

Anzeiger



Oregon Region Porsche Club of America
June 2002 v42-n5





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



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- 2002 911 Carrera Coupe TIP Lapis Blue/Grey
- 2002 911 Carrera Coupe. Speed Yellow/Black
- 2002 911 Carrera Coupe. Seal Grey/Grey
- 2002 911 Carrera Cabriolet. Carrara White/Black
- 2002 986 Boxster S Black/Black
- 2002 986 Boxster S Seal Grey/Black
- 2001 986 Boxster S Lapis Blue/Grey (demo)
- 2002 986 Boxster Carrara White
- 2002 986 Boxster Artic Silver/Black
- 2002 986 Boxster Seal Grey/Black
- 2002 986 Boxster Artic Silver/Black
- 2002 986 Boxster Seal Grey/Black
- 2002 986 Boxster Guards Red/Black

PRE-OWNED

- 2001 Carrera 4 Coupe 7k Black/Black Sport
- 1999 Carrera 4 Coupe 28k Zenith Blue/Grey
- 1999 Carrera 4 Coupe 22k TIP Black/Black
- 1999 Carrera Cabriolet 19k Artic Silver/Black
- 1997 Carrera Targa Blue/Grey



Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

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

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Anzeiger

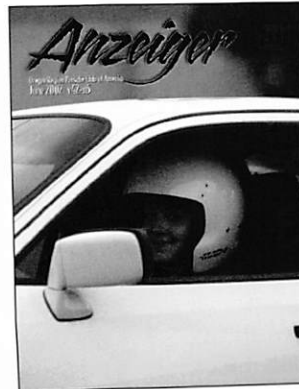
2002
JUNE

Feature Stories

<i>From the President/Editor</i>	4
<i>Remembering Mark Fisher</i>	8
<i>Rear View Mirror</i>	10
<i>My Favorite Drive</i>	12
<i>Tech Tips from the ORPCA Spring Clean</i>	13
<i>Board Member Profile: Pat Jolly</i>	14

Club Events

<i>Club Calendar</i>	5
<i>Progressive Dinner</i>	6
<i>Regional Dues</i>	6
<i>Autocross</i>	7
<i>Portland Historic Races</i>	7
<i>Coming Events</i>	9
<i>CART Tickets</i>	10
<i>Oregon Region Club Race & Driver Education</i>	14
<i>Multi-Marque Track Day</i>	15
<i>Marketplace</i>	20



Cover image:

Autocross is back, baby. And look who it brought. Bart Locanthi came with his 16-year-old daughter, Jenny. She got her driver's license on Friday and drove dad's 944 in the ORPCA autocross on Sunday.
Photo by Chris Greenwood

Please check our web site often:

<http://oregonpca.org/>

the evening, much to the disappointment of my son Ian who went out to the Late Night Street Drags only to find them canceled.

One of the modifications I made to the car was to replace the factory motor mounts with solid aluminum mounts. The old mounts were shot anyway, and two solid mounts cost what one factory part did. It seemed like a good idea at the time. The sound level increase inside the car was pretty dramatic (read that as unpleasant.) I'd always complained that

turn worker grabbing the yellow flag and waving it as I rolled away with the clutch in and applying the brakes gently so I could keep the car going straight. Whew—that was a new experience... I'd never really driven a car backwards at 70. After that I settled down a bit to learn how to drive my new car. It certainly is (was) much faster than before. Debbie was pleased with the performance too, and really liked the power rush as the boost came on.

After a couple of run sessions the temp gauge started to climb into the danger zone, though. I took a look under the hood and found, much to my chagrin, that I had left the exhaust sniffer pipe touching a coolant hose and it had melted into the hose depressurizing the cooling system. This, in turn, vaporized the coolant and over heated the car. Well I got that fixed and refilled and bled the cooling system. I got back out on the track and completed one lap before I blew the head gasket. That ended our day.

On Sunday I was able to pull the cylinder head in 2.5 hours (last time it took about 5) and found that the engine block sealing surface had sustained significant damage (hence the gloomy mood.) It didn't seem repairable so I bought a used engine yesterday with fewer miles than my previous engine. I'll tear it apart and

continued on page 18

on my track tapes the brakes were louder than the engine. I sure fixed that.

The first run session on the first lap I spun the car leaving turn three. Having short shifted from second to third just before the turn, I nailed the loud pedal just as I was starting to unwind the wheel, then waited for the turbo to spool up. Well, this time the back tires just started to spin and I found myself going backwards off the inside of the corner onto the grass. It was interesting watching the



Don Plinkinbeard FROM THE PRESIDENT

This morning dawned overcast and gray. I was hoping to be able to talk about the beautiful sunrise over Mt. Hood but that didn't happen. For the last few days my mood has been a bit gloomy too. Debbie and I took the 944 Turbo out to the club track day Friday. It was a fairly nice morning with a small chance of rain. There were about 60 cars at the track that day. All in all a pretty good start to the day. The rain didn't materialize until much later in

Sue Hodge FROM THE EDITOR



As I sit down to write this, it is approaching the end of April. We have the Cabin Fever Tour coming up in about a week.

And I am really feeling the effects of the long winter (did we have a

Spring?...Not so far...) I know

this will appear in the June issue, but think back. Up to this point we have had only glimpses, teases if you will, of warm weather. A few days of 65 degree weather that we coveted. I am focused on the up coming weekend and I am so ready for an out-of-the-city excursion. Cabin Fever is a great name for this event coming up, because that's what I'm suffering from. And I suspect a lot of folks are with this weather. The day before the event was gray, drippy and unseasonably cold. For the week prior I had been trying to catch every long range forecast available - but they kept changing. One thing for sure, it had turned colder. It felt more like February than April.

