

Anzeiger



Oregon Region Porsche Club of America
June 2003 v43-n5



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



'03 Turbo



'03 Cayenne S



'63 356B

NEW

'03 Boxster Black/Black	\$49,355
'03 Boxster White/Black	\$45,815
'03 Boxster Seal Gray	Demo
'03 Boxster Silver	Demo
'03 Boxster S Silver	\$60,000
'03 Boxster S Slate Gray	\$58,870
'03 Boxster S Speed Yellow	\$57,145
'03 C4 Cab Seal Gray	\$94,955
'03 C2 Cab Silver/Gray	\$86,435
'03 C2 Cab Red/Black	\$84,775
'03 C2 Cpe Seal Gray	\$75,340
'03 C2 Cpe White/Black	Demo
'03 C2 Cpe Black/Black	\$76,965
'03 C2 Cpe Midnight Blue	\$88,690
'03 Targa Silver/Gray	\$87,490
'03 Turbo Black/X50	\$139,725
'03 Turbo Silver/X50	\$140,140
'03 GT2 Speed Yellow	Don't ask
'03 Cayenne Turbo	Demo
'04 Cayenne S White	\$59,435
'04 Cayenne S silver	\$61,290



BMW



Carrera
MOTORS

www.carreramotors.com Bend, OR 541.382.1711

Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v43-n5

Anzeiger

2003
JUNE

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

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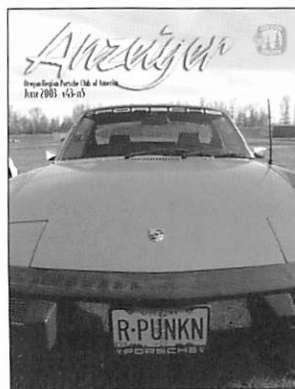
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Cover image:

Scenes from an autocross. Ripe for the picking, this 914 sits quietly on the infield of PIR.

Photo by Chris Greenwood

Please check our web site often:

<http://oregonpca.org/>



Don Clinkinbeard
FROM THE PRESIDENT

So here I am again on an airplane traveling back to Oregon from Folsom, California. My new job will be taking me there weekly to get some face time with my extended group.

It is again another glorious sunset. The snow capped Sierra Nevada range is peaking above the clouds and life is pretty good. The eve of war I wrote about last month has passed and we are in the process of cleaning up and starting the task of helping the Iraqi people rebuild their country. I hope it works out well for them as well as us.

Wow, we had a good month. Unfortunately due to a work commitments I missed the Vintage Iron tour, but hear it was a bunch 'o fun. The dinner

meeting at La Provence in Lake Oswego was well attended and the food, as always, was excellent. Good company, some good wine and excellent food. What more can a Porsche Bum ask for? Maybe some good roads to travel to get there. Hey that sounds like the Cabin Fever Tour coming up next weekend. I can't wait. Debbie has invited Signa Palmer to come along with us and then invited me to drive the 914 by myself. Hm, what is this? Well it should be a good time. It's certainly better than the back seat of the BMW -

a big time gas guzzler, especially in the twisties. Took the 914 to the Spring Clean. Lots of members there and we had a great time swapping stories and cleaning our cars communally. Met some new members there and I saw some folks that I haven't seen for quite a while. Steve Neighorn, with his yellow C4S comes to mind. I want to thank Autabella owner Tom Rennie for opening up his shop to us and providing a great venue for this event.

Speaking of the 914, it seems that, unbeknownst to me, the transmission was worn out when I bought it. I had to replace it a couple of weeks ago. Fortunately Gordon Ledbetter had a really nice unit available for sale that I dropped in one afternoon. Sweet deal, and let me tell you it's really nice to be able to find second gear in the same place every time.

Not much to report on the 944T as I have not had the time to get to a Dyno facility and there have been no DE days. The next one is three days from now. I'll keep you posted. We did get the Roll cage install completed. The guys at Marque Motors did a great job and the installation is very solid. The car feels much more solid around the corners.

Truth is it handled great before. Now if we hit something that is immobile, we'll be better protected. I did notice that I can get the door open and closed easily,

continued on page 27

Kate Ayers
FROM THE EDITOR



ing to leave for eighteen days of vacation. My predecessor, and now Assistant Editor, is once again taking the driver's seat. I started the issue; Sue will finish it. So, take it away, Sue!

Thanks Kate. While Jim and Kate are away, taking advantage of Lufthansa's fantastic low rates to anywhere European, I am assigned to take over. I had a moment of panic, but I think it's all

As you read this, we will be entering June, the gateway to summer and a host of fair weather driving events. This month heralds a season of auto racing: Rose Cups and CART, to name the big ones. We also have a couple of DE days. (Read about the Tri-Club DE in Coming Events.) As the sun makes more frequent appearances, I hope everyone will get out and enjoy the roads in any variety of ways. Drive to events; motor over to the Dinner Meeting; practice your rallye skills for the July Fun one! As I write this, however, we

are in the midst of April showers, and I am pack-

coming back. At least two other members we know are taking advantage of the low airfare rates - Pat Murphy and Andra Lunstrom are traveling to Greece. I understand, this Spring at least, there were really great commuter flights available once you got there so both couples were leaving their itineraries open to take advantage of the readily available short hops to various other European locations from their base point. This was a great way to get away on the off-season (minus your car.) But we are now beginning the best part of the year, with a couple of great overnite tours completed already (Cabin Fever and the Half Mille) and the day tour program in full swing.

Once again, I urge you to get out and go to the races this summer. Within the month beginning June 13th and ending the weekend of July 13th there are three races, each with their own individual draw. The Rose Cup races are probably my favorite since they give you the opportunity to watch your favorite marque compete in the Porsche Cup race. There is always a lot of entertainment for your dollar on the Rose Cup weekend. The CART races, the following weekend, are fun for a different reason. These are the "Champ" cars driven by professional drivers from all over the world. For those that don't know, the competi-

continued on page 27

OREGON REGION CALENDAR



June

- 8 Portland Porsche Day Tour
- 13-15 Rose Cup Races
- 18 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 20-22 CART Races
- 27 Tri-Club DE

July

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

August

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

September

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

October

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

November

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

December

- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline

Fun Rally

details on page 6

June Dinner Mtg

Saylers Old Country Kitchen
details on page 6

Portland Road Tour

details on page 7

Tri-club DE

details on page 7

Autocross @ PIR

details on page 13

FUN RALLY: PHOTO INSTRUCTIONS

Club
Event

Saturday, July 19th 10:00 am

(Porsches recommended, but not required)

Starting Point: Raleigh Hills Safeway

Cost: \$5.00 per person

This is the second of three fun/gimmick rallies.

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

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

E-mail any questions to the rally committee at
early.euro@verizon.net



DINNER MEETING

Club
Event

Wednesday, June 18

Sayler's Old Country Kitchen

4655 SW Griffith Drive

Beaverton, OR 97005

503-644-1492

6pm - Social Hour

7pm - Dinner will be served

A 'LIMITED' MENU WILL BE OFFERED

Prices will range from \$12.45 to \$17.95. A 15% gratuity will be added to each bill (not included in above price).

Please join other Porsche club members for an enjoyable evening and a chance to meet new members - and a time for new members to meet our fun and welcoming group of car enthusiasts!

RSVP Required by Monday, June 16 – Absolutely no drop-ins PLEASE!

E-mail Nancy Herron at hawaiiitrips@hotmail.com or call 503-293-6714.

PORSCHE

AT

Forest Grove

SUNDAY, JULY 20

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

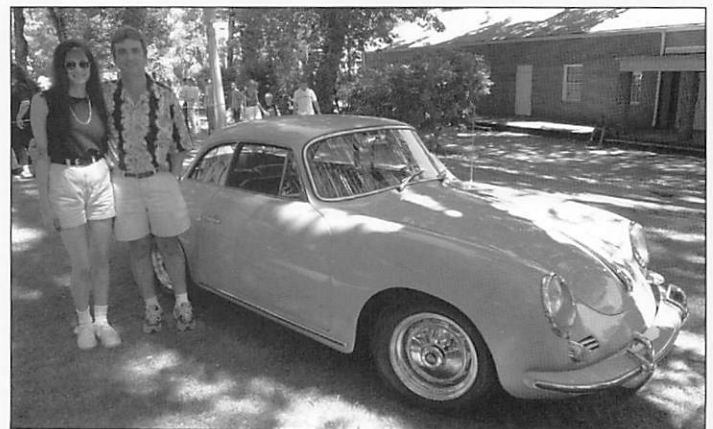
ORPCA will have a designated area for as many as 25 Porsches and space will be filled on a first-come, first-served basis. Only cars before 1980, however, will be judged and be eligible for Concours awards. Newer Porsches are welcome to be displayed but will not be judged. Whether "vintage" or not, whether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

www.forestgroveconcours.org

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

Bring your own picnic lunch for a splendid affair in the cool of the oak grove. Join fellow Porsche Club members for a completely unique event in a beautiful setting.

