

# Anzeiger



July 2004 v44-n6  
Oregon Region Porsche Club of America





'03 Turbo



'03 Cayenne S



'63 356B

**New**

2003 Coupe Midnight Blue/Grey .....	SALE!!!!
2003 Cabriolet Arctic Silver/Grey .....	SALE!!!!
2004 Cabriolet Lapis Blue/Grey .....	.\$85600
2004 Cabriolet Speed Yellow/Black .....	.\$85025
2004 Cabriolet Guards Red/Black .....	.\$84850
2004 Cabriolet Seal Grey/Black .....	.\$85485
2004 40th Anniversary GT Silver .....	.\$91475
2004 C4S Coupe Seal Grey/Black .....	.\$86750
2004 GT3 Silver/Black .....	.Incoming
2004 Targa Black/Black .....	.Incoming

**Cayenne**

2004 Cayenne S White/Grey .....	.Save!
2004 Cayenne S Carmon Red .....	.\$61985
2004 Cayenne S White/Beige .....	.\$63195
2004 Cayenne S Titanium/Black .....	.\$62330
2004 Cayenne Tiptronic Prosecco .....	.\$54315
2004 Cayenne Tiptronic Jarama .....	.\$49745

**Used**

1984 911 Carrera Cabriolet only 64k miles .....	.\$19800
1988 911 Carrera Cabriolet only 54k miles .....	.\$28900
1996 911 Targa Aventurine .....	.\$42900
2001 Boxster S Seal Grey only 8600 miles! .....	.\$42900



**BMW**



**Carrera**  
MOTORS

# Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v44-n6

# Anzeiger

2004  
JULY

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editor@oregonpca.org

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

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

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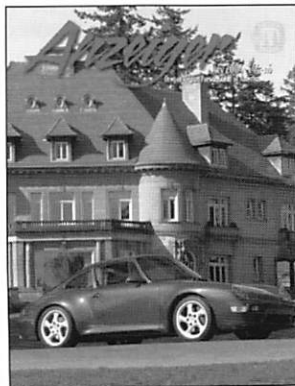
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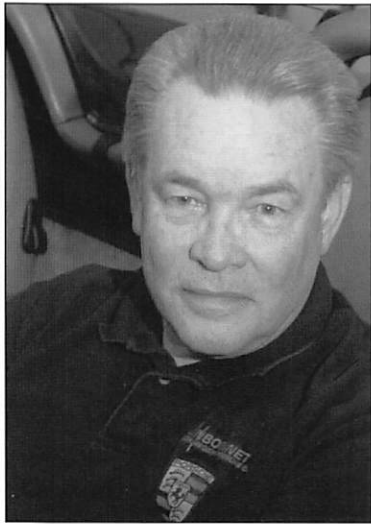


**Cover image:** Portland's Pittock Mansion makes a suitable backdrop for a car as beautiful as John Mazmanian's 911. If you've never visited this unique landmark, you owe it to yourself to learn a little bit about Oregon's history.

Photo by Chris Greenwood

Please visit our web site for the latest news and announcements:

<http://oregonpca.org/>



# Don Stramm

---

FROM THE PRESIDENT

opportunity to spend some quality time with my three sons, all of them car crazy like their Dad. I didn't realize how much our passion for cars has kept our family close over the years until we all started reminiscing about the good times we have had. Most of our fond memories seem to be related to buying cars, driving cars or wrenching on cars. One of Don Jr's earliest memories was riding shotgun in a '64 356Sc up and down the highway between San Bernardino and Big Bear

Lake in California. He claims his knowledge of breaking before the corner and "hitting the apex" was ingrained in his young brain from these trips. My middle son, Richard, remembers these trips as white-knuckle affairs while

holding on for dear life. (Trust me, it wasn't that bad). My youngest, Evan, recalls always being carsick and learning how to shampoo carpets at an early age. We can laugh about it now but I don't remember it being especially funny at the time. To this day, he continues to be a bit queasy while riding as a passenger in

any vehicle. He must have inherited this from his mom.

All the boys grew up in the garage, learning how to properly wax a car, change brake pads, change the oil and filter and generally kicking the tires. We still spend a lot of time together in this, the most important room of the house, and I wouldn't trade these moments for anything. Could it be that this relationship we share just may have contributed to their aversion to drugs and all other things illegal? (Except for speeding tickets, of course). I like to think so. We still laugh regularly about the time their mother showed up at a Porsche track day with her M3 and couldn't go through tech inspection until she spent a half hour removing the grandkids' baby seats, piles of her students' homework, and other items that only women seem to have in their cars.

I will never forget my first memory of having succumbed to that burning desire for a car that kept me awake at night. In 1953, while driving past a Chevrolet dealership in Bishop, California, my father suddenly slammed on the brakes and yelled, "Did you see that?" As he backed up to the front of the showroom, I spot-

*continued on page 26*

Our first Arrive & Drive Tour of the year was a great success. A great breakfast, 30 Porsches of various years and models, a perfect sunny day and great sports car roads with minimal traffic.

These types of events are more fun than watching Mike Tyson in a spelling bee. Thanks to Bob Falleur for coming up with the idea and John Draneas who did his usual excellent preparation and planning.

As you read this, Father's Day has passed and, last weekend, I had the rare

# Kate Ayers

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FROM THE EDITOR



July. The races just keep coming. This month, the Historics. Are they great or what? The Porsche Club corral shines during this weekend. We make a great showing. Other marques get a pretty fair turnout, but ORPCA really looks good. The Goodie Store is in its heyday, too. Liz Green and volunteers draw folks in to stock up on our great logo shirts, mugs, polos, hats, you name it. And then the return of the American Le Mans Series later in the month. It's been a few years, but the Grand Prix of Portland reappears July 23. It promises to be a blowout.

Okay. There are other goings-on this month, too. This is our third Arrive & Drive. The second one had a bit of competition with the 750 Mille Miglia, but it is going strong. Go figure, huge pancakes, country gravy, massive omelets, then sit back and

drive a hundred miles through scenic fields, forests and bergs. What could rival that on a Saturday morning? July is host to our second Fun Rallye, this one based on the game of Trivial Pursuit. Our first, in May, was the ever-popular Poker Run. Diane Hayford tells us what fun it was - and who won - and with what hand! Now the Trivia Pursuit is new this year, and sounds like at least as much fun as the Poker Run. Jim and I are ready for another trophy!

If you can move beyond Porsches - and, as we know from our monthly feature, My Other Favorite Car, many of us can, and do - the very end of the month brings us Stuttgart Meets Detroit. Who among us didn't appreciate muscle cars, 'Vettes, Camaros, etc? No reservations are required, so you can even come on the spur of the moment.

We were sorry to have had to cancel the Coastal Treasures Tour. Heavy seas took over, making the whale watching a non-event. Since the bulk of us wanted that ocean experience as much as the Porsche experience, it just wasn't practical to pre-

*continued on page 26*

# OREGON REGION EVENTS



# 2004

## July

- 2-4 SCCA Races at PIR
- 3 Arrive & Drive (informal tour)
- 4-10 PCA Parade - Houston, TX
- 6 Board Meeting
- 9-11 Portland Historic Races
- 17 Fun Rally
- 18 ORPCA Forest Grove Concours
- 21 Dinner Meeting
- 23-25 American Le Mans Series - PIR
- 31 Stuttgart Meets Detroit

## August

- 2 Corvette Track Day
- 3 Board Meeting
- 7 Arrive & Drive (informal tour)
- 8 Autocross @ PIR
- 13-15 SCCA Races at PIR

- 18 Win Casey Barbecue
- 20-22 Porsche Club Microbrewery Tour
- 27 BMW Track Day
- 28 Cedar Creek Tour

## September

- 3 Lotus Track Day
- 4 Arrive & Drive (informal tour)
- 7 Board Meeting
- 12 Sunset Swap Meet
- 15 Dinner Meeting
- 17-19 Sunriver Exotic Car Show
- 19 Autocross @ PIR
- 25 Fun Rally

## October

- 1 Alfa Club Track Day
- 2 Mystery Tour

- 3 Volunteer Recognition Party
- 3 Autocross @ PIR
- 5 Board Meeting
- 9-10 SCCA Races at PIR
- 20 Dinner Meeting
- 30 BMW Track Day

## November

- 2 Board Meeting
- 5-7 Rainbonnet 2004  
(Including DE @ PIR)
- 17 Dinner Meeting

## December

- 7 Board Meeting.

## January 2005

- 3 Board Meeting
- 8 Holiday Party

## ARRIVE & DRIVE

Club  
Event

**Saturday, July 3, 8 a.m.**

### Miller's Homestead

17933 SW McEwan Rd  
Tigard, OR 97224

Rendezvous at the Homestead at 8 a.m. for a no-host breakfast. After we take on some fuel we'll depart for a very fun drive on some of Oregon's best roads at around 9:15. This event repeats every first Saturday through September, with a new tourmeister each time.

Questions? 503.638.0396 or  
[ATR@oregonpca.org](mailto:ATR@oregonpca.org)

## DINNER MEETING

Club  
Event

**Wednesday, July 21**

Amadeus At Fernwood

2122 SE Sparrow  
Milwaukie, OR 97222  
(503) 659-1735

<http://amadeusfernwood.citysearch.com>

6:00 pm - Social Hour On The Deck

7:00 pm - Dinner - (Buffet of summer-time delights)

Cost: \$20 Per Person, Including Gratuity  
(Please pay with cash)

This will be a special dinner gathering at a great restaurant in Milwaukie that sits up above the Willamette River with beautiful views all around. Come and enjoy the company of other Porsche members as well as the opportunity to meet new members. (New members - we would love to have you join us!) If the weather permits, we will be dining out on their lovely deck! Let's keep our fingers crossed! See you there!  
PLEASE RSVP by Friday, July 16 to Nancy Herron at 503-293-6714 or e-mail at [dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org)

# BACKFIRE



## April Fool

VANCE SMITH - PORTLAND, OR

George Bush may be the biggest joke to ever occupy the White House, but please never again defile my copy of your club magazine with his picture. Even on April Fool's Day.