Although I've lived in Oregon most of my life, I have always hated the long winters. Then, maybe 10 years ago, they discovered S.A.D. (Seasonal Adjusted Depression - or something like

that) and named the feeling I have every winter. They suggested treatments like turning on lots of lights in the house in the morning and sitting in front of "light boxes" to simulate sunlight. Well I'm sorry, but I'm not that easily fooled. No amount of incandescent light is going to convince me that it's going to be a lovely day when it's cold and rainy outside. Speaking of S.A.D., there is a woman at work who is absolutely militant about this. On a gray, rainy day she will complain about the temperature in the building, talk to anyone that will listen about how the day is so dreary that she is in no mood to work anyway, and then explain that the temperature in the building makes it impossible to do her job. She will work up through the level of command, and if she doesn't get satisfaction she has threatened to file a complaint with the state. So far she has gotten away with this behavior (she actually does a pretty good job - when she's in the mood to work). You may have guessed, she's an Oregon transplant.

Anyway, I have learned to deal with this seasonal thing. I just put my expectations on hold and live with it. After all these years, you certainly know what to expect from the weather. Not happily, but you just deal with it. So an event like this becomes all the more important as something to focus on. And for those of you who are curious, in spite of the what the weather reports predicted, our weather was pretty good on Saturday and great on Sunday that weekend of the Cabin Fever Tour. Look for the write up in the next issue.

Here's looking forward to many sunny days out at P.I.R. this summer for the race season!

OREGON REGION CALENDAR



June

- 4 Board of Directors Meeting
- 7-9 Rose Cup Races
- 14-16 CART Races
- 20 *Anzeiger* Editorial deadline
- 22 Progressive Dinner
- 29 Multi-Marque Track Day
- 30 Autocross - PIR

July

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

August

- 1-3 Parade 2002
- 6 Board of Directors Meeting
- 16-18 Otter Rock Weekend
- 16-18 Monterey Historic Races
- 16-18 Whistler Weekend
- 20 *Anzeiger* Editorial deadline
- 21 Win Casey BBQ
- 21 Autocross - PIR
- 23 BMW Track Day
- 24 ORPCA Club Picnic TSD Rallye, Tour, Show and Shine
- 30 Lotus Track Day
- 31 British Field Meet

September

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

October

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

November

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

December

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

Rose Cup Races June 7-9

A 3-day pass will cost \$35 per person. There will be a corral and parade lap on Sunday only. Sunday BBQ lunch included. Additional gate admissions are \$10 per person.

Click through oregonpca.org for late-breaking information on this event.

REGIONAL DUES

You should have already received your Regional Dues notice in the mail!
Don't miss an issue of Anzeiger

Your \$12 dues must be received by July 1, 2002 to continue receiving the Anzeiger and keep your ORPCA voting rights.

If you don't receive a notice, please contact Russ & Sharon Pascoe at (503) 362-1145, or russpascoe@hotmail.com.

Please update the 'Personal Data Sheet' included with your notice. Be sure to include your car model, year and color.

Remember, regional dues are separate from the \$42 PCA national dues. Do not send regional dues to PCA with your national dues, as the volunteers at national won't know what to do with it.

Thank You.

Willkommen

NEW MEMBERS

Jack & Mildred Titus	.....1968 912
Portland, Or	
William & Etta Schwab	.....1987 911
Portland, Or	
Jim & Kate Ayers	.....1976 911
Portland, Or	
Mark Colville	.....1980 911
Vancouver, Wa	
Casey & Taka York	.....1976 911
Milwaukie, Or	
Gene & Carol Zinda	.....2000 Boxster
McMinnville, Or	
Jennifer & Keith McDonald	.....1974 914
Beavercreek, Or	
Steve Edwards	.....2002 Boxster
Wilsonville, Or	
Joel & Andrea Ehrlich	.....1989 911
Medford, Or	
William & Karen Mickel	.....1986 911
Astoria, Or	

Progressive Dinner

Club
Event

SATURDAY, JUNE 22, 3 PM
THEME: PACIFIC NORTHWEST

The food theme this year will be Pacific Northwest. Each member and family that joins us will bring an appetizer, main course or dessert. We once again we have three members that are gracious enough to host the membership in their homes.

RSVP to Debbie Clinkinbeard at 503.356.1764 or dmc993targa@aol.com. Be sure to let her know what food you will be bringing.

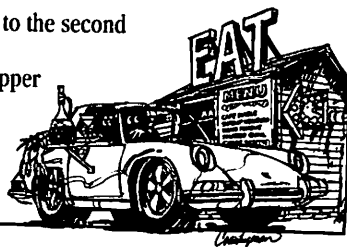
Agenda:

1. Appetizers at the Dale and Kay Rhoney's home
 2. Main Course at Pat Murphy and Andra Lunstrom's Home
 3. Dessert at Debbie and Don Clinkinbeard's home.
- (\$2.50 charge for beverages per person.)

Directions to Dale and Kay's:

- Take Kruse way east from the intersection of I-5 and 217.
- Turn left at Boones Ferry Rd ("T" intersection) to Country Club.
- Turn Right and proceed to Knaus Rd.
- Turn Left on Knaus Rd thru two curves and up the hill to Country Commons.
- Turn Right on Country Commons to the second house on the Right.

Park on the street or in either the upper or lower driveway.
 1414 Country Commons,
 Lake Oswego, OR 97034
 503.635.5164.



Anniversaries

JUNE

5 Years

Ken Tubbs
 Richard Maloney
 Denis & Alena Wheary

10 Years

Daniel Babcock
 Doug & Lisa McKillips
 Ron & Barbara Higbee

IMPORTANT MESSAGE TO ALL MEMBERS:

WE NEED YOUR CURRENT E-MAIL ADDRESS!

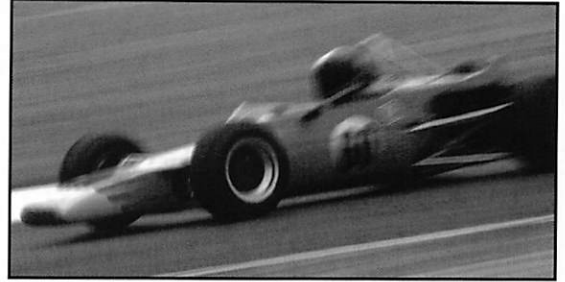
Don't miss out on the most up-to-date information available about club events and other special notices. Send your e-mail address (or your UPDATED address) to Ken Blanchard at AESLLC@aol.com today!