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



Club
Event

PORTLAND PORSCHE ROAD TOUR

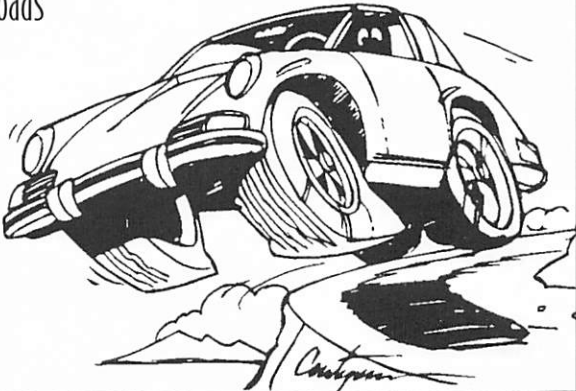
SUNDAY, JUNE 8

- Tour some terrific twisty back roads within minutes of the city.
- 10:00 am Meet at McDonalds on corner of NW 26th and Hwy 30 (NW Yeon Avenue)
- 10:30 am Begin tour of roads between Hwy 30 and Skyline Rd.
- 12:00 noon Lunch in Scappoose (Ichabod's, Dairy Queen, Main Street Pizza, etc.)
- 1:00 pm Tour back to downtown Portland along Skyline and a few side roads
- 2:30 pm End of tour. Optional - Margaritas at Acapulco's Gold, 2610 NW Vaughn

Cost: Free. Pay for your own food and gas.

RSVP: No! Just show up.

Contact: Dave Nance 503-313-3282 cell



TRI-CLUB DE/TRACK DAY

at Portland International Raceway
BMW • Porsche • Alfa Romeo

Friday, June 27

\$100/driver/full day
Pre-register to guarantee your spot. Limited space is available.

www.bmwacportland.com
(follow the link to "Driving Schools")



Required Equipment:

- ** Snell 95 or 2000 helmet (SA or M)
- No open exhaust
- Cabriolets require roll bar (except Boxsters)
- Long-sleeve shirt (recommended)
- Laced athletic shoes (recommended)

Schedule

- 7:15-8:45 am Tech/Registration
- 8:45 am and 12:30 pm . Mandatory drivers' meeting
- 9:00 am First car out

Please refer to the BMW web site for the latest information on this event: www.bmwacportland.com

Rear View Mirror

By Peter Linsky



That last Trivia Quiz was so well received, I thought we'd try some more questions. Let's see if I can stump you with these!

1. What very successful racing Porsche was not equipped with outside rear-view mirrors?

- a) 356 Carrera GT
- b) 904 GTS coupe
- c) 910 coupe
- d) 917 coupe

2. The modern pneumatic tire was invented by _____.

- a) Goodyear
- b) Michelin
- c) Thomson
- d) Pirelli

3. Those alloy wheel nuts on a 911 are _____ millimeters in size.

- a) 19
- b) 18
- c) 17
- d) 16

4. Did you visit the Tampa area for this year's Porsche Parade? In that case, you'll certainly know that the Suncoast Region is in PCA Zone _____.

- a) 2
- b) 10
- c) 3
- d) 12

5. Assuming you are fortunate enough to be among the 1,000 customers worldwide who will take delivery of a new Carrera GT, you'll be happy to know that you won't strain yourself lifting off or installing the two-piece carbon-fiber roof panels. They weigh just _____ pounds.

- a) 10.6
- b) 11.9
- c) 12.5
- d) 14.1

Trivia answers:
 1. The correct answer is (d). Interestingly, the 917s lacked outside mirrors. It appears that the 917 was so fast, the drivers didn't need to worry about who might be overtaking them! (Porsche 917, *the winning formula*)
 2. When faced with an oddball set of answers, consider picking the one you've never heard of. The correct answer is (c), R. W. Thomson, an Englishman who patented an inflatable tire in 1845. Must have been for a carriage; there weren't any automobiles putting around. (*Automobile Quarterly*, V2-2, p-223)
 3. (a), 19 millimeter, and you'd better have a socket in the trunk that fits!
 4. The Suncoast Region belongs to Zone 12. (*Panorama*, March 2003)
 5. The answer is (a). The super light roof panels weigh just 10.6 pounds. (*Panorama*, March 2003)

Mount St. Helens Tour

Saturday, August 2

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

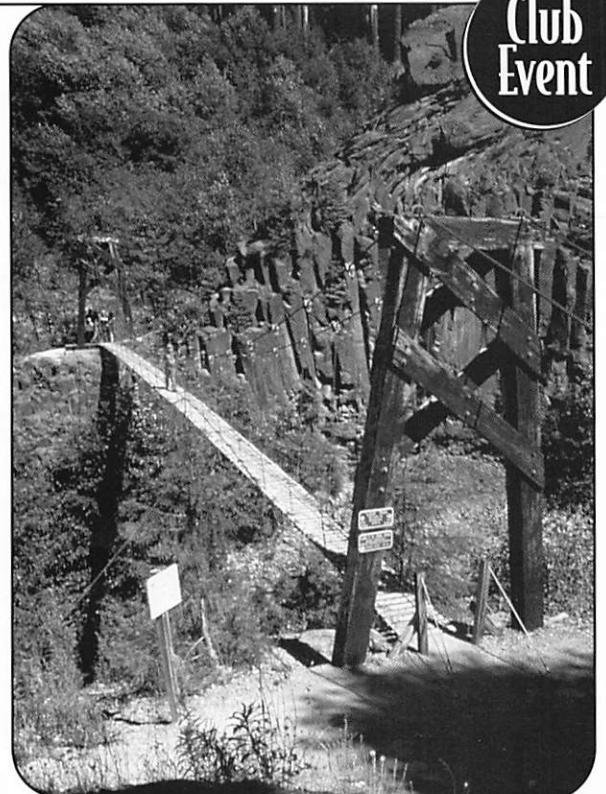
Starting location: Beaches Restaurant, Vancouver, WA.

Time: 10 AM sharp (first cars out.)

Lunch: Your picnic basket

Cost: \$1.00 per person.

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



Coming Events



Volunteer Recognition Party – September 21

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

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

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

Rally

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

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

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

Autocross

An autocross is a (relatively) slow-speed, timed event, where solo drivers compete against the clock on a course marked with chalk and highway cones. The course is designed by experienced autocrossers to provide opportunities to improve your driving and car handling skills, and to test the cornering, braking and performance limits of you and your car in a completely safe environment. The course is laid out in an open area so there is nothing to hit, and only your ego to bruise. Speeds are kept down —

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

Competitors are of all skill levels, running the gamut from those with decades of experience all the way to those with a shiny new driver's license and 2 days on a stick shift. There's something for everyone and everyone has a great time! If you ever wanted to improve your car control, drive fast, or just develop the skills to stay safe in an emergency situation on the highway, this is the event for you.

Day Tours

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

Sunriver Exotic Car Show

The Sunriver Exotic Car Show is one of the year's favorite events. The Sunriver Chamber of Commerce sponsors the event, and invites a number of car clubs to attend. The Porsche Club has historically been the dominant force, but we have been joined by the Jaguar, Ferrari, Mercedes and BMW Clubs, as well as some interesting privateers.

The weekend begins with an optional group drive over the mountains, stopping at Carrera Motors in Bend to clean up in their detail shop. Then it's a registration get-together that evening in Sunriver. Saturday is devoted to the Exotic Car Show, a low-key-shine-and-show-type affair held in the Sunriver Mall, with judging optional. (Don't let "Exotic" bother you - every Porsche is exotic to the Sunriver Chamber.) The Car Show is followed by the traditional wine and cheese party, then a casual banquet. Sunday brings the famous Sunday Dash, a two-hour-or-so romp to a grand-finale lunch.

For maximum enjoyment, get a small group together to rent a house in Sunriver.

The Sunriver Exotic Car Show is a very popular event, and it is a wonderful way to end the summer driving season. It should definitely be marked on your calendar.



Around the Region

By John Draneas

The top of this month's news is that we are now the unofficial site for Parade 2006! As I understand it, the PCA Parade Committee will select us if we are able to work out a suitable hotel package and if we are able to assemble a competent Parade Committee. No problem on the first requirement, as the Doubletree is hot to do this and has already offered to roll back its pricing to 1995 rates. We're now pushing them for some free food. As to the second requirement, I'm not worried about recruiting a great group of volunteers, but this would be a pretty good time for you to stand up and identify yourselves. Also, we need to make as strong an appearance as possible at all upcoming Parades. I know that **Jeff and Nancy Deroos** are going to Tampa, but is anyone else going? Please let me know if you are, and I can give you some suggestions about who to schmooze while you're there to help us with our "impression."

After a 9-year courtship, **John Mazmanian and Betty Lou Koffel** recently announced their engagement. They are both wonderful people, and I'm sure we are all glad they are going to make it permanent.

A certain, well-known and easily identifiable ORPCAer had the recent misfortune of addressing a wet, curvy country road with less than optimal tires, and did a somewhat scary pirouette, of the 360-degree variety. No, I will never tell you his name. But I am pleased to report that nothing was damaged other than an ego. And, I'm very glad to report that he didn't blow a head gasket!

Sunset Imports put on quite a spread at their Cayenne introduction for ORPCA members. A well-stocked bar, plentiful appetizers and desserts for a balanced meal made everyone grateful for their hospitality. Oh yeah, the cars were way cool, too.