Vance,  
You are the only member I have heard from that seems to think the photo of President Bush defiled the magazine. In using his picture, there was no political innuendo implied or intended. It was done in humor and I have received nothing but positive comments about the article and the issue in general. Do you have any positive thoughts about what the Anzeiger staff have accomplished in the past months? Perhaps you would like to volunteer your time to join the magazine staff as an editor so we can avoid offending our members with our future issues.

Cheers

Don Stroum, President ORPCA

Don,

Sorry about that. I just have such an intense dislike for the man that I get a little irrational when I see his photo. Should have thought about it a little longer.

Actually, I think you and the staff are doing a good job with the magazine.

Vance Smith

## Hooray for the Races

SUE HODGE - PORTLAND, OR

Picking up the May *Anzeiger*, I was thrilled to see that we have packages available for two of my favorite Summer events - The Baxter Histories and the returning ALMS race, back here in Portland after a couple of years' absence. Many thanks to Jeff Gretz for taking on the responsibility for making these two events available to our members at a reduced price, and for providing the little

extras, like our own Hospitality Tent, to make it a complete ORPCA experience. It is a time-consuming task to arrange these kinds of things and it hasn't happened the last couple of years for that reason, so I applaud Jeff for putting this together.

## Cover Mastery

LYNNE ROE - PORTLAND, OR

Your cover photos for the *Anzeiger* are always great. The May 2004 edition ranks right up there among my favorites ... it reminds me of a detail from a Van Gogh painting I saw some years ago.

## Remembrance of Things Porsche

SUE HODGE - PORTLAND, OR

I want to share a good article I read with other Porsche people that have an interest in restoring older Porsches. It's actually an excerpt from a book. I don't get this magazine; someone brought it into work, so I hope I have made the right assumptions. Sitting with the May issue of *Forbes* "FYI." I think this may come out with each month's issue, but I'm not sure.

This one has an article with lots of good pictures called "Remembrance of things Porsche," written by Stephan Wilkinson. Stephan is one of those "try anything once" guys. He has been a magazine editor, ambulance driver, marijuana smuggler and aircraft test pilot, according to the preface to his article. It is an article about the process of restoring a 1983 911SC Coupe, done in a most unconventional manner - very amusing. The process took two years and almost \$60,000.00 to accomplish. Thus the name of the book from which this article is taken - *The Gold-Plated Porsche*, by Stephan Wilkinson. If you can't put your hands on the article in FYI, perhaps you can find the book. If you do, I'd like to borrow it!

*Detest an incumbent? Got a beef, or some kudos? Tell us what you think. Send your comments to: editor@oregonpca.org*

## New Race Track Proposed

Portland, Oregon - 5/7/2004 - For Immediate Release

Recently, the 1,500 members of Oregon Region, Sports Car Club of America took the first steps toward building and operating their own racetrack.

The board of directors of Oregon Region voted to form a wholly-owned subsidiary corporation to obtain land and construct a multi-purpose, non-spectator motorsports park. The new company will be seeking investors this year and plans to build the track in 2005. The park will initially include facilities for road racing, autocross and performance rally.

The club is reviewing several sites within a 3-hour drive of Portland, Oregon, and hopes to secure a site by the summer of 2004. The typically arid land east of the Cascade Mountain Range makes an ideal location for a track the club hopes to be able to use most of the year.

"We are still a long way from realizing our dream of actually having a track," said Holly Remington, regional executive of Oregon Region SCCA. "But for us this is an important first step."

Oregon Region SCCA is best known for its annual Rose Cup races held each June at Portland International Raceway. The Rose Cup remains one of the signature events in amateur racing in America and attracts drivers from throughout the western states. Remington said the club intends to continue to use PIR for many events and will continue to provide safety, corner workers and other staffing for events such as Champ Car and American Le Mans.

Unlike the Portland road course, the planned racetrack will be designed for amateur races. The plan is for a 3-mile road racing circuit that can be run as two independent tracks of approximately 1.5 miles each, if desired. It is meant to be a venue for amateur and club events, similar to Thunderhill Raceway Park in Willows, CA., said Jeff Zurschmeide, chairman of Oregon Region's New Track Committee. Thunderhill was developed by Oregon Region's sister club, San Francisco Region SCCA.

Contact: Jeff Zurschmeide  
503-638-7300  
zursch@oregonscca.com

# PORSCHE

AT

## Forest Grove

SUNDAY, JULY 18

Have your pre-1980 Porsche judged, while celebrating "English Excellence" at the 2004 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. 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'Elegance 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'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)



# ALMS Race Packages

The American Le Mans Series is coming back! The Grand Prix of Portland will be July 23-25, at Portland International Raceway. Joining the weekend schedule are the SCCA SPEED World Challenge, Star Mazda Series, and the new STRANA Tonka Super Truck Series.



That's not all. We're adding a special drag-racing event Saturday evening, a Drifting exhibition, and the MAZDA Extreme Street show.

Here are the special Car Club deals:

**3-Day Package:** \$70, includes \$65 Super Ticket, paddock pass, plus 3-day parking (\$20 savings). Second (guest) ticket is \$45.

**Sat/Sun Package:** \$65, includes Admission plus paddock and parking (\$35 savings). Second (guest) ticket is \$35

**Sunday Package:** \$45, includes Admission plus paddock and parking (\$10 savings) Second guest ticket is \$30.

We will provide corral parking for club members Saturday and Sunday, a parade lap Saturday, and a general hospitality tent for car club members and guests where only you can hang out and purchase food and beverages (or bring in from other concession stands). We'll provide driver appearances and have drawings for free stuff.

ORPCA's Goodie store will be open for business in the corral on both days.

Contact or Mail Payment to:

Jeff Gretz  
16799 SW McFee Place  
Hillsboro, OR 97123  
503.628.0629  
vicepresident@oregonpca.org



Make checks payable  
to ORPCA

# Still Plays With Cars

By Peter Linsky



For the same reason we all tend to become voyeurs as we pass highway accidents, weird websites about traffic crashes may also tend to draw our attention.

One week last spring, as I was making my way through the various news-related sites that keep me informed and entertained, I tripped over a piece LA Times reporter Dan Neil had written for his paper. The site is called, appropriately, "wreckedexotics.com". Neil begins his story by stating that "...any bucks-up swell can buy a 500-horsepower Lamborghini, Ferrari or Porsche, but not everyone can drive it competently. At the point where rich guys' funding exceeds driving talent, one can often find a tossed salad of shredded carbon fiber, crumpled aluminum and highly engineered junk, a.k.a. an exotic-car wreck."

The site, which attracts some 350 thousand hits a month, was created by a young Bay Area executive who explains that he was disappointed (!) by the lack of pic-



tures of exotic car wrecks on the Internet. At his site, you can pull up images of a Ferrari Enzo, demolished by the son of a Florida RV dealer. Keeping it company are countless images of wrecked Porsches (nearly all of them race cars, so they probably don't fall into the stupid/careless/unskilled driver category), miscellaneous other street-driven, or mis-driven, Ferraris, Bentleys, Jags, and so on.

Even a rare Pagani Zonda. Just a few minutes of gawking was enough for me, but it's a good reminder that we drive cars that for the most part have much higher limits than their operators. Be careful out there, as they used to say on NYPD Blue.

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CORRECTION: In the last issue, I reported from Rennsport Reunion that PCNA did not put its display Carrera GT on the track. I later learned that was incorrect. My bad! While I was shooting in the garage area, the black CGT slipped out to make several demonstration laps in company with the "big" prototype racers, nearly spinning out at one infield corner. I regret the error. ☹

## PORSCHE CLUB MICROBREWERY TOUR

FEATURING VISITS TO SEVERAL McMENAMIN'S ESTABLISHMENTS

Club  
Event

AUGUST 20-22

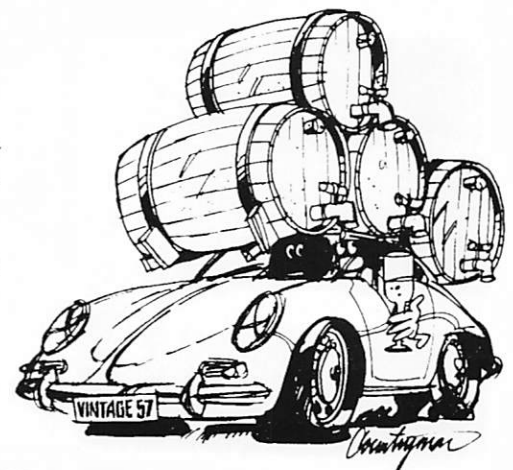
We will be staying at and traveling between four locations within Oregon and SW Washington. Edgefield, Hotel Oregon, Grande Lodge, and Olympic Club. All room accommodations must be reserved individually by the participating club members.

Friday evening: Start at the Hotel Oregon (rooms available at \$95-\$100), sleep over, have breakfast and leave for a tour to the Grande Lodge for lunch.

Saturday evening: Arrive at the Olympic Club for dinner and stay the night. Breakfast the next morning.

There will be lots of driving and scenic byways, and...there will be tasting, of course.

There is a no-host event, so no cost. The members will purchase their own lodging, food and beverages on this trip. It will be a wonderful driving experience.



# FUN RALLY/TRIVIA PURSUIT

Club  
Event

Saturday, July 17 10:00 am

(Porsches recommended, but not required)

Cost: \$10.00 per vehicle

Murray Hill Safeway

14555 SW Teal Blvd. Beaverton

(Off Murray Blvd. 1 block north of Scholls Ferry Rd.)

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

The object of a Trivia Pursuit rally is to drive a route following a set of instructions while utilizing your powers of observation to answer questions along the way.

We finish at Sandoval's Mexican Restaurant where we can enjoy lunch, refreshments and award the trophies.

Driver's license and certificate of insurance must be presented.

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



# CEDAR CREEK DAY TOUR

Club  
Event

Saturday, August 28

The tour will begin at 12:30 from a shopping center in the Salmon Creek area near where I-5 joins with I-205. Lunch is available at either of the two nearby eateries before departure. This leisurely tour will wind its way through rural Clark County on back country roads, with a stop at the historic 1876 Cedar Creek Grist Mill, a National Historic Landmark, with an adjoining covered bridge over Cedar Creek.

