

# Anzeiger

July 2005 v45-n6  
Oregon Region Porsche Club of America

## **BEAUTIFUL VINEYARDS AND WINDING ROADS**

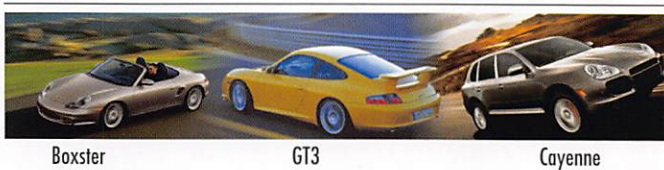
Cabin Fever tour features legendary drive

## **BRAINSTORMING OUT OF THE BOX**

Portland's PARADE promises to be different

## **GOING FOR A SPIN AT MY FIRST DE DAY**

A father and daughter take turns during a damp day at the track



Boxster

GT3

Cayenne

**New**

**Boxster**

- 04 Boxster, Close Out Pricing ..... Guards Red/Savannah
- 04 Boxster S, Close Out Pricing ..... Atlas Grey/Graphite
- 05 Boxster ..... Guards Red/Black Sport Seats
- 05 Boxster ..... Basalt Black/Black

**Cayenne**

- 05 Cayenne ..... Titanium/Black Leather
- 05 Cayenne ..... Jarama Beige/Havannah Sand
- 05 Cayenne ..... Crystal Silver/Stone Grey
- 05 Cayenne S ..... Dark Sea Blue/Stone Grey
- 05 Cayenne Turbo ..... Crystal Silver/Black
- 05 Cayenne Turbo ..... Black/Sand Beige

**Carrera GT**

- 05 GT ..... Basalt Black/Dark Grey

- 05 S Coupe ..... Arctic Silver/Black

**Pre-Owned**

- 99 Carrera Coupe ..... Glacier White/Savannah
- 01 Carrera Cabriolet ..... Orient Red/Graphite Grey
- 03 911 GT2 ..... Speed Yellow/Black
- 03 Carrera Cabriolet ..... Black/Graphite Grey/Black Top
- 03 996 Coupe Aero ..... Midnight Blue/Graphite Grey
- 04 996 Turbo Cab ..... Seal Grey/Natural Grey
- 04 996 Turo Cab ..... Speed Yellow/Black/Black Top
- 87 944 Turbo ..... Marischino Red/Cashmere/Black
- 88 911 Targa ..... Grand Prix White/Black
- 89 911 Carrera ..... Silver/Black
- 95 968 Cabriolet ..... Guards Red/Black

**Latest Inventory, News and Events  
from Carrera Motors:  
[www.carrera.porschedealer.com](http://www.carrera.porschedealer.com)**



# Anzeiger

A monthly publication of the  
Oregon Region  
Porsche Club Of America

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

v45~n6

# Anzeiger

2005

JULY

Editor  
Kate Ayers  
editor@oregonpca.org

Ad Sales  
adsales@oregonpca.org

## 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 \$30.00 annually.

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

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

Graphic Design/Production  
Nancy Scott, Engrafix Design Group  
503.997.2230  
engrafix@comcast.net

© Copyright 2005  
Oregon Region  
Porsche Club Of America.

All content © Copyright  
the respective  
contributors.

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

<http://oregonpca.org/>

## FEATURES

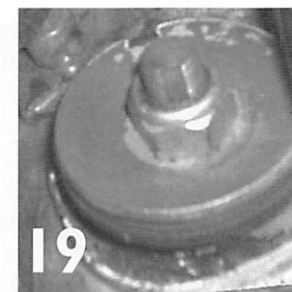
- 12 Porsche and Penske
- 12 May Arrive and Drive
- 13 Report on May Autocross
- 16 Report on Cabin Fever Tour
- 17 Report on May DE Day
- 19 Shock and Strut Replacement
- 26 Anzeiger Cover Contest

## COLUMNS

- 4 From the President/From the Editor
- 7 Still Plays With Cars
- 9 Member Profile: Lou and Kathy Jaffee
- 9 Backfire
- 11 Around the Region: Planning Portland's Parade
- 27 Resource Directory
- 29 Marketplace
- 30 Anniversaries

## EVENTS

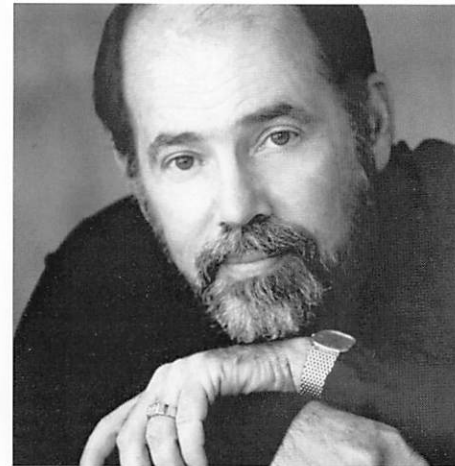
- 5 Oregon Region Events
- 6 Autocross 2005
- 6 Arrive and Drive
- 7 July Dinner Gathering
- 8 Historic Races
- 8 Progressive Dinner
- 10 Mt. St. Helens Tour
- 10 Concours d'Elegance in Forest Grove
- 12 DE Day
- 14 Porscheplatz
- 20 Win Casey Barbeque
- 20 Whistler Weekend
- 22 Porsches in the Park



**ON THE COVER** Photo by Tait Sorenson

**FROM  
THE  
PRESIDENT**  
Jeff Gretz

## A memorable and 'racy' Mille



**W**elcome to Summer. I'm writing this in the rain of early June, hoping for some sun! This month, I think we have enough events to please just about everyone in the club. They include:

- Arrive & Drive on July 2
- Autocross on July 3
- The Historic Races at PIR on July 8-10
- The Progressive Dinner on July 16
- The Forest Grove Concours d'Elegance on July 17
- The Monthly Social & Dinner on July 20
- Mt. St. Helens Tour on July 23
- Driver Education at PIR on July 24
- Grand Prix of Portland - American Le Mans race on July 29-31

Jeannie and I just returned from a great 750 Mille through southwestern Oregon and the tip of Northern California. Our group of 26 Porsches, two Corvettes, four Ferraris, one Jaguar, one Triumph, one Austin Healy, and two Lotus met in Eugene on Thursday evening for registration and dinner. On Friday, we headed to the Oregon Coast and the fantastic scenery on 101 from

Waldport to Bandon. We stopped for lunch and dune buggy rides in Florence before ending our day at the Sunset Oceanview Hotel in Bandon. Our dinner and wine tasting that night was hosted by the owners of the Brandborg winery.

On Saturday, we headed south along the beautiful Oregon Coast on 101 and some great side roads, stopping at places like Battle Rock and Harris Beach. We crossed the state line into California and then turned inland on Hwy 199, The Redwood Highway. We stopped for a short hike and pictures in the amazing Redwoods before our scheduled lunch stop at the historic Patrick Creek Lodge, and ended the day at the Seven Feathers Casino where our dinner and wine tasting was hosted by the owner of Dobbles Family Vineyards.

The great weather we'd had for two days left us on Sunday morning for our drive home through the back roads of the Willamette Valley. We stopped for lunch in Corvallis and finished the Mille at Beaches restaurant in Beaverton.

Some memorable moments and events included more than half of us getting lost trying to find the hotel in Eugene where

the 750 Mille started, Gayle and Don's Corvette running over a 6-inch telephone spike that destroyed its tire (Corvettes don't carry spare tires), the 40-mile run on Hwy 34 to Waldport, the great dinner with wine, wine, and more wine in Bandon, Face Rock beach in Bandon, the drive down 101 to California, the redwoods, five Porsches running together for 50 miles on Hwy 199, and finally a past ORPCA president getting caught in bed with three women at the Seven Feathers Casino!

A very big thank-you to the 2005 Mille team of Gregg and Sue Hodge, John Draneas, Richard Puetz, John Johansen, and Don and Debbie Clinkinbeard. Year after year they continue to make the 750 Mille our Number One driving event. ■

Happy Trails,  
Jeff  
president@oregonpca.org

## FROM THE EDITOR Kate Ayers

## After soggy spring, July sizzles

**S**oggy, soggy, soggy. That was the word for Spring 2005. It seems that the Club would have been better off organizing tours in February and early March this year, with our record temperatures and nearly endless weeks of sun—only nearly endless, for April lived up to its rainy reputation and then dragged May along with it.

In just one week, we had, what, nearly two and a half inches of rain? A little damp, if you ask me. This year's autocrosses have been way beyond wet. DE days could euphemistically be described as a bit moist. The Arrive & Drives, well, let's just say the cars don't come home as shiny as they left. Somehow, though, on the Cabin Fever Tour we managed to eke out one dry day of driving. One out of two, this

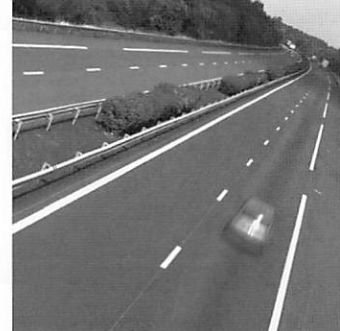


spring that's not bad. And the Mille was a mixed bag of wet and dry pavement, but that's no surprise when your route takes you to the Oregon coast.

We have some great pictures coming in (some of them even without rain). Thank you, aspiring photographers, for filling the huge void left by Chris Greenwood's departure. Anzeiger continues to dazzle, with the help of so many enthusiastic members, and the creativity of our new designer.

Anyway, now that we're just a little over a week into official summer, let's hope for drier—way drier—weather, but without any century marks, please. We have a superb lineup of coming events—many Club sponsored, but also a couple races that promise to make July sizzle. So let's be optimists and retire our umbrellas (but not our cameras) for a few months. ■

# Oregon Region Events 2005



## *July*

- 2 Arrive & Drive Tour **SEE PAGE 6**
- 3 Autocross **SEE PAGE 6**
- 5 Board of Directors meeting
- 8-10 Portland Historic Races **SEE PAGE 8**
- 15 ORCPA Dues due
- 16 Progressive Dinner **SEE PAGE 8**
- 17 Concours d'Elegance **SEE PAGE 10**
- 20 Monthly Social & Dinner **SEE PAGE 7**
- 20 Anzeiger Editorial deadline for September
- 23 Mt. St. Helens Tour **SEE PAGE 10**
- 24 DE @ PIR **SEE PAGE 12**
- 29-31 Grand Prix of Portland  
(American Le Mans Series) **SEE PAGE 14**

## *August*

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

## *September*

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

## *October*

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

## *November*

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

## *December*

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

**It's that time of year:  
ORCPA dues are due  
July 15, 2005**

Look for one invoice in June  
*Thanks for your prompt payment*

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

# JULY Arrive & Drive Saturday, July 2

Miller's Homestead Restaurant,  
17933 SW McEwan Road  
Tigard, OR 8:00 a.m.

