

Anzeiger



June 2004 v44-n5
Oregon Region Porsche Club of America



YOUR DESTINATION DEALERSHIP **RJF**



An oasis for people who care about cars.



'03 Turbo



'03 Cayenne S



'63 356B

New

'04 Boxster S Special Edition	\$63875
'04 Boxster Speed Yellow	\$49150
'04 Boxster Seal Gray	\$47805
'04 Boxster Guards Red	\$48990
'03 Carrera Targa Arctic Silver	\$79995
'03 Carrera Cab Arctic Silver	\$79995
'04 Carrera Cab Lapis Blue	\$85600
'04 Carrera Cab Speed Yellow	\$84995
'04 Carrera Cab Guards Red	\$84870
'04 Carrera Cab Seal Gray	\$85390
'04 Carrera Cpe 40th Anniversary	\$91475
'04 Carrera C4S Black	\$91015
'04 Cayenne Tip Basalt Black	\$49710
'04 Cayenne Tip Jarama Beige	\$49710
'04 Cayenne Tip Prosecco	\$54490
'04 Cayenne S Carmon Red	\$61985
'04 Cayenne S Crystal Silver	\$70090
'04 Cayenne S Sand White	\$63195
'04 Cayenne S Titanium	\$62330

Used

'01 Carrera Cab Arctic Silver	\$59995
'01 Carrera Cab Orient Red Tip	\$64995
'84 Carrera Cab White	\$16995
'84 Carrera Cab White	\$19995
'88 Carrera Cab Red	\$28995
'97 Carrera Cpe Speed Yellow	\$42995
'01 Boxster S Zanzibar	\$38985



BMW



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MOTORS

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Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v44-n5

Editor
Kate Ayers
editor@oregonpca.org

Ad Sales
Bob Falleur
adsales@oregonpca.org

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

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

Anzeiger is the official publication of the Oregon Region of the Porsche Club of America, Inc., P.O. Box 5652, Portland, Oregon 97228-5652, and is published eleven times a year. Non-member subscription rate is \$30.00 annually.

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

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

Graphic Design/Production
Chris Greenwood
503.460.9494
production@oregonpca.org

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Anzeiger

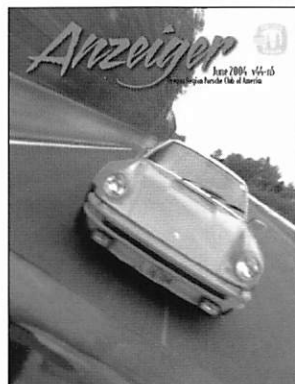
2004
JUNE

Feature Stories

<i>From the President/Editor</i>	4
<i>Still Plays With Cars</i>	8
<i>Autocross ... A Kinky Trip</i>	10
<i>Member Profile: Steve Germany</i>	11
<i>Shock and Awe: Cabin Fever Tour IV Impacts Condon Again</i>	12-13
<i>On the Shelf</i>	14
<i>My Other Favorite Car</i>	15
<i>Rennsport Reunion II: Fast Fun in the Sun</i>	16-17
<i>Help Wanted</i>	19
<i>The Marketing Niche</i>	19
<i>The Amateur Wrench</i>	20
<i>Frappuccino in Your Coolant System: 944 Oil/Water Coolers</i>	22
<i>First-Saturday Arrive & Drive: Get On the Wagon</i>	24
<i>Porsche Club Rally Program Continues the Fun</i>	26

Club Events

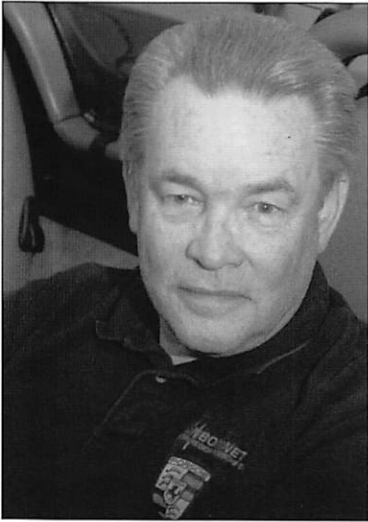
<i>Club Calendar / June Arrive & Drive / June Dinner Meeting</i>	5
<i>Fun Rally/Poker Run</i>	6
<i>July Arrive & Drive</i>	6
<i>Autocross</i>	6
<i>ALMS</i>	7
<i>Portland Historic Races</i>	7
<i>Coming Events</i>	9
<i>Forest Grove Concours d'Élégance</i> ..	14
<i>Stuttgart Meets Detroit</i>	18
<i>Resource Directory</i>	26
<i>Marketplace</i>	28



Cover image: Dude, where's my rev limiter? The season of speed is here. With DE, autocross, historic races, ALMS and more on the calendar, you'll think PIR is your second home.

Photo by Chris Greenwood

Thanks to Pro Drive Racing School for the use of their "camera car" in the making of this image.