Shady roads lead through the rustic farmlands, following the Lewis River, with occasional views of Mt. St. Helens. The tour concludes at the lounge of the Lewis River Golf Course for refreshments. Total mileage is about 60 miles, but even cars from Beaverton should be home by 5 pm. Watch this space for complete details next month.

There is no fee for this tour, but donations to the Grist Mill Society will be appreciated.

# ORPCA Autocross 2004

## August 8 - PIR South Pit

Club  
Event

September 19 - PIR • October 3 - PIR • November 7 - PIR

**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; arrive early and stay until cleanup is done.

**Cost:** \$25/driver

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](mailto:dmnance@armstrong.com)

Chuck West 503-624-9161, [greenweapon@aol.com](mailto:greenweapon@aol.com)

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



Kumho has recalled the new ECSTA V710 tires. SCCA has banned the use of the V710 tires for Racing and Solo use. The tires have been recalled by the manufacturer because of safety issues. Details can be found at this address: [http://www.scca.org/news/press04\\_57.html](http://www.scca.org/news/press04_57.html)

**ORPCA supports the SCCA ruling for this tire and is banning its use in autocross and driver's education events. Tech inspectors will be looking for this tire and will not approve tech for any car that has these tires.**



# Around The Region

By John Draneas

ORPCA President **Don Stroum** figured he'd have a lot of time to run the Club and do car stuff after he retired from his 20-year career with the Internal Revenue Service. I suspect his cars haven't broken down often enough to keep him busy (or perhaps they have and he needs the money), as he just hung out his shingle as a consultant representing people with IRS collection problems. All of a sudden, we have a noticeable tax-look to the Club. We have Don, I'm a tax lawyer, and ORPCA Treasurer **Faryl Ammon** is a recently-retired IRS Appeals Officer who I used to have friendly fights with. I kind of miss that.

**Don** also reports that he is now a double grandfather, with **Sydney & Sierra Stroum** born on May 14. Well, that's not exactly how he put it. What he really said was that he was pleased that **Don, Jr. and Andrea** now had two more tax deductions. And, he's sure that Don, Jr. will have to buy a van now.

In a similar vein, **Bill and Joyce Shores** are currently Porscheless, but they haven't worried about it very much given the recent birth of their grandson, **William Spencer Shores**.

**Tom and Linda Jewett** have been on a trip to Cancun, but got back just in time for the Parade group meeting. Very dedicated ORPCA folks, those Jewetts!

**Earl Green** has joined the 944 Turbo crowd. Unfortunately, he has also joined the **Clinkinbeard** crowd, as the first thing he did with his new 944 Turbo was to blow the head gasket. And just as I had sworn off aiming

head gasket jokes at Past Prez Clink. I suppose you think this will take the pressure off Clink, proving that it wasn't his fault, that he was just the victim of bad luck, or that blown head gaskets were just endemic to 944 Turbos? No way!

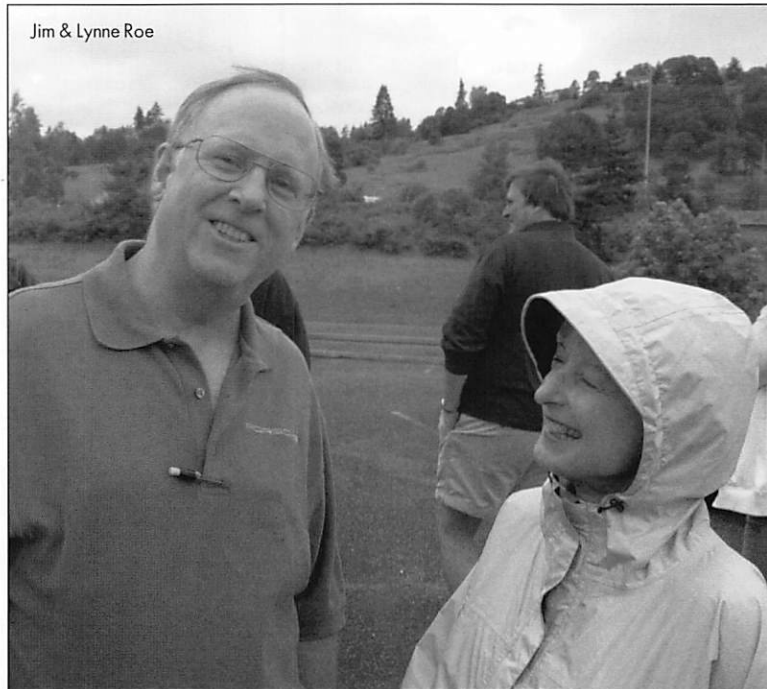
I recently reported on the untimely passing of **Richard Peutz's** 911T during the winter snow and ice. Richard has just replaced it with a '95 993 C2 finished in, I really can't believe he actually said this, "arrest-me-red." Richard is the third owner of the car, and reports that it runs good and is very comfortable. Perhaps we should

and uncomfortable, and their '64 E-Type, which they found to be fast and uncomfortable. After thorough analysis (they didn't say if they sought professional assistance in this regard), they decided that fast was better than slow, but uncomfortable was uncomfortable. The perfect compromise was a nice '98 Carrera Cabriolet, and they are looking forward to the 750 Miglia. Now that's the kind of car story we can all relate to!

And finally, I'm going to miss this year's Champ Car race because work is interfering with pleasure - I'll be out of town on assignment on my night job. No, not Anzeiger, my other night job as the Legal Analyst for Sports Car Market magazine. My boss, **Keith Martin**, said we had to fly to San Francisco that Thursday night. The next morning we have to pick up one of those new Ford GT 40s, and we have to get it to Los Angeles by Saturday noon, in time for the Rodeo Drive Concours. Keith's route suggestion is that we drive to Yosemite, then turn right. That way, we can deviate into Nevada where they have some wide-open

freeways for testing purposes. It was tough to give up the race, but, you know, duty calls, it's a tough job but somebody has to do it, etc. **Carlyn's** usual circumspect reaction was, "Does Ford know what happened last time you and Keith went on a road trip?"

*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 [ATR@oregonpca.org](mailto:ATR@oregonpca.org).*



Jim & Lynne Roe



Sydney & Sierra Stroum

start accumulating a bail fund for him right now.

Further to the new car occurrences, **Jim and Lynne Roe** went shopping for a new car in which to run the 750 Miglia. Is that truly unbeliev-

able enthusiast dedication to a fantastic event, or just some sort of weird rationalization? The "official explanation" is that they finally sold their last Ferrari, a 250GTE project car, and that they realized that what they really needed was a proper mount for the 750 Miglia. The last two years they drove their '56 Speedster, which they found to be slow

# Coming Events



## Arrive and Drive

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

## Rally

Rally offers a unique opportunity for driver and passenger/navigator to perform as a team. Each team receives a set of instructions for navigating a predetermined course with checkpoints along the way. Scores are based on the team's ability to complete the course, and prizes are awarded at the finish. This all takes place on paved public roads at relaxing speeds.

Fun/gimmick rallies are designed to be entertaining while introducing elements of traditional TSD (time-speed-distance) rallies to the beginner/novice. It's also an opportunity to get out with some great friends, meet some new people and enjoy our cars. We have three events scheduled for this season. For times and dates, watch for the ads on the web site and in the Anzeiger. For anyone interested in TSD rallies, Cascade Sports Car Club hosts the Friday Night Rally Series which runs March through October. If you have any questions, please e-mail the rally committee at: [early.euro@verizon.net](mailto:early.euro@verizon.net).

## Autocross

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

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

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

## Volunteer Recognition Party – October 3

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 recognizes Club members who assist 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 will be a great party and lots of fun for all.

No tickets will be sold; it will be totally free and 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.

## 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 ... Kicking It Up a Notch

By Chuck West

Oh, no! Another dry day in Autocross Land. What shall we do? We all said that briefly Sunday, May 23rd, as we laid out the latest course in the south paddock area. Amazingly, even with the threat of rain, we had 34 drivers with cabin fever and an attitude come out to push their Porsches.

For the first time in several years, the event was almost exclusively Porsche field, and they looked great. The Neary clan materialized, four strong, and promises to be very competitive, even amongst themselves. Kevin still shows them the way, but... Kate is the newest of the Nearys to pilot one of the family Porsches. She says that AX will be a regular event for her. I can just see her in the Twin Turbo.

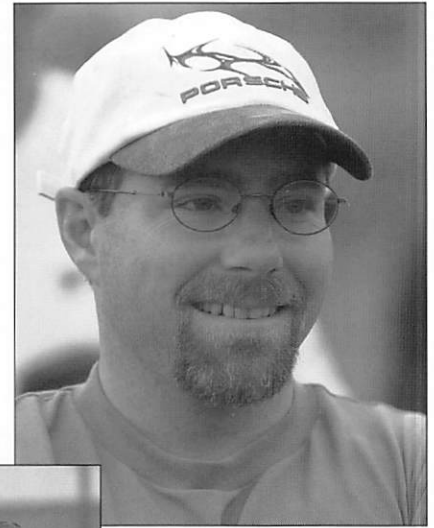
There are many ways to define "best drive of the day", and my impromptu best drive of the day award goes to Steve Germany. Steve decided to show us his interpretation of drifting, as he drifted a couple of 360s shortly after a love affair with his throttle. I told Steve to clean up his act and he ran off to the head. After a drive like that, do you think maybe he misheard me?