Club
Event

Portland Historic Races

July 13 & 14, 2002

The Portland Historic Races is a great event. It features a spectacular display of more than 600 types of collector cars, including street rods and motorcycles. You will find wonderful automotive art, books and other paraphernalia. Hope to see you there.



For more information contact: Don Stroum 503-722-1350

AUTOCROSS - June 30 - PIR

Club
Event

Autocross is back!

Location: PIR pro pits

Time: First car out at 9 am

**Cost: \$10 (plus \$10
entrance fee to PIR)**

**What to bring: Helmet,
something to drink**

**Future dates (all at PIR):
July 21, and October 20.**





Remembering Mark Fisher

Various Club Members

Mark Fisher: In Memoriam

A Friend and fellow Porsche enthusiast, Past President of ORPCA, Mark Fisher, has passed away. Aged 64, he died Tuesday AM, March 27th in the early morning hours of complications of a very rare degenerative neurological disease, after a prolonged and debilitating course.

As those of you who were close to Mark and his wife, Kathy Holahan Fisher were well aware, our formerly vibrant and gracious friend was reduced physically to a mute shadow of his former self over the course of the last 7 years. Through it all, he bore his affliction without complaining, and with more humility and grace than I could understand any intelligent human being could possess. His mind remained intact, but his body could not do his bidding. While he was able, he enjoyed his friends, loved good food and wine and strove to live the life remaining to him to the fullest.

His major decisions regarding his own final care and illness were often more insightful than our own were. He accepted transfer to a limited care facility - essentially picking it out for himself. Worse than anything else for him was to have to give up his Porsche, and finally, any driving at all. He loved Porsches, and indeed all cars with superior engineering, as they enabled him to express his life "con brio" with speed and an inimitable style. My lasting memory of Mark is of a trip to Whistler in the early '90s. While driving his 356 cabriolet, white driving scarf flying and with a huge smile on his face, he outdrove a fleet of five 911s on his tail all the way up through the gleaming high peaks to Whistler. He did make it to the top.

Good-Bye, Auf Wiedersehen and Go with God, Mark.

George Baker

John Draneas writes:

I lost a favorite friend the other day. So did the Oregon Region. Sure, we knew Mark was declining and slowly succumbing to Parkinson's Disease, but the loss is still a big one.

I'm trying to remember the unafflicted Mark Fisher before, but it's hard. As George Baker points out, Mark fought a very long battle with his disease. I remember Mark racing around in his 356, but that's about as far back as the little gray cells can go.

I remember that he went through cars so quickly, we all thought he was the sales manager at an auto dealership. I can't remember the exact order, or all of the cars, but the 356 went away and Mark showed up one day with a white '89 911 Speedster. Not only was it the cool Porsche of the moment, but the coolest of the cool was the custom made white front bra. We'd never seen one of those before.

The Speedster seemed to go away before its first oil change. Then Mark showed up with a beautiful Ivory 1973 911 S that had a bit of a hot rod motor. He drove it for a while, then sold it to Past President Dave Palmer, who still uses it to commute to the race track.

We thought Mark had lost it when he showed up one day with a bright orange, concours quality Jeepster. Way cool, but not very practical. It might have been his match, as it seemed to take him a while to sell it.

We thought he was showing his age when he showed up one day in a beautiful silver Mercedes, exact model unknown to me. His reputation was by then pretty solid. While everyone else was admiring the Mercedes, my wife walked up to Mark and said, "Hey Mark, when you sell this one, can I buy it?" Luckily, Bob and Paula Hanson bought it before Carlyn could spend my retirement savings.

When Mark couldn't drive any longer, he did the next best thing and got a hot rod handicapped cart. It was impossible to keep up with him on foot at the race-track, when everyone decided to watch from the chicane. Even though he was approaching the horizon, you could still

tell it was him from the huge Porsche crest on the back of the cart.

Mark never gave up on being incorrigible. Carlyn and I would often run into the Fishers at cat shows, where Kathy would show her cats and Carlyn would go to watch. It wouldn't be long before Mark would ask me to take him for a spin so we could go outside and have a cigar.

For some reason, Mark enjoyed the neighborhood in front of my downtown office building. Several times, I was returning from lunch when I spied the telltale Porsche crest on the back of the cart, with Mark latte in hand. The meeting invariably resulted in a race across the street, sometimes without regard to the color of the signal. We'd be met on the other side by Kathy, arms folded with a real stern look on her face. That was followed by turning off the turbo charger, the loss of Mark's keys, and a stern lecture. Made us feel like little kids, which was certainly the high point of our day.

Mark successfully served our Region as President. He had a no nonsense style, with no patience for complaining. He was a successful businessman, an avid horse enthusiast, a connoisseur of fine food and wines, a very charming and witty man, an avid collector of model cars, and an avid collector of friends. I met many of them at his surprise 60th birthday party, and knew that he was truly blessed. I know everyone there, as well as all his friends who didn't make it that day, are going to miss him as much as I am.

Chuck Hervey writes:

What can one say about a friend who truly enjoyed life and all it had to offer. From a quiet walk on the beach at Otter Rock, to showing his Willys Jeep at Forest Grove, from his motorized "chair" ... I always enjoyed Mark's company. Talking about the Club, how to ready our Region for Parade '95, which race team would do well at CART, what wine to serve with a good steak, what type of cigar to give as a Christmas gift ... Mark was a very caring and happy person, and I'm a better person for having him as my friend ...

Chuck Hervey, Oregon Region President - '83, '87, '88

continued on next page

Warner Lowe writes:

Mark was the first President of ORPCA when I moved here in 1994. He made me very welcome when joining our third PCA region following St. Louis and San Diego.

It was his leadership that encouraged my four year ORPCA Board activities. Mark was a genuine and friendly people-person that always had time and a smile for you. He was very interested in many activities. The way he moved through new cars still has me envious even today. Just need to drop some conservatism and maybe that Turbo will appear. I'll bet he's driving some pretty fancy machinery up there right now!

So long, Mark.