Don Strasser

FROM THE PRESIDENT

"Well, they are."
"All Carreras are 911s but not all 911s are Carreras?"
"It's kind of hard to explain."
"Why is Don's car called a 944?"
"Well, I think it's because it has 4 cylinders."
"So does a 924 have 2 cylinders?"
"Well, no, it also has 4."
"Does a 928 have 8 cylinders?"
"Yes! You are finally getting it! This isn't rocket science."

"I thought all Porsches had 6 cylinders."
"Actually, a 917 has 12 cylinders."
"Why didn't they call it a 912?"
I said, "Because a 912 is a 911 with a 4-cylinder motor."

She clearly was off track again. Finally, she said, "Thank goodness our Boxster is just called a Boxster."
"Actually, a Boxster is a 986."
"I thought a 986 was an updated version of a 944."
"No, that was a 968."
She still had this puzzled look on her face for some reason. She then blurted

out, "I remember the 914 and I just know they called it that because it had 4 cylinders."

"Well, that's true but there was also a 914-6."
"So that had 10 cylinders, right?"
"Nope, only 6. The only Porsche with 10 cylinders is the Carrera GT."
"So that's a 911 with 10 cylinders."
"Nope, that's a totally new mid-engine car."
"I thought you said all Carreras were 911s."
"Well, yes, they are, except for the Carrera GT. I forgot about that one."
"Well, at least they gave it a name - GT - that should set it apart."
"Uh, there is also a GT2 and a GT3 but let's talk about those later."
"So is a Cayenne a 999?"
"Nope, the Cayenne is just the Cayenne."

By this time, I sensed things were going downhill. She finally walked away, shaking her head, muttering that it was 9:30 and she was late. I couldn't resist yelling to her, "A 930 is a 911 Turbo." Now, Mary Kay is an algebra and geometry teacher and has a Master's degree in Mathematics, so why can't she get this?

continued on page 26

The other day, my wife Mary Kay returned home after visiting my son. She told me he had just sold his 944 Turbo and was thinking of looking to buy either a 994 or a 996 in the future.

The following conversation went something like this. I said, "He is looking for either a 993 or a 996; there is no such thing as a 994."

She asked, "What's the difference?"
"A 993 is air-cooled and a 996 is water-cooled but they are both still 911s."
"I thought they were Carreras."

Kate Ayers

FROM THE EDITOR



I hope you all enjoyed May. With that hot April weather we had, I didn't know what to expect out of May. If you were as caught off guard as most of us were, you may have had to scramble to get your car prepped to enjoy those 80-degree weekends. Fortunately, the club had the Spring Clean, giving members a chance to check out some cool soaps, waxes and interior compounds at Autobella. April also hosted the Cabin Fever Tour, pretty much the first great getaway of the season. Warner Lowe volunteers his take on it in this issue, too. And he got some fabulous pics. We're into the third month now of track events, and they have been red hot. Autocross just keeps getting better. I may have to break down and actually drive in one.

So what did you think of the Arrive & Drive? What a great idea. Food and motoring along curvy roads in a serpentine of Porsches. We might want to institute that as a favorite next year as well.

While we have a bunch of good stuff reported between these covers, we also have an incredible lineup of events in June. 2004 is the club's debut of the 750 Miglia. Jim and I are sad to miss it, but we will be spending our 20th anniversary in the south of France, a spot we consider a fine second to spending it with all the Mille participants. We will also miss out on the Rose Cup Races, since we will be moving on to Tuscany for a week with several other wine enthusiasts. Maybe next year...

Well, it truly is time to be out there in our favorite car with others of our great club. See you on the road.

(Got a story idea? We're always looking for fresh slants on events, or fresh events to read about. If you don't think you can write, just tell us your story; we'll help you write it. Contact me at editor@oregonpca.org)

OREGON REGION EVENTS



2004

June

- 1 Board Meeting
- 3-6 750 Miglia
- 5 Arrive & Drive (informal tour)
- 6 Autocross @ PIR
- 11-13 Rose Cup Races
- 16 Dinner Meeting
- 17 Shelby Track Day
- 18-20 CART Races
- 26 Progressive Dinner - **Cancelled**
- 27 Tri-Club Track Day

July

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

August

- 2 Corvette Track Day
- 3 Board Meeting
- 7 Arrive & Drive (informal tour)
- 8 Autocross @ PIR
- 13-15 SCCA Races at PIR
- 18 Win Casey Barbecue
- 20-22 Porsche Club Microbrewery Tour
- 27 BMW Track Day
- 28 Cedar Creek Tour

September

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

October

- 1 Alfa Club Track Day
- 2 Mystery Tour
- 3 Volunteer Recognition Party
- 3 Autocross @ PIR
- 5 Board Meeting
- 9-10 SCCA Races at PIR
- 20 Dinner Meeting
- 30 BMW Track Day

November

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

December

- 7 Board Meeting.