Tom Kotzian favored us with his presence, as well as his new Z06, by kicking the tires, lighting the fires, and blowing our doors off. Ex national class winners do have a thing or two they can teach us and it's good to have Tom come out and

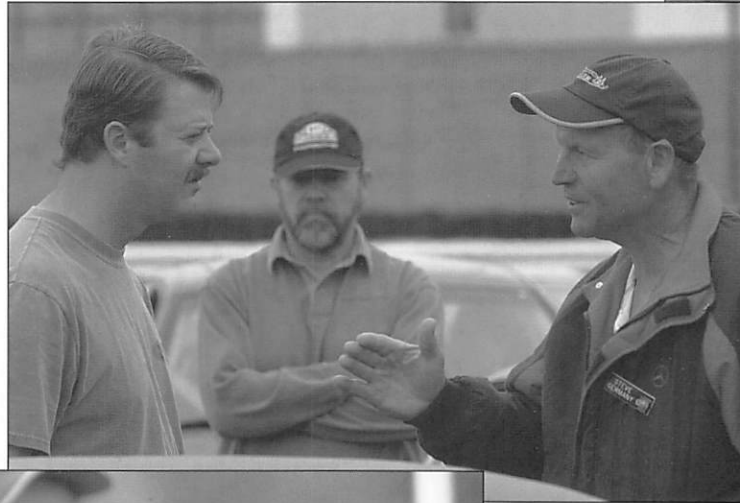
keep us on our toes. Doug Skinner, where are you? Our core group of regulars is growing in number, and there is a noticeable improvement in their times when compared to the traditional watermark drivers. Could there be a changing of the guard in the near future? About the only driver group not represented are the 356 folks. Oh, well.

The course was a rather speedy one that allowed drivers to push a little harder, get a little more speed, and develop a whole new set of reactions based on their

velocity, myself included. Several of us over-cooked it at the end of the long straight and we learned (?) how to put on the binders a little sooner. Great event! More on August 8th.



Above: Tom Pavlik psyches up for some screeching tires.

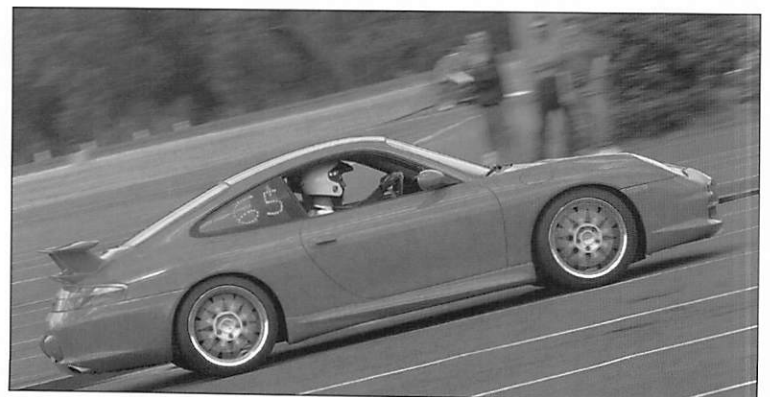
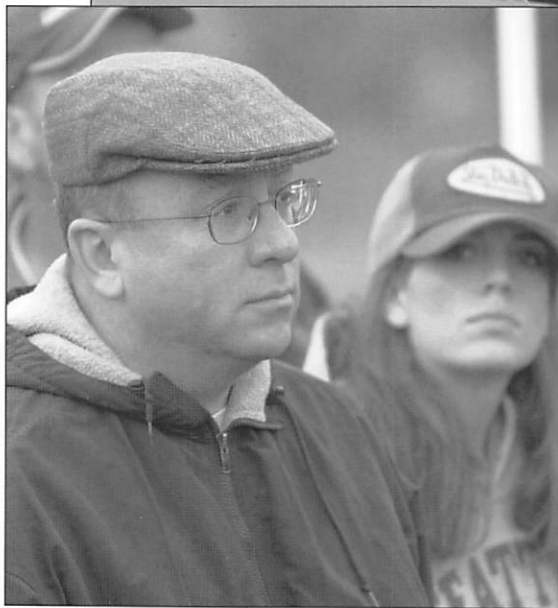


Left: Dan Jesse listens to advice from Steve Germany while Jeff Gretz tries to blend into the background.

Below, left: Kevin Neary and Kate anticipate a family-wide autocross rivalry.

Below: Kate anticipates her run.

Bottom: The first GT3 to compete in the club's autocross.



# Member Profile – Ray & Britt McNamee

By Jim Ayers

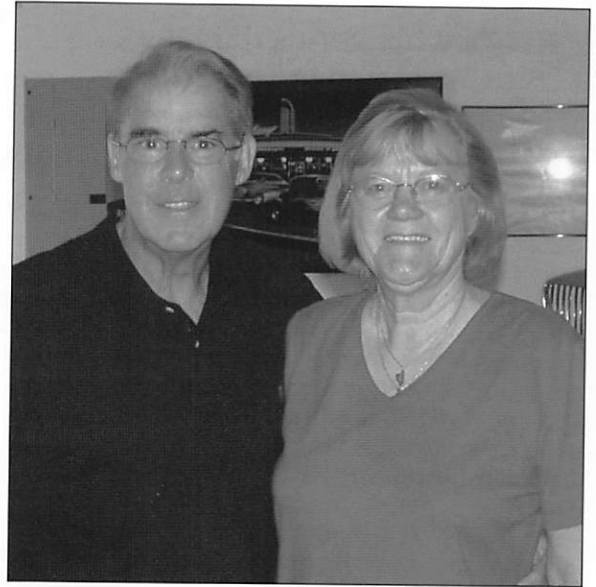
Members since April of 1998, Ray and Britt McNamee truly epitomize the words "Car Crazy". Long-time members of the MG Club, they finally broke down and purchased a Porsche. Not to say they got rid of the MGs; they just upgraded to a more modern technology. Proud owners of a ground-up restoration 1958 MGA, a 1974 MGB and a 1958 Dodge Lancer Coronet (a true fin machine of the era), they also own a 1983 Porsche 911SC. Their Porsche mania included ownership of two prior 914s. Also included in the past car collection was a factory blue 1953 Chevrolet Corvette. Ray says people used to argue with him that the 'Vette only came in white. Wrong. Ray and Britt have shown the MGA in a few concours events and taken two Best of Class and two Best of Show awards. This probably would not be nearly so remarkable were it not for the fact Ray went to P.C.C. and took auto body classes for five years, working on one panel of the car at a time.

Married in 1958, Britt and Ray have three adult children, all of whom seemed

to have caught the car bug, too. Hot rods, restorations and cool newer model cars hold their interest as well. They dated in Ray's 1958 Dodge Coronet Lancer, which prompted them to buy another in the recent past.

Ray spent 40 years in the insurance industry, retiring after 25 years with the Ohio Casualty Group where he was a senior officer. Britt, an artist, continues to paint. Both enjoy family, traveling and meeting new people. They enjoy various club activities. Ray took in his first ORPCA track events at the 2003 Rainbonnet and is fully intent on doing a few more.

The McNamees will be traveling to Sweden later this year to pick-up their newest addition to the car collection, a Volvo C70 convertible. Factory delivery and a chance to visit



Britt's family will make it a trip to be remembered. ☺

## May 23 Autocross Results:

	Class	Car #	Driver	Car Model	Time	Difference From 1st							
1	9.0l	70	Tom Kotzian	2004 Corvette	55.859	0.000	26	4.0l	67	Lane Rude	1986 Porsche 911	66.825	10.966
2	3.0l	14	Chuck West	1974 Porsche 914-6	57.479	1.620	27	3.0l	73	Clayton Powers	2001 Audi A4	67.116	11.257
3	3.0l	31	Gary Hays	2004 Boxster	57.843	1.984	28	lady	71	Julie Jesse	1993 Porsche 911	67.525	11.666
4	3.0l	4	Paul Stein	1974 Porsche 914-6	58.166	2.307	29	4.0l	64	Larry Rinehart	1977 Porsche 930	68.466	12.607
5	3.0l	94	Curtis Eames	2001 Boxster	59.510	3.651	30	3.0l	19	Craig Laughlin	1975 914-6	68.539	12.680
6	3.0l	2	Joel Siegersma	1966 Porsche 911	59.550	3.691	31	3.0l	63	Harry Danberg	1973 911 Targa	69.358	13.499
7	4.0l	61	Eric Freedle	1986 Porsche 911	60.123	4.264	32	lady	29	Cherie Oldenburg	1984 Porsche 911	69.545	13.686
8	9.0l	5	Kevin Neary	2002 Porsche 996	60.569	4.710	33	3.0l	75	John Joyce	1987 Porsche 924	70.585	14.726
9	9.0l	115	Tim Neary	2002 Porsche 996	60.598	4.739	34	lady	15	Kate Neary	2004 Porsche 996	73.330	17.471
10	4.0l	1	Dave Nance	1985 Porsche 911	60.640	4.781							
11	9.0l	69	Keith Martin	1980 Porsche 928	60.730	4.871							
12	3.0l	68	Chad Edwards	1974 Porsche 911	61.081	5.222							
13	4.0l	24	Steve Germany	2002 996 Cab	61.435	5.576							
14	3.0l	60	Bob Grosso	2000 Boxster	61.745	5.886							
15	4.0l	50	Luke Homer	1990 944 S2	62.454	6.595							
16	4.0l	11	Jeff Gretz	1997 Porsche 993	63.175	7.316							
17	3.0l	74	Steve Lougee	1998 Boxster	63.350	7.491							
18	4.0l	13	Tom Pavlik	2001 Boxster S	63.549	7.690							
19	3.0l	43	Chuck Jarvie	1994 968 Tip	64.356	8.497							
20	4.0l	155	Sean Neary	2004 Porsche 996	64.545	8.686							
21	4.0l	65	Jack Vollstedt	2004 Porsche GT3	64.781	8.922							
22	4.0l	51	Chase Homer	1990 944 S2	65.315	9.456							
23	4.0l	72	Daniel Jesse	1993 Porsche 911	65.344	9.485							
24	2.0l	88	Forrest Seitz	2000 Mazda Miata	66.062	10.203							
25	2.0l	10	Jim Chambers	1974 Porsche 914	66.410	10.551							



# The Enthusiast Garage: A Realtor's Perspective

By Rick Gray, Hasson Company Realtor

Here's what got us thinking:

"5 to 7-car garage/shop (holds 5 Suburbans or 7 sports cars) with attached 3,500 SF custom home on private lake in Tigard, OR. 15 minutes from downtown Portland ..."

We saw the ad in the local racer's magazine of record, *Loud Pedal*. And it reminded us that for some enthusiasts, the second most important thing in their automotive world is their garage, the sanctuary to which they can retreat when life is unkind or the hovel they can cohabit with their beloved wheeled transportation.