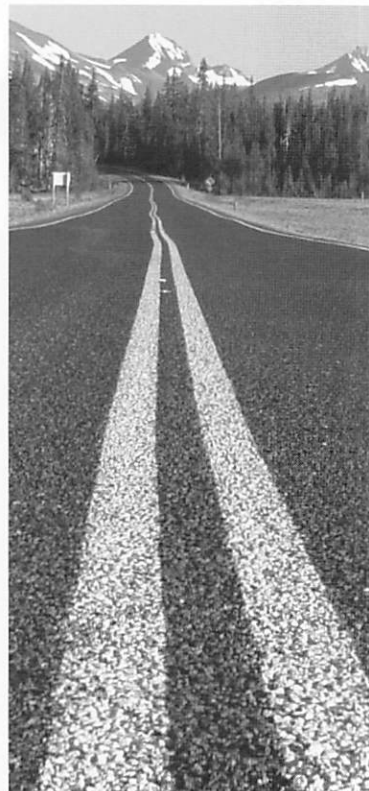
Join us on the first Saturday of each month, through October, for our very popular Arrive & Drive Tours. We rendezvous at Miller's Homestead Restaurant, at 8:00 a.m. for a no-host breakfast. Driving instructions begin at 9:00 and first car out is at 9:15. Each tour will be unique, conducted by a new tourmeister each month, and cover some of the best roads in the area. Mark these dates on your calendar, and get ready for some great driving experiences in your favorite sports car, along with 50 or more fellow enthusiasts.

## ... AND MARK YOUR CALENDARS FOR FUTURE A&Ds:

August 6  
September 3  
October 1

**CLUB  
EVENT**

Call Bob Grasso @ 360.573.1110 for details,  
or send an email to rowbare47@yahoo.com.



## Autocross 2005

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

Sunday, July 3  
Sunday, Sept. 11  
Sunday, October 23  
Sunday, November 6

All events begin at the PIR South Paddock.

Gates will open at 7:00 a.m.

Registration and Tech begin at 7:15 a.m.

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

Instructors available.

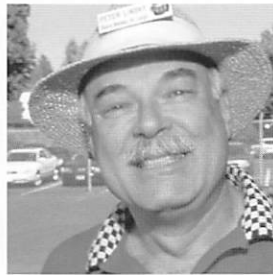
Cost: \$25/driver.

**CLUB  
EVENT**



## STILL PLAYS WITH CARS

Peter Linsky



# Spotlight on trend toward filling tires with Nitro

**H**ave you noticed the newest trend in big tire shops? They're filling tires with nitrogen. It's a bit more expensive, but your tires will last much longer. Experts say pure nitrogen is preferable as an inflation medium for several reasons. First, the compressed air we're accustomed to using at home or the gas station is not particularly good for tires. Oxygen is highly active, causing corrosion to and premature aging of the materials it comes into contact with.

Since most gas stations and shops don't clean and maintain their air compressor filters as well as they should, that air tends to contain lots of harmful material, including water. Nitrogen, on the other hand, is inert, so it won't degrade the tire or the surface of your nice, expensive alloy wheels. It is also pretty non-reactive to temperature, so tire pressures don't rise or drop as tires get hot or cool off. Serious racers haul their own nitrogen to the track.

Major chains like Costco began filling customers' new street tires with nitrogen earlier this year, charging an extra five bucks per wheel. It's not practical at this point for us to lease industrial bottles of nitrogen for our home garages, but there is an alternative. Ingersoll-Rand and a few other companies now offer compressors equipped with special membranes that remove oxygen and other impurities from air, delivering almost pure nitrogen. The day is coming when our little home air compressors will be used for nothing more than blowing parts dry or cleaning dusty surfaces.

...And while we're speaking of tires, the Wall Street Journal posed an interesting question last April: What do a Hyundai Sonata and a Porsche have in common? Obviously, from the preced-

ing, it's the rubber that hits the road. Both come from the factory with high-pro tires. Now, the Sonata doesn't exactly need the aggressive 30- or 40-series Z-rated gumballs that are delivered on a new 997, but handling and performance are what help sell new cars, and the better the tire, the better the "traction circle," as the racers would say.

The downside of all of this, whether you've just purchased a new Porsche, an Infiniti G-35, a Mitsu Evo, a 'Vette, or a Mustang GT, is that those new tires are expensive, very expensive in some cases. Worse, they don't last very long, especially if one drives the car as it's intended to be driven. The Journal says you don't have to replace those OEM

gumballs with the same thing when the wear-bars begin to show, and that can certainly save you some cash, but bear in mind that some tires are designed expressly for a particular car. Porsche is just one example. And remember also that, if you install a tire with lower performance characteristics—even if it's the same size—the car's behavior in extremis will differ, and could catch you out. The auto manufacturer might be perturbed as well and contest any warranty claims because the car has been altered from original spec. It's something to think about.

Until next month, drive safely. ■



## July Dinner Gathering

*Where:* Amadeus at Fernwood  
2122 SE Sparrow St., Milwaukie, 503.659.1735

*When:* Wednesday, July 20  
6 p.m. Social hour (no host) on the deck  
7 p.m. Light buffet dinner served in lovely room upstairs

*Cost:* \$20 per person (including gratuity)

Please join us once again for a wonderful social and dining experience at this old world restaurant on the Willamette River. New members, we invite you to come and be part of our fun group of car buffs!

Please RSVP by Friday, July 15; call Nancy Herron at 503.293.6714 or email [dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org)

**CLUB  
EVENT**

# Portland Historic Races July 9-10

**T**his year's featured event will be a celebration of the Shelby Mustang GT350R.

Cost: \$40 -Three-day admission for entrant & guest. Includes corral parking, dash plaque and parade lap. Races run from 8:30 a.m. to 5:30 p.m.

Deadline to order tickets: May 31 and must be ordered through Bob Grasso of ORPCA.

Goodie Store: Open for business!

The Club Autocross will be back this year! \$5 per run with all the proceeds going to the Children's Cancer Association. Trophies for top three finishers overall, along with a trophy for the fastest club and for the club with the highest donations.

To Order Tickets, send check, payable to ORPCA, to:

Bob Grasso  
2506 NW 159th Circle  
Vancouver, WA 98685

rowbare47@yahoo.com

Or call Bob with your credit card info at (360) 573-1110.

## PROGRESSIVE DINNER Saturday, July 16

*Join us for great food with great driving roads between locations!*

*Appetizers 4 p.m.*

Home of Alex and Jo Ann Guletsky

---

2055 Ridge Pointe Drive, Lake Oswego  
Telephone 503.636.0962  
*Directions will be available  
at the first two locations*

*Dinner 6 p.m.*

Home of John and Carlyn Draneas

---

26505 S.W. Wilken Lane, West Linn  
Telephone 503.638.0396

*Dessert*

Home of Don and Mary Kay Stroum

---

4040 Imperial Drive, West Linn  
Telephone 503.722.1350

This is our annual, very popular, mobile potluck. Please let Carlyn know which course you will be bringing by e-mail at: draneas@msn.com. Or, in a pinch, you can call with questions about the route or what to bring. Non-alcoholic beverages will be provided by the club. There is no theme this year so let your imagination be your guide. See you there!



**CLUB  
EVENT**

## MEMBER PROFILE

Gregg Denning

# Lou and Kathy Jaffe

DE instructor, committee co-chair, and track junkie

**M**Gs were Lou's introduction into the world of sports cars. His first was a '69 MGB, purchased in 1970 from Monte Shelton. A yellow '67 MGB Roadster has been in the car family for nearly a decade. It is kept company by Lou's recent—and first—Porsche purchase, a '70 911T. He bought it after admiring Porsches for some years. The Jaffes are active with both ORPCA and the MGA club. They participate in club rallies and tours, and the past four years they have participated in the Monte Shelton rally.

Lou and Kathy were introduced to ORPCA through their personal friend Ray MacNamee, who we thank for his contribution of the Jaffes as members in good standing.

Both of Lou and Kathy's sons (Dave, age 22 and Matt, age 25) are car guys—to an extent. Their vehicles are "basic transportation" at this stage of their lives. However, they both have an interest in sports cars, with undoubtedly a strong influence by Dad. Both sons have navigated several rallies and have thoroughly enjoyed the experiences.

The Jaffes have more interests and activities than cars, though. Kathy was born and raised in Humboldt County, California, and lived with her family in Medford, Oregon for some time. She has achieved her Master's in Education and has been with the Portland Public Schools for over 30 years, more than seven of those years as Principal of Chief Joseph Elementary School. Her hobbies include gardening, reading, traveling and outdoor activities. Lou describes Kathy as a "superb cook, excellent school principal and voracious reader."

Lou is a Portland native and an accounting graduate of University of Oregon. He has been associated with the Oregon Society of CPAs for nearly 30 years, with much of his career as controller or CFO for several employers. He is now supporting his car and



Lou and Kathy Jaffe

family habits as a commercial lender with ShoreBank Pacific in Portland. In a younger life, Lou was an avid backpacker and mountaineer, and operated the Pacific Crest Outward Bound School in the early '90s. His non-car hobbies include swimming, biking, running, triathlon participation, travel, photography and wilderness-related outdoor activities. He has also served on several non-profit boards and advisory boards/councils.

And in keeping with the season, we must thank Lou for his service to our country. He has a tour of duty in Vietnam on his resume. ■

## backfire

### New Layout Stunning!

PETER LINSKY

The May Anzeiger arrived yesterday, and I must tell you that it knocked me out! Without question, the Anzeiger production team has made another huge improvement in the layout and graphics of the magazine. While I haven't had an opportunity to review other Region's' pubs in recent months, I'm confident that Anzeiger's freshened look and content are among the best two or three Regional magazines in PCA. Congratulations!

### Cabernet & Curves Tour Idea Intriguing

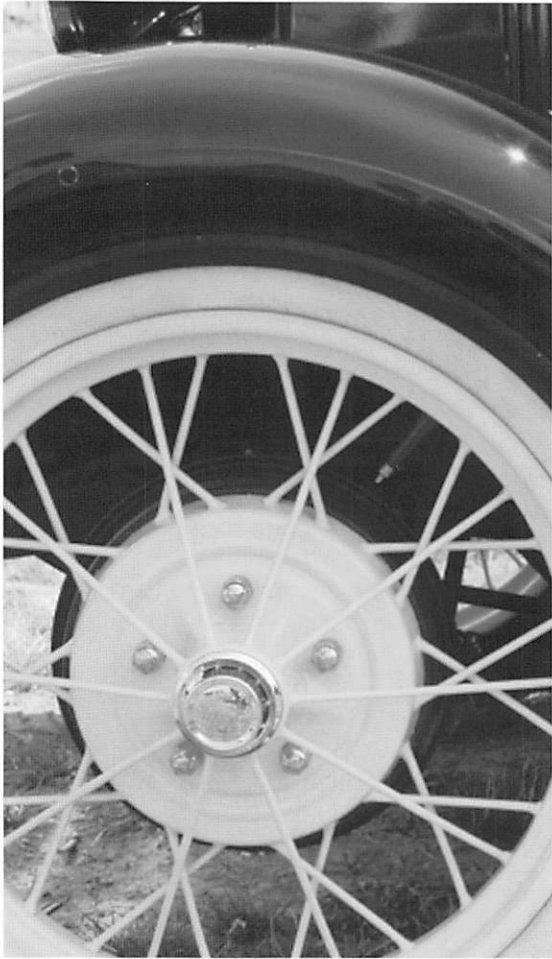
ANDY CHENOWITH

Just read your [May From the Editor] article. Coincidentally, my wife and I are leaving a week from today, driving our Boxster S down Hwy 1 (Oregon coast and Mendocino) to Sonoma (staying in Glen Ellen) and on to Carmel, Big Sur

and San Simeon Cambria before blasting back up I-5 with a stop in Ashland to see a play. Two week road trip! We'll be tasting in Napa/Sonoma for several days, then in the Monterey area and finally central coast near Paso Robles. It's a tough decision, but we opted to put curves first and hauling capacity second (actually nonexistent, since the trunks get way too hot even for a few bottles). But, most wineries are happy to ship ... and the curves! Did I mention the curves?