January 2005

- 3 Board Meeting
- 8 Holiday Party

DINNER MEETING

Club
Event

Wednesday, June 16

Classic Car and Greek Night

**Monte Shelton Motors &
Demetri's Medittaranean
Restaurant**

1638 & 1650 W Burnside St • Portland, OR
(Free Parking will be provided across the street behind
A Ball Plumbing - next to Enterprise Rent a Car)

6:15 pm - We have been invited to browse the classic cars in the impressive showroom of Monte Shelton Motors, meet the staff and learn a little more about a club member and advertiser of long standing.

6:45 pm - Migrate up the block to Demetri's for wonderful Greek cuisine.

Cost: \$15 per person, including gratuity.

RSVP by June 12 to Nancy Herron at dinnermeeting@oregonpca.org or call 503-293-6714

ARRIVE & DRIVE

Club
Event

Saturday, June 5, 8 a.m.

Miller's Homestead

17933 SW McEwan Rd
Tigard, OR 97224

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

Questions? 503.638.0396 or
ATR@oregonpca.org
(See article on page 24)

FUN RALLY/TRIVIA PURSUIT

Club
Event

Saturday, July 17 10:00 am

(Porsches recommended, but not required)

Cost: \$10.00 per vehicle

Murray Hill Safeway

14555 SW Teal Blvd. Beaverton

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

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

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

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

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

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



ARRIVE & DRIVE

Club
Event

Saturday, July 3, 8 a.m.



ORPCA Autocross 2004 June 6 - PIR South Pit

Club
Event

August 8 - PIR • September 19 - PIR
October 3 - PIR • November 7 - PIR

When: Registration 8:00 am, First Car out at 9:00 am.
Typically finished by 1:00 pm w/4-6 runs each.

Must cross the track for events in Pro Pits; arrive early and stay until cleanup is done.

Cost: \$25/driver

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

Requirements: Helmet, any safe car w/loose articles removed.

18 yrs or older except children of ORPCA members w/license and parental permission. Non-members and non-Porsches are welcome to participate.

More Info: Dave Nance 503-313-3282, dmnance@armstrong.com

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.



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

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

PORTLAND HISTORIC RACES

JULY 9-11, 2004

Grand Marshall is Parnelli Jones. Trans Am race cars will be featured, with 30 cars expected.

Cost: \$35 - Three day admission for entrant & guest, includes corral parking, dash plaque and parade lap.

~ All Porsches in a single corral! ~

Deadline to order tickets: May 31 and must be ordered through Jeff Gretz of ORPCA.

Goodie Store: Open for business!

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



To Order Tickets

Send check payable to ORPCA to:

Jeff Gretz

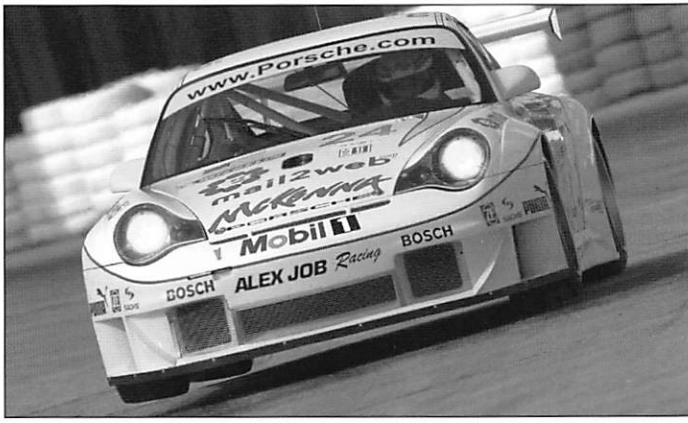
16799 SW McFee Place

Hillsboro, OR 97123

gretz@omtool.com • 503.628.0629

ALMS Race Packages

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



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

Here are the special Car Club deals:

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

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

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

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

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

Contact or Mail Payment to:

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



Make checks payable to ORPCA

Still Plays With Cars

By Peter Linsky



We've all heard of the mysterious measurement called "coefficient of drag" as it pertains to our favorite subject, automobiles, but just exactly what is the "coefficient of drag" or, as it is commonly annotated, Cd?

The number is always depicted as a decimal fraction, but to have an understanding of what the number means, we have to understand what this number is a fraction OF.

I found a very useful explanation of Cd in the May issue of *Sports Car International*,

authored by Design Editor Del Coates. Del tells us that, to measure the drag of a particular vehicle, engineers place said vehicle in a wind tunnel and calculate its total drag. That number is then compared to the drag that a hypothetical, square, flat panel presented face-on to the wind would generate. If the flat panel is assigned a value of 1.0, the more streamlined vehicle would generate a value of

less than 1.0, or the decimal fraction we're looking for. Obviously, says Coates, we could never achieve a value of zero, and a value of 1.0 is clearly something we're trying to avoid (even those huge box-like cab-over semi trucks do better than 1.0), so the true Cd is somewhere in between.