So, local racer and real estate agent Rick Gray responded to our request for help in understanding the importance of garages in today's real estate market. It's a fascinating read and we hope it gives you some ideas. Ed

If you haven't noticed lately, more and more new homes are being built with three- and even four-car garages as the standard. Buyers are demanding them, builders are responding and the real estate industry is seeing the beginning of a garage revolution. Over half of the homes for sale in many cities MLS (Multiple Listing Service) have a three-car or bigger garage. In most cities you can easily find homes with garages big enough to store four to six and even more cars. Some of the buyers I work with put the size of the garage as the most important criteria when searching for a home. We often go looking for garages, and just hope the house is decent. If this sounds like you, take heart. As a selling point, it is hard to argue against a home with a four-car or bigger garage, just think of all of that storage!

First, garages held one car. Then two. Then three. Now, with our ever expanding economy, we are entering the era of the super garage. As a realtor, it is obvious to me that buyers are increasingly demanding four-car garages, and many are finding them. The garage is the "next infatuation for American homeowners" according to *USA Today*.

There isn't any specific data on garages, but there is no doubt that garage awareness is growing. *House and Garden* magazine featured garages in a recent issue. I personally found dozens of web sites dedicated to the garage. Everything from designer doors to design and construction as well as organizers and custom cabinets

increasingly the object of respect and celebration. The book *Ultimate Garages* by Phil Berg (Motorbooks International) is a photographic "tour of the enthusiasts most important room." Imagine, a 224-page book dedicated to the garage. One of the garages featured belongs to Al Wiseman who says "I'm one of those guys that's got his priorities straight." He built it before building his house on the property.

If you are an enthusiast, and want to build the ultimate garage, or simply upgrade your current garage, what kinds of things should you think about to add



galore. Designer Doors of River Falls, WI, a seller of designer garage doors, reported more than \$10 million in sales in 2001, up from about \$620,000 in 1996.

Kira Obelensky, author of *Garage: Reinventing the Place We Park* (Taunton Press) wants you to think of the garage as much more than a place to store your car. "The garage is part of Americana," Obolensky says. She traveled across the country searching out examples of versatile, functional and grand garages. The quality and variety she found surprised even her. Almost everyone, it seemed, knew someone who had a great garage.

Obolensky says the garage is the "final frontier" of American home designers and

maximum value to your property as well as maximum enjoyment? These days, you can build them with designer windows and an array of architectural details. Many have hot and cold running water, heating and air conditioning, electric lifts, wash bays, wet bars and even self-contained bathrooms complete with showers. Of course that makes sense if you are going to be spending endless hours admiring and tinkering with your prized automobiles.

Here are some great ideas on how to decorate or disguise your garage, while adding to your home's value:

1 - Break up the face of the doors with windows. Not only will this let more natu-

ral light into your garage, but it will improve the exterior appearance. Ugly, boring garages dominate the average suburban subdivision. If you are tired of the endless succession of blank white garage doors, make yours stand out with designer doors including windows. It's an easy way to make your home look \$10- \$15k more expensive than it is.

2 - Break up the expanse of the driveway by adding cobblestones. Even stamped concrete is better than the large, dull grey slabs that front most garages. Cobblestones or tiles really add an upscale look and feel to your hardscape, and will also make your home look more expensive. Many times perception is reality when real estate values are concerned.

3 - Re-create a 1950s "Hollywood" driveway in which the tracks for the car are separated by strips of green grass. This idea might really catch the eye of the enthusiast. Those of you who collect vintage automobiles will appreciate this look.

4 - Pull the face of the garage back from the front facade of the house. Giving your home contrast with colors is also helpful, but angles and recessed areas add character to your home which improves the curb appeal. First impressions are very important to prospective buyers and realtors alike.

5 - Extend the garage roof over the garage doors. This will give you added protection from the elements as well as setting apart the garage itself. The longer roof gives the garage a craftsman feel and life of its own.

6 - Match the garage to the house with similar siding, window style and color. It is important that the garage resemble the home it is attached or adjacent to. Some of the above tips will help set the garage apart, but it should flow and make sense in the overall home design.

7 - Re-surface the garage floor with man-made flooring materials designed for garages or simply paint the concrete. There are many options when it comes to sprucing up your garage floor. There are epoxy-resin coatings which are for the enthusiast who doubles as a mechanic. This type of covering has excellent chemical resistance. Sheet vinyl, tiles, roll-out coverings, interlocking type floors and concrete stains are all popular ways to dress up your garage floor. The important things to consider are durability, resistance

to chemicals, color availability and how well it fits with your garage theme.

8 - Spruce up the atmosphere with memorabilia, tools, parts and vintage signs. Enthusiasts don't want a garage to simply store cars, they want to spend time in them. Places to sit, televisions, magazine displays, old product logos and street signs along with manufacturers plaques, car badges, etc. all add to the feel of the garage. Some "garagemahals" are practically historic museums where collectable automobile memorabilia abounds.

9 - Experiment with lighting; try neon lights, neon signs, backlighting, etc. The shiny bodywork of exquisite automobiles is great to show off. Been to an auto show lately? They usually have lights of several colors shining on the cars, so it looks glamorous from all angles. What garage would be complete without the enthusiasts favorite neon signs adorning the walls?



10 - Add built-in cabinets and shelves to store all of those car magazines and books. There are so many companies offering custom garage cabinets I don't know where to begin. Storage space that makes sense, like cabinets, helps keep your garage from looking like an overgrown closet stuffed with odds and ends. Match the cabinets with the theme of your garage. For example, warm wood tones and wood cabinets in craftsman style garages, metal or grey and black Formica for the contemporary look. Try

red and white colors for the '50s look or a black and white theme for the race car garage.

11 - Raise the ceiling inside the garage to create space for a storage loft. Who doesn't need more storage? An easy way to add space to your garage is to build shelves or even a loft with stairs inside. High ceilings lend themselves to this kind of storage, so take advantage of your ceiling height and turn airspace into storage space.

12 - Dedicate a wall in the garage as a photo wall. A race car driver friend of mine has a complete wall in his garage dedicated to pictures of him racing. He has dozens of photos, most framed & displayed on an interior wall. It has become a shrine to his beloved hobby of racing, and is a great conversation piece.

13 - Every dream garage needs an antique gas pump! Enthusiasts and antique gas pumps go together like moths and porch lights. Why? Don't even bother asking, just accept this as a fact of life. If you want to really push the envelope, turn your garage into a mini gas station complete with seating areas, magazine racks, gas station symbols, signs and logos and, of course, the all-important gas pump.

14 - A full kitchen and wine cellar really designates your garage as an entertainment room. How about having your car enthusiast friends over to admire your lovely autos and relax in the full-service atmosphere of the complete garage?

Club meetings, car showings and general viewing for pleasure can all take place in your favorite room. While you are at it, use the space above the wine cellar or kitchen as an office or storage area. Build stairs for access.

So how much will a great garage add to the value of your home? It depends on the price range of the home to begin with. For ordinary suburban homes, appraisers will give higher value to the

*continued on page 24*

# Arrive and Drive – The Hot Ticket

By John Draneas

If the inaugural Arrive and Drive tour is an accurate gauge, this has to be one of the best ideas we've ever come up with.

The concept is pretty simple, and completely low-key. Start the day with a no-host breakfast with like-minded enthusiasts at one of the area's best breakfast spots. Then drive your Porsche (or other car) on a moderate length (100 mile) tour over some scenic Porsche-style country roads. No cost, no need to RSVP, just arrive if you want to go for a drive. No need to know where you're going to go ahead of time. Just depend on the designated tourmeister to make it a route worth driving.

Our May 1 first installment of this series must have hit a chord with our membership. About 35 cars showed up unannounced at Miller's Homestead Inn and challenged their kitchen staff to survive the onslaught. Turned out it wasn't much of a challenge for them. They got the whole group in and out within an hour, with everyone enjoying an excellent,

then over some wide-open roads through St. Paul and south toward the Salem area.

bins/museum ably hosted by proprietor Gary Emory. It's no wonder that this is one of the most famous 356 shops in the country, which has now branched out into 911s and all types of Porsche racing



Top, left: Why would Dan Tidwell need a radar detector and a G-meter in a 356?

Left: Porsches cross the Willamette River 9 at a time.

Below: cars on rotisseries were par for the course at Parts Obsolete.

down-home style breakfast that charged them for the road ahead.

The 35-car group included a very nice representation of Porsche machinery, with everything from a contingent of crowd-pleasing 356s to a Ruf Turbo, and a back-up contingent of Audis, BMWs and others. Everyone behaved themselves very well on the route, which tried to maximize country views from the Lake Grove start to the finish in McMinnville. We traveled through Stafford, then through Aurora, and

We crossed the Willamette River on the Wheatland Ferry (that was quite a sight), then continued through the Eola Hills winegrowing area. We crossed 99W to pick up some fantastic roads around Ballston and Bridewell that probably no one would have ever found otherwise, before finishing up at Parts Obsolete in McMinnville. The final section of the route was traveled on foot. We enjoyed an extensive tour of the Parts Obsolete restoration shop/race shop/parts



models. Hint: Watch regional racetracks next year for the two 906s they're in the midst of restoring.

I enjoyed creating the route for the first Arrive and Drive, and I'm sure everyone enjoyed driving it. I've already passed the baton, though. Every month, the tour will be designed by a different tourmeister. That's part of the fun of the event. You never know who's going to take you where. Keep coming, and you'll get your turn to be the tourmeister.

Give one of the upcoming Arrive and Drives a try. We're holding them on the first



Above: the group assembles at the Emorys' ranch outside of McMinnville.

Left: Gary Emory talks about some of the historic race cars they maintain in their stable, including Dick Barbour's vintage Speedster.

Below: I see race cars, everywhere.

Bottom: We could have been in a time warp; one might have mistaken this shop for the Porsche factory in Germany.



Saturday of each month during the driving season. We'll start each time with an 8 am breakfast at Miller's Homestead Inn, with a roughly 9 am departure and a mid-day finish so you can go back to whatever you need to do that day. Who knows how many ORPCAers will show up? Who

knows where we'll go? But it really doesn't matter. All that counts is that the roads let you drive your Porsche the way that you want to.

