower right corner.

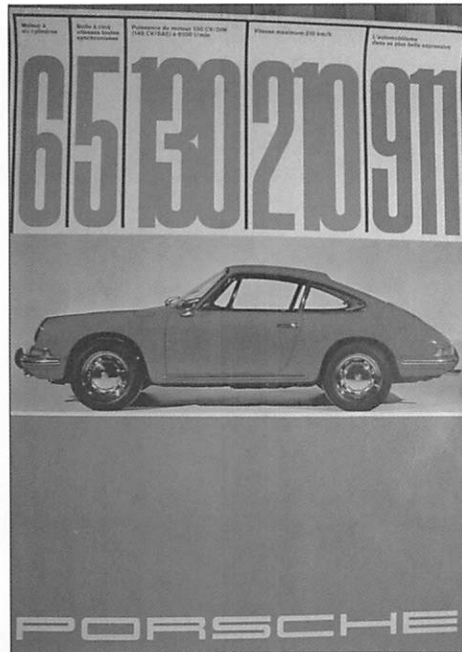
What we believe is the second 911 poster (fig. 2) depicts a red early 911 over a green block - a designer's concession to get a horizontal depiction of the car on a vertical poster. Across the top are a series of numbers: "6" to denote the number of cylinders, "5" to denote the number of forward gears, "130" to denote the engine's horsepower in the German DIN method of measurement (about 145 in our SAE hp), "210" to denote the car's top speed in kilometers per hours (about 130 mph) - all these numbers in green. The last set of numbers was a red 911, above which was written in small type the old 356 advertising tag line, "driving in its finest form."

We are pretty sure that the next poster (fig. 3) is in fact the introductory poster for the Porsche 912 - dated in the fall of 1965 for the 1966 model that succeeded the Type 356 C/SC models of 1965. This poster shows a black and white photograph of the car in side view on an uphill angle, under which is printed the numerals 912 three times, in green over purple over red. At the top is the advertising copy, "The Porsche, in its unique combination of profile, character, and elegance, is an automobile for the connoisseur and expert alike - and it is an open compliment to your way of life. Today, Porsche presents the Type 912."

In smaller light type, just over the photo of the car is additional information: "flat four engine, available with 4 or 5 speed transmis-



Fig. 2



sion, top speed 115 mph, big luggage compartment" (obviously written by an advertising copy cub that hadn't yet used the trunk).

In 1967 two of most collectors' favorite showrooms were issued. The first choice is usually the brilliantly colored "sunburst" Targa poster with its bright orange-red background. (fig. 4) This poster is a worthy successor to the painterly/impressionistic, brightly colored posters Erich Strenger did for the factory in the 1950s. The white Targa rests at the focal point of this horizontal poster in front of a color burst of yellow, orange, and blue. At the top in big white letters it simply says "Porsche" and "Targa." Across the bottom it says, "the detachable soft top and fold

down rear window give the targa [sic] special comforts not usually found in a convertible."

The second (fig. 5) of the popular 1967 showroom posters is called "superb ... sporting" after the legend printed at the top of the poster. In it a red 911 is depicted as a street car on the left half of the poster (that's the "superb") and as dirt covered rally car on the right side (that's the "sporting"). This focus on the dual nature of the 911 may not have been subtle, but it was accurate. Of minor interest is the fact that this is one of the three posters printed in 1967 on coated ("glossy") paper stock, a relatively new undertaking for the factory.

Another glossy stock poster (fig. 6) showed a dramatically posed red coupe on a black background. The Porsche had

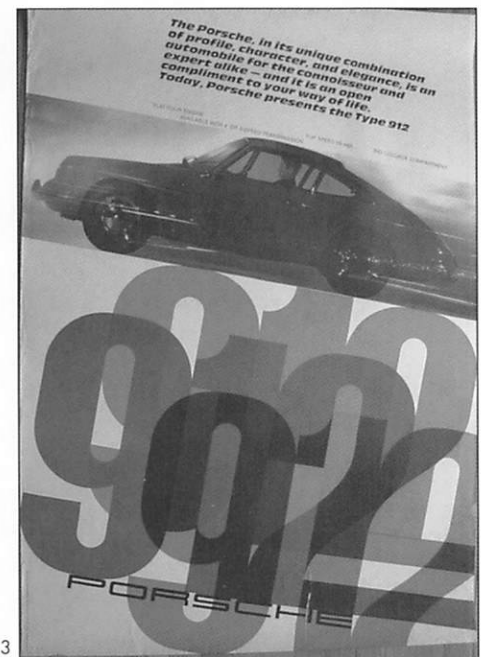


Fig. 3

new wheels, never before seen: Fuchs alloys in plain silver, without the black between-spoke paint that started in 1968. That is the clue that it was the introductory poster for the 911S. It is depicted here from a snapshot taken years ago by Tony Singer, just before he sold the poster to someone other than me (I forgave him and we're still good friends).