Warner Lowe

Duanne Luckow writes:

Mark was always kindhearted and friendly even to us young bucks in the club. At Otter Rock in the mid-nineties Mark stayed up until 2:30 am with us party animals while we danced and carried on until the wee hours. He had lots of energy and there is nothing negative that ever came out of Mark. I also recall at a Progressive Dinner at his house he personally showed me his wine collection and explained the significance of how it was organized. He also showed a few of us his personal collection of Porsche toy cars at his house. There are many fond memories that will remain with me throughout my lifetime. Thanks Mark for being so cool to everyone. You are deeply missed.

Duanne Luckow

Pat Murphy writes:

Funniest thing I remember about Mark was the day he was stuck with the tower job at a Porsche track day. I couldn't understand what he was announcing, so I headed up to the tower. On the door was a "No Smoking" sign, but the hallway smelled like the place was on fire. I opened the door, and there he was, all alone, smoking the biggest cigar I've ever seen.

Pat Murphy



Autocross

The autocross season for ORPCA is upon us, and promises to be a good one. Our opening event took place at a smallish theater parking lot, and gave us the opportunity to brush up on old skills and/or pick up some new ones. After the April event, all of our autocross events will be held in the pro pits at PIR. It doesn't get any better than this as we can have a variety of courses to challenge us all. We expect good attendance at our events, but if the field is not filled by Porsches by 8:30 am, it will be opened up on a first come, first served basis to other drivers. Participants need to bring a helmet and something to drink. Future dates for autocross are: June 30, July 21 and October 20. More details available on the web site. Please note that some of these dates are different than what has already been published.

Mountains to the Sea Road Rally - July 20

The second TSD rally of the season is going to be a great one. ORPCA is joining the Cascade Sport Car Club and Northwest Classics in a full day event from Portland to the coast. It will be over cool roads, all paved, and end at the Best Western in Seaside with a barbeque. Prizes will be awarded for novice, intermediate, masters and equipped classes.

More details will follow in next month's issue, but if you want to stay over Saturday night we suggest you make your reservations soon. We

have group rates set up at the Best Western; their number is 1-800-234-8439.

Registration fee is \$50 per car and includes the BBQ, prizes and collaboration with the other marques. Seaside is a blast this time of year and there is always great partying that takes place after one of these full day events. Any questions, direct them to RallyPCA@Go.com.

Volunteer Recognition Party

ORPCA could not exist without the time and energy that Club members devote to making our events and activities function well. Every year, the Board of Directors has recognized Club members who have assisted in these efforts. While the VIPP plates, wine glasses and coffee cups have served our Club well, this year your Board wants to try a different form of recognition.

The plan is for the Club to 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. The theme and details have not yet been developed, but be assured that it will be a great party, and lots of fun for all.

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

Please Support Our Advertisers

They help make this quality publication possible. When you see them around, tell them you saw their ad in the Anzeiger and patronize their businesses when you can.

Rear View Mirror

By Peter Linsky



An interesting question was posed by el presidente Don Clinkinbeard at the March membership meeting. Freshly returned from the Zone 6 Presidents' meeting with Zone rep.

Dick Grant, Don told us he'd been tasked to poll sampling of club members on a couple of issues.

First, whether PCA should ease its traditional standards and allow anyone, not just Porsche owners and their family members, to join the club. It seems, said Don, that National has grown concerned that PCA may no longer be the largest single-marque club in the USA. That title may now belong to the BMW Car Club of America. The proposal drew some incredulous comment and overwhelmingly negative response, which Don will pass along through official channels.

Let's examine this question. Since National leadership hasn't raised this issue before, asking the Zone reps to test the waters at the Regional level suggests that National is tip-toeing into uncharted waters. Let's acknowledge first of all that BMW is on a roll with some very popular models, especially the well-designed, powerful, and attractive 3-series. We should also note that BMW sells about five times as many cars in the US as Porsche. Is it

any wonder a rival German marque that stresses performance, and is willing to race to prove its abilities (at least until this season), should attract a lot of new owners to its enthusiasts' club? Is it necessary that the Porsche Club of America be "the biggest?" I think PCA should recognize that being "the best" is more important, and I suspect that most other regions will respond in kind.

Don also asked us how we feel about the pending arrival of the new Cayenne SUV. Should its buyers be allowed to join PCA and participate in all its functions? There were some mixed feelings expressed. My own sense is that a Porsche is a Porsche. The factory is betting that the new Cayenne will continue the successful history of earlier all-wheel-drive Porsches in the Paris-Dakar Rally, and will enter Cayennes in major off-road events to prove its breeding.

I'm sure some Cayenne buyers will want to join PCA, if they are not already members. Some may want to try their rigs on the track. I have no problem with that, assuming the Cayenne is trackworthy. The fact that Cayennes have already tested at the Nurburgring at very competitive speeds suggests they are. I suspect, though, that the majority of Cayenne owners will just want to have the best SUV in the world and leave it at that. Will long-time club members accept Cayennes into the fold? Sure. Back in the '60s, 356 owners resented the new 911 and 912. Later on, the 914 and then the 924 and other waterpumpers were first viewed with disdain by the Porsche establishment. Time passes and attitudes change. Especially when the new arrival can leave you in the dust. ☹

*Any comments or thoughts?
Please send a letter to the editor:
sgbodge@bctonline.com*

50 seats right on the chicane (Festival Curves). Some of the most exciting racing action you can see in Portland.

\$76 for a guaranteed seat all three days.

June 14-16.

First come, first served.

Reserve your seats now!

Mike Jacobsen

503-794-1711.