Sunset sales rep **Scott Young** reported that six Sunset Cayennes are already on the road. One new owner reported that they feel guilty about never driving their Boxster any more.

George Baker spent quite a bit of time sitting in the driver's seat of the blue Cayenne. He and **Sandy** are just back in town after spending four of the last six months traveling all over the world. Australia was the high point of this group of trips.

Bob McEwen was busy taking advantage of the great food, musing about how their youngest leaves home this year, and that makes room for a new Porsche toy. He already has his 1978 SC up for sale to make room. I asked what his wife thinks about this. He said he doesn't really know - he hasn't seen very much of her lately, as she's been buried with tax season. But he's sure she won't mind.

Jeannie Gretz hasn't been feeling well lately, but is getting better. She was pretty down about not feeling well, and asked, in a real sorry tone, "Do you know what I do every afternoon?" "No, what," I asked. "I watch trailer trash TV!" Asked if she liked it, she jumped up and went through a very animated 10-minute dissertation of all of this week's high (or low) points. **Jeff** is hoping she gets better real soon.

Dave Nance is happy with his new job, working as an electrical engineer for Armstrong in their acoustic tile division. He says the only weird thing is that now, whenever he walks into a building, the very first thing he does is look up to check out the ceiling.

My friend **Keith Martin** was on *Sports Car Market* assignment in California for the press introduction of the Cayenne. I was surprised to listen to a voicemail from him while he was gone. He was on his cell phone, with a poor signal, and he kept cutting out. What I could make out was, "...won't believe ... really cool ... awesome driving car. I'm totally amazed ... want one. But you probably already know how fantastic it is." Next time I saw him, I said I was really surprised that he liked the Cayenne so much. "No," he replied, "I wasn't talking about the Cayenne. I was talking about the new *Boxster* they gave me to drive to where I could pick up the Cayenne."

Speaking of Keith, he and I had an absolute ball with the next-to-the-last episode of our shared ownership of **Lucky**, our 1965 Saab. We decided to

give Lucky a big send-off, and hosted a Saab Party for 50 or so of our most discriminating friends. In our humble opinion, **Lucky's Smokin' Again** was *the* automotive event of the year, a Sunday afternoon barbecue at my house featuring Costco's finest ingredients. The catch was that you had to drive Lucky before we would give you any food. Keith brought the **SCM AMC Pacer** for additional "joy" rides. **John and Pat Joyce** arrived with **Fred and Paulette Ankeny** (A'nT Tires) in a couple of their Saab rally cars. It was kind of like Keiko being reintroduced to his pod. **Jeff Gretz** brought Jeannie's Metropolitan, which looked too pretty for the crowd.

The clear consensus was that Lucky had a lot of personality, and was a lot of fun to drive. The consensus about the Pacer was pretty much the opposite. For something fun to drive when your Porsche is resting, something you can drive in the rain without worry, something you don't have to lock when you park it, give Lucky a try. He's very affordable, and is guaranteed to attract lots of attention.

To wrap up this month's column, the Cabin Fever Tour was a great time had by all. But, in the usual spirit of this column, let me give you the inside scoop about our esteemed tour directors, **Gregg and Sue Hodge**. They did a masterful job of organizing a fine tour, smoothing the path for everyone, until they got to the Hotel Condon, that is. When they tried to check into their suite, the surprised hotel staff remarked, "But you called in and *cancelled your room!*?" Luckily, someone else had cancelled a smaller room, so Gregg and Sue didn't have to sleep in a closet, or in their car.

Still, the sudden loss of the fine accommodations left them a bit befuddled. I think they will debate the whodunnit for years to come, but 40 miles after bidding Condon adieu, Gregg asked Sue, "You did remember to get the wine, didn't you?" A frantic cell phone call to the hotel was unsuccessful, as they were out of range, so Gregg whipped the Porsche around and raced back to the hotel to pick up the wine, then caught up with the group before the end of the day.

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

It Is Not About Me!

By Dick Bader

One of the cornerstones of the Oregon Region is the track event at Portland International Raceway. It is vital to the club's revenue base that we support this opportunity. Due to increased costs required by PIR and the PCA, for safety reasons our break-even has risen from 35 cars to over 50. Enough said about the finances and on to the experience.

I speak to you as a person that has dedicated 18 years to supporting ORPCA track events. It is for the love of sharing driving skills, safety and the opportunity to show others that they have invested in the finest piece of automotive hardware in the world. My job is simple: to show you how to drive safely, at speed, with confidence and respect for others. My favorite teaching days occur when it is raining. In the Pacific Northwest, we have wet conditions more often than dry. It is for the street that we teach the driving skills. Anyone can pilot a car fast in a straight line, but let's talk apex, line, braking, shifting, dynamic

axis and a host of other tactics that present the challenge of negotiating the turns.

Let's talk a typical track day. It starts with going to our website and registering. This allows our Chief Driving Instructor to pre-assign instructors and speed up the at-the-track experience. When you arrive at the track, your car will be inspected for safety and your helmet will be certified. We only ask that you bring a helmet that is Snell 95 or newer. We have not had a serious accident or injury for a long time and we don't want to start now. You will then proceed to registration where we assign your run group and pass out information that will orient you to the safety rules on the track. We have a mandatory drivers meeting where the Track chairman goes over the rules, flags and the events of the day. You are then dismissed to meet your instructor and get some personal

attention. We are the only club to certify our instructors. They are coached to teach you driving skills, not racing.



Our first session is the track orientation where you will line up in the pre-grid area. An instructor will drive your car for three laps at parade speed, no passing, and point out the turn stations, show you the brake points, shift points and the line. After this experience, your comfort level will be elevated to "hey, this is not too scary." You will then return to the pits to wait your run group call. At this point, I would like to extend the invitation to the ladies to join in the fun. This is not racing and we feel the women are entitled to enjoy this event from behind the wheel. Many women have joined us through the years, becoming as familiar with the track as their male counterparts.

Now let's drive your run group. You are at the pre-grid, your instructor in the right seat with a helmet-to-helmet radio to make communication easier. The starter

gives you the track enter sign and you are running toward turn 1, a 90-degree right turn, followed by a hairpin left (2) and a right (3) heading to turn 4, a sweeping right with a double apex. Slight slowing for the next right (5), setting up for a left (6) followed by a short sprint to a right (7) through a slight left (8), then a right (9), onto the back straight which is slightly curved. You are now heading back toward the tower and into a fast left (10), a slower right (11), and finishing with a slow right (12), past the start/finish onto the front straight.

Each run group is on course for 30 minutes. In that time, you will fatigue before the car. If you need a break, slow down and let the heart rate come back to normal. You will have at least four periods on the track and often more. We find that most of the problems occur when you don't listen to your body. The obvious sign is when you miss the line or brake points in a turn. You have lost concentration and driving at speed is the most cerebral sport you will do.

Our turn workers are our most important asset and, since they are all SCCA qualified, they are your control and safety team when we are in session. Their word is absolute and they are trained to watch for unsafe activity. All of the volunteers are professional and dedicated to making the track a fun experience. If you would like to learn more about the events, offer to work one by contacting our Chair, Craig Dahlgren, and get some ground experience before you take your first turns.

I could fill up several articles on the art of driving but that will be a later time. I urge you to attend our next event and be a part of the most exciting experience in driving a Porsche. IT IS NOT ABOUT ME! It is for you. 🍀

The Introduction of the Cayenne

By Liz Green • Photos by Chris Greenwood

Sunset Porsche in Beaverton hosted a party for Porsche Club Members on April 10th to introduce the new Porsche Cayenne. Sunset Porsche did a wonderful job on the event with some incredible catering and a hosted bar.

The salesmen were on hand to offer insight and technical information, without pitching the car as a sale. It turned out to be a great night for it, as it was the first in many days that it wasn't raining. Sadly the cars weren't open for a test drive as watching the sunset while driving (with weather allowing the windows to be down no less) would have been a great drive, let alone to do so in the newest of the Porsches. The showroom had a beautiful black/ silver model to look at and climb in and through. They also had the ever beautiful C4 and a breath-taking turbo to peruse. The new showroom they built is absolutely beautiful and gives adequate room to view the cars along with pictures and information about the cars they have on hand.