If this sounds appealing to you, mark your calendars - actually, the tours are already marked on your ORPCA calendar. Go ahead, wait and see how the weather turns out if you have to; wait and see if anything better to do comes along; wait and see whatever you need to wait and see for. But if

the first Saturday comes along and you don't have anything else that you have to do, just Arrive at Miller's, and then Drive your Porsche for a bit. After all, that's what you bought it for! 🍷



# Stuttgart Meets Detroit – Saturday, July 31

Please join us for a very rare opportunity to see some of the most important American performance cars. The Crossed Flags Museum is one of the most significant muscle car collections in the northwest and we will have front-row seats on this incredible ride.

**Just a few of the highlights:**

- All of these cars are pristine and several are very rare with interesting documented histories.
- Lots of Corvettes/big blocks, fuelies, Duntov-Award cars and an L88.

Even if you're not a car buff, you'll enjoy the time spent at Crossed Flags. **This event will be free, but a donation to the museum's charitable endeavors will be appreciated.**

*Meet at Miller's Homestead in Lake Grove for Breakfast at 8 am. (Lake Oswego exit off I-5, go east, right on McEwan, right on 65th) We'll leave for the museum about 9:15.*

Contact Jeff Gretz  
503.628.0629 • vicepresident@oregonpca.org



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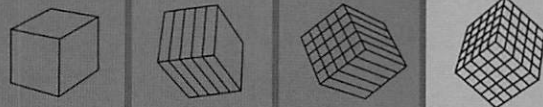
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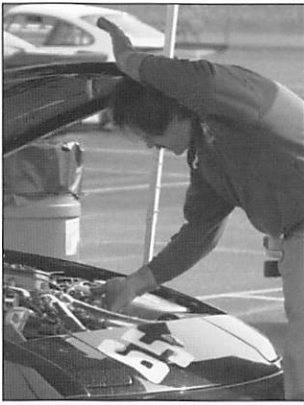
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# The Amateur Wrench

by Don Clinkinbeard



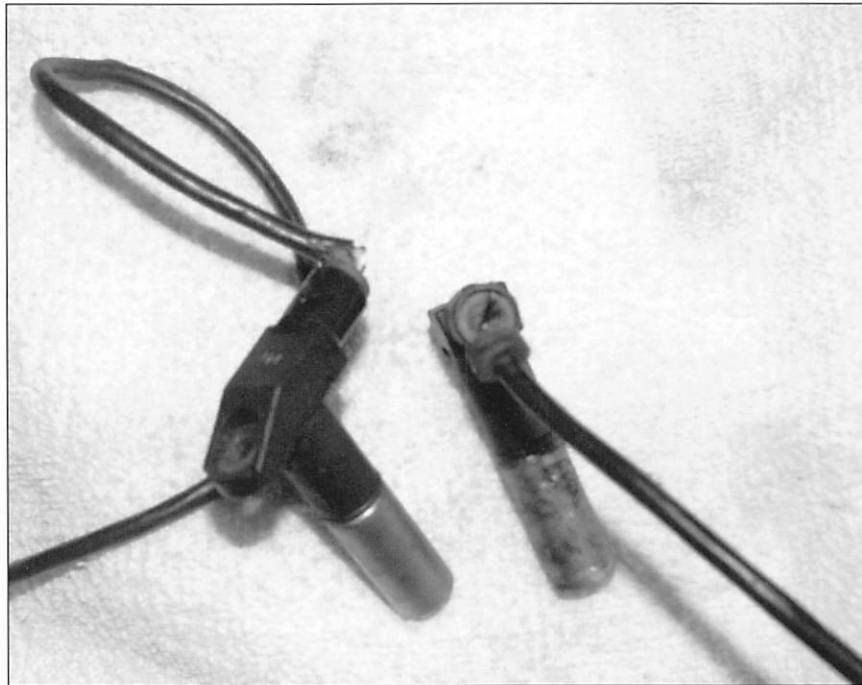
I was hoping to write about how my car performed at the Autocross and the nighttime drags this morning. Unfortunately, I am sitting in the house watching the Grand Am race with a non-functioning car in the garage.

Geez, the necessary repairs were supposed to be simple this time. As you'll recall in the last installment, the cold start idle valve hose had split in half and I needed to replace it. Well, I also found a cooling system hose that was dripping a bit. Both of these hoses are under the intake manifold and are within about 12 inches of the turbocharger housing. They are subjected to some pretty incredible heat and won't stay flexible forever.

One of the nice things about all the modifications I have made to this car is there are fewer parts on the engine than stock so it only takes a few minutes to get the intake off. About 10 bolts and a hose clamp. We got the manifold off and replaced both hoses in less than 45 minutes. Not bad, but there are a lot of wires and connectors at the back of the engine bay. Some of these are connected to the two crank sensors. The crank position and the crank speed sensor are located back here on the bell housing. These are right close to the exhaust crossover pipe that brings the hot exhaust gasses to spin the turbo. Not to sound too much like a broken record, the wires from these sensors to the connectors to the ECU get cooked.

Now I understand from some research that Porsche used a PVC coating on the wiring harness. While this is fairly robust, after countless heat cycles over the last 16 year and 98,000 mile (about 20,000 on the track), the covering has become seri-

ously brittle. So after getting the intake manifold reinstalled, the car wouldn't start. What the heck. It makes a vacuum when cranking. Check for spark? Nada, no



spark. Inspected all connectors that we had disturbed. None really, but check 'em anyway. Fuses okay. Looked at the sensors. Wire entries into the sensor bodies were bent over 90 degrees from normal. Okay, so I yanked both sensors. (I can access these without disassembling anything else.) Visual inspection reveals the sensor for crank position has a broken wire (see Photo). Well, the system won't generate any spark unless the ECU can find TDC, so it looks like I have uncovered my problem. I'll let you know in the next installment of my long time project car.

On a different note, I traveled to Penang, Malaysia two weeks ago. What an education. The driving situation there is clearly different than here. First off, Penang is a small island next to the main-

land. You can drive around the whole island in about three hours. Now that may seem larger than a small island but the speed limit is about 65 KPH. This translates to ~40MPH, and that's on the freeway. On two-lane roads, most folks drive more slowly. You share the road with scooters, and the auto drivers are responsible for avoiding contact with these randomly directed missiles. On multilane roads, there are lane lines but these seem to serve as guidelines rather than defining where on the roadway you are supposed

to drive. I have also discovered a new definition of tailgating. These folks drive within feet of each other in traffic. Instead of one car length per 10 MPH as most DMVs recommend, it seems to be one foot per 10 KPH. Passing the scooters, you just give 'em enough room so that your side view mirror doesn't hit them. And since Malaysia is a former British colony, naturally they drive on the wrong - uh, left - side of the road. Riding shotgun in my host's car, I found my instincts telling me to drive in the wrong places. Probably best I did not have to pilot a car over there. Now I understand that, on the mainland, they drive up to 120KPH (about 75MPH) on the freeways.

The government wants to encourage the people to purchase locally assembled cars, so they have a sliding scale import tax. This tax on foreign manufactured cars is purportedly from 100% to 300% of the importer's cost. Needless to say, I did not see a lot of foreign cars in Penang, just the odd BMW or Mercedes and a couple of Toyota Landcruisers. But they were registered in regions other than Penang. Invariably, these imports were entry-level (in the US) models like the 318i or the C180. Malaysia also sets the annual registration fees based on the engine displacement. This tends to drive small displacement engines in most cars. This country would not seem to be a hotbed of performance car ownership. Glad I live in the Good Old USA. ☺

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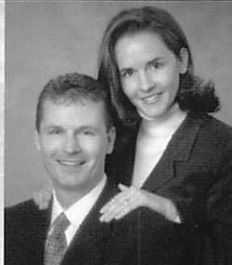
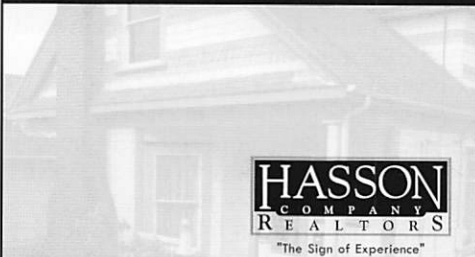


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# Fun Rally / Poker Run

By Diane and Tim Hayford

Weather in the Pacific Northwest oftentimes resembles a “crap shoot” and that was the case at the Poker Run Fun Rally held Saturday, May 22. Participants arriving at the start in West Linn toyed with the idea of shedding their canvas tops amid gusts of the cool morning air and threatening gray clouds.

After side-by-side comparisons of four Porsches and their varying shades of gray, all fourteen cars proceeded through winding, perfectly banked turns, ascending mountainous terrain past the Oregon Golf Club and some of West Linn/Wilsonville’s most stunning scenery. Earl Green’s pinpoint directions were much appreciated as hidden street signs peeked out from foliage after navigating hairpin turns. The relaxed, untimed format of this rally allowed both drivers and co-pilots the luxury of rubbernecking at the million-dollar homes while banking a few of the better curves in the road.

Event volunteers Ron Baker, Gregg Denning, Don Stroum and John Joyce helped maneuver cars through the four checkpoints, while managing to keep themselves out of harm’s way. Interval starting times kept cars from bunching up at strategic checkpoints, but volunteers still had a tricky time making sure everyone had drawn a playing card, checked in and that no one had strayed off the track and headed towards Lake Oswego.

Hebb Park. Located on the beautiful banks of the Willamette River, the park provided a checkpoint with a spectacular view and allowed everyone to stretch their legs while reminiscing about winding their way through the twisty, residential country roads to get there. “I don’t know how many times I mentioned to my co-pilot that this couldn’t possibly be the road to the park,” exclaimed one driver, “but I figured, if I kept following the Porsche in front of me, we’d at least be lost together.” (Maybe, by luck, there was a tavern at the end of this trail with a tall, cold one wait-

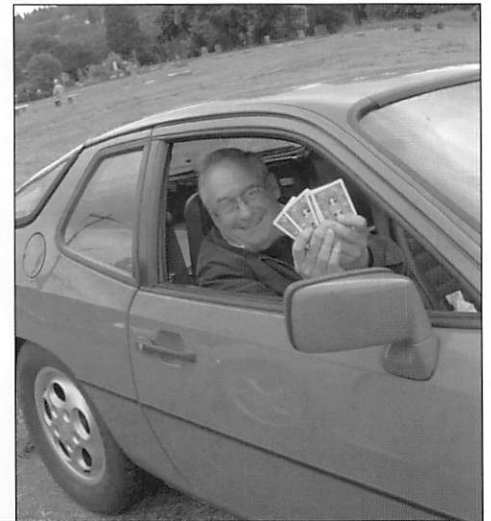
ing, because Low Ball is about all I have a chance of winning, given this last card I drew!)