A PORSCHE CLUB EXCLUSIVE: GI JOES 200 CART RACE TICKETS

Club
Event



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ClearBra™

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

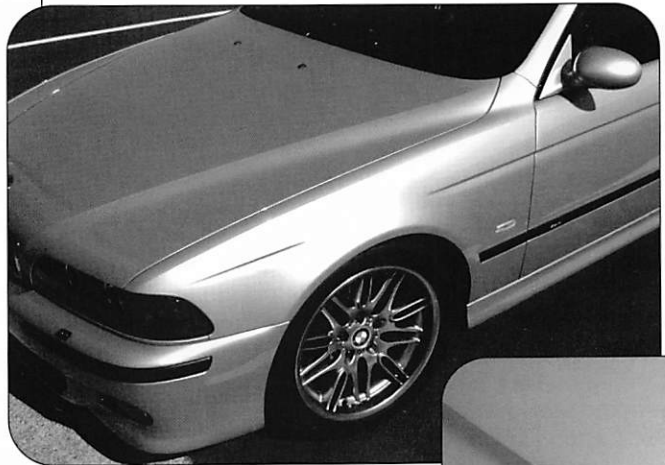
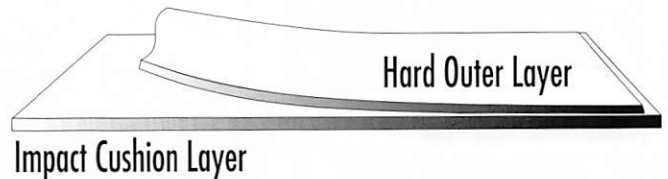
What is ClearBra?

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

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

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



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My Favorite Drive

By John Drammens



Many a weekend morning at our house, while relaxing with our morning coffee and newspaper, Carlyn asks me, "What would you like to do today?" Many times, I answer, "Well, it's a beautiful day outside. Why don't we take the top off the Targa and go for a ride?" Invariably, her immediate response is, "Sure, that sounds great. But first, I have a few things we need to do around the house."

Before I know it, it's 2 o'clock, and she says, "OK, now we can go for a ride." So, my favorite drive is the one I can do in two hours - over Bald Peak to Forest Grove and back. And if you happen to have more time, I can give you some ideas about how to make it a longer trip.

Start on Scholls Ferry Road headed West. The signs warning you about the dangerous curves don't seem to be meant for Porsches, but for the drunks in the pickup trucks that are left sitting upside down on the side of the road. Still, humor the local residents, as they seem to take it seriously. But you can safely brake later than the signs insist.

Go straight at the blinking yellow light at the Scholls turnoff. That puts you onto River Road headed toward Hillsboro. If you're lucky enough to not have any traffic, there are some lovely sweeper curves ahead.

Go left at the stop sign at the Farmington Road intersection. By the way, I've always wondered about the tavern at that corner, although I've never tried it. It could just be a country Bud and Bud Light cowboy bar, but I've suspected it might be better than that, for some reason I can't identify. If you try it, let me know.

The next stop sign is at the end of Farmington Road. Take a left (Hwy. 210). Then immediately take the next right (Bald Peak Rd.). This is a very fun road that seems to go straight up. But watch the turns as you get near the top. A couple of them don't show that they have sharply decreasing radiuses, and if you're not careful, you can wind up on the wrong side of the road. As you reach the top, take the right toward Laurelwood. This is a wonderful downhill blast, with some great scenery. But be sure your brakes work!

The town of Laurelwood is at the bottom of the hill. I don't know much about it, but it seems to be a very sleepy Seventh Day Adventist community. Past Laurelwood, there are some fun 90-degree turns through some prime Washington County farmland. Take a right at the T intersection, then turn left onto Gaston Road. That will take you to Hwy. 47. By the way, I've often heard that Gaston is a bit of a speed trap. Although I've only seen radar there once, and it was running while the operator was taking a nap, I think it's best to be cautious.

Since I'm usually running out of driving time about now, I usually just turn around and go back the way I came. But here are some other ideas for you:

1. Go right on Hwy. 47, then left to Hagg Lake. There's a nice road that circles the lake.

2. Go right on Hwy. 47 and go into Forest Grove for lunch. My favorite place there is the recently restored McMenamin's Grand Lodge. It's the usual McMenamin's food, but with new surroundings.

3. Halfway to Forest Grove on Hwy. 47, go left to Montinore Vineyards. This is one of the most pleasant winery properties in the State, with a beautiful tasting room and fantastic grounds for a picnic. In fact, we did have a picnic there on one of our Half a Mille Miglia tours.

4. Go left on Hwy. 47 to Yamhill and then Carlton. That puts you right in the middle of Oregon wine country, and you can easily find a couple of worthwhile stops. You can even wind up in Dundee for dinner at the Red Hills or Tina's.

5. Go back the way you came, but at the top of the hill turn right onto Bald Peak Rd. Stop at Bald Peak State Park to use the facilities, or just to check out the

fabulous view. Then continue on Bald Peak Rd. toward Newberg. But watch yourself here. There's one spot in particular where the road turns right, goes off camber and heads downhill all at the same time. The upshot is that you don't see all the gravel that collects there until you're in the middle of it. That's the only tricky spot. The rest of Bald Peak Rd. is a very fun drive.

At the end of Bald Peak Rd. you can either turn right toward Newberg, or left onto North Valley Road. From North Valley Road, turn left onto Hwy. 219 toward Scholls. If you go this way, it's a very fun trip up the twisty hill (switchbacks and all) and then back down again. Go straight through Scholls, and back to Scholls Ferry Road.

Whichever way you go, this is a wonderful route for working on your hand, eye and foot coordination, with lovely scenery all the way. And, best of all, it's right in our back yard. ☺

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

Tech Tips From the ORPCA Spring Clean

By Dave Nance

I'd been looking forward to the Spring Clean for a few weeks now. My '85 Cabriolet is now my only car, and the daily commute has resulted in a fair bit of filth inside and out. Sunday is normally my day to sleep, and when I looked outside to see a gray, rainy morning, some of my excitement vanished. Steve Knepper's shop can hold at least 5 cars, but it was sure to be full if I didn't get going. At least I could revel in the knowledge that rinsing a car with rainwater would cause fewer water spots (:>).

The rest of the day reminded me that neither a time change nor a rainy day could spoil a club event. Our organizers Steve Knepper and Craig Cartwright assembled such a great set of car care demonstrations that cleaning my own car became a secondary priority. Club member Duane Luckow must have read my mind when he created his demonstration on 'Paint Chip Repair'. I have been thinking a tech session on paint chip repair would be very valuable, and Duane showed us the intimate details. I tried to document the process so the rest of you can benefit from Duane's experience too:

Solid colors are easiest to touch up. Metallic paint touch ups are almost always apparent. All metallics, and most newer solid color paints have a clearcoat that must be duplicated on the touch up in order to achieve gloss.