The Cayenne S itself turned out to be more than I expected from the Porsche name. I have an SUV as my daily driver and was thrilled to see Porsche come out with something so utilitarian. I had expected to come across a larger version of the 911's we have; but, was thrilled to see that they actually designed it with the heart of the Porsche and the body of an actual utility vehicle. The impressive side was to see an SUV (admittedly or not we all have a perception when the term SUV comes to mind) that offers the same amount of cargo space as my SUV but with all wheel drive and 340 HP. The top speed of the Cayenne on the track is 150 mph, putting my SUV to shame any day. The other fact that made it the hands down winner was that it does 1 - 62 in 7.2 seconds. My other Porsches have performance, but I

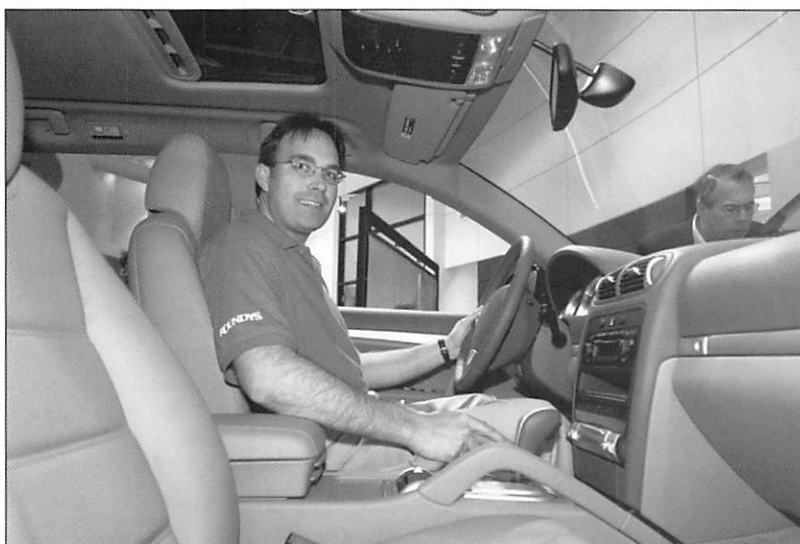
had not ever thought performance and SUV together in the same thought. It also comes with more bells and whistles than I imagined in a car, let alone a utility vehi-



Top: the catering is always elegant and tasty at Sunset Imports

Above: a black Cayenne S awaited club members on the showroom floor.

Below: Jeff Deroos inspects the well-appointed and comfortable Cayenne interior.



cle. They truly designed the interior of the Cayenne S with thought about the driver and the passenger alike. It's the ultimate in comfort, and close to all the amenities of home. The biggest kick to me was seeing



a 12V plug adapter in the rear cargo compartment. It would seem they thought of all the uses the Cayenne might be put to, and accounted for all of them.

Sunset Porsche had an original shipment of six Cayenne's and sold four within the first month. They were awaiting delivery on another five this past Saturday when my husband had to go see it for himself after listening to me talk about it. Again, Sunset Porsche did a great job taking time to fill him in with all the information he missed out on by not making it to the open house. I would have to say they are probably the most pleasant dealership I've ever visited. There is no pressure, and they are a

wealth of information. They did a great job hosting the open house, and they do a wonderful job all year round selling these wonderful cars, and helping the Club membership grow. ☺



We are happy to welcome Mr. Merlan to our team. From Hollywood, CA, he is a certified specialist with 18 years of experience working exclusively on Porsche cars.



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Mark your calendars for Saturday, July 26 and plan to enjoy a scenic cruise in the Vancouver, Battle Ground, and Camas areas along with good food and good friends!!

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

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

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

Desserts will be held at Paul Novitt's home, 3040 NW 2nd Avenue, Camas. 360.834.1708.

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

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

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

RSVP to Cheryl Carpentier and indicate what you'd like to bring. 503.384.0453 Home • 503.469.0505x30 Work
Cherylcarpentier@aol.com

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ORPCA Autocross 2003



July 20

- PIR South Pit Area (Motorcycles on track)

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

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

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

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

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

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

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

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

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

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

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

Spring Clean's the Game

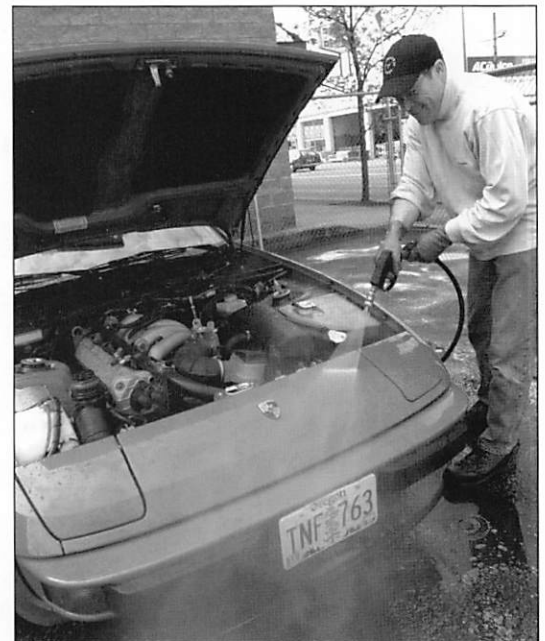
by Chris Greenwood



At times there was only wiggle room in the Autobella parking lot. Saturday, April 19 was the day to see if one's car could still shine the way it did when it was new.

Shop owner Tom Rennie was on hand with professional detailing chemicals, advice and techniques for spot repairs & cosmetic enhancement.

Around twenty club members, some as new as only a few hours, took advantage of the prime opportunity to rediscover the magic of their prized possession, some very recently acquired.



My Other Favorite Car

By Jim Roe • Photos by Chris Greenwood

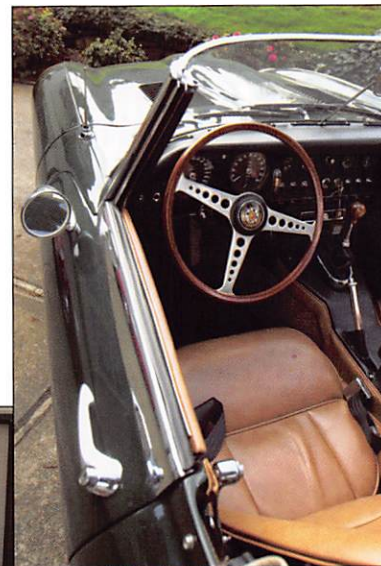
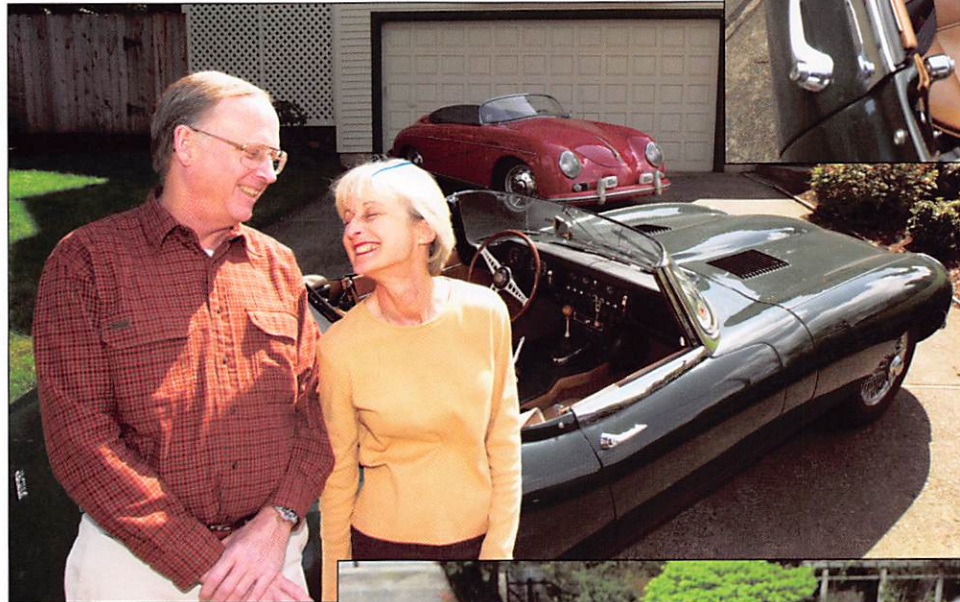
Porsches are pretty, but Jaguars are for keeps. I bought my 1964 E-Type roadster brand new in the spring of 1964 while a student at Stanford-in-Germany near Stuttgart. I know, I know, buying a 356 would seem more logical given the location, but I was Jag crazy. Ever since seeing the first photos in Road & Track down at my Dad's downtown Chicago men's club, I was hooked. That was 1961.

In those days when you went to Meadowdale and Elkhart Lake, you saw Scarabs, birdcage Masaratis, 120s, Elvas, Ferrari barchettas and the occasional E-Type and Aston Martin. I guess there were Porsches too, but not on my radar screen. I had the car in Europe for six months. Looking back, it's a wonder we both survived. You could buy laps at the Nurburgring, the whole 17 miles, the day before the real race, and after becoming briefly airborne on the long straight (there is a little hump) I almost got religion. We went to Le Mans too, where the major danger was a multitude of Frogs in yellow-head-lighted Citroens who took offense at our very existence. Not that the yellow lights were on much, they were saving on electricity I understand.

Hans-Ernst, an Austrian buddy, and I took a drive to Istanbul and came across Pamir, a Turk, who had raced Corvettes in the States, was in the Turkish military then, and had the only E-Type in Turkey. He wanted to play, and so we raced about up and down the Bosphorus to his place on the Black Sea and back. The Jag never missed a beat, even though you couldn't get ethyl in the whole country.

Back at school, the Jag was instrumental in attracting my future, and current by 36 years, wife. She was looking for a ride home from Physics lab and rides to the San Francisco symphony. I came along with the deal. Swept her off her feet, I guess. I told her no matter how many kids showed up, the Jag would always stay. She is a keeper too, even after she backed the 911 (another story) into the Jag, a black day.