Well-streamlined sports cars such as Porsche are pretty clean when it comes to cheating the wind, but by no means are they perfect, nor is any other vehicle. What is perfect? Nature provides the answer: A raindrop, smoothly rounded in front, and tapered to a long tail in the rear. Have you seen any cars recently that resemble a raindrop? Futurist Buckminster Fuller created such a car back in the 1930s called the Dymaxion. This mid-engine design had two wheels up front, and one

in the rear, and a rounded nose. The website www.design-technolog.org comments on the Dymaxion saying, "Fuller claimed that the Dymaxion of 1934 could accelerate from 0 to 60 miles per hour in three seconds and had a fuel consumption of 30 miles per gallon. Unfortunately the pro-



NASA Mercury Space Capsule— Winds of Change
NASA Langley Research Center 1/22/1959 Image # EL-1996-00094

otype car was never manufactured as it proved to have serious design flaws." The major problem was high-speed instability due to the single rear wheel. A long, pointed tail was very efficient at helping the shape get through the air with minimum resistance, but impractical in real-life applications. About the same time, German aerodynamicist Dr. Wunibald Kamm discovered that chopping off the end of a tapered tail was almost as efficient, especially if a small lip was added to reduce the natural turbulence that resulted. That approach has been widely adopted by the auto industry, and called simply "the Kamm tail." The best examples of that design include Peter Brock's Shelby Daytona Coupes and several Porsche racing cars. Those of you who heard Brock

discuss the Daytona Coupe at ORPCA's Rainbonnet will recall his mentioning that General Motors had all of Dr. Kamm's data in its library, but couldn't be bothered to translate it and provide that data to its engineers. Brock, while working for Bill Mitchell on the Corvette Stingray project, studied the material and later put it to good use when he went to work for Carrol Shelby.

The best example we can find on the road today? Look at a Honda Insight sometime. Rounded up front, tapering to a narrow rear with a Kamm tail. The latest version of Toyota's Prius hybrid is also pretty smooth. Not quite a raindrop, but damn close.

Here are the answers to last month's Porsche trivia questions:

1) True or False: Porsche's all-wheel-drive 959 finally took first and second places at the rugged Paris-Dakar rally on its second attempt.

- a) True
- b) False

Answer: False. It took three tries for the 959 to win the Paris-Dakar.

2) The 8" x 15" factory Fuchs alloy wheel has an offset of:

- a) 9.3 mm
- b) 10.1 mm
- c) 10.9 mm
- d) None of the above

Answer: d) None of the above. The correct offset for the Fuchs 8" x 15" wheel is 10.6 mm.

(Panorama 12-89)

3) How many races did the late Mark Donahue win in the 1974 IROC series?

- a) Three
- b) Four
- c) Five
- d) Six

Answer: Donahue won three of the four 1974 IROC races. (Porsche 911 and Derivatives, Michael Cotton, p-90)

Start thinking about Portland Parade in 2006! ☺

Coming Events



Arrive and Drive

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

Rally

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

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

Autocross

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

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

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

Volunteer Recognition Party - October 3

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

The Club will host a recognition party for those of you who donate your time and talent during the year to helping make our Club the best that it can be. It will be a great party and lots of fun for all.

No tickets will be sold; it will be totally free and strictly limited to members who have volunteered their time and efforts during the year to making the Club work smoothly. If you want to join in the fun, contact any member of the Board of Directors for some ideas about what role you might be able to play this year.

Sunriver Exotic Car Show

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

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

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

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

Autocross ... A Kinky Trip

By Jim Ayers

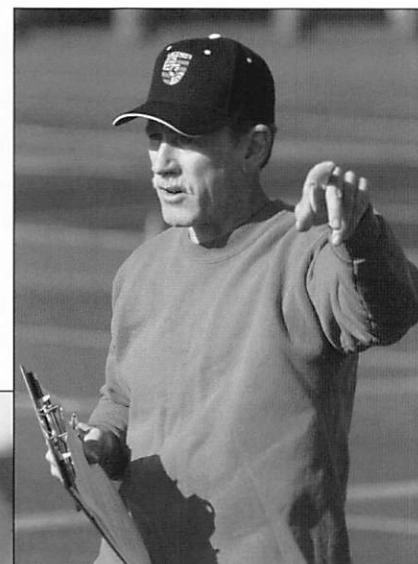
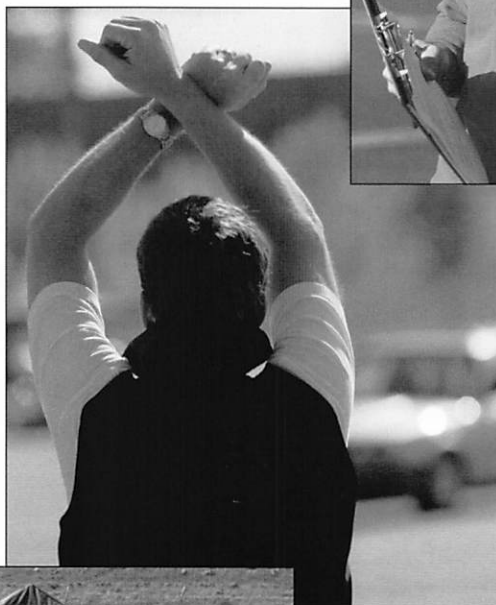
Some think the fastest way to an objective is a straight line. Autocrossers think somewhat differently; the fastest way to traverse a kinky line is the winner for the day. The club's April 25th autocross course proved to be one of the kinkiest in recent memory.