As we pulled into our finishing point, Wanker’s Corner in downtown Wilsonville, most of us were sorry to see it end, but ready for some much-needed refreshments. Several newcomers made them-



selves at home with “the regulars” and, by the time refreshments arrived, everyone was noisily spinning tales of the morning’s events. Amid Wanker’s Corner’s eclectic curios and famous “goober peanuts” tossed haphazardly on the floor, Earl Green thanked all those present for attending and praised the indispensable efforts of the volunteers.

With a little help from the community cards, everyone managed to succeed in gathering a decent poker hand. Bill Munsen and Tim Curley finished first with



Top: John Joyce holds the cards.

Above: Authors Diane and Tim chat with Rallymeister Earl Green.

Left: Wanker’s Corner is a dizzying display of vintage memorabilia, knick-knackery and peanut shells.

an Ace High Flush, while Kevin Neary followed in second place with a Ten High Flush. Tom and Linda Jewett completed the top three trophy winning hands with a Full House.

Rounding out the remaining winning teams were: Tim & Diane Hayford (4th-straight), Mary Kay Stoum & Marian Buell (5th-three of a kind), Glenn Davis & Gregg Osbourne (6th-pair-aces/king high), Don & Denise

Peterson (7th-pair-aces/queen high), Cherie & Jenn Oldenburg (8th-pair of kings), Warner Lowe & Chris Greenwood (9th-pair of queens), Ted & Karen Coleman (10th-pair of jacks), Gary & Connie Hays (11th-pair of eights), Jim & Lynne Roe (12th-pair of sixes), Shane & Jennifer Chen (13th-ace high-jack), Steve & Edie Lyon (14th-ace high-ten.)

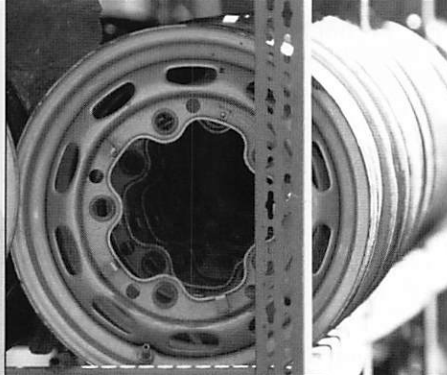
All participants left full and satisfied, ready for the next of three theme-based Fun Rallies. Check out the Trivia Pursuit rally on page 9.



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# Enthusiast Garage

continued from page 22

more basic and simple garages. The reality is that you will get between \$3,000 and \$10,000 more for a three-car garage over a two-car in your average-priced home. (Average prices in the Portland Metro area are between \$165,000 and \$341,000 depending on what suburb you call home.) Even on a replacement-cost basis, an appraiser will give you only 50-70% of the cost in value. Builders will tell you it costs roughly \$25 per square foot to construct a garage. The more frills you add to it, the lower the return. Just like making too many modifications to a Porsche, it loses value. If you personalize it too much, it will be harder to sell. Keep the broader appeal in mind if you intend to sell your home someday, and make the garage multi-functional. You are using it to display your beloved autos, but the next owner of your home might have a completely different use in mind. The garage

might be converted into (gasp!) an office, woodworking shop, R.V. storage area or a horse barn. Be sure your space can be easily converted to other uses if resale value is high on your priority list.

On high end homes, let's say over \$1 million in value, a unique garage can add tremendous value. [As of this writing there are 226 homes in the Portland Metro area currently for sale for over \$1 million.] Appraisers in that case might give you well over 70% of the cost back in value. Keep in mind that a great enthusiast garage might have astronomical value to another car nut, but be relatively meaningless to an average home buyer. The higher the price range of the home, the more a unique garage will add to the value of the estate. You look for extraordinary features in the high price ranges, and making the garage as multi-functional as possible will ensure you get maximum value out of your investment.

Realtors will tell you that homes with 3 or more garages sell well. There is definitely an increased interest in four-car garages.

These days people have a lot of stuff and they need a place to put it all. For years gigantic "garagemahals" have been a common thing for the rich. Microsoft's Bill and Melinda Gates have garage space for 17 cars in their \$56 million home near Seattle. Lately,

though, more middle-income home buyers are trying to keep up. Without a doubt the garage is a big selling point for home buyers today. In fact, I have had more than one client that bought a home *because* of the garage. Lifestyles are changing. People need more storage space and the two-car garage is a dinosaur.

Be creative with the space you have and you will certainly add value to your home, as well as catch the eye of the enthusiast.

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*It seems that Rick's article is very timely. Just as we going to press, we noted that the Oregonian reported that well-known Porsche aficionado Jerry Seinfeld had gotten frustrated with his inability to park his Porsches near his Manhattan home. So he bought a two-story building, demolished it, and built a private garage structure. Five years and several million dollars later, after enormous permitting problems with the City and unhappy neighbors, Mr. Seinfeld had his garage, complete with white terrazzo floors, fancy wall paneling, custom cabinetry and shelving, an elevator, state-of-the-art electronic control systems, and a second-floor bachelor pad complete with kitchen, bathroom, pool table, and TV. And, oh yes ... it also has comfortable parking for five cars.*

*Thanks also to Ray McNamee for allowing us to use his garagemahal as an example of just what to do.*

*Ed.*

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## From the President

continued from page 4

ted the object of his erratic behavior. A 1953 Corvette Roadster, white with red interior. It was the most incredible thing I had ever seen in my 10 years of life. We must have spent three hours in the showroom, gawking over that car instead of finding a fishing hole. That must have been the beginning for me. I can't remember having similar feelings until I fell in love with my future wife, years later. We are indeed a very lucky family.

Thanks, Dad, and thanks to my boys. It's been a great ride. ☺

## From the Editor

continued from page 4

tend that it would be a success without the boats. Better luck next year. Then there's autocross, the dinner meeting, the Forest Grove Concours - why, you could spend all month just playing with cars. And probably will. Join us on all these great dates. By the way, kudos again to Sue Hodge for taking over this issue for me in my absence. ☺

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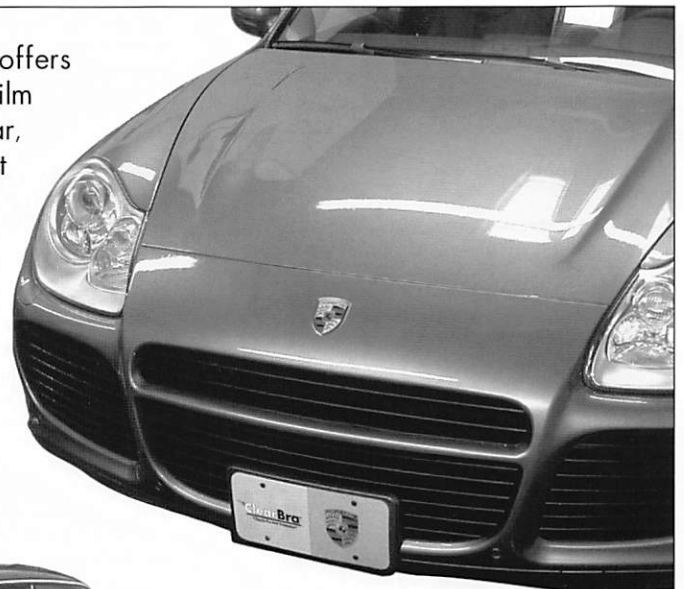
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**1986 Porsche Carrera Targa**. Guards Red over Cashmere. 85k miles. Upgrades include 7" & 9" Fuchs Turbo wheels, Turbo tie rods, H4 headlights, Sony EX controller and 10-disk premium sound system, Rebuilt Targa top, Alpine alarm, Mobil One. Owned since 21K, all scheduled maintenance performed by premier area PCA tech- service records included. This car has never been tracked and is in excellent condition. \$19,800 **Brooke Thomasser** 1red911@thomasser.com 04.04

**1984 911 Carrera Targa**, Slate Blue metallic/Blue leather, whale tail, 16" fuchs, 124K, very good condition. Alpine AM/FM/CD, Transmission rebuild 106K, 45k on Catalytic converter. Recent work: replaced tires, brake pads, front rotors, master cylinder, oil return tubes, main heater blower. Garaged, non-smoker. \$13,500 obo **Russ** (503) 245-6587 03.04

**1984 911 Carrera Targa**. Black/Black. Beautiful condition, nearly glows. Polished 16". Shock brace. Chip. H-1s. Factory spoilers. Sport shocks. Meticulously maintained with records. Everything works. 82k miles. \$21,500/obo. 503-708-3789 03.04

**1984 911 Targa**. Platinum Metallic/Brown, 83,000 mi, Sport Seats, Heated Windshield, Headlight Washers, Power Windows, Cruise, Blaupunkt CD, Recent Clutch, Synchrons, Shocks, Torsion Bars, Sway Bars, Turbo Tie Rods, SSI's, H4's, Many more. Well maintained and serviced. All records. \$20,000 obo. **Ryan Denahan** at 503.810.4697 or rdenahan@freightliner.com 03.04

**1982 911 SC**, Platinum metallic, Leather sport seats, 96,043 miles, all factory options including Turbo tail and front chin spoiler, engine upgrades, excellent original condition. \$17,500 OBO. 503-266-2108 dennisjeane@cs.com 04.04

**1982 911SC Targa**, Black/Beige, 65K miles, original purchase paper (11/81) from AutoHaus, Germany, inspection report (4/02), new tires, great condition, \$15,000, (503) 353-6649 j\_lynch@comcast.net 05.04