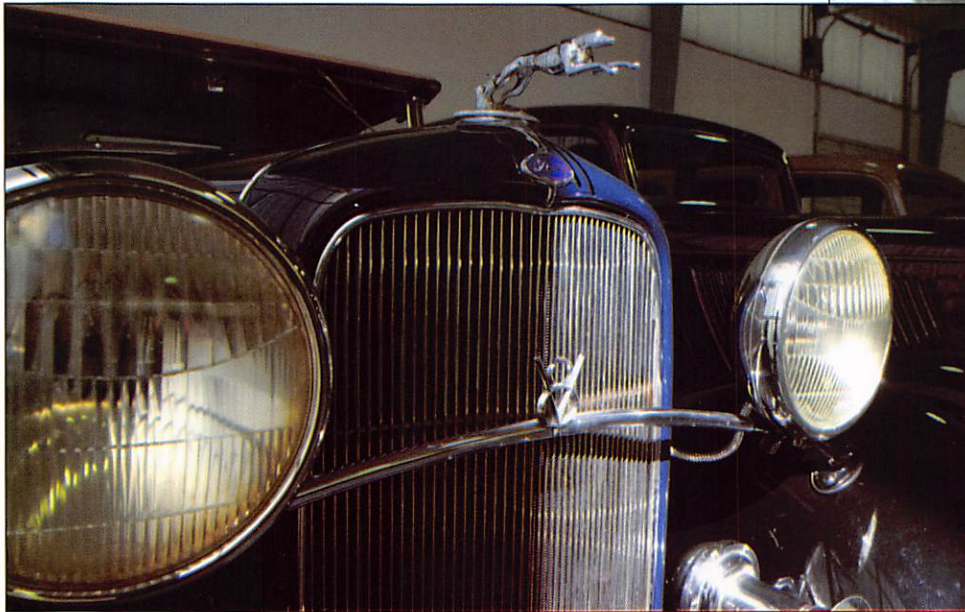
Oh yeah, I also owe the Speedster to the Jag. It was in for 'routine maintenance' one time for about 8 months, during which time I got 'roadster fever' again and went out and got the '56 Speedster. That was in 1971. The Jag is completely original. Black with a red interior and leaky top as new, now after 7 generators, 18 Lucas anti-voltage regulators, conversion to all-synco gearbox, 1000+ quarts of oil, and a down-to-the-monocoque restoration, it is BRG with a tan interior and leaky top. See, a keeper.



Vintage Iron Tour V

by Paul Rust • Photos by Chris Greenwood

On Sunday, April 13, the threat of rain and a looming tax deadline did not dissuade several (43) Oregon Region Porsche owners from joining in on another Vintage Iron Tour. Steve Knepper and Duane Luckow are almost famous for organizing these tours, where we are privileged to visit private collections of coveted cars and automotive memorabilia - and this day we were not to be disappointed.



Gathering at an Eastside starting point, Stark Street Pizza, by 9:30am twenty-three Porsches and a number of secondary vehicles were on the road heading south on I-205 toward our first stop just outside of Aurora at the Airport. With a route that would take us down Highway 99 from Oregon City to Canby and out through the country roads to the airport it was a pleasurable drive. The weather was cooperating and the skies were lightening with a little sun peeking through.

Arriving at the airport, we were greeted by Jack Hogan a long time Oregon Region member and automotive enthusiast. If you were able to attend the 1995 Porsche Parade that was held in Portland, you will remember the beautiful red Speedster that graced the lobby of the then Red Lion/Jantzen Beach Hotel where the Parade was located. Jack is the owner of this Speedster and it looks just as good today as it did then. He also owns a 1954 Porsche 356 1500 Super bent-window cabriolet that is a real rare bird.



However, the bulk of his collection is not of the Porsche make, but vintage Fords. His love of these cars has prompted him to collect models from '32-'42 in both standard and deluxe trim. Seeing these cars side by side you become aware of the differences between the various models. A special treat for those of us who are mechanically minded was the not so

This page

Jack Hogan's collection is eclectic with a few basic themes: Ford and German. Seen were a sand rail & baja Bug, farm tractor, a static display of a running flat-head motor, memorabilia of all sorts, rare Porsches and this price list of cars delivered in Canby in 1940.

LOW PRICES OF 1940 FORD CARS	
Delivered in CANBY	
FORD V-8 (60 HP)	1796 ⁰⁰
COUPE	1817 ⁰⁰
BUSINESS COUPE	1827 ⁰⁰
TUDOR SEDAN	1827 ⁰⁰
FORDOR SEDAN	1827 ⁰⁰
FORD V-8 (85 HP)	1796 ⁰⁰
COUPE	1878 ⁰⁰
BUSINESS COUPE	1878 ⁰⁰
TUDOR SEDAN	1943 ⁰⁰
FORDOR SEDAN	1943 ⁰⁰
STATION WAGON	1973 ⁰⁰
DELUXE FORD V-8 (85 HP)	1918 ⁰⁰
COUPE	1938 ⁰⁰
BUSINESS COUPE	1938 ⁰⁰
TUDOR SEDAN	1996 ⁰⁰
FORDOR SEDAN	1996 ⁰⁰
CONVERTIBLE CLUB COUPE	2128 ⁰⁰
STATION WAGON	2128 ⁰⁰

static display of the Ford flathead engine that was running quite smoothly - what a sweet little engine. Jack's hospitality should not go unmentioned, for when we arrived, there were much-appreciated cookies and coffee waiting for those of us who had skipped breakfast to participate in the tour.

After leaving Jack's collection, the group headed back toward Canby and proceeded to the Canby Ferry Crossing. Arriving at the crossing we were disappointed to find out that the ferry was broken down. This was but a minor glitch in the plan, however, and we proceeded back to the airport area to join up with Interstate 5 and head north to the junction of I-205 and Stafford Road for our next stop.

That next stop was at the home of Dell Smith, former director of Employment Training and Business Services (ETBS) of Clackamas County. While Dell didn't have any Porsches, he did have a collection of British vehicles. A 1990 Lotus Elan, which was one of 500 made, was a nice little ride and the most interesting fact about this roadster was the Isuzu engine that Lotus used for the power train. Also a classic Aston Martin DB6, just like James Bond's, only in a metallic green color, with low miles, that he purchased many years ago for basically title rights from a repair shop when the previous owner bailed after a new engine was installed. What a find! He also had three very nice MGC's, two GT's and a Roadster. These were essentially an MGB with the six cylinder engine installed and are highly sought after as these were also a limited production vehicle. The last auto in his collection was the Lotus 7 (like the type he used to race) and a formidable competition car they were. Dell is a great guy; he loves to talk about cars, and welcomed us back anytime.



One other car was on the premises. This was a new Mini-Cooper that was being raffled off to support an organization dedicated to helping young people that have serious illnesses and no form of insurance to pay

This page

Dell Smith, at left, had a collection of mostly British iron including MG, Lotus and Aston Martin. A few examples of American iron were on display, including a Cobra replica and some Briggs & Stratton.

Below and next page: Glen & Ruth Zirkle showed us the impressive collection of fuel pumps, signs and other oil-related collectibles.



for it. This organization was formed when Dell's daughter became ill and she met many young people with financially devastating illnesses with no way to pay. All of the proceeds of this day's event will be going to this organization. If you want to purchase a ticket for the raffle, you can call the Peace Lutheran Church at 503-704-3427 (the ticket price is only \$35 or 3 for \$100.) This is for a good cause.

By this time, we were all ready for lunch, and after a short drive, we arrived at Portland Brewing in Northwest Portland where we took a short break before the final stop on our tour. It was right around the corner from Portland Brewing, at WSCO. This is an independent petroleum distribution business run by Glen Zirkle who just happened to have an enormous collection of gas pumps and signs housed

continued on next page

Vintage Iron

continued from page 17

throughout the headquarters there in the Northwest Industrial area. We all envied both he and his wife's 911 and 993 turbos that they had brought out to let us glimpse at on the way into the building.

I overheard her say she was planning to take the long way home, and I don't blame her. Glen and everyone at WSCO were wonderful at answering questions about the collection and it was a real highlight of the tour and a perfect ending to a fantastic event.

We want to thank Jack, Dell and Glen for having us over to take a look at their toys, and also a big thank you to Duane and Steve for getting us out and enjoying the comradeship of fellow Oregon Region members with such a fine event. ☺



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Member Profile: Kevin Neary

by Jim Ayers

What were the contributing factors to your interest in owning Porsche cars?

My interest in sports cars was piqued in my childhood. I am the oldest of five children, but most of my friends growing up were the youngsters in their family. I vividly remember joining my friend Bill (we were 8) for a ride in his brother Steve's new Austin Healey 3000 upon Steve's return from Vietnam. 100+ mph on an empty October parkway to the beach. I was intrigued by the dashboard switch for the electric overdrive. In my teens, my friend Mark drove a '64 Healey Sprite and my buddy Kevin had a Triumph Spitfire with a dubious ignition cylinder that he purchased at a bank repo auction. This prompted my purchase of a '65 (first year for roll-up windows!) Sprite in British Racing Green. I remember becoming more popular the summer I had that car...

What activities in the Porsche club do you and your wife, Carol, enjoy?

We've done Burrito Runs and Gorge Tours together. Carol and a helmet have yet to coordinate dates, so I do DE days and Autocross solo. My sons, Tim and Sean, have joined me at an Autocross and I am hopeful my daughter, Kate, will join me this summer after she earns her license.