Combined with the fact that we were in the South Pit at P.I.R., it was also a long course. J.P. Stein and Joel Siegersma set a very technical course, a lot of small slaloms with some major fishhook turns. The path met with positive remarks from pretty much everyone.

As all of our autocross regulars are aware, new rules have been implemented for this year in an effort to expedite registration and get us more time on the course. Everyone now has to have their car inspected, helmet inspected and fill out some paper work. The track opens at 7:00 AM and it is advisable to be there at that time. If you don't make the tech session before it closes, you don't get to run. Your car has to have been inspected prior to 8:30 AM. The earlier you arrive, the more likely you will get through the line. The autocross committee is still trying to work all of the bugs out of the new system and felt this registration process was smoother than last month's.

Who would ever think that the March and April autocross would be held on warm, sunny days? Ask anyone who has not lived in Oregon all their life and they will tell you it always rains in Portland. Yeah, right!

Chuck West took overall best time of the day, beating out Curtis Eames by .141 seconds. Now that is close. Including Chuck and Curtis, five people managed to complete the course in less than 60 seconds. Gary Hays



Above: Bob Grasso gives the word of the day.

Left: Course worker signals to timing & scoring that this car is off course.

Below, left: Doug Barrett whips across the finish line and is able to see his elapsed time instantly.

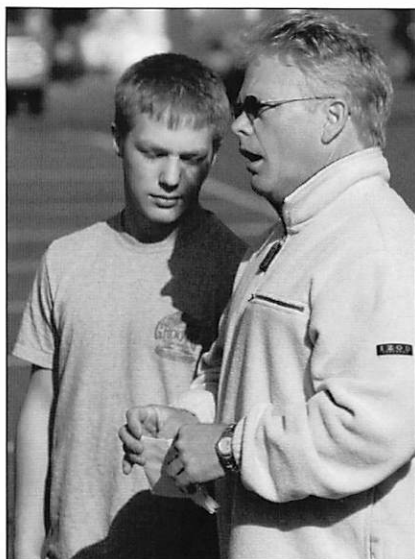
Far left: The Homers plot their strategy.

Below: The STi guys watch and wait their turn.



the basis of his four prior runs. I suspect the time reflected was from an incomplete run. Trimming nearly 18 seconds in the final run is almost unheard of.

Sun, fun and autocross; life is good! ☺



came in a close third amongst the men, and Pam Eames made another great showing in the women's division with a 59.673. Rounding out the women's division were Katie Siegersma and Kathleen Ellis, sporting her new Boxster S.

You will note a BMW driver listed in the results as being the fastest time. I discounted this on



Member Profile – Steve Germany

By Jim Ayers

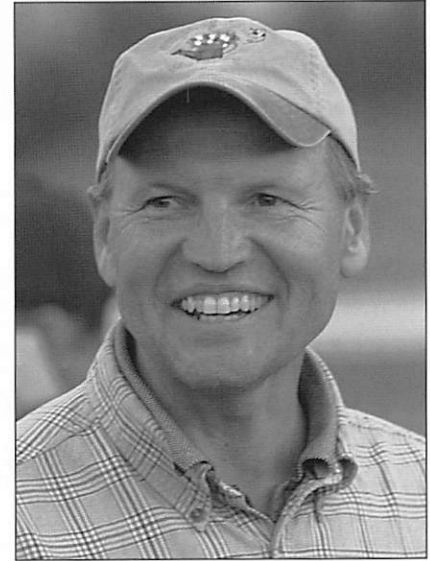
Steve Germany says he has been a car nut since 1979 when he purchased his first real car, a Mercedes 240D. He joined the local chapter of the Mercedes Club and became active in a number of their events. While on one of two trips to Germany with the Mercedes Club, Steve became a Porsche fan. The club trip included tours of not just the Benz factory but also the BMW and Porsche factories. In Steve's words, "It was a real treat to see Porsche customers pick up their new wheels and head out onto the Autobahn. Lucky Souls."

Steve became active in driving events at the National Mercedes event which was held in Portland in 1996. Similar to the Porsche Parade, the event had Autocross, Track Day and Concours. Noting that, while the passion for cars was great in the Mercedes crowd, it didn't seem to measure up to the absolute love Porsche owners had for theirs. Smitten, Steve made contact with Tom Anderson at Carrera Motors in Bend. Accordingly, Tom was happy to lighten Steve's wallet and, in

return, provided "Tia," a 2002 Carrera Cabriolet. (My opinion is this was Steve's first "real car.") "Tia" rooms with "Otto," a BMW 540, out on the farm. She, the hot-blooded German woman; he, the more robust but docile German male.

Steve has always had an interest in growing things and, shortly after graduation from high school, started a nursery business. Like all new and small businesses, it didn't generate enough money to live on. While waiting for that day when a livelihood could be made from his trees and shrubs, he supplemented his income working construction. The magic day did arrive and he has run a wholesale nursery ever since. Away from work, ORPCA activities — including the Half Mille (soon to be the 750 Mille), Sunriver Car Show and autocross — have been sharing his leisure time. As Steve says, "Meeting new and interesting people who love their cars is great fun."