Clean the chipped area with Lacquer Thinner to remove all wax from the area to be touched up.

If the chip is down to the metal, or the paint around the chip is not fully adhered then you may need to remove any rust and loose paint by sanding with fine sandpaper (400 grit or higher.) Be careful not to sand beyond the chip. This is where some of the special sanding pencils sold by Griot's, Performance, and others may come in handy.

Fill the chip with touchup paint. Multiple thin applications with time to dry between coats are better than one thick application. The bottles of factory touch up work good for original Porsche colors. If your car is ever repainted, have the shop mix an extra pint of paint so you can save it for touch ups later on. When stored at room temperature it will last for years and it ensures a perfect color match. If it is a catalyzed enamel or urethane

paint don't forget to save the catalyzer also.

Allow the paint to dry at least 8 hours. This is where most people think the touch up is complete, but the chip now looks like some type of skin blemish, and we definitely don't want to go out on the town with that on our nose.

Get ready for the detailers secret ... **COLOR SANDING.** Color sanding is the term used when finished paint is wet sanded with ultra fine 1500-4000 grit paper. This removes any surface imperfections, like a big glob of touch up paint, and makes the area completely smooth. The hand tool that makes this easy is a 'Finessing Rose Drum' with 600-2000 grit 'Finessing Roses'. The drum is a hand held 1" diameter sponge rubber block to which you apply the sandpaper 'roses'. A drum and a 100-disk assortment of roses is less than \$20 at Rainbow Finishes, 407 Pleasant Ave, Oregon City, and (503) 655-2531. For larger jobs Rainbow carries the Mirka pneumatic 4" D/A sander (\$190) and Abralon 500-4000 grit finishing pads (\$50 for a 20 pack assortment), which Duane used in his demonstration. Use the rose drum to sand the filled chip until it is smooth and level with the surrounding paint. Use plenty of clean water to prevent debris from being trapped under the rose, and change direction often so you don't create a groove in the paint. If any depressions still exist you may need to repeat steps 4 through 6. Clearcoated paint also requires you to repeat 4 through 6 using a clear touchup paint. When you dry the area with a clean towel you may think you've destroyed your finish since the sanded area has absolutely no gloss. The next step will take care of that.

Polish the sanded area starting with a fairly aggressive rubbing compound and working toward a finer polish. A single compound can be used, but it will either take more time or will not achieve the desired gloss depending on the compound used. This process requires patience and a minimal application of compound. Keep working the area until all the haze is gone and the paint gloss blends well with the rest of the car. Some products Duane uses include Meguiar's Diamond Cut Compound #1 (hand) or #2 (machine), 3M Rubbing Compound (aggressive machine), and 3M Finesse-It II (hand or machine, good if you want only one compound.) Finish with your favorite wax and you're done.

While I repaired few paint chips on my own, car another member's yellow Boxster became the demonstration car for Paintless Dent Repair and ClearBra protective film. Rich Betencourt with "PDR- Paintless Dent Repair" (503) 318-8697 worked his magic with the assistance of a large assortment of custom pokers, levers, and hammers to remove a small dent in the trunk lid of the Boxster. Seeing his work proved to me that PDR is worth trying on small dents and dings before going to a regular body shop; no dropping off the car, no paint match problems, and no loss of value due to bodywork.

The latest way to protect our Porsche's good looks is with clear plastic protective film permanently installed on the vulnerable surfaces of our cars. These films are designed for application to any painted surface and virtually eliminates damage from most of the stuff those semi's throw at your car (although it probably won't stop a raccoon hurtling toward the hood of your car.) ClearBra of Oregon (503) 439-9031 demonstrated the installation of their 12-mil thick film on the mirrors of the Boxster, and everyone was amazed at the ability of the product to form around the curves of the mirror. Check it out when you decide to buy your baby some protection (that's your car - real babies and plastic film don't work well together.)

If you can't tell, I had a great day and by the time I left the rain had stopped, the sun was out, and the time change was a distant memory. ☺

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Your Board of Directors: Pat Jolly

I am Patricia Jolly, and have the honor of being this year's club Secretary. The Porsche Club has been a part of my life off and on (more on) for the last 12 years. I started my driving experience with a 1989, Porsche 911 Cabriolet. It was at a time when one could drive a convertible on the track without the luxury of a roll bar. Times have changed.

One year at Stangeland winery, we tried to see how many people we could get into my 1981 911 Targa. You might have seen this picture on our web site.

This year I am responsible for the meeting minutes that you will find on the back pages of the *Anzeiger* every month. These minutes help keep everyone informed of BOD activities. I also have the responsibility of working with volunteers for autocross, Rose Cup Race, and the Oregon Romp. This is actually a new area for me because in the past I had done most of my volunteering in the social event

arena. These are really fun events, and I hope you all get to participate.

There is something for everyone in the club to enjoy, and I would like to personally invite you all to attend. Also, a special word to the women out there: come drive on the track. It is a blast! Once you start, you will be hooked. I learned just how much power a 1991 C4 really has. Besides, what one learns on the track, really does carry over to everyday driving. I am sure it has made me a safer and more confident driver.

I am looking forward to this year! The sun is coming out, and a Porsche Club outing is one of the best ways to enjoy it.