What other interests do you have?

The family keeps me pretty busy, and I serve on the boards of the Better Business Bureau, POVA (Portland Visitors Association) and the Metropolitan Business Association. I'm happy exploring a Central Oregon trail in my old Jeep Wrangler with a good cigar and my dog, Laddie, riding shotgun.

How long have you been a member of ORPCA, and have you belonged to other chapters?

ORPCA is my first PCA chapter. I've been a member since buying my first Porsche in the spring of 2001.

Tell us about your experience going to Germany to pick-up your new Turbo.

Two years ago, Carol asked me to go with her to look at a new Audi over at Sunset Imports. She immediately told Tony Borba that we were there solely to get me a Porsche. She had decided it was time for me to act on the dream. What a gal!

We were able to secure a production slot for a Turbo in late spring of 2002, and inclusion on the spring Grand Tour. With kids still in school, Carol decided to stay in Portland, so I invited my childhood pal, Mark ('64 Sprite), to join me.

Porsche treated the 30 or so Grand Tour participants wonderfully. A welcoming dinner was followed by a spectacular day of Porsche. We spent the morning in the factory museum and enjoying a leisurely yet fascinating tour of the factory.

One man builds one motor. I remember being surprised when a technician on the line turned around to flick the ash from his cigarette, then turned back to his motor. A moment later, he put out his cigarette so that he could enjoy a long pull from a bottle of beer! Volker Spanagel, tour guide

extraordinaire, assured me that, while enjoying a beer was fine, intoxication brings immediate dismissal.

Following lunch in the "Casino" (employee restaurant), we spent the afternoon taking rides on the test track at the Weissach Research facility. A C-4 cabriolet, a Turbo and a Boxster S were piloted for us by three of Porsche's test drivers. Full torque acceleration, full-on braking (PSM



off), and gobs of four-wheel drifting resulted in the complete decimation of three sets of Pirellis in 2.5 hours. I recommend this to everyone!

Late in the day, 15 sparkling cars were arranged inside the factory delivery center. Three Turbos to the right, two Boxsters on the left and 11 Carrera models down the center. Delivery personnel greeted each of us, reviewed paperwork, controls and other instructions while the Porsche photographer snapped portraits of each of us with our new rides. We all enjoyed a champagne toast, then travelled to a castle 30 minutes from Stuttgart for a final dinner. We were joined by our test driver friends who were able to share fabulous stories about their trips to exotic testing locales. It became apparent to me that, despite the image of being a test engineer for Porsche, six weeks in Africa followed by six weeks near the Arctic Circle is a long time away from family.

Saturday morning, Mark and I pointed the Turbo south on the Autobahn to visit friends in Zug, Switzerland. 100 to 150 mph cruising on a road smooth as glass was a treat, but it takes more than a few days to lose my "cop eyes." Monday, we decided we needed sunshine. Six hours later, we rolled into Monaco for four days at the Hotel Cap d'Aile overlooking the harbor.

Porsche handled everything expertly, and the car was delivered stateside through Sunset Imports, in impeccable condition, just in time for my birthday.

And Customs did confiscate that extra liter of German Mobil 1 I had in the spare tire well. ☺

944 Valve Spring Replacement

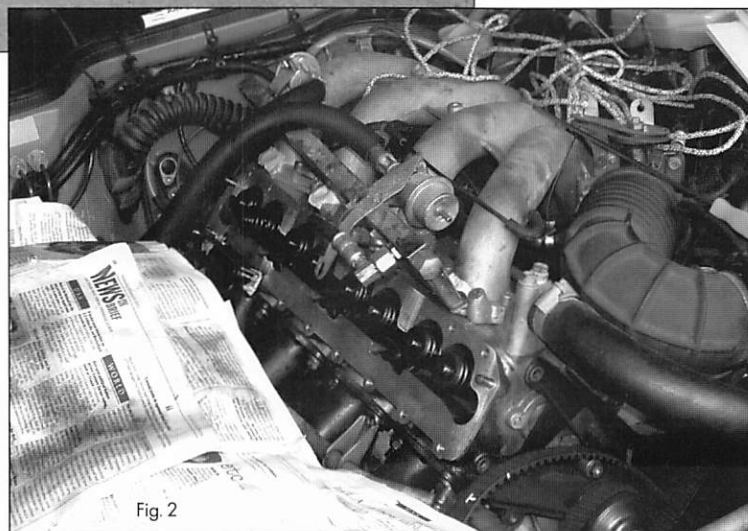
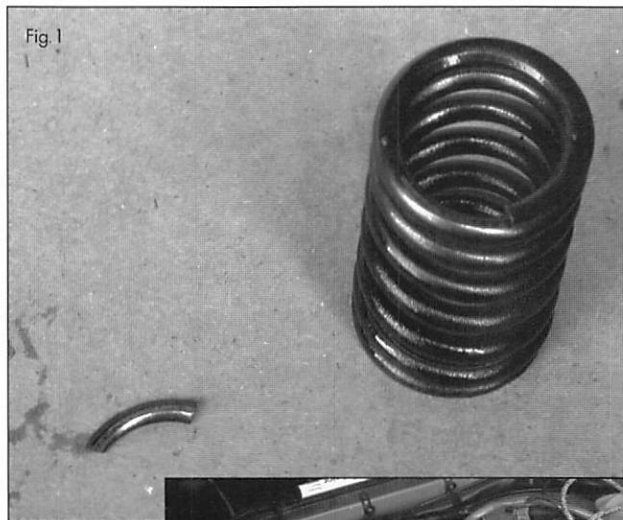
By Gregory Scott • Photos By Jim Ayers

I make it a habit to change the oil on my normally aspirated '86 944 after every race weekend. Before the last race of the season, I found a quarter-inch piece of metal stuck to the magnet on the oil drain plug. It was a curved strip, flat on one side and rounded on the other (figure 1).

The guys behind the parts counter at Sunset Imports in Beaverton immediately recognized it as a piece of valve spring. The 944 engine uses two springs for each valve. The larger, outer, spring does most of the work. The smaller, inner spring ensures that harmonic oscillations that impede proper operation occur at frequencies above the normal operating speed of the engine. Without enough time to investigate the problem further, I resorted to the rationalization that the piece was from an inner spring, and that everything would hold together for one more race weekend if I did not push too hard. My luck held, and the car drove into the garage under its own power.

The 944 camshaft is located inside a housing. Once this housing is removed, the valve springs are exposed and can be replaced (figure 2 & 3). The initial disassembly is straightforward. I removed the alternator belt. The factory manual instructs the mechanic to loosen the bolts in the pivot points of the tensioner before rotating the shaft that applies (or relieves) the belt tension. I have not seen this instruction in the Haynes manual. Based on my experience, it is not required, but seems preferable to forcing the pivots to rotate slightly under full torque. Next is the simple matter of removing the front engine covers to expose the balance shaft and cam belts. Find top dead center (TDC) and mark the locations of the belts on the sprockets to ease reassembly. Note the appearance of the TDC marks on the cam and balance shaft sprockets and on the flywheel. You will need to find these again during reassembly. Remove tension from the cam belt. Remove the distributor cap and rotor, the cam sprocket cover, and slide the belt off the sprocket. A word of caution is warranted here. You have just

disconnected the camshaft from the crankshaft. Should you rotate either one, you run the risk of graphically demon-



strating what the term "interference engine" means. Now it's time to focus attention on the top of the engine.

The next obstacle is the fuel rail. Ideally, you relieved fuel pressure by pulling the fuel pump fuse and running the car until it dies for lack of fuel. If you have not done that before you started disassembly, it is too late for that now. Removing a nut at the end of the fuel rail drains fuel. A small steel ball resides behind the nut. Do

not drop the ball. Remove the four bolts attaching the rail to the engine. Remove the clips that attach the rail to the fuel injectors and remove the rail. The spark plug wires are routed through clips attached to the fuel rail. You might as well completely remove the wires to get them out of the way. While you are at it, remove the fuel injectors and have them tested. At this point, the cam housing is finally exposed. Remove the six aluminum plugs in the cam housing. These expose the upper bolts. Spread some rags over the exhaust manifold and put some newspaper or cardboard under the engine. A fair quantity of oil will run out when the cam housing bolts are loosened and the assembly is removed. Two pins locate the cam assembly on the head. These will hold the assembly in place, after all of the bolts are removed. Removal of the assembly is slightly tricky, as the eight lifters will try to drop out of the assembly. An engine book I referenced notes that hydraulic lifter plungers and cylinders generally have tolerances of one ten-thousandth of an inch. Do not drop them, keep them clean, and

do not mix them up. Now we are up to the point of removing a valve spring.

The first trick is to ensure that the valve will not fall into the cylinder when the spring is removed. The preferred method is to apply compressed air to the cylinder through the spark plug hole. This requires a

compressor with the proper fittings, taking care not to unintentionally turn over the engine with the air pressure. Another option is to thread a thin, flexible length of nylon rope through the spark plug hole, and then rotate the engine by hand to compress the rope at the top of the cylinder. I chose the latter method.