Three years ago, Steve took up scuba diving and has had the good fortune to travel to Micronesia and dive the World



War II battle sites at Chuuk and Palau. His next dive locale is planned for the Socorro Islands off Cabo San Lucas, Mexico.

Steve can usually be found at the autocross events, where he pilots "Tia" around the course. He's almost always smiling. ☺

April 25 Autocross Results:

	Car #	Driver	Car Model	Time	Difference	From 1st		Car #	Driver	Car Model	Time	Difference	From 1st	
1	3.0l	45 John Olson	1985 Bmw 325e	57.869	0.000	0.000		26	4.0l	47 Rick Rayner	1995 Porsche 993	65.538	0.086	7.669
2	3.0l	14 Chuck West	1974 Porsche 914-	58.835	0.966	0.966		27	4.0l	62 Rich Vedder	1989 911 C4	65.740	0.202	7.871
3	3.0l	94 Curtis Eames	2001 Boxster	58.976	0.141	1.107		28	3.0l	43 Chuck Jarvie	1994 968 Tip	65.833	0.093	7.964
4	3.0l	31 Gary Hays	2004 Boxster	59.065	0.089	1.196		29	3.0l	42 Jim North	1980 911 SC	65.923	0.090	8.054
5	4.0l	154 Jeff Sander	2001 Boxster S	59.292	0.227	1.423		30	4.0l	49 Matt Resnick	2004 WRX	66.207	0.284	8.338
6	lady	194 Pam Eames	2001 Boxster	59.673	0.381	1.804		31	2.0l	16 David Hunt	1974 Porsche 914	66.253	0.046	8.384
7	3.0l	40 Brian Doyle	2004 Subaru WRX	60.784	1.111	2.915		32	3.0l	37 Jim Ayers	1976 911S	66.410	0.157	8.541
8	3.0l	4 Paul Stein	1974 Porsche 914-	61.024	0.240	3.155		33	4.0l	33 Bob Ellis	2002 Boxster S	66.520	0.110	8.651
9	3.0l	2 Joel Siegersma	1966 Porsche 911	61.092	0.068	3.223		34	4.0l	51 Chase Homer	1990 944 S2	66.868	0.348	8.999
10	2.0l	52 Val Goldine	1996 Miata	61.327	0.235	3.458		35	2.0l	20 Bill Maitland	1973 Porsche 914	67.203	0.335	9.334
11	4.0l	54 Doug Barrett	2001 Boxster S	61.329	0.002	3.460		36	2.0l	88 Forrest Seitz	2000 Mazda Miata	67.285	0.082	9.416
12	4.0l	61 Eric Freedle	1986 Porsche 911	61.549	0.220	3.680		37	9.0l	59 Paul Kiepke	2003 Dodge SRT4	68.667	1.382	10.798
13	4.0l	1 Dave Nance	1985 Porsche 911	62.388	0.839	4.519		38	2.0l	7 Doug Skinner	1975 914	69.018	0.351	11.149
14	4.0l	25 James Paulson	2004 Subaru WRX	62.495	0.107	4.626		39	3.0l	63 Harry Danberg	1973 911 Targa	69.166	0.148	11.297
15	4.0l	24 Steve Germany	2002 996 Cab	62.709	0.214	4.840		40	4.0l	57 Danielle Paulson	2004 Subaru WRX	69.651	0.485	11.782
16	2.0l	53 Lapas Hasdin	1996 Miata	62.825	0.116	4.956		41	3.0l	55 Paul Hatfield	2002 Merc C230	69.895	0.244	12.026
17	lady	3 Katie Siegersma	1966 Porsche 911	63.109	0.284	5.240		42	3.0l	17 Don Peterson	2002 Boxster	70.020	0.125	12.151
18	4.0l	28 Gregor Mitchell	2001 Bmw M Coupe	63.169	0.060	5.300		43	lady	32 Kathleen Ellis	2002 Boxster S	70.438	0.418	12.569
19	2.0l	58 Brooks Thompson	2004 Mini S	64.312	1.143	6.443		44	3.0l	23 Doug Potter	1972 Porsche 911	70.940	0.502	13.071
20	4.0l	13 Tom Pavlik	2001 Boxster S	64.492	0.180	6.623		45	2.0l	10 Jim Chambers	1974 Porsche 914	71.153	0.213	13.284
21	4.0l	46 Adam Koppel	2002 Subaru WRX	64.642	0.150	6.773		46	2.0l	56 Bruce Allert	1973 914	71.255	0.102	13.386
22	3.0l	60 Bob Grasso	2000 Boxster	64.727	0.085	6.858		47	9.0l	19 Craig Laughlin	1975 914 V8	72.760	1.505	14.891
23	4.0l	50 Luke Homer	1990 944 S2	64.727	0.000	6.858		48	3.0l	44 Ron Tracy	1981 911SC	74.250	1.490	16.381
24	4.0l	30 Jason Bluth	2004 Subaru WRX	64.905	0.178	7.036		49	4.0l	48 Michael Resnick	2004 WRX	74.577	0.327	16.708
25	4.0l	11 Jeff Gretz	1997 Porsche 993	65.452	0.547	7.583								

Shock and Awe: ORPCA Cabin Fever IV Impacts Condon Again!