Fig. 4

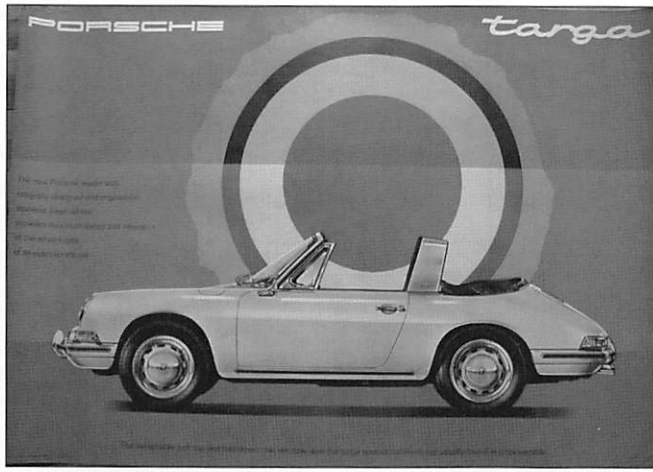


Fig. 5



The last poster for this trip (fig. 7) is called the Blue Targa poster. This poster depicts a soft-window Targa from the three-quarter left rear perspective. The headline says, "Roll over bar convertible safe as a coupe." The four small black and white photographs detail the flexibility of the Targa top in its variants: top off and rear window down, top off and rear window up, top on and rear window down, all closed. The zip-out rear window was probably a very good idea, but aesthetics led to the fixed glass rear window starting with the 1969 models.

Questions, ideas, suggestions, comments should be directed to Prescott Kelly. E-mail is best to KellyCT@optonline.net or mail to 16 Silver Ridge, Weston CT 06883.



Fig. 6

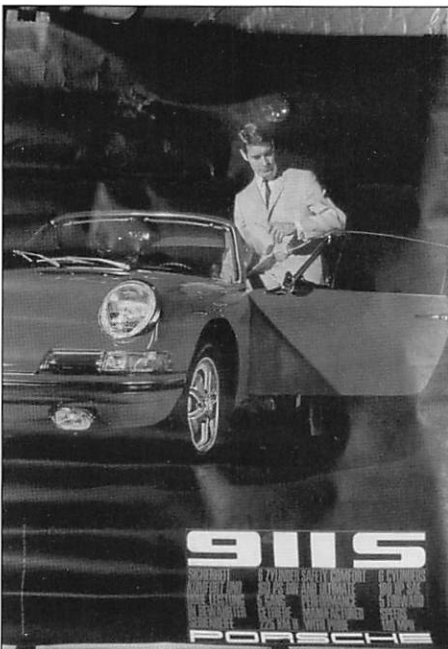


Fig. 7



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# Tech Tips: Exteriors

By Tom Rennie

## Correct Washing & Drying Techniques:

Hand washing is always the only safe alternative for your car's finish. Although the techniques seem simple, there are several routines that should be followed: 1. Always use cold or room temp water. 2. Use a high grade car wash & wax soap that is fortified with wax. This will continue to apply a thin barrier on the paint and will also help maintain the current hard-wax finish that is presently on it. And never use detergents; these are stripping agents. 3. Never wash in the direct sun. 4. Rinse the car thoroughly to cool down the finish and knock off the heavy layer of dirt and road silt that has built up. Failing to rinse thoroughly will cause fine abrasions in the finish as the wash mitt passes over the surface. 5. Invest in a good wash mitt and chamois. Don't buy an old-fashioned leather chamois. The new synthetic chamois are much more effective in soaking up water and last much longer. After the car's body has been dried, make sure to open the doors, trunk, hood and gas cap door to wipe all the remaining water out.