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Russ & Sharon Pascoe

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**** Please pre-register for this event at oregonpca.org ****

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June 29

**Pre-registration Strongly Encouraged
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Required Equipment:

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- Cabriolets require roll bar (except Boxsters)
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- Laced athletic shoes (recommended)

Schedule

8:00 am Tech Registration
9:30 am Mandatory drivers meeting
10:00 am First car out
Track Closes at 5 pm



Please refer to the Oregon Region web site for the latest information on this event: oregonpca.org



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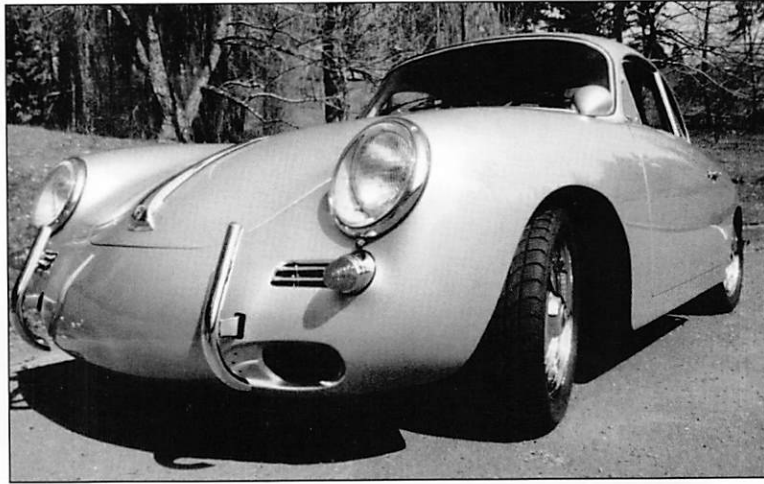
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From the President

continued from page 5

swap the non stock stuff I added to my old engine into the new one. When I related this story at the Dinner meeting Wednesday night John Draneas asked me if I had considered buying the parts and then hiring a professional tech to reassemble the engine. I had several times over the past week, but I will do this again preferring to continue to hone my skills. If you recall in the first of these articles I related my project to the learning we are doing with the club management and publications. Fortunately the club lessons are not turning out to be quite as expensive as those on my project.

Well lots of good stuff went on this past month - from the Spring Clean to the DE day and the Go Karts and Lunch. Ian was finally toppled from his top position by Mike (Lefty) Whitmarsh, who turned in the fastest time in official run sessions. Ian did beat his best time but it was after the event had completed. The Dinner Meeting at Fuddrucker's was fun and we met some new members that are anxious to get involved. I'm excited about attending the tech session on Race Car Preparation, and I guess we'll get the 911 out for the Autocross this weekend. The 944T is making exactly 0 horsepower (I wonder if there is a class for 0 displacement cars.)

All for now
-drc-

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924/944

1983 944 gemini gray w/blk leather int, sunroof, pw, ps, 3 pt seatbelts front and rear, electric hatch release, rear wiper, front and rear fog lights, 16" Fuchs Alloy wheels, limited slip, sport suspension w/Bilsteins, H4 headlights, recent clutch and cam belt, updated motor mounts and brakes, 85,000 miles. Owned and maintained by Premier Master Porsche technician. \$4,350 **Christy Niemann** 503-399-8685, eniemann@msn.com 06.02

928

1995 928 GTS black ext, saddle int. 31,000 mi. 5 speed manual trans, disc brakes w/ABS. Limited slip differential, rear wing spoiler, am/fm radio cassette w/10 speakers, cd remote changer. Beautiful condition, no dents or scratches. \$68,500 **Dick Helser** 503/228-4449 05.02

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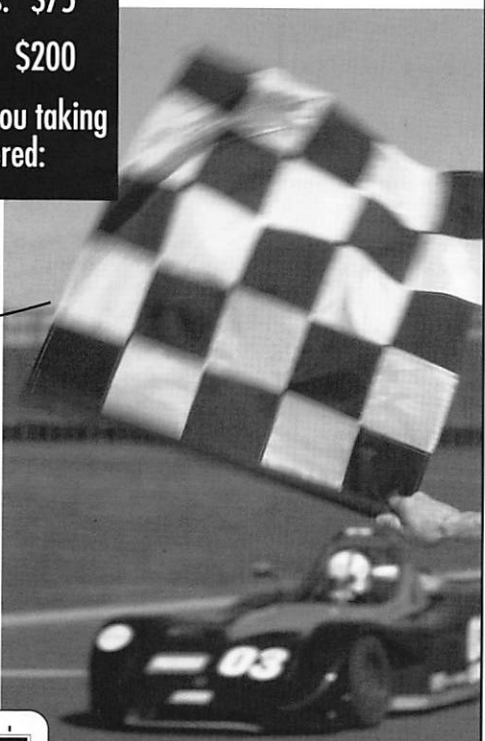
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OREGON REGION PCA

Board Meeting Minutes

April 2, 2002:

The Board of Directors of Porsche Club of America, Oregon Region, an Oregon non-profit corporation met for its duly called monthly board meeting on the date indicated above:

1. ATTENDANCE

1.2 Board members present were: Don Clinkinbeard, President; Ken Blanchard, Vice-President; Jeff Gretz, Treasurer; Patricia Jolly, Secretary; Carol Beutz, Past-President; Rick Sironen and Don Stroum, Members at Large

1.3 Also in attendance were: Mike Jacobsen, Greg and Sue Hodge, Paul Novitt, and Sue Blanchard

2. LOCATION

2.2 Vista Springs Café, 2440 S.W. Vista, Portland, OR.

3. MEETING

3.1 President, Don Clinkinbeard recapped his President's trip to B.C., and presented the agenda. The meeting was called to order at 7:19 PM.

3.2 Membership Report

3.2.1 According to Sharon Pascoe we have 779 regular members, 7 new members, 1 transfer to Golden Gate, and three members transferred to New York, Arizona, and Pacific Northwest. There were no inquiries for March.

3.2.2 Out of 46 letters sent for non-PCA members, only 5 are continuing with membership and 41 have been deleted from the database.

3.2.3 Don Clinkinbeard opened a discussion about what could be done for membership retention. One of the suggestions was for the Board to make more contact with members.

3.3 Communications Report

3.3.1 Don Clinkinbeard reiterated what the Anzieger deadlines were and the importance of meeting them well before the publisher's deadline.

3.3.2 Ken Blanchard suggested that the Event Directors contact the Event Chairpersons as a reminder for ads that need submission.

3.3.3 Ken Blanchard said that the Anzieger budget is on course even when the magazine goes to 32 pages, and 8 of them in color.