Story & photos by Special Correspondent Warner Lowe

Dateline: Condon, OR. 25 April 2004.

As in past years, the peaceful little community of Condon was again invaded by a horde of German-built cars, said to be Porsches, driven by members of the Oregon Region of the Porsche Club of America.

Witnesses reported that, despite rumors to the contrary, since no loud, road-hugging two-seaters were observed by 5:00 PM on Saturday, a quiet and routine Saturday night was anticipated in this peaceful farming community in the middle of nowhere. Then, all of a sudden, like a sonic boom, seventeen of the aforementioned marque entered the city from the south on Highway 19, all parking at or near our historic Condon Hotel, destroying the peaceful and tranquil atmosphere of our fair community.

The rowdy group of seventeen wannabe racecar drivers was led by organizers Gregg and Sue Hodge of Oregon City driving an eight-cylinder, front-engined 928. The balance of the invading force drove six-cylinder 911s, some said to be air cooled, and two or more Boxsters reportedly driven by Don and Mary Kay Stroum and Tom and Linda Jewett, both of West Linn, Oregon. At least two of these strange 911 machines were reported to be equipped with Turbo chargers, reportedly operated by Wes Rhodes, a known speed demon, and Thomas Beutz of Tigard, Oregon, a confirmed multiple violator of the state speed limit. Some of these funny little "furrin" cars even had strange-looking biplane wings on their backsides, specifically one containing Nadine Lowe of Lake Oswego, Oregon,



Above: Beth and Ruppert Koplegarde, Nadine Lowe, Carol Beutz and Andra Lundstrum near Mosier, OR.

Left: Oneota Gorge.

Puetz and spouse Claire, and Martin and Bette Bowes.

The tour reportedly left the Jantzen Beach Doubletree hotel parking lot at 9:15 AM Saturday, traversing Interstate 84 and the Old Historic Highway 30 route, past Bridal Falls, Wahkena Falls, and stopping at Oneota Gorge. Another stop at the Senator Mark Hatfield Trailhead was effected and a few hardy souls hiked up the historic trail to the Mosier Tunnels. The group was observed entering peaceful Mosier, Oregon around noon, stopping at Steve Demosthenes' "Route 30 Classics and Roadside Refreshments" to visit two black air-cooled foreign automobiles with engines in the back (Porsche?); one of these only had four cylinders and was built in 1955!

The Wildflower Cafe in Mosier provided lunch, after which the noisy bunch departed, stopping at Rowena Crest Viewpoint prior to a photo stop at Meyer State Park where their photograph was taken by an Oregon State ranger.

The convoy then reportedly drove very fast on I-84, exiting at US 197, taking State 216 along the Deschutes River, returning to US 97 and stopping at our neighbor city of Shaniko to again disrupt the peaceful tempo of this pleasant community. Some of the more adventurous members bought and ate ice cream, and a few even used the one and only Shaniko service station to buy fuel for their gas guzzlers. A few souls ventured into the historic Hotel Shaniko and even visited the gift shop.

After leaving Shaniko, the whole bunch then descended upon Condon, almost

and Andra Lundstrum of Aurora, Oregon, both well known to the OSP.

Other members of the invading party included: Kevin and Carol Neary, Tim and Linda Merrihew in a mean-looking C4S, prominent wine connoisseur Rupert Koplegarde accompanied by his daughter Beth, Don Clinkinbeard of 944-Turbo-track-car fame and spouse Debbie, Dr. Ted and Karyn Coleman, Dave and Katherine Smedema, Bill and Peggy Munson, Cherie and Bruce Oldenburg, a car with Oregon license PUETZ, allegedly driven at high speed in fourth and fifth gear by Richard

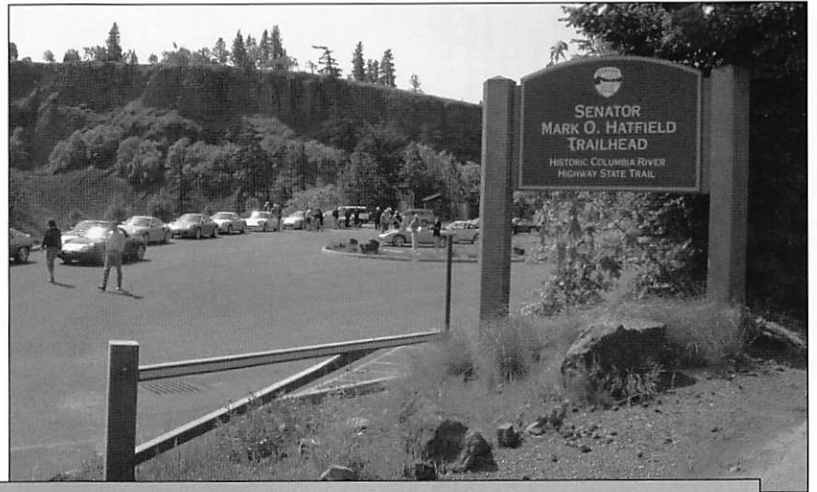
using up all of the gasoline at the Texaco station, and completely taking over all of the rooms at our Hotel Condon. They even arranged for an exclusive, members-only dinner that evening in the hotel dining room, preceded by a noisy adult beverage reception at the hotel lounge.