But I digress. I think you've got a great idea, although it is unlikely we'd be interested two years running. But down the line, for sure, if it becomes a regular event. Good luck and let me know if I can provide any input. (I've already got some roads scoped with help from my CA friends on the Boxster and motorcycle boards.)

*(Continued on page 21)*



## Porsches at the Forest Grove Concours d'Elegance July 17

**H**ave your pre-1980 Porsche judged, while celebrating "The Return of the Classics" at the 2005 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'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 Kathleen Ellis:  
[Kathleen@kelandscape.com](mailto:Kathleen@kelandscape.com) or 503.649.7940.

## Mt. St. Helens Tour

Saturday, July 23

**CLUB  
EVENT**

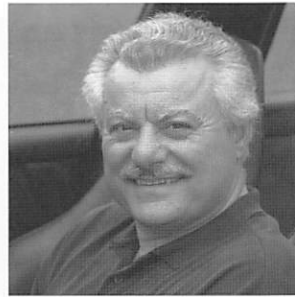
### New Itinerary!

**C**ome join our group of enthusiastic Porsche owners as we take the twisty, scenic backroads of Clark County for a drive in the country with Mt. St. Helens as our destination. Departing at 9:15 AM from Beaches Restaurant on the Columbia River in Clark County, we'll spend several hours winding our way to a gorgeous spot for a picnic on the east side of the mountain, far from the madding crowds.

For directions to Beaches or more details about the MSH Tour, call Harry Danberg at 503.452.8417 or Bob Grasso at 360.573.1110.73-1110.

## AROUND THE REGION

John Draneas



# Making it different: Looking toward Portland's Parade in '06

**O**regon Region is working on a number of things that will separate Parade Portland from the normal Parade tradition. While we will do our best to keep the traditional events and spirit, we hope to improve Parade in several general ways:

■ We will shorten it by at least one day, to make it easier for PCA members to attend the entire event.

■ We believe that the competitive events are focused too heavily on the participants, and ignore the fact that many Parade attendees are spectators. Consequently, we aim to add a greater entertainment element to all our competitive events.

WE WILL OFFER A WIDE RANGE OF TOURS AND OTHER ACTIVITIES TO KEEP THE INTEREST UP. MANY OF THESE IDEAS ARE STILL IN THE CONCEPT STAGE ... SOME MAY NOT MAKE IT. BUT, AT THE MOMENT, WE LIKE THEM ALL.

■ Following through on the entertainment theme, we hope to minimize the banquet time devoted to speeches, award presentations, and door prize distribution, and add an entertainment element at every opportunity. We also expect to add a number of non-traditional lifestyle seminars, to supplement the tech session offerings.

■ We believe that the traditional Parade schedule falls flat once the Autocross starts. We will offer a wide range of tours and other activities to keep the interest up.

■ Many of these ideas are still in the concept stage. They still need to get to the prototype stage and then the production stage, and some may not make it. But, at the moment, we like them all.

### Concours

We will retain the three divisions, and the top and full categories.

The top only category will be judged much the same as before. But the full

category will change quite a bit. We plan to use a judging ramp and platform. Each Porsche entered will have to be driven onto the ramp for judging by a single team of judges for each division. The platform will be situated so that a crowd can stand and watch. The ramps and platform will be appropriately decorated, with a large clock indicating the time remaining. We will have a concours-savvy announcer who will describe the car being judged, and interview the owner and judges as the judging proceeds. At the end of the day, all winners will be announced as they drive across the ramp one last time.

We also plan to offer a "shine-and-show" group, where everyone can display their Porsche without being judged. We will make a special effort to attract a wide range of special interest and historic Porsches by offering special emphasis and recognition to collectors. We also want to find ways to use the concours cars as display pieces throughout the week,

### Rally

The primary goal of the rally will be to show participants as much Northwest scenic beauty as we can. We will get out of the Portland metropolitan area as quickly as possible, most likely heading into the Columbia River Gorge and the mountains. The format will likely be a photo rally.

### Autocross

We hope to make a spectator event out of the Autocross, but so far we have been hampered by an inability to secure a site large enough to provide opportunities for doing so. A large site could allow the simultaneous use of two adjoining mirror image courses, so spectators could watch a "race" between two cars.

### Vendor Village

We want to spice up the Goodie Store by expanding it to include independent vendors and create a "mini shopping mall" type of experience. Vendors will offer both Porsche-related merchandise, as well as non-car lifestyle products.

### Tech Sessions/Lifestyle Seminars

We will offer the usual range of tech sessions, but with a greater focus on interactive, hands-on formats. We will enhance this avenue, primarily for the benefit of the non-gearhead participants, by offering a wide range of Lifestyle Seminars. Potential topics include cooking demonstrations, fashion shows, lectures on Northwest history, architecture, geography, etc., art shows, winemaking techniques, coffee appreciation, and many more.

### Brit Night

We have extended an invitation to members of the Porsche Club of Great Britain to attend Parade. We would celebrate their involvement by giving a decidedly British theme to one of our events.

### Track Events

We are very fortunate to have Portland International Raceway located only two minutes away from the host hotel. We have already secured the track for at least four days during Parade. Activities currently being considered are:

*(Continued on page 23)*

# Porsche and Penske: A Perplexing Picture

by Peter Linsky

**M**ay 1 ... Hard on the heels of Porsche's announcement that it was re-entering prototype racing in the American Le Mans Series later this year with a new car and team to be managed by Roger Penske Racing came some interesting questions...and no answers.

A Speed Channel columnist noted that, at Porsche's news conference at Road Atlanta, reporters were brusquely informed that there would be no question-and-answer session since "one of

the parties involved did not want to answer questions." Since Porsche was making the announcement, that left Roger, and why might he not wish to talk about the project?

Speed surmises that, because Penske is still believed to be a major shareholder in International Speedway Corporation, which is controlled by the France family, he may have put himself in an uncomfortable position. The Frances happen to promote the Rolex Grand-Am series, the ALMS's rival in US

professional sportscar competition. It's been suggested that Penske, a major player in the open-wheel IRL series, might see Porsche's 3.5 liter V8 as a potential replacement for Toyota in the IRL when the Japanese automaker's engine supply contract expires. Others see Roger as wanting to go after an overall victory at Le Mans, one of the few major triumphs that have eluded him to date.

However this tale evolves, it's going to be an interesting year or two. ■

## May Arrive and Drive: All drive and all fun

by Edie Valentine

**F**lawlessly planned, Tourmeisters Kathleen Ellis (club secretary) and husband, Bob, with their extensive rally experience, put together what many suggested should be a standard club driving route. Where some drivers stop to gawk at trades, service shops and vendors, this was all drive and all fun. They took us over dozens of smooth, mostly gravel-free, winding country roads with vineyards and orchards on one side and panoramic views on the other, and rear-view mirrors full of our favorite flyers (32 Porsches in all!).

Although Tuscany was on our minds, the occasionally dizzy passenger may have thought they were in Ireland. Oregon is fabulously rich in green hues on those rare gray-rain-free days of Spring, and running freely through emerald hills dotted with ivory grazing sheep and exploding yellow scotch broom, echoing engines and tire squeals made for pure passion.

The trip was well planned with timely privy stops, opportunities to catch up with friends, stretch the legs, clear the spinning head and listen to tales of spin-outs and missed turns by the leaders

after a wonderful hill assault up Bald Peak. At last hearing, all bicyclists were passed without incident, although a group of weekend riders were anxious to have our lengthy caravan leave our last pit stop ahead of them.

Many people promoted this program as a club regular Arrive and Drive route provided it is driven prior to summer to save us from the common farm tractor roadblocks. Even better, it could be just as much fun backwards, making two of the best-laid out-drives in the club. ■

## Driver Education Day

Sunday, July 24

**C**ome on out to the ORPCA Driver Skills Clinic on July 24. This Clinic is dedicated to teaching you the fundamentals of good car control and to finding you and your car's limits in a safe and fun environment.

Please go to the web site [www.oregonpca.org](http://www.oregonpca.org) and select Driver Ed to register. The cost is a mere \$40 per driver and the benefits are great for all. Registration for this event opens on June 26 and closes on July 17.

For registration information, you can call Rick Williams at 503.531.3680 or email him at [orpca\\_de-regis@comcast.net](mailto:orpca_de-regis@comcast.net). You can also talk to Don Clinkinbeard at 503.970.4844 or [drcbike@comcast.net](mailto:drcbike@comcast.net).

**CLUB  
EVENT**



# Rain, rain, go away! May Autocross

by Jim Ayers

It is really funny how things seem to work out. We complain because it's wet and cool or we really get upset because it's hot and dry. For the opening two ORPCA autocross events, we have suffered wetter and cooler weather than we would like.

But, thank God, as I write this, we aren't out on the track. I know the weather service only reported a high of 95 degrees, but my wife's BMW recorded a high of 107. My body did not care what the thermometer said; it was just too hot. Standing on a track on days like that is miserable. With a bit of luck, the upcoming events will be somewhere in between. Cool, yet dry. (Not a bad wish.)

One problem with autocross is that you always have two run groups. Weather can greatly affect the day's results. Some of the top dogs run in the morning, say when the track is wet and the temperature on the cool side, while those running in the later run group get the benefit of some drying and warming conditions. It sort of messes up the results, at least for the competitive types. All kinds of choices go into how one succeeds at an autocross: tires, tire pressure, suspension issues. Just like DE track days. Perhaps just saying to hell with it and letting it all hang out is a factor as well. After watching and partici-



Photo by Pam Eames

pating in the May autocross, I don't think the "just say to hell with it and let it all hang out" was a problem with anyone. Tires and tire pressure may have been more the issue. Some of the notable, always at the top drivers were not at the top, while some of the less notable but still challenging drivers climbed to the pinnacle.

One thing I must comment on: I can't tell you how much fun it is to instruct and see your novice driver make dramatic improvements over a period of only two events. Mark Mills has not just

learned how to handle an autocross, but has become pretty darned proficient at it. Good job, Mark. Father Scott had better keep his eyes open and cover his backside. ■

## CORRECTION

Remember those great Autocross photos on the center spread of the last issue? They were actually taken by talented **BRUCE ALLERT**, not by the author. We regret the error. Thanks for the memorable images, Bruce!