3.3.4 There is a search for an Associate Webmaster. The associate will help Rick with classifieds, and event photos.

3.3.5 Ken Blanchard has 443 e-mail addresses that he has been sending event reminders to out of the 779 members. No members have requested that they be dropped from the list. New addresses need to be updated. A suggestion was made to address this in the Anzieger.

3.3.6 Don Clinkinbeard

4.1 Board Liaison Report

4.1.1 Tours and Rallies - Don Stroum

4.1.1.1 Vintage Iron tour had 21 cars, the weather was great, was attended by some new members, and an article will be in the Anzieger with details.

4.1.1.2 The Cabin Fever Tour enrollment started out slowly, but is progressing. There were 10 cars last year according to Sue Hodge.

4.1.1.3 TSD Rallye - Jim Neidhart and Bob Ellis have a spot for the rallye school at PSU. They also have use of the Westside Christian High School. This is a work in progress and volunteers are needed. Job descriptions to be provided.

4.1.1.4 Historic Races - Discussions are to be held with the sponsors and Cascade and for details. There will be 25 cars each day per parade lap. An ad will be in the Anzieger.

4.1.1.5 The Burrito Run is coming up on May 5.

4.1.2 Track and Driver's Ed Events - Rick Sironen

4.1.2.1 Rick Sironen said his budget was \$1,000.00 short. The actual budget for March was handed out. Revenue is 40% below forecast.

4.1.2.2 A discussion was held on how to make up for the lost revenue. A motion was made by to have Russ Dyer donate money that he feels appropriate to the Charitable Trust. The motion was seconded by Don Clinkinbeard. The motion

was tabled because more information was needed.

4.1.2.3 We will need a new Track Director next year.

4.1.3 Social Events - Don Clinkinbeard

4.1.3.1 The March dinner meeting at the Restaurant Russia was a good turn out and the wine, food, and singer were excellent.

4.1.3.2 Spring Clean is this weekend, April 6.

4.1.3.3 The April dinner meeting will be at Fuddrucker's, on the 17th.

4.1.3.4 Mike Jacobsen asked for the \$800.00 deposit needed for the Otter rock event. A motion was made by Rick Sironen to give Mike Jacobsen \$800.00 to deposit to the Alpine Chalets. The motion was seconded by Jeff Gretz, and the vote was unanimous.

4.1.4 Volunteers are needed for the Club Race. Don will send out a track person list.

4.1.5 Competition Events - Pat Jolly

4.1.5.1 Autocross budget still in process with Chuck West. First event on April 21 at Southgate Theater parking lot.

4.1.5.2 12-20 volunteers are needed for the Oregon Romp.

4.1.5.3 Rose Cup Race - June 7-9, a 3-day pass will be \$35.00. There will be a corral and parade lap on Sunday. There will also be a BBQ lunch on Sunday that is included. It will be \$10 extra for additional persons. There is a new sponsor this year; the Portland Rose Festival Association. There is work being done to assure a corral for Saturday also.

4.1.6 Special Projects - Carol Beutz - none in progress.

4.1.6.1

5.1 Treasurer's Report

5.1.1 Jeff Gretz handed out the balance sheet, P&L. The club has a net income of \$210.00. The balance in the checking account was \$22,504. A chart showing where all expenses and revenue was generated was included.

5.1.2 Jeff had a concern about the A/R aging and accounts that are 60 days more old. Items for 1999 have been deleted. Letters will be sent for overdue invoices by Sue Hodge. A draft of the letter will be presented to the Board. Don Clinkinbeard will step in where needed.

5.1.3 An autocross budget is needed. Pat Jolly and Don Clinkinbeard will work on obtaining one from the chairperson.

5.1.4 Taxes to be filed on May 15.

4. OPENS

4.2 Don Clinkinbeard informed us that the Goodie Store chairperson has resigned. The Goodie Store is stocked with items to sell. We need someone to transport the store to Club Race and Rainbonnet. Need volunteers. We need 3 persons to operate the store, and more T-shirts and hats. The vendors are set up already. We will advertise for a new chairperson in the Anzieger.

4.3 Volunteer Party - what, when, and where? More information on where volunteers are in demand is needed. Event chairs can assist with descriptions.

4.4 Carol Beutz asked if there would be interest in Oregon Region T-shirts for Parade. It was suggested that a polo shirt would be preferred.

5. OLD BUSINESS

5.2 None discussed.

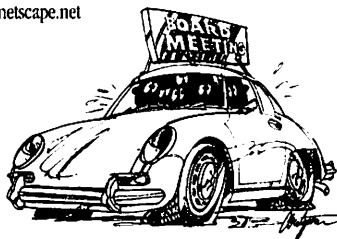
Meeting adjourned at 8:55 PM

Respectfully submitted by:

Patricia D. Jolly

Secretary

April 18, 2002



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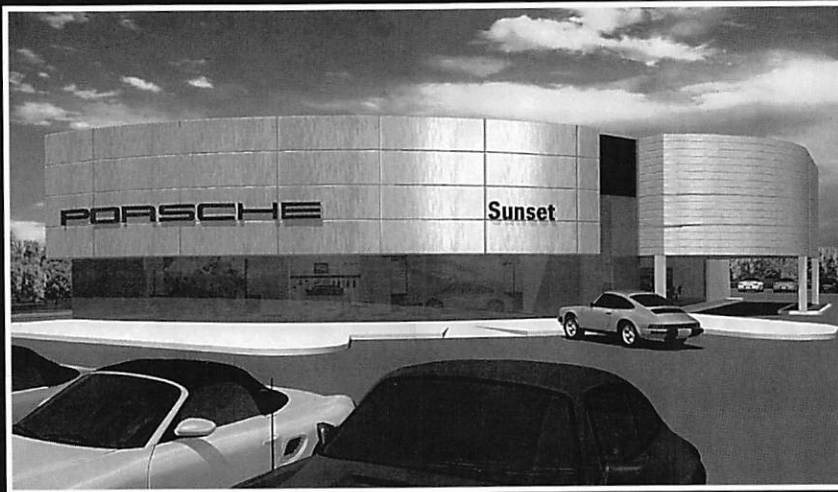
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