Saturday evening, after dinner, a number of these people were observed edging out our good local citizens at the only pool hall and saloon, the Round Up Room, but by all accounts no arrest were made.

Sunday morning, the group took off at staggered intervals, heading out of town, mostly on State 19, turning left on Rock Creek at Cedar Springs. They passed the Oregon Trail crossing, and a few even managed to slow down to take Blalock Canyon Road heading back to Interstate 84. A number of these out-of-towners missed Blalock Canyon Road and were fortunate to get to see the local Community Center at the end of the paved road.

Once Interstate 84 was reached, some people went straight back home to the Portland area, while others crossed the Columbia River to Washington on US 97 and drove west along Washington Route 14. It has been reported that several members of the party stopped at Skamania Lodge for Sunday Brunch, a fitting wallet-clearing end to a tour of this nature.

Completely astounding to this reporter was the praise heaped upon Gregg and Sue Hodge by all members of this invading horde, for the quality of this tour, especially the route selection. There is reason to believe that Cabin Fever V, in 2005, may not approach our fair community (a wish from Condon folks). Hopefully, another fair city may experience these supercharged, or was it turbo charged, auto nuts next year. 🌀



Top: Senator Hatfield Trail head near Mosier.
 Middle: Meyer State Park on the Columbia River
 Above: Historic Shaniko Hotel
 Left: Our very own Condon Hotel.

On the Shelf

Porsche 911 Red Book 1965 - 1999

Own an older Porsche 911? Curious about small factoids related to the car? Paint codes, production runs, optional equipment, engine sizes and horsepower: most anything you want to know and more, is easily located in the Porsche Red Book written by Patrick C. Paternic. While not a total bible of all options, this book will certainly lead the reader in the right direction.

Did you ever wonder if Porsche actually offered a Police package vehicle? I did. Surprise, surprise. In the 1978 - 1983 911SC production run, option M630 was the Police Equipment package. Would I love to find one of those around! I suspect any that survived a law enforcement career now reside in some scrap heap in countries other than the USA.

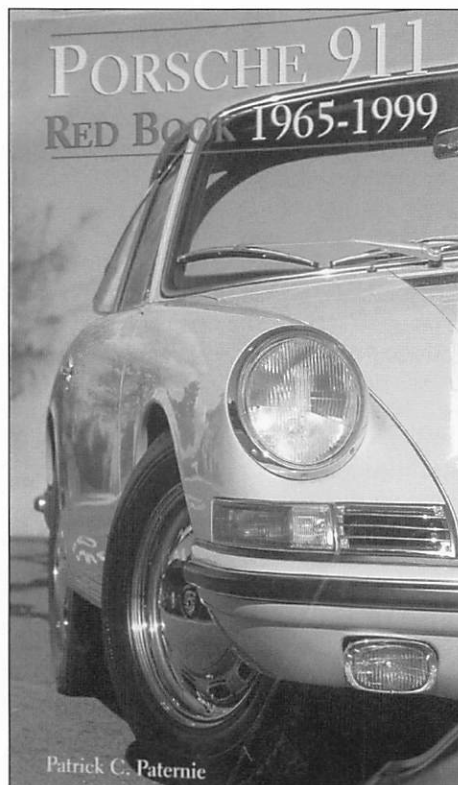
Are you interested in what the racing engine and transmission set-ups for the various years were? The Red Book will tell you. You can find out what engines went with what tranny and where they were

shipped. Funny how we in the States weren't able to get some of the really good stuff.

This is not a book you will sit down and read. This is a book you will study. If you are into Porsche trivia, you will gain helpful information. If you just want to know if the car you bought or are thinking of buying is what you think it is, this is your book.

Porsche 911 Red Book is available on eBay, Half.com as well as through Tweeks and Performance Products. It's a good investment at the price.

Jim Ayers



PORSCHE

AT

Forest Grove

SUNDAY, JULY 18

Have your pre-1980 Porsche judged, while celebrating "English Excellence" at the 2004 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'Élegance. There will be no exceptions and no drop-ins are allowed.

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

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



Club
Event

My Other Favorite Car

By Gordon Ledbetter • Photos by Chris Greenwood

I started working on my older brother's Model A Ford when I was eight. My twin brother and I bought our first car when we were 16, a '57 Chevy with a bored and stroked 283 out to 352. It was a stepping-stone to our first new car. We saved our summer money