## Autocross Results\*

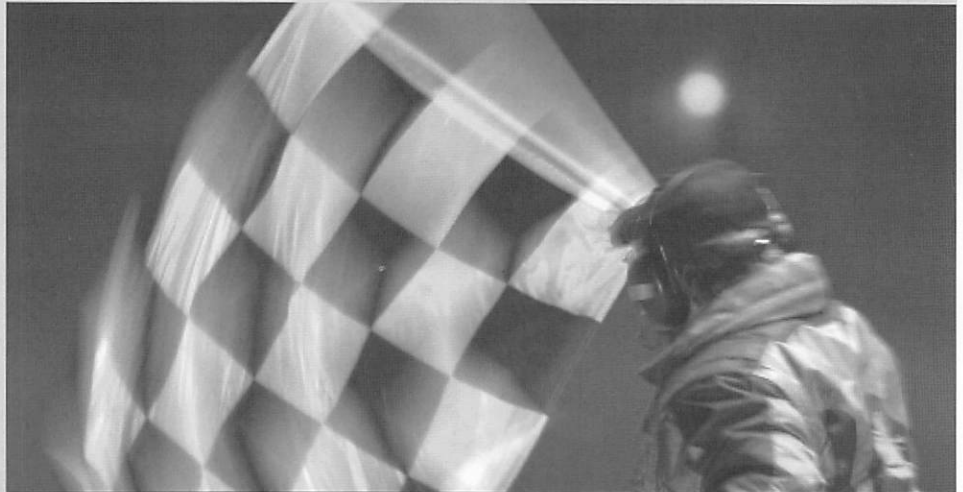
Pos.	Driver	Car Model	Raw Time				
				18	Chambers, Jim	1970 914	59.770
1	West, Chuck	1970 911	52.468	22	Ellis, Bob	2002 Boxster S	60.844
3	Stein, JP	1974 914-6	53.592	24	Grasso, Bob	2000 Boxster	61.600
4	Nance, Dave	1985 911 Cab	53.987	25	Rinehart, Larry	1977 930 Turbo	61.616
5	Siegersma, Joel	1966 911	54.793	26	Hall, Gale	1973 914	62.207
6	Edwards, Chad	1974 911	55.034	28	Mills, Scott	1982 911 SC	62.789
7	Freedle, Eric	1986 911	55.054	31	Zenger, Dennis	2003 Boxster	65.719
8	Germany, Steve	2000 996	55.855	32	Ellis, Kathleen	2002 Boxster	66.447
10	Rice, Trevor	1974 914-6	56.672	33	Danberg, Harry	1973 911T	66.447
11	Ayers, Jim	1976 911	56.918	35	Mills, Mark	1982 911 SC	69.589
15	Thompson, Nicole	1973 914	58.590	36	Greenleaf, Jim	1979 930	DNS

\*Porsche results only

# Porscheplatz at American LeMans Weekend July 29-31

**P**orsche Cars North America and Porsche Motorsport North America will be hosting a special "Porscheplatz" (parking corral) during the race weekend at Portland International Raceway. This promises to be a great event given the number of planned activities PCNA has in store for the Porscheplatz corral.

There will be scheduled appearances by Porsche race drivers and Porsche factory engineers for informal talks and autographs. In addition, IMSA will offer supervised Parade laps of the track open to the first 100 registered Porsches on a first-come, first-served basis. Registration for the Parade Laps will be at the Porscheplatz tent for credentialed Porscheplatz participants only (available at entrance at no cost to Porsche cars, owners and companions—track ticket required). Special features for the weekend will include a "Long Distance Award," raffle drawings for an "Honorary Pit Crew Member" with an ALMS Porsche race team, a "Hot Pit" escorted tour, two passes to the "Victory Circle" celebration, a-behind-the-scenes Paddock tour of Porsche race teams and a "Celebrity Car



## Ticket Package Pricing

3 Day Admission: \$85 driver + \$50 passenger

Saturday Only Admission: \$55 driver + \$35 passenger

*Note, the race schedule has changed from last year and the highlight ALMS Round #6 race will be held Saturday from 5 to 7:45 p.m., not Sunday*

## Condensed Tentative Schedule

**Friday:** Practice and qualifying for all races  
(ALMS, Star Mazda, SPEED World, Pro Miata, GT3 Challenge)

**Saturday:** Star Mazda, SPEED World #1, Pro Miata #1, ALMS

**Sunday:** Pro Miata #2, GT3 Challenge, SPEED World #2

Show." Participants must be present to win.

Parking in the Porscheplatz will be exclusively reserved for Porsches only. "For Sale" signs on cars and camping will not be permitted.

For more information and to reserve your corral credentialed tickets to the race contact Chris Rogers at (503) 574-4817 or email [crogers@dsl-only.net](mailto:crogers@dsl-only.net).

For general info on the ALMS series you may also visit the IMSA website at <http://www.imsaracing.net>.

Cutoff for ALMS corral ticket orders and payment is July 8. Preferred payment by credit card (call Chris or Tricia Rogers at number above). Checks will also be accepted but must be received by July 8, payable to ORPCA. Send to:

Chris Rogers  
15320 SW Woodwind Ct.  
Beaverton, OR 97007



# Wealth. Relationships.

## Both are built with care.



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

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

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

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

[www.rhodesinvesting.com](http://www.rhodesinvesting.com)

4949 SW Meadows Road  
Suite 620  
Lake Oswego, OR 97035

**Rhodes**   
**Econometrics, Inc.**

Where investment science and service intersect.

# Cabin Fever Tour features scenic Steamboat Inn and breathtaking drive

by Sue Hodge

Photos by Gregg Hodge and Jim Ayers

**A**h, the Cabin Fever Tour. The first overnighiter of the driving season. Always a gamble, but always fun.

This year we strayed from the previous tours' affordability a bit because Gregg and I were looking for an excuse to return to the Steamboat Inn which some of us visited a couple of years ago on the Half Mille tour. This place is top

it by ear and, to make a long story short, they did the whole tour without mishap.

The first leg took us through Aumsville and Sublimity, and lots of other sleepy little towns, by vineyards and down beautiful green and windy roads. Corvallis Road has got to be the best alternative driving road to I-5 to

**AFTER LUNCH WAS THE LEGENDARY WOLF CREEK ROAD ... BUT IT'S NOT FOR THE TIMID. IT'S A PURE ADRENALINE RUSH!**

notch, and the roads, which are now familiar to some of the group, are some of the best that Oregon has to offer.

The day was overcast, but dry—a good Spring day. Our group gathered in the Oregon City Haggen parking lot, with only one car having trouble finding the place. That gave the rest of the folks ample time to grab their Starbucks fix and hit the restroom. Meanwhile, Jim Neidhart went to get gas and when he returned he said they would not be able to go—his “Check Engine” light had come on on the way back. This gathered a group of guys around the hood, each with a different remedy/explanation. In the end, he and Nancy decided to play

reach that area. Just beautiful. Our lunch stop was Michael's Landing in Corvallis, which handled our group of 30 very well. The food was good too! We picked up the Munsons there. They were staying in Corvallis the night before. And after lunch, we lost two cars (Warner Lowe and Wes and Linda Rhodes); but that was planned.

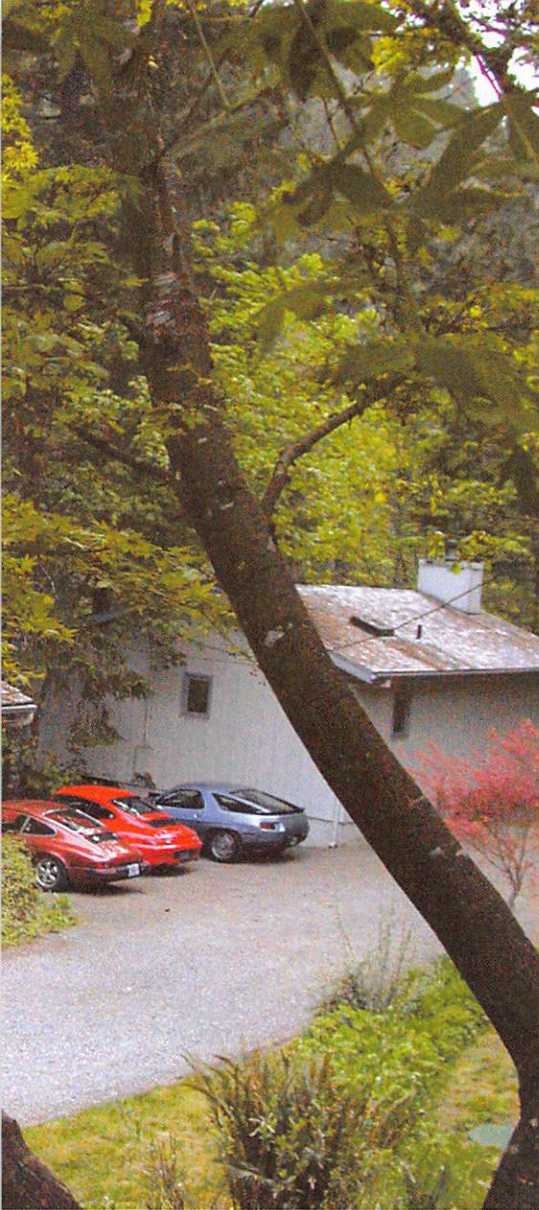
After lunch was the drivers' road – the legendary Wolf Creek Road. Warner and Wes had wanted to come only so far as to drive this stretch and then turn around and go back home. We had several women drive it this time—something I would never attempt. This road has become one of the Club's favorites



to challenge their ability, and that of their cars. But it's not for the timid; it's a pure adrenaline rush! When we arrived in Sutherlin for a pit stop to get gas, everyone that stepped out of their car had a grin on their face from ear to ear. From there it is a beautiful, but uneventful, drive which eventually takes you down along the roaring Umpqua River to the Steamboat Inn.

The surrounding area has a myriad of hiking trails and gorgeous waterfalls to visit. Several talked about doing that when we arrived but most came out to the shared deck overlooking the river for our own little Happy Hour before the beginning of the Winemaker's Dinner that evening. We shared “several” bottles of good wine brought by the group, as is traditional on this event, and by the time the 7 PM dinner hour arrived we were more than ready for the wonderful appetizers and din-





Far left: Tourers gathered for the Winemakers' Dinner. Left: The quaint cabins at Steamboat Inn. Above: Gathering for a delicious breakfast.

ner prepared by Tate and Tate Catering— and the wines matched to each course provided by A to Z Wines. Afterwards, many of us returned to the communal deck that joins the cabins for some more wine and discussion of the day's roads, the food and anything else that came to mind. But at that point, most of us were feeling our age and decided to call it a night.