The second trick is to remove a spring. A retainer that may sit on a shim on the top of the

continued on page 22



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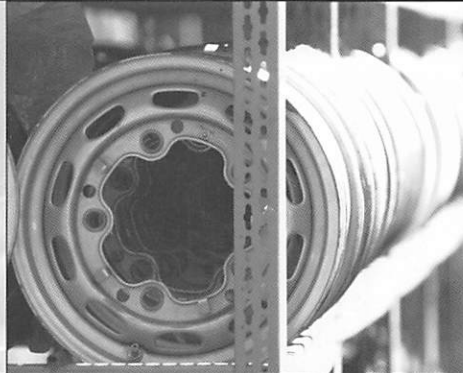
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Valve Springs

continued from page 20

cylinder head locates the bottom of the spring. The top of the spring is located by a retainer that is held in place with two wedge-shaped keepers. Grooves in the valve stem lock the keepers in place. The whole assembly is held together by the force of the springs wedging the keepers into the valve stem grooves, thus pinning the top retainer in place. In order to remove a spring, you need to compress the spring sufficiently to remove the small keepers. You score points for not launching small bits of the assembly around the garage. Again, there are two methods. The brute force method is to place a socket

on top of the keeper and give it a good whack with a rubber mallet. The more subtle approach is to use a spring compressor to compress the spring in a controlled manner. I found it handy to use a magnet to

pull the keepers off the valve stem without dropping them. Porsche will provide a beautiful spring compressor made for the job for several hundred dollars. I found a decent all-purpose spring compressor fit the bill after minor machining so that it would bolt onto the head. Other models may work out of the box.

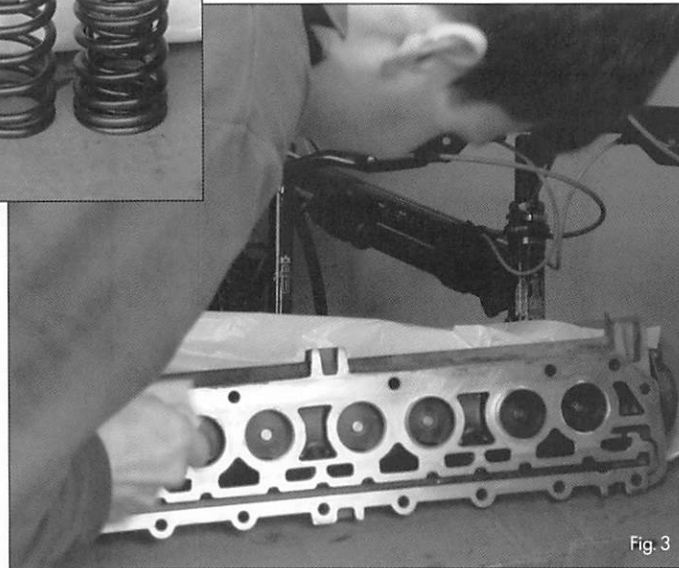
After removing a spring, inspect all pieces for wear. The retainers should wear smoothly where they contact the springs. A rough spot on a retainer can cause a spring to bind and break. Unless there is abnormal wear, the pieces may be reused. I found the inner spring on cylinder #2 missing the piece that I had found during the oil change. I also found an inner spring on cylinder #3 broken, although the piece was still in the retainer. I replaced all eight sets of springs. I sourced my parts from 944Racing.com, a sponsor of the 944 Cup.

It is a good idea to replace the valve stem seals. The original seals were Teflon, but the factory later offered Viton. A couple sources, including Fordahl Motorsports in Bellevue, Washington, indicated the Viton seals can cause wear because they are actually too effective at wiping oil from the valve stem. Whether you choose Teflon or Viton, use care not to damage the seal when sliding it over the grooves in the valve stem. The factory recommends a protective sleeve from the 924 stem seal kit. I was unable to find a

suitable one at the dealership or the local parts stores. After a little heating, a piece of shrink tubing made the perfect straw to cover the valve stem and protect the seal.

In addition to the Viton vs Teflon decision, the owner of a normally aspirated 944 must choose whether to upgrade to turbo valve springs. The argument in favor revolves around reliability, not performance. Fordahl and others came down on the "upgrade" side of the debate. My unscientific survey turned up approximately 50% of respondents in favor of the turbo springs, and 50% undecided. With no strong dissension, I chose to install the turbo springs. A cursory inspection of the springs revealed that the replacement set was not identical to the set I removed.

Although the inner springs appeared to be the same, the



turbo outer spring was noticeably taller than the spring it replaced (figure 4). Installation confirmed this difference. It took significantly more effort to compress the new spring during installation than to compress the old spring for removal. Although "assembly is the reverse of disassembly", replacing the keepers while holding a spring under compression proved to be a bit of a trick. I managed to install one spring, then went in search of an assistant. I also found the easiest method was to install one keeper from the top, rotate the keeper in the grooves around the valve stem, and then install the second keeper from the top.

While waiting for an assistant, I scraped the old gasket material from the cam assembly and the head. Unless the surfaces are deeply scored, do not use a sealant. The gasket comes pretreated and will seal to the surfaces when the engine reaches operating temperature. While you

are waiting, you can also apply a thin layer of assembly lube or grease to the lifters. This will help hold them in place during reassembly. Replacing the cam assembly is a balancing act. First, ensure that the engine and camshaft are at TDC. Ensure the gasket is in place, flat, and lined up with the bolt holes. Place the locating pins in the head, so that they will not fall out of the assembly. Watch for any lifters that may slide when the assembly is rotated for installation. Some more oil may run out of the cam housing during assembly. The assembly will only go on until the cam and lifters are reunited with the valves. If everything is lined up properly, replace the housing bolts and gently increase pressure all the way around the housing to draw it down onto the head. I have not seen a preferred tightening sequence for the housing bolts, and settled on a bottom/ top and center to end pattern. A long reach 6mm allen socket is required to torque the upper bolts properly.

My invoice from Automotive Products stated that the injectors should be installed within 48 hours for "best performance". Performance is the whole point in driving a Porsche, so I installed them right away. Since I could not start the engine, I pulled the DME relay in the fuse box, jumpered terminal 30 to 87b to run the fuel pump, and inspected for leaks.

After installing the distributor and other minor bits, the last major step is to tension the camshaft drive belt. I found it difficult to accomplish this without removing the balance shaft belt. Without the famous special Porsche belt tensioning tool, I can only approximate the proper tension. I took the car to Motorsports International for final adjustment. A number of sources will rent the tool to the die-hard DIY. Before taking the car in for the belt adjustment, I turned the engine over by hand a few times. I then removed the fuel pump fuse and cranked the engine on the starter to circulate oil and cycle the valves a few times. After replacing the fuse, I started the engine. Just above idle, the lifters were noisy. After a minute that seemed like hours, the lifters pumped up and everything was as good as new. 🍀

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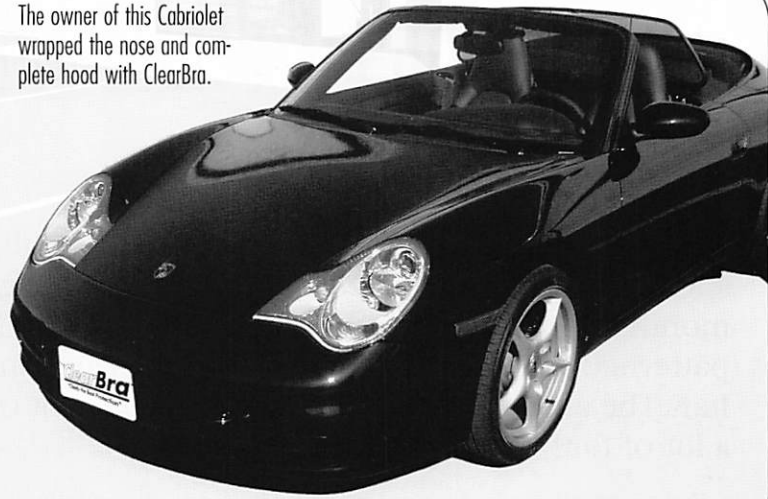
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How do you plan Half a Mille?

By Sue Hodge

How do you plan a Mille? That's what you call it when you spend as much time as the committee does beginning 9 or 10 months prior to the event. It's actually the Half Mille Miglia, patterned after the Mille Miglia, which is an annual event in Italy. The answer is: You mix a lot of time, a lot of work and ... a lot of fun!

Right now we are in the wrap-up stage of the 2003 Half Mille Miglia. Details need to come together to make a cohesive whole. It's crunch time. This is our third year of involvement in the event. We were at the Progressive Dinner the year before and we were chatting with John Johannsen. Gregg was talking about the fact that probably the main thing that drew him to the Porsche as our "recreation vehicle" was that it was such a great driving car. Getting off the main roads was our frequent diversion on weekends. He is the driver on these excursions (in our 928S), but I drive our original 944 as a daily driver and also appreciate the performance of these cars. Therefore it made sense that Gregg could be "the route man" on the committee.