## Wheel Cleaners & Dressings

Try to avoid cleaning the wheels with the same wash mitt you just used to wash the car. Instead, use a mild wheel cleaner to remove brake dust and light grime. There are weak-acid-based wheel cleaners that can be used safely on wheels which have been clearcoated. The acid-based cleaner should be watched very closely for those of you with naked or open polished wheels that have no clear coat. This acid is designed to attack metal & metal-based debris. It can scorch the wheel and dull its finish severely. The safest method is always a small towel, mild soap and your hands. The tires can be dressed with an oil-based dressing. The best ones have a high silicone content and will hang on for quite a while. Don't spray the dressing directly on the tire; buy a wax pad for applying the dressing and only use it for that.



## Hand Polishing & Wax Application

There are a zillion different manufacturers of polishes, cleaners, waxes and sealants, so I will avoid product names. The important thing to remember is the quality of the routine you are undertaking. You must first determine what it is you are trying to achieve, then determine the necessary product for the job. For light oxidation, hand rubbing with a light non-abrasive cleaner will generally clean up most clear coats. Older guards colors w/out clear will require more elbow grease. Oxidation in general is fairly easy to cut down, but if it has been left parched for a long period of time, there is a chance that the top coat is dead or dried out. This condition will usually require a machine to generate heat to remove the problem. Assuming you have the easier of the two, then hand rub with a final polish. This can also be achieved with a one-step product. Many manufacturers make these one-step products but results vary widely. Wax applied by hand should always be done with a damp applicator or wax pad. Wax should always be spread very thin and even; over-saturation of material is a waste and hard on the shoulder to remove. Remember, the sun is your enemy when performing any of these routines, so keep the UV rays away and the paint cool.

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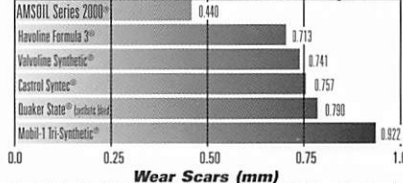
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### Executive Editor

Kate Ayers  
503.292.5743  
kateayersis@attbi.com

### Assistant Editors

Sue & Gregg Hodge  
503.518.9203  
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503.460.9494  
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Stan Hanks  
503.419.9761  
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### Ad Sales Manager

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Peter Linsky  
503.644.2709  
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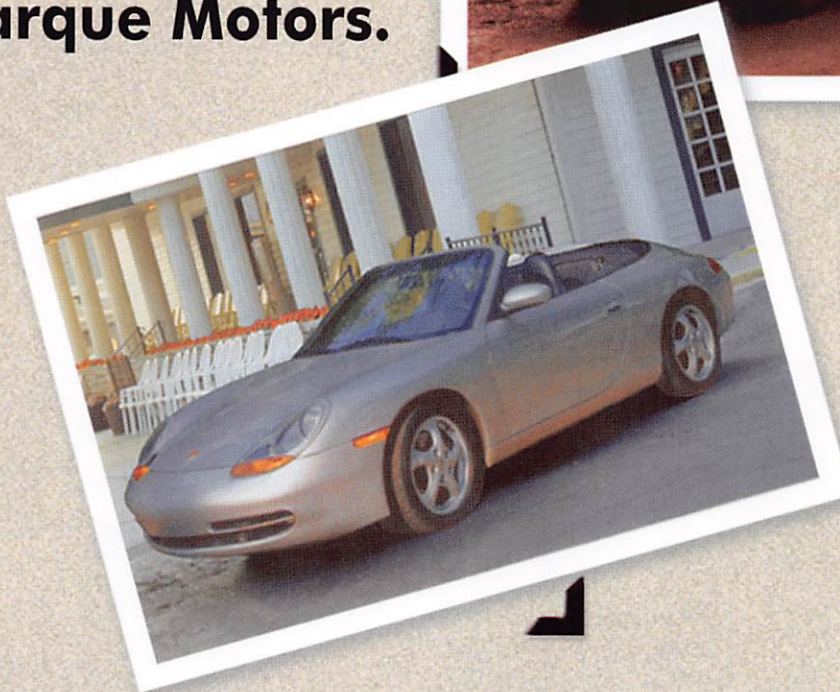
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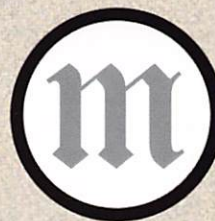
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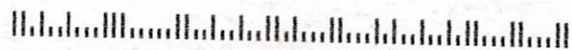
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