Sunday is traditionally on your own with this tour. Gregg had printed up some suggestions for the return trip, but many had plans already. The food at Steamboat is excellent. The breakfast the next morning offered a number of hearty, home-style choices and a few of us gathered in their dining room before heading off in various directions. It was a good time—good food, good wine and good company. Along with good cars—the four components for a successful tour—at least in my mind! ■

## Father and daughter go for a spin during damp DE Day

by Jenny Locanthi

It was just three years ago that I went to my first track event. It was an autocross at Portland International Raceway and I drove my Dad's 944 Turbo Porsche ... the day after I learned how to drive a car with a manual transmission. I had a great time at my first event so I continued to



attend track events over the past few years. Autocrosses are fun but I couldn't wait until I could participate in a track day. Although my Dad and I eagerly awaited my 18th birthday, actually getting out to a track day proved more than a little bit difficult because I go to school at the U of O in Eugene during the year and worked for my aunt in Alabama last summer. So it wasn't until April 24th of this year that I was actually able to drive on the track. Now, at 19, I'm writing about my very first track day.

The day dawned partly cloudy with a chance of rain, and my Dad and I got up early to leave for PIR; donning the classic track day attire of jeans, a long sleeved T-shirt, a hat, and sunglasses. When we got to the track, my Dad had to go do car inspections so I took it upon myself to tour the stands, watch the go-karts zipping around the track, and study the chicane. My Dad had warned me about the chicane being a really tight turn with the potential to go very badly if I wasn't careful. However, it was not the chicane that  
*(Continued on page 25)*



# Choice is good.

Now Open In Bend!!



Your home is your palette. Everything about it - from colors to floor coverings to furnishings - is an expression of your personal style. So why settle for *cookie cutter* plumbing fixtures?

At George Morlan Plumbing Supply you'll find hundreds of plumbing fixtures from all over the globe, including every major brand. From claw foot tubs for Victorian rehabs, to infinity edged soaking spas perfect for ultra contemporaries, our seven Oregon showrooms are a "must-see" for anyone building or remodeling.

Best of all, it's hard to beat a George Morlan price, which is worth considering if your personal style sometimes exceeds your budget. So visit us today. And express yourself in your kitchen and baths.



"The Water Heater King"

## George Morlan

### Plumbing Supply • Since 1927

"If It's Plumbing, We Have It!"<sup>®</sup>

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

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

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

Salem - 3820 State Street • 503-375-0200 Bend - 61455 South 3rd St. (Business Highway 97) • 541-330-1777

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

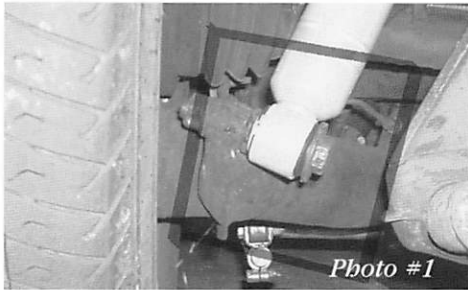
Repair & Installation - 2215 NW Quimby • 503-274-1444

The Northwest's  
Most Complete  
Plumbing  
Showrooms

# 911 Shock and strut replacement

Story and photos by Harry Danberg

Over time, the shocks and struts in your 911 can lose their ability to absorb and dampen the inevitable bumps in the road. A fairly simple DIY project (at least for my 1973) is to replace the shocks and struts with new units.



the base, so this will also aid in telling them apart from a yellow Koni. Be sure you tell the person you are placing your strut order with which housings you have, as the strut designs are not interchangeable. My car has Boge strut housings. Fortunately, Bilstein makes a strut insert to fit the Boge housing. A buddy of mine had Koni struts and the shop needed to machine the housings to fit a set of Bilstein strut inserts that he preferred to install.

## Rear Shock Replacement

Okay, you've got the parts and you're ready to go. To replace the rear shocks, you will need to raise the car and

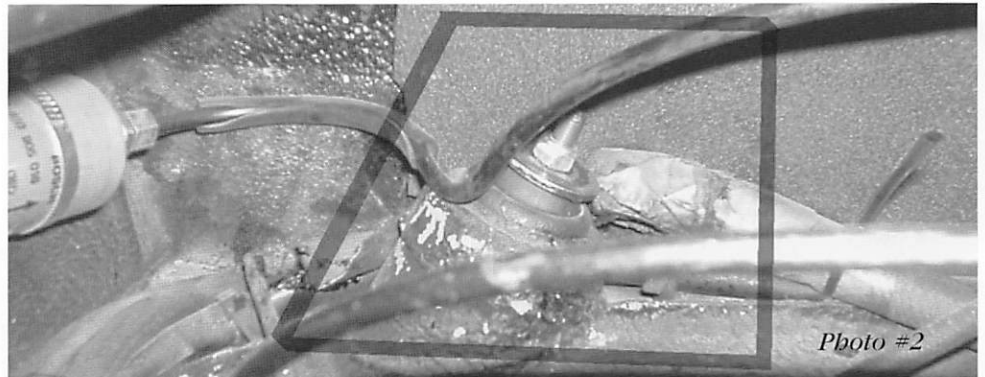
the left and right rear areas of the engine compartment. The tops of the shocks are inside the boxes in Figures 2 and 3.

You will see a nut that you will have to undo to remove the shock. In my case, the previous owner installed KYB shocks and they were attached at the top with a double nut. I had to undo the top nut first and then loosen the lower nut to get my shock out. My new Bilsteins had an Allen head in the top section and I used that to hold the shock while I tightened the nut into place. Be warned that the left-hand side is fairly accessible but the right-hand side may require that you remove a part

## What to Buy?

This question is debated endlessly and, in the end, only you can decide. Factors to consider are: planned use of car (daily driver, weekend fun car, autocross/DE, full-out racer, etc.), your budget, level of ride comfort, etc. Some time spent discussing your plans with others who have done the same thing can help clarify your thinking. Several "experts" are in town that can help you decide what you need as well. When the time came to replace my shocks and struts, I spoke with Steve Weiner (Rennsport Systems) and Jeff Gamroth (Rothsport Road and Race) as well as read what I could on the Pelican (<http://forums.pelican.com>) and Rennlist (<http://forums.rennlist.com>) BBS's. Ultimately, I decided to go with Bilstein Sport rear shocks and Bilstein HD front strut inserts. This combination gave me a fairly well damped ride on the street but a bit of extra firmness at autocross.

The rear shocks are fairly straightforward and, as long as the shock unit is designed for a Porsche 911, any unit can be installed. However, the front strut inserts are a slightly different story. Depending on the model, year and options, Porsche used several different strut housing designs. The most common are Boge (black), Bilstein (yellow or green) and Koni (red or yellow). The Bilstein strut housings have a roll pin at



BE WARNED THAT THE LEFT-HAND SIDE IS FAIRLY ACCESSIBLE BUT THE RIGHT-HAND SIDE MAY REQUIRE THAT YOU REMOVE A PART OR TWO, PUSH SOMETHING ASIDE, WORK SOMEWHAT BLINDLY OR HAVE THE SKILLS OF A CONTORTIONIST. HOWEVER, IT CAN BE DONE.

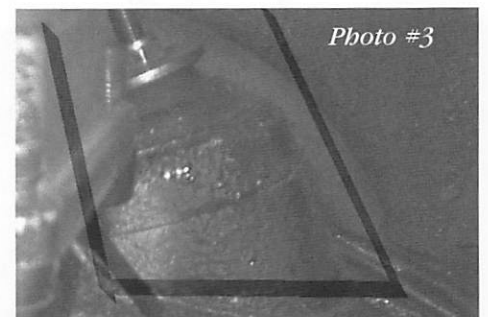
remove the rear wheels. Set the rear on jack stands to support the car while you work under it. For the rear, I prefer to support my car on the torsion bar tube ends.

Once on the stands, you then support the lower end of the rear wheel with a jack and raise it slightly to take the load off of the shock. You undo the large nut and remove the bolt. Liberal use of penetrating oil (I like PB Blaster) will help this job go easier. (See the area inside the box in Figure 1.)

To remove the top of the shock, you need to go into your engine compartment and locate the threaded ends of the shocks that will be sticking out in

or two, push something aside, work somewhat blindly or have the skills of a contortionist. However, it can be done.

Once you have the old unit out, you simply slip the new unit into place and  
(Continued on page 21)



# Win Casey Barbeque

Wednesday, August 17

This is your chance to kick back and meet old timers and new timers. A great gig!

Bring your favorite item to barbeque and a side dish to share. Soft drinks, water, and place settings will be provided.

TIME: 5:30 p.m. until we are finished  
WHERE: Win's Home  
9190 SW Taylor Street  
Portland, Oregon

NOTE: Win has moved just 40 feet to the East of his original house (toward the little store). If you arrive at his old house, you have gone one house too far.

RSVP: Win Casey 503.297.4049  
Carol Beutz 503.521.9413



## Whistler Weekend 2005 August 26-28

### Canada West and PNW Region's Premiere Event



**W**histler Weekend is a combined effort between Pacific Northwest Region and Canada West Region and is the second largest multi-region destination event in the PCA.

The entire event will be held in and around the Fairmont Chateau Whistler, which is the most prestigious hotel property in Whistler. All registered participants will have access to accommodations at the Chateau at special prices.

The Whistler Weekend is about people, Porsche and fun events including a full Parade rules Concours for 356s, all 914s and 1973 and older 911s; a Whistler Light Concours for the rest of the field, mountain high autocross and a walking rally. The car and its owner who perform best in these events will go home with the prestigious Colby Cup at the conclusion of the weekend.

Check [www.whistlerweekend.org](http://www.whistlerweekend.org) for the latest information. Due to space limitation, we will be capping the number of registered cars at 200.

If you have questions, you can also contact Kathleen Ellis, ORPCA Secretary at 503.720.0184. We are planning a two-day drive to the event, leaving Portland Thursday and arriving in Whistler on Friday afternoon. Participants and route suggestions are welcome!

Photo #4



## SHOCK AND STRUT REPLACEMENT

(Continued from page 19) tighten the top nut. Raise or lower the lower attachment point to line up the bolt and reattach and tighten. You are done!

### Front Strut Replacement

You raise the front of your car, support it on jack stands and remove the wheels. My favored spot is just behind the front wheels where the sheet metal makes a turn. (On later cars, there is a

the strut), tighten the nut, replace the dust cover, compress threaded end of the strut and poke it through the hole. You then replace the large washer and nut and tighten it down.

After you replace all the units, you may notice your ride height has changed. In my car, this happened because the old Boge struts were very dead and the gas in the new Bilsteins gave me a higher ride. Like me, you may

AFTER YOU REPLACE ALL THE UNITS, YOU MAY NOTICE YOUR RIDE HEIGHT HAS CHANGED. IN MY CAR, THIS HAPPENED BECAUSE THE OLD BOGE STRUTS WERE VERY DEAD AND THE GAS IN THE NEW BILSTEINS GAVE ME A HIGHER RIDE. LIKE ME, YOU MAY NEED TO GET YOUR ALIGNMENT AND RIDE HEIGHT ADJUSTED.

small factory pad located at this spot.) If you have Bilstein strut housings, you will need to drive the roll pin out of the bottom with a roll pin punch. You then support the lower A-arm at the location noted in Figure 4.

You loosen the top nut by holding the large washer while using your wrench to remove the nut.

At this point, be careful as the strut may fall down and stretch or break your brake line. (That is why you supported the A-arm.) You then compress the strut and swing it out of the fender. (Watch out for your brake line.) Remove the top dust cover and, for Boges and Konis, undo the large nut at the top. You can then withdraw the strut. Be careful as oil used to help cool the strut may come out. Clean the inside of the strut housing to remove any remaining oil or gunk. You then put the new strut into the housing, (some people add a bit of hydraulic oil to the housing to help cool

need to get your alignment and ride height adjusted.

Once done, enjoy the ride. ■

Photo #5



# backfire

(Continued from page 9)

## Cabin Fever Feedback Part 1

PETER CALHOUN

I wanted to thank you [Sue & Gregg Hodge] for all your effort in creating a great event. The driving route and pace were just right and the Steamboat Inn is a fantastic place!! I plan to return in the not-too-distant future! Thanks again and look forward to seeing you all soon.

## Cabin Fever Feedback Part 2

WARNER LOWE

The Saturday route was great. Wolf Creek Canyon has to be the best road in Oregon. Thanks.

## Cabin Fever Feedback Part 3

KATE AYERS

Thanks to you [Sue] and Gregg for planning such a great event! The roads were superb, and the accommodations wonderful. I don't have to say anything about the food; it nearly stole the show.

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

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

**800.767.7250**

Tel 510.782.0354 Fax 510.782.0358  
www.partsheaven.com

**PARTSHEAVEN**

# First Annual **Porsches in the Park at Pittock Mansion** August 14, 2005

Time: Show begins at 11:30 a.m. Gates open for display car parking 9-11 a.m. (east end); gates close for vendor setup 10-11 a.m. (west end). Additional parking for members who are not displaying their portions will be designated at the south end of the carriage house.

Cost: \$25 per person: includes lunch, music, mansion access and tours. Event includes no-host wine vendor tasting and purchases. Advance ticket purchase advised; limited to 100 seats and 50 display parking slots. Ticket required for picnic lunch area, purchase of wine, and mansion tour.

Team Committee members: Tricia Rogers, Chris Rogers, Richard Puetz, John Draneas, Ken Blanchard, Don Stroum, Jim Ayers, Don Clinkinbeard, Jeff Gretz, Bob Grasso, Chuck West, Kathleen Ellis, Gregg Hodge.

Email advance ticket requests to

Richard Puetz  
RLP2CJP@aol.com

CHECK, VISA, MASTERCARD, AMERICAN EXPRESS ACCEPTED



**CLUB  
EVENT**

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

**HASSON  
COMPANY  
REALTORS**  
"The Sign of Experience"

**WWW.TEAMGRAY.COM**  
**GRAYR@HASSON.COM**

**RICK & DAWN GRAY**  
**503-212-5048**

# AUTOBELLA

EXEMPLARY DETAILING & RESTORATIVE SERVICES

- Undercarriage & Engine Detailing
- Paintless Dent Removal
- Paint Touch Up
- Event Preparation
- Club Member Pricing
- Interior Dyeing

2046 NE MLK Jr. Blvd • Portland OR 97212  
**503.335.6969**

Now book online! [autobellausa.com](http://autobellausa.com)



**STUTTGART  
AUTOTECH**

PORSCHE - AUDI - BMW - VW

17263 SW Pilkington Road • Lake Oswego, OR 97035

Ph: 503-635-3098

*Personalized Professional Service at a Reasonable Price*

[stuttgartautotech.com](http://stuttgartautotech.com)

# PORTLAND'S PARADE

(Continued from page 11) **Porsche Driving Experience.** We have invited PCNA to bring its Porsche Driving Experience to PIR. We are extremely excited about this, and believe that it would undoubtedly be the highest and best use for the track. As you know, PDE offers a high performance driving school conducted in Porsche automobiles, with instruction offered by a number of the best driving instructors in the world. We think that making this available to Parade attendees (at additional cost) would be a major attraction.

PDE would run simultaneously with the Autocross. Obviously, we would have to deal with scheduling issues so Autocross participants could find a way to do both.

**Cayenne Demos.** We have also invited PCNA to offer Cayenne demo rides at PIR. There are two suitable locations available at PIR, both of which can be used simultaneously if desired. One is the motocross track, which would be used to demonstrate off-road capability on a very uneven dirt track. The other is the gravel road that runs around the entire perimeter of the racetrack. This would allow for high speed driving on gravel.

**Driver Education.** To the extent that track time is available after PDE is accommodated, we would offer driver education at PIR. DE technically would not be a Parade event, but rather an Oregon Region event that happened to coincide with Parade. We would hire SCCA turn workers to run the event, so we would not need to use very many of our Parade volunteers.

**Club Race.** We have been planning to offer a Porsche Club Race, most likely on Friday and Saturday. As with DE, the Club Race technically would not be a Parade event, but an Oregon Region event that happened to coincide with Parade. If track availability for PDE and the Club Race were to conflict, Club Race would give way.

## Wednesday Night Drags

PIR offers drag racing and a Cruise-in on Wednesday nights during the summer. We have been offered our own drag strip lane for smoking our tires, which would probably be quite a hoot. The Cruise-in is a very popular event among American car clubs. The PIR infield is used for this purpose, and a local high quality restaurant spon-

sors it and provides food service. We would have a Porsche corral at this event and would be certain to be quite an attraction.

## Auction

There isn't much that is more fun than an auction, and we plan to have one. It would be held on one of the off nights, likely starting about 5 pm. We already have a tentative sponsorship commitment from Sports Car Market magazine, and Editor Keith Martin would team up with a professional auctioneer to give it just the right flair. We would offer auction spots for the sale of Porsche cars, as well as any sort of automobilia or lifestyle items that people wanted to sell. We expect that the Goodie Store, Vendor Village participants, and Art Show entrants (assuming we have the Art Show) would offer items for sale. Auction proceeds could be designated to a charity, as the seller desires. We have a tentative location for the auction on hotel grounds, and food and beverages could be offered by the hotel on a no-host basis. The primary emphasis would be on entertainment value.

## Banquet Entertainment

We will strive to provide some form of entertainment at each banquet where it is appropriate. Potential acts would include a magic show, comedians, a play or other type of performance, musical acts and interesting speakers.

## Pit Stop Challenge

We want to offer a Pit Stop Challenge as a new form of event. The concept would be to invite the various regions to enter their own pit crews, who would be timed on changing the four wheels on a Porsche in a simulated race pit stop. We would have two cars set up for this purpose, so spectators could watch two teams compete against each other at the same time.

## Regional Competition

We would like to create a regional competition, where each of the represented regions that desired to do so would designate teams that would compete against other regions for an overall winner and custody of a perpetual trophy. We think that three events would be appropriate.

Each would be designed so that a team would be required to compete, no specialized skill is needed and, most important, the competition must be fun to watch. One of the events would be the Pit Stop Challenge. Other events are undetermined as of yet, but current ideas are:

**Manual Autocross.** A short autocross would be set up in the hotel parking lot. A 4-person team would compete with one member driving and the other three pushing the Porsche. Fast time wins.

**Pedal Car Race.** Each team would run a relay race in a Porsche pedal car.

## Celebrities

We expect to bring a few Porsche celebrities to Parade, who could participate in tech sessions, give speeches, and generally mingle with the participants.

## Hospitality

We will give Hospitality a broader role than past Parades. It will not only offer an informal meeting place for participants, but we will have enhanced food and beverage offerings. We would like to have other regions take over the Hospitality hosting for one day each. We expect to have Northwest winemakers and brewers pour samples of their goods throughout the week. We also want to make it into the place to go after each of the banquets.

## Tours

While the Autocross is running, we will offer a number of optional (and separately ticketed) tour options. Possible destinations/themes include Mt. St. Helens, winery tours, the coast, the mountains, Evergreen Air Museum, shopping tours, the Portland Zoo. Some will involve driving your own car, and others will be bused.

## Casino Night

We are attempting to arrange a sponsorship arrangement with one of our Native American tribes. In return for some level of event sponsorship, we would arrange for the tribe to provide bus transportation to their casino for a night of gambling on one of our off nights. ■

*When Service Counts...*

# Motor Sports International

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

## ESTIMATES GLADLY!

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



**Bosch  
Authorized  
Service**

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

### SPECIALISTS IN SERVICING THESE BOSCH SYSTEMS:

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

# 643-2656

Wayne Ditsworth, Owner/Operator

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

(Old Cedar Mills Fire Station)

# A-n-T

Serving PCA for over 25 years

## TIRE AND WHEEL

**Trackside** Motorsports

High-performance street and track applications

TIRES • ALIGNMENT  
SHOCKS • BRAKES

8131 N Interstate  
Portland, OR 97217

503-236-2106



photo by Angela Sample

**Alloy Wheels:**

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

Family-owned & operated  
62 years combined experience

*Skip's*  
**WheelWerks**

**503.641.8001**

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



**REALTY SOLUTIONS, LLC**

**Gabby Tyer, CRS, GRI**

Principal Broker

8142 SW Beaverton Hillsdale Hwy • Portland

(503) 292-4336 office

(503) 330-5227 cell

(503) 292-0991 fax

(800) 903-0770 toll free

<http://www.allaboutportland.com>

E-mail: [GabbyTyer@aol.com](mailto:GabbyTyer@aol.com)



## DE DAY

(Continued from page 17) proved to be the most problematic turn for me ...

My first three laps around the track were orientation laps: slow and deliberate. I enjoyed the opportunity to get the feel for the turn entrances and exits but I was ready for some speed by the time the real laps started. That attitude was my first mistake.

It had just started to drizzle and the combination of the water on the track and my excitement caused me to get a crash course in off-roading in a Porsche. I started out of the pits at an easy pace but, with the straightaway in front of me, I quickly picked up speed. Then came the chicane and I slowed down enough for the first part of the turn but, coming out of the turn, I got nervous and took my foot off the gas pedal—mistake. This mistake only gave me a little slip and a little scare. My Dad told me I handled the slip perfectly by steering into it. However, it startled me and I was still thinking about it when I went through the next few turns. This caused me to enter turn 8 (I think it was) with a little more speed than I should have, and my Dad said, “Slow down, slow down.” So I did ... I started to slip so I took my foot off the gas—again. This time, though, instead of turning into the turn, I turned away from the turn and spun off the track with my Dad shouting, “Both feet in! Both feet in!” Two 360-degree spins and a few seconds later, my Dad and I sat in stunned silence.

When we had both recovered a bit, my Dad instructed me to look to the flag station for the “all clear” signal to reenter the track. After successfully getting myself back on the track, I looked



The damp track at DE Day provided some extra challenges to participants.

back at the flag station and saw what every new driver dreads seeing: a black flag, meaning “go to the pits immediately, you need a talking-to.” Once back on the track, I drove significantly slower and took turns at a painfully slow speed on my way to the pits for my lecture. However, when I pulled up to talk to Chief Driver Education Instructor Chuck Bergeron, it turned out that what I had expected to be a firm and maybe even angry lecture was actually just an intelligent discussion about how the spin had happened.

First, he asked me what I thought had caused the spin. I told him that I entered the turn with too much speed and then took my foot off of the gas at the worst possible time and that I also steered away from the turn. He agreed with me and helped talk me through the rest of the situation and then reminded me that, when the track is wet, drivers need to be extra careful about pushing their cars to the limit. He also stressed the importance of not dwelling on driving errors once they’ve happened because that usually leads to more errors due to

lack of concentration. I’m really glad that Chuck approached the situation in the way that he did because it became a learning experience rather than a big problem or mistake. I drove away from the “lecture” feeling relieved and I assured him that I would be more careful and that it wouldn’t happen again. After the spin, I finished the rest of my laps in a reserved mood, thinking it best to play it safe and not risk another incident.

Over the rest of the day, I sped around the track with my Dad for a few Instructor sessions and drove one more myself. Although I was calm—calmer than my Dad even—during the spin, I was pretty shaken for the rest of the day. I think that the spin was a good learning experience and, in talking to seasoned drivers, I learned that each and every one of them has spun at nearly every turn at least a few times. Despite the little scare, that day I left the track feeling happy that I participated and closer to my Dad with whom I had shared the day and the experience. ■

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

(Top Prices Paid for Nice Clean Cars.)

MONTE SHELTON  
**JAGUAR**

Purveyors of quality classic and collectible automobiles.

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



ORPCA member discount!

**503.285.4449 • www.prodrive.net**  
**Portland International Raceway**

# Rock Chips

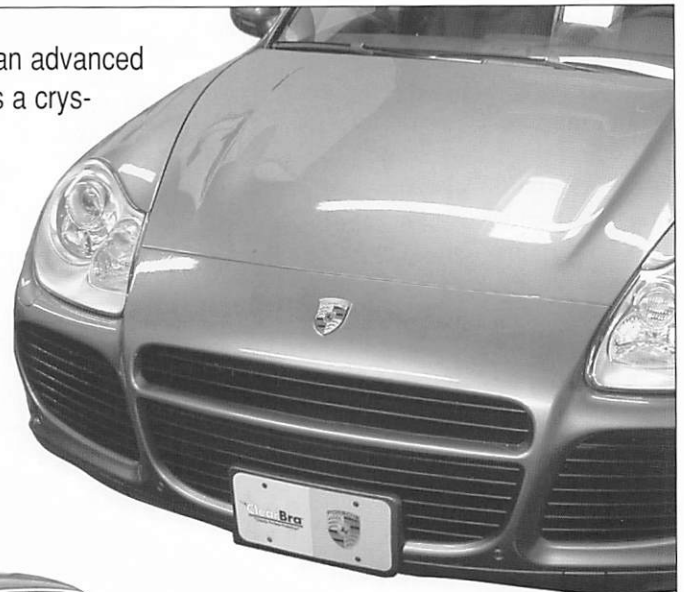
## The Clear Advantage

- Outstanding protection for any vehicle - cars, RVs, trucks, airplanes, watercraft, etc.
- Lifetime Manufacturer's Warranty on all of our products.
- No special maintenance needed.
- Allows paint to age at a similar rate with unprotected surfaces to avoid "two tone" effect.
- May be removed without damage to paint.
- Meets or exceeds requirements for General Motors, Nissan and Ferrari.
- Custom fitted or professionally pattern-cut for your exact vehicle.

**ClearBra™ of Oregon, Inc.**  
2079 NW Aloclek Dr #1011  
Hillsboro, OR 97124

**503.439.9031 1.888.439.9031 (toll-free in Oregon)**

ClearBra of Oregon Inc. offers an advanced polyurethane film that provides a crystal-clear, super-tough barrier against gravel, road debris and parking-lot dings. It is the highest quality protection available for your car's vital surfaces and all our products offer a manufacturer's lifetime warranty.



The owners of these cars trust ClearBra of Oregon Inc. to help protect their investment.



## Announcing the Anzeiger Cover Photo Contest!

Your Chance to Gain Fame and Fortune

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

### Details:

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

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

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

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

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

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

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

Send your entries to Kate Ayers, [kateayersis@comcast.net](mailto:kateayersis@comcast.net).



# Resource Directory

## Anzeiger Advertising Rate Card

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

### Black and White Display ad

Outside back cover . . . . .	\$1,750
Inside Front cover . . . . .	1,650
Inside Back cover . . . . .	1,520
Full-page premium position . . . . .	1,520
Full-page inside . . . . .	1,390
2/3 page . . . . .	1,180
1/2 page . . . . .	920
1/4 page . . . . .	635
1/8 page (business card) . . . . .	315
Classified, non-member . . . . .	137.50 (single issue \$12.50)

### Color Display ad

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

## Porsche Club of America Membership

Do you own a Porsche? If so, join us here in Oregon, out where the magic of Porsche meets the road!

The Porsche Club of America offers driving experience, technical assistance and camaraderie second to none. Our national award-winning magazine, *Porsche Panorama*, provides a monthly insider's view on all things Porsche. In addition, you will receive the ORPCA's award-winning monthly magazine, *Anzeiger*.

ORPCA permits you to choose from a wide range of Porsche activities including club racing, ORPCA driver education at Portland International Raceway, restoration and technical sessions, rallies,

### Auto Brokers

Bill Shores . . . . .503.644.4640

### Auto Upholstery

Guy's Interiors . . . . .503.224.8657

### Collector Cars

Monte Shelton Motors . . . . .503.224.3232

### Detailing and Restorative Services

Autobella . . . . .503.335-6969

### Driver Education

Pro Drive Driving School . . . . .503.285.4449

### Glass

Valley Glass Co. . . . .503.656.9343

### Investing

Rhodes Econometrics . . . . .503.697.5444

### Metal Plating

Oregon Plating . . . . .503.232.7416

### Paint Protection

ClearBra . . . . .503.439.9031

Bill Shores . . . . .503.644.4640

### Porsche Parts

Parts Heaven . . . . .800.767.7250

### Porsche Service & Repair

Heckmann & Thiemann . . . . .503.233.4809

Marque Motors . . . . .503.293.5386

Motorsports International . . . . .503.643.2656

Stuttgart Autotech . . . . .503.635.3098

### Porsche Sales & Service

Carrera Motors . . . . .503.382.1711

Sunset Imports . . . . .503.641.8600

### Printing & Promotional items

Millennium Graphics . . . . .503.649.0168

### Plumbing Supplies

George Morlan . . . . .503.771.1145

### Real Estate Agents

Gabby Tyer . . . . .503.292.4336

Team Gray . . . . .503.212.5048

Steve Dishman . . . . .503.998.9260

### Sightseeing/Tourism

Fast Lane Travel, Inc. . . . .877.959.FAST

### Synthetic Lubricants

Greenwood Marketing . . . . .800.722.1092

### Tires & Wheels

A-n-T Tire & Wheel . . . . .503.236.2106

### Wheel Polishing & Repair

Skip's Wheelwerks . . . . .503.641.8001

autocrosses, tours, and concours d'elégance.

The Porsche experience reaches across the cars and the years to people, binding together the family whose name the cars bear, the men and women who design and build them, and those across the world who drive and cherish them.

In America, it's the Porsche Club of America and we invite you to join us!

#### Objectives

The Porsche Club of America was founded in 1955 to cater to the particular needs and interests of the owners of Porsche cars. Our general objectives are to promote the highest standards of courtesy and safety on the roads; to enjoy and share the good will and fellowship engendered by owning a Porsche; to maintain the highest standards of opera-

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

#### To Join:

Porsche owners (you must own, co-own, or lease a Porsche to join) who are 18 years of age or older are invited to become members of the Porsche Club of America. For more information, contact our local membership chair:

Debbie Clinkinbeard • [membership@oregonpca.org](mailto:membership@oregonpca.org)

## Bill Shores

PORSCHE SPECIALIST Since 1971

Matching buyers and sellers

Other exotics available  
Shown by appointment only

(503) 644-4640

bill@billshores.com

**Distributor for Toughguard®**

The Patented Never Wax Process



**OREGON PLATING COMPANY**

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

*Linda Pitts*

*"Polishing and Plating Since 1908"*

# GUY'S

## INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY  
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics  
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION  
DYEING AND COLOR MATCHING

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

**503/224-8657**

431 NW 9th Avenue  
Portland, Oregon  
97209

**Jim Enger**

*"Excellence in  
Service!"*

ASE Certified!

Award Winning!

*"Trusted!"*

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



*Ed Thieman*

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

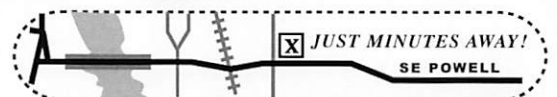
Thank you for being  
Portland's best  
customers."



**Heckmann Thiemann Motors**

2327 SE Powell Blvd. Portland OR

**503-233-4809**



# Marketplace

## Cars for Sale

### 911

1999 911 Carrera 4 Cabriolet (hard/soft top), Black/Black, 6-spd man. AM/FM/CD, driv/pass leather pwr seats, ext war 28K/3 yrs, comp maint and align recently completed, newer tires w/locks, clear title, 44,300 mi, \$45,000. Chris B. (503)-799-7032 05.05

1995 993 Cabriolet. All black with 14,500 original miles and in excellent condition. Many extras. \$42,300 OBO. Please contact Duncan, (503) 702-1806 05.05

1995 993 Carrera 2, White/Black 95 Carrera. Third owner. 42k miles. All records since 15k miles. Meticulously maintained. Dealer serviced. Looks and drives like new. Dual pwr/lumbar seats. Hi-Fi sound. 17" twist wheels. Nearly new tires. \$38,500. Call or email for pix. (503) 591-9770 jniemer@hotmail.com 05.05

1977 911S Champagne with black leather interior. Complete rebuilt engine/transmission. Recently installed starter, ring gear, t.o. bearing, shifting fork, pressure plate and Disc. Runs sweet. Beautiful dream car with sunroof. All records of ownership. (360) 892-2839 Rodger or email at valley.view@comcast.net 03.05

1977-Turbo Carrera 930, Black w/ tan leather, 70,000 miles, one owner, taken care of, no accidents, maintained and in original condition, good tires, non-smoker, must see to appreciate, \$18,000. R.M Stevenson, (541) 386-4689 03.05

1976 911S Sunroof coupe. blk/blk, paint poor, int ok, blk vinyl seats need recovering, mostly original, fuchs whls, tires good. Never wrecked. Extra set red lthr 1988 frnt seats included. No leaks, no rust. 140k on odo. 915 5-spd, short shift. Koni's, mstr cyl, brake lines & Turbo tie rod ends replaced recently. My daily driver last 10 yrs. Receipts. No engine. \$6,600 obo. John Lacko jclacko@comcast.net. (360) 904-3089 03.05

### 968

1993 968 cabrio. Black, tan leather, Triptonic, AC, ABS, PS, PW, major service all belts, water pump. Flex plate, trans oil & filter, front brakes, 2 tires, 4 cyl. EL, 3.0 L 253 HP, 25 MPG, 66k. 2nd owner, 1 of 414. \$20,750 OBO. Bob, (360) 697-8638, email: oit-subandw@earthlink.net 05.05

## Other than Porsche

2002 Subaru WRX wagon 5-speed. Silver, 41,000 miles. \$9k in upgrades. Stage 1 engine, tuned AVO header & exhaust, adj shocks, rear sway bar, braided brake lines, 17-inch rims, STI dash, roof rack. Very well maintained. All records, garaged, non-smoker. \$19,000. Jim Flynn. (503) 225-0558 jamesf1110@aol.com 03.05

CAR STORAGE! 1,500 sq ft concrete storage building, 30 wide X 50 deep, 10 ft overhead door. Quiet, safe, secure residential neighborhood downtown Hillsboro. \$575/mo. & nbs. (503) 579-3752 04.05

## Parts

Very Rare 993 hard back, black leather sport seats with power, heat and embossed crest on head rest. Flawless condition. \$3,500 OBO. Please contact Duncan at (503) 702-1806 05.05

(2) 6 x 16, (2) 7 x 16 Fuch 911 23.3 Pol. lip, spokes, cap, & blk centers. Never mounted since painted & polished by Skip at Art Stearns. \$900. (4) 7Jx15 ATS Et 23.3 951.362.104.00 phone dials. Pol. lip, ovals, crest, met. blk centers w/OK tires. \$600. (4) 7x16 928.361.016.00. Need refinished. \$400. (1) 8Jx16 23.3 Fuch 944. Dinged. \$100. (1) 6Jx16 ET 53, Flat disk, 924 Turbo? Dinged. \$75. Mike (541) 593-2980 05.05

911 2.0 Engine parts, heads with valves, pistons, counter shaft, camshafts, chain tensioners, oil pump, fan shroud, rear eng. mount, cam covers, oil pan, and more. Other parts: complete Accusump system for 912 race motor, (2) 7X15 Centerline alum wheels. Call for prices. Bob. (360) 687-8638. Email: oitsibandw@earthlink.net 05.05

Fuchs Replicas: (4) 15x7's, no tires, straight and true but not gorgeous, \$280. 503-957-4409 05.05

Fuchs Replicas: (2) 15x7's w/205-50-15's and (2) 15x8's w/215-50-15's.

Wheels are straight and true but not gorgeous. Tires are almost new Dunlop SP 5000's. \$400. (503) 957-4409 05.05

Parting 86 944 Turbo. Examples: hatch \$250; trailing arms, exhaust manifolds, crosspipe, doors, rear bumper \$150 ea.; turbo, intake manifold, \$100 ea.; sunroof motor, taillight assembly, windows, torsion bars, \$50 ea. sayporsha@excite.com or (503) 588-1781 04.05

Original chrome 5-spoke wheels from 2001 Mercedes ML320, mounted with brand-new General Grabber ST 255/65/16 tires. \$650. (503) 508-9514 or sayporsha@excite.com 04.05

*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 Classifieds Editor.**

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

1998 Boxster factory 17-in Alloys/Tires, less than 7,000 miles. Excellent, \$1,200/offer. (503) 579-3752 04.05

2000 Boxster S factory 18-in Sport wheels, removed @ 2,500 miles. Excellent. \$1,200/offer. (503) 579-3752 04.05

Set of 17" wheels - fit Boxster S "turbo twist" style, Mille Miglia Cup 3 from Tire Rack, \$800 obo. David (360) 750-6815 03.05

## Wanted

One pair of 16x6 Fuchs, preferably fully polished so all black paint is removed, but will consider any pair. Will trade for pair of 16x7's in perfect condition or buy outright. Also will consider set of 4 15x6's in any condition. Mark. (503) 957-4409 herbdoc@aracnet.com 05.05

## Valley Glass Co.

RICK ELLIS

Architectural Aluminum Products

Storefronts • Entrances • Glass

CCB# 122135

(503) 656-9343

FAX (503) 656-1778

875 Molalla Avenue • Oregon City, Oregon 97045



## A New Oil for a New Generation

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

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

Ask for it at ORPCA Fund Raising Partner Service Shops.



**DIRECT SALES 1-800-722-1092**

# Board of Directors

# Willkommen

NEW MEMBERS

### President

Jeff Gretz  
16799 SW McFee Pl  
Hillsboro, OR 97123  
503.628.6253  
president@oregonpca.org

### Past President

Don Stroum  
4040 Imperial Dr  
West Linn, OR 97068  
503.722.1350  
pastpresident@oregonpca.org

### Vice President

Chuck West  
18973 Indian Creek Avenue  
Lake Oswego, OR 97035  
503.720.2037  
vicepresident@oregonpca.org

### Board Members at Large

Bob Grasso  
2506 NW 159th CIR.  
Vancouver, WA 98685  
360) 573-1405  
robert.grasso@power.alstom.com

### Secretary

Kathleen Ellis  
503.720.0184  
secretary@oregonpca.org

Sue Hodge  
21000 S Mossy Rock CT  
Oregon City, OR 97045  
(503) 518-9203  
sghodge@bctonline.com

### Treasurer

Faryl Ammon  
503.635.9669  
treasurer@oregonpca.org

### PCA Zone 6 Rep

Linda Bein  
porsha@bendnet.com

### Membership

Debbie Clinkinbeard  
membership@oregonpca.org  
503.970.0545

### Goodie Store

Liz Green  
goodiestore@oregonpca.org

Kim Friedemann  
moms9111@msn.com

### Webmaster

Larry Rinehart  
503.849.6948  
webmaster@oregonpca.org

## Anzeiger

### Managing Editor

John Draneas  
503.638.0396  
ATR@oregonpca.org

### Marketing Manager

Cherie Oldenburg  
503.690.0580  
coldenbu@nortom.com

### Executive Editor

Kate Ayers  
503.292.5743  
editor@oregonpca.org

### Contributing Editor

Peter Linsky  
503.644.2709  
contributor@oregonpca.org

### Assistant Editor

Sue Hodge  
503.518.9203  
assteditors@oregonpca.org

### Technical Editor

Jim Ayers  
503.292.5743  
techeditor@oregonpca.org

### Graphic Designer

Nancy Scott, Engrafix Design Group  
503.997.2230  
engrafix@comcast.net

Eric Rice .....2001 Boxster  
Gresham, OR

Gayle Kovacs & Don Crawford .....1982 928  
Portland, OR

Richard Thomas ..... 2001 996 C4  
Portland, OR

Bill Trafton  
Carol Trafton .....1960 356  
Portland, OR

Lee Gotcher  
Julie Gotcher  
Portland, OR

Todd M. Benner  
M J Benner .....2001 Boxster  
Portland, OR

Andrew J. Bishop .....2001 Boxster  
Hillsboro, OR

Clements and Dobbles .....1983 911 SC  
Salem, OR

Scott W. Winner .....1986 928  
Portland, OR

Joe & Ginny McQueen ....1998 Boxster  
West Linn, OR

## Anniversaries

JULY

### 5 Years

Mike Philips

### 10 Years

John C. Kehrli  
Bill Kehrli  
Klaus Heyne  
Carolyn Coons  
Thomas Dunbar  
J. Paul Stein III  
Joe Stein

### 15 Years

Dennis Phelan  
Linda Phelan  
David Lettow  
Kimberly Lettow

### 25 year Anniversary

Jeffrey C. Gretz  
Jeannie Gretz

## Millennium Graphics & Forms, LLC

Your Source for all Printed and Promotional Goods

Business Cards • Letterhead • Envelopes • Brochures • Forms

Wearables • Banners • Screen Printing • Embroidery

Large Assortment of Promotional Products

### **Earl Green**

ORPCA Rally Committee  
earl@millennium-graphics.com

### **Liz Green**

ORPCA Goodie Store  
liz@millennium-graphics.com

503.649.0168 • Fax 503.591.0623

## Tax Deferred Exchanges NNN Leased Properties Available

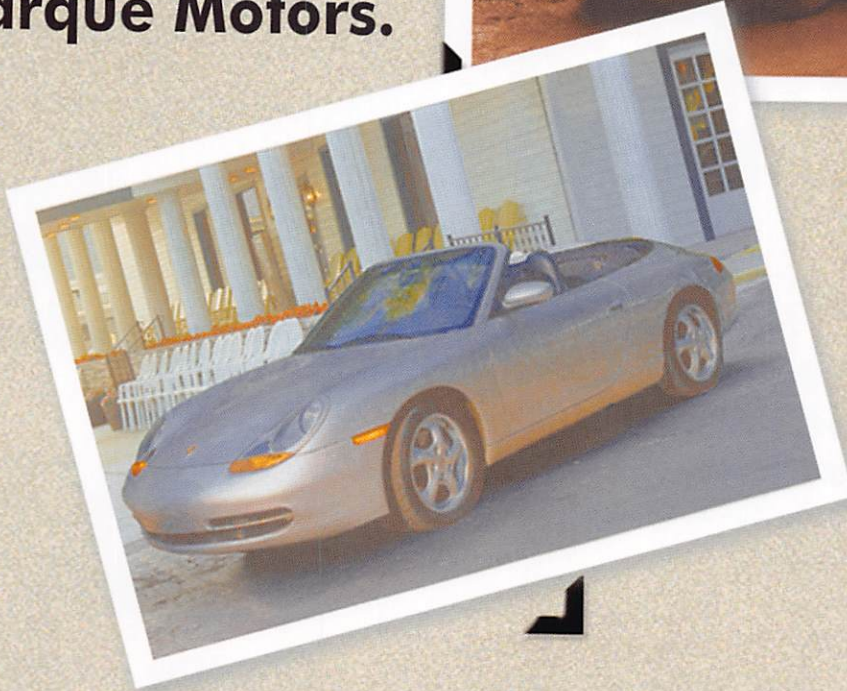
Steve Dishman, Broker

### **McWilliams Real Estate Services, Inc.**

Commercial Brokerage & Consulting

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

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

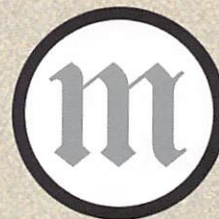


**Marque Motors has the tools and the talent to communicate with your car, classic or contemporary.** We keep up with the times—356, 911, 928, 944, 930, 964, 968, 996. At Marque Motors we don't just specialize in Porsches, we live them; we understand them.

**Porsche • Audi • BMW • Volkswagen**

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

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



**Marque Motors**  
PORSCHE • AUDI SPECIALISTS

503 293 5386

[www.marquemotors.com](http://www.marquemotors.com)

**ORPCA Fund-Raising Partner Service Shop**

7310 S.W. MACADAM AVE. PORTLAND, OR 97219

Call for an appointment or just drop by.

Sunset Imports 14th Annual

# Porsche swapmeet

Buy, sell, swap.

Parts for sale  
Cars for sale

All Porsches. All years.

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

**Sunset Porsche Special**

Receive up to 25% discount on factory Porsche parts on the day of the Swap Meet. No other discounts may be applied.

**Sunday**  
**Sept. 11, 2005**

**9:00am – 2:00pm**

**Sunset Imports  
parking lot**



4030 SW 139TH WAY  
BEAVERTON,  
OREGON 97005  
503.641.8600  
800.346.0182



www.sunsetimports.com

*Anzeiger* OREGON REGION PCA  
PO Box 5652 - PORTLAND, OR 97228-5652

Prsrt Std  
US Postage  
PAID  
Portland OR  
Permit No 4675