**1980 911SC Weissach Edition**, 1 of 400 produced, platinum metallic/doric grey, 21,800 miles, Carrera chain tensioners, airbox flapper, K&N, Optima battery, Blaupunkt AM/FM CD, original tool kit, air compressor and sales brochure. Needs nothing. Call (503) 362-1145 or e-mail russ-pascoe@hotmail.com 03.04

**Rare 1968 912 Targa** 5-speed, Black/black, soft rear window, original paint, chrome wheels, interior, wood-trimmed steering wheel. Current owner put 17.6K miles on since 1981. Always garaged. Ran great before losing compression in #3 cylinder. No collision damage evident. No rust. Easy project car. \$7,000 **Mike** (503) 292-0860 or mbaynes@teleport.com 05.04

### Boxster

**2002 Porsche Boxster**, Silver/Black, 15,600 miles, Tiptronic (5 speeds), Sport Package (cruise control, hi fi sound, wind stop, partial leather interior, cd shelf, ac, alarm), floor mats, 17" Boxster S wheels, colored Wheel Crests, new tires, recent 15K service, always garaged, non-smoker, immaculate condition in and out, under warranty until July 2006 or 48,000 miles. \$39,000. Motivated to sell. Will consider reasonable offers. Or take over remainder of lease, \$586/month for 28 months, **Eric Jensen**, (503) 830-2999 eric.jensen@nike.com 05.04

## Other Than Porsche

**1996 Acura 3.5RL**. Black Currant Pearl/Grey Leather. 75,000 miles, chrome factory wheels, family owned since new, all oil changes and maintenance performed at Ron Tonkin Acura, reliable luxury, wife having twins - buying something bigger. \$12,500. **Don Stroum** (503) 481-7682 Days 03.04

## Parts

Parting out 1971 911. Bra, Webber carbs, five-point harness, Momo racing seat, wide body, two sets of racing tires, 1 set 7x15 rims, Bosch Distributor, Purma tune for 911, misc. **Richard Puetz**, 503-819-2440 or rlp2cjp@aol.com 05.04

OEM black leather "sport" seats (2) from 04 996 GT3, perfect, \$2000 OBO. One Recro cloth SPG racing seat with slider, nice, \$500. New Porsche crest polished center caps for early 911 wheels, clip-in style \$150. Porsche crest center caps for 944/928/964, silver,\$80. Stock 944 Turbo S torsion and sway bars, make offer. Safety window net for 944, \$75. **Pat Murphy**, 503-678-1621 or pat.murphy@paccoast.com 05.04  
Used Hoosier Tires, 2 - 225-50-16 and 2 - 245-45-16 - Used on two Driver Educations days, \$350, 971-404-5489, Michael.Malone@idc-ch2m.com 05.04

OEM wheels and tires from my 1986 Carrera. Fuchs wheels: 16x6s (91136102043) and 16x7s (91136102044), in excellent condition. Tires are 205/55 and 225/50 Dunlop D40 M2 Zs with 80% tread remaining and no signs of deterioration. Email photos on request. \$950/obo. **Jerry Woelke** 541.390.0548 (Bend); jawoelke@msn.com 05.04

### Please send all classified ads to:

Classifieds Editor  
classifieds@oregonpca.org

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

**PLEASE NOTE: Ad will run for two issues. Renewal of ad may be made by contacting the Classified Editor.**

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Fuchs wheels: 15x8s and 15x7s. Wheels are replicas, high quality Xenons, in excellent condition. I have used on my Carrera and 944 with outstanding results. Will email photos of cars and wheels on request. \$400 (with 80% 215/60VR RE-71s: \$600). **Jerry Woelke** 541.390.0548 (Bend); jawoelke@msn.com 05.04  
Porsche Boxster Hardtop, Arctic Silver with black interior, fits 1997-2004 models. I have never used it and it was hardly used by the previous owner. It is virtually brand new. I bought it and was going to paint it the color of my car (Meridian) but am in the process of selling my 2002 Boxster. I have the hardware that is required to attach it as well as the black rolling rack (from Porsche) to store it on. \$1,500 or best offer **Eric Jensen**, (503) 830-2999 eric.jensen@nike.com 05.04

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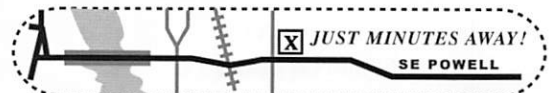
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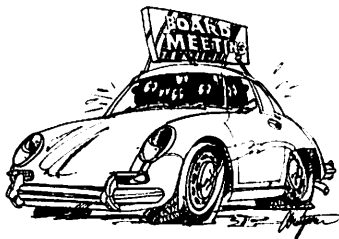
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Board meetings of the ORPCA will be held on the first  
Tuesday of the month at 6:30 pm

Consult [oregonpca.org](http://oregonpca.org) for the  
latest information and location

# Willkommen NEW MEMBERS

David & Jane Bacon .....1987 924S  
Portland, OR  
Paul Gaudio .....1992 911  
Portland, OR  
Ron & Lynn Gotcher .....1992 911  
Portland, OR  
Todd Hess .....2001 Boxster  
Portland, OR  
Lou & Susan Kern .....1979 911SC  
Portland, OR  
Patti & Andy Lange .....2004 Boxster  
Milwaukie, OR  
John A. C. Lewis .....2002 911  
Salem, OR  
Brad Mombert .....2001 911  
Bend, OR  
Douglas Mullin .....2000 Boxster  
Portland, OR  
Kelly Nguyen & Albert Liang ...1986 911  
Beaverton, OR  
Garin & Jenny Nopp .....1999 911  
Salem, OR  
David & Dylan Pollock .....2001 911  
Portland, OR  
Peter Scharf & Bettina Millien .2002 911  
Lake Oswego, OR  
Randy Suhrbier & Laura Landi 2002 911  
Hillsboro, OR  
Ryan & Sherry Thompson ....1974 914  
Lake Oswego, OR  
Rick & Cherry Williams .....1996 911  
Portland, OR  
Dennis & Peggy Zenger ....2003 Boxster  
Portland, OR

## Transfers

### From Redwood

David & Francey Billingsley ...1986 911  
Lake Oswego, OR

### From Arizona

Rory & Sarah Heiner .....1990 911  
Portland, OR

### From Diablo

Todd Last .....1988 911  
West Linn, OR

### From Riesentoter

Trey & Elizabeth Maust .....1984 911  
West Linn, OR

### From Golden Gate

James & Jean Ohl .....1997 Boxster  
Vancouver, WA

# Anniversaries JULY

## 5 years

E.P. Edwards  
John & Lauren Niemer

## 15 Years

Jim Coshov  
Stephen Demosthenes & Nelly Sanchez  
Steven & Laura Tarket

## 25 Years

Alex & Jo Ann Guletsky  
Stephen & Vicki Harsh

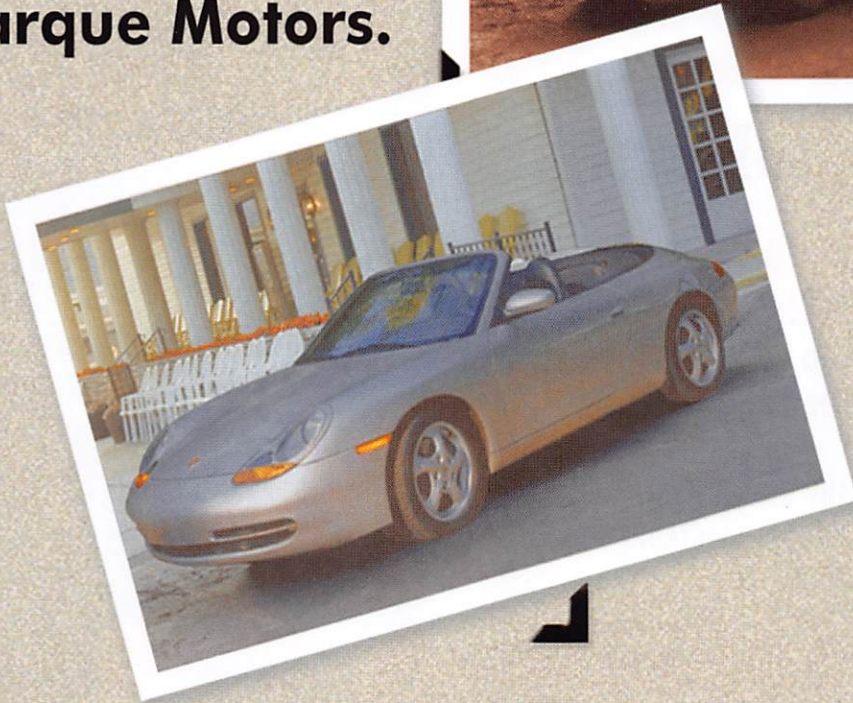
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Inside Front cover ..... 1,650  
Inside Back cover ..... 1,520  
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Full-page inside. .... 1,390  
2/3 page ..... 1,180  
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Classified, non-member ..... 137.50 (single issue \$12.50)

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Sunset Imports 13th Annual

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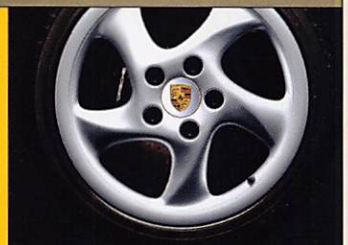
**Vendor Space 10'x10' \$10.00 in advance**  
**Vehicle Space 10'x20' \$20.00 in advance**  
One vendor per space. No refunds for cancellations. Vendors need to arrive at 8:00am.

Additional \$10.00 the day of the event. Preregistration necessary to reserve space. Tables available \$15.00 each — Advance order required.

**Preregistration is necessary.**  
To reserve your space, phone Tim Haburn at 503.601.3068 or 1.800.346.0182

**New parts purchases during this event will be up to 25% off!** Sunset Imports' Porsche Boutique also has a great new selection of Porsche clothing, accessories, model cars, coffee mugs, pocket knives, Boxster watches, books, and lots more!

**Sunday**  
**Sept. 12, 2004**  
**9:00am – 2:00pm**  
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