The first year the route took us to Florence on the south coast. The destination is chosen first, then the task is to find roads that are diverse, challenging and fun to get there. We spent several weekends previewing the roads we had picked out from our huge Oregon road atlas, with me taking careful mileage notes. Some roads worked (some didn't) and some exceeded all expectations. Those that didn't work had to be scrapped and meant starting over - not at square one - but somewhere in the middle. That meant Gregg had to take off on a number of his Fridays and drive alter-

nates. Then all the pieces were put together. The task is even more challenging when you consider that the whole route must be as close to 500 miles as possible (thus the name Half Mille.) Sometimes the drive/route is the high point (as in the Florence trip), and sometimes the destination is the real draw. Last year was a mixed bag. The roads were fine but the destination was a wine-tasting weekend extraordinaire in Walla Walla! This year the destination was wonderful (the Steamboat Inn in Southern Oregon) and the route

proved to be a real challenge. Since this is a premier event, and the most expensive event the club offers, people have high expectations. The committee feels a great responsibility to provide the best experience we can for them. Thus the need to begin planning nearly a year in advance.

So, back to procedure. The route planner is just one piece of the puzzle, after all. John Johannsen has been chair of this event for the last three years.

His job is to host the monthly meetings, keep track of the big picture and make sure we all get our assignments done on schedule. That is the ideal. Sometimes personal commitments get in the way and we trade hats. John Draneas has done his share of overseeing the big picture and certainly John D. has



been the taskmaster in the last couple of months when details needed to be tied together within a short period of time. Of course all the destinations and eating establishments need to be "tested." We all take turns with that task (part of the fun I mentioned.) Don and Debbie Clinkinbeard have been the anchors for the group. They were involved in this event from its inception and know all the details. Don puts the route book into its final form, Debbie is instrumental in ordering the "goodies" that we get as participants - traditionally that has been engraved glasses, canvas bags with the logo and date on them, etc. Their experience has been invaluable to the committee.

The meetings are a forum for opinions - and for every one of us on the committee there is not just one, but several opinions. Once a month we have dinner first, then discuss ... EVERYTHING. The dinners have been great fun. John Johannsen opens up his kitchen and John D. and Gregg usually cook up something yummy. To John J's credit, he does do salmon - but only one way. And that's pretty much all he has in his repertoire. So the opinions fly, the heads butt and eventually a decision is arrived at (you notice I didn't say consensus.) Often a consensus is not arrived at, but whoever seems to have the best information on the topic at the time wins. And in the end, the result has always been more than satisfactory (sometimes even sublime...) for our participants. That is the goal and that has been the result (knock wood) so far. It is a tall assignment but one that brings a lot of pride in the finished product. We are always looking for help with this event. If you have an interest and a talent you could share, please let one of us know. ☺

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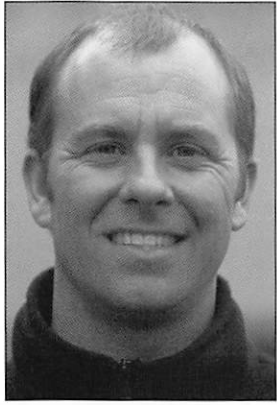
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Tech Tips: Interiors

By Tom Rennie



Leather care is generally determined by its age. Older leather will generally need annual conditioning since the natural oils have dissipated over time either from UV exposure or from absorption by

the fabric in your clothing. For long-term preservation, a conditioner that can be liberally applied and left on the surface for 24 hours is the best (I have some great stuff).

Upholstered seats are generally maintenance-free. For stain prevention from the

occasional coffee spill, I recommend a fabric spray-type application on all cloth surfaces including seats, floor mats, carpets and door panel edging and trim. This puts a good barrier between liquid and seat, preventing a fair amount of absorption into the base of the cloth and foam. It also makes for easy clean up.

Seat covers are a good idea, but they do affect your body position in the seat. Because sheep skins lift you up off the seat, I prefer to use neoprene fitted covers. These come in almost any fitment and color design you can imagine and conform to the natural design of the seat. I have never heard of a seat cover doing any damage to a seat or its surface.

Minor repairs to leather and vinyl can be done with a fill process. Blown stitching can usually be re-stitched if the material is still tightly woven enough to hold the thread under tension. Panel replacement

can be a cost-effective way to achieve satisfaction in the short term and extend the life of the original seat. Cloth material is difficult to seam with bonding agents, therefore panel replacement is the best avenue.

Automotive carpeting can be treated as if it was in your home. It should be vacuumed and kept clean to avoid mildew and mold. Cars that are closed up after a wet use can develop signs of mildew in a short period of time. Mold and mildew can cause sickness after exposure, but enzymes and cultures can be used to neutralize this problem in carpeting.

Tom Rennie is the owner/proprietor of Autobella, an automotive detailing shop in NE Portland. For more information on the topics he discusses, he can be reached at trennie@attbi.com

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From the President

continued from page 4

where before it would bind, and installing the roll cage did stop a few creaks that were starting up in the back of the car.

Look for the Q1 quarterly report to the membership in the next issue. I know I'm a little behind but this is a hobby, you know, and there are only so many hours in the day.

As we head into the driving season remember we are all ambassadors of the sports car community and the Porsche Club and Marque. Discourteous and overly aggressive driving around civilians makes us all look bad. If you want to drive aggressively come on out to the race track or an autocross and exorcise those speed demons with the rest of us car junkies.

- drc

From the Editor

continued from page 4

tion is held in venues all over the place over a race season that lasts for months. The drivers collect points with each participation based on wins, of course, but also for a number of other things - which makes the final winner less predictable. There are a lot of politics and an International feel to this event. The Historic Races are fun even if you're not a huge race fan. You can see every kind of car imaginable on display at this event, and if you have some favorites beyond your Porsche you can see them go around the track during the various group races. And the food is not to be missed. Hope to see you there.

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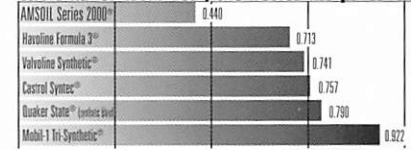
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503.292.5743
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Board meetings of the ORPCA will be held on the first
Tuesday of the month at 6:30 pm

Consult oregonpca.org for the
latest information and location

Anniversaries

JUNE

5 Years

Paul Schwindt

Marc & Diane Rubin

Robert & Jan Sordello

Steven & Laura MacDonald

Chris & Ambert Sweet

Per & Janet Sweetman

Scott & Robin Buckles

10 Years

Don & Rene Clark

Jeff & Nancy DeRoos

Carl & Patty VanAusten

30 Years

Steve Martin

Willkommen

NEW MEMBERS

George Wise1999 911
Portland, Or

Tracy Fannin1987 911
Portland, Or

Aaron Lieberman1985 944
Newberg, Or

Michael & Tina Bernstein2003 Boxster
Portland, Or

Chris Carter2000 Boxster
Vancouver, Wa

Reggie & Shanette Gaines1999 Boxster
Beaverton, Or

Kay & Daniel Hall2003 911
Portland, Or

Thomas & Sandra Jackson2001 Boxster
Lake Oswego, Or

Eric & Lisa Larpenteur1987 930
Portland, Or

Scott & Tammy McGrew1975 911
Beaverton, Or

Kip & Courtenay Miles1998 911
Canby, Or

D.T. Nichols1987 911
Salem, Or

Lee & Virginia Robertson1985 911
Beaverton, Or

Lawrence & Fran Rodman2002 Boxster
Lake Oswego, Or

Kyle Walden1988 924
Brush Prairie, Wa

Transfer

Peter Brill1979 930
North Bend, Or

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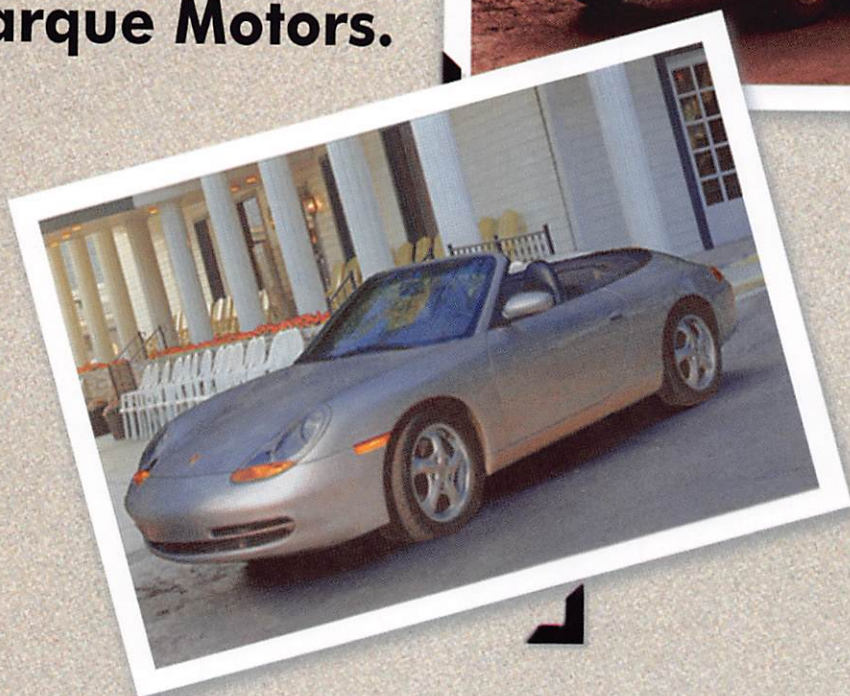
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Please contact ORPCA membership
chairs to update your information or
receive details about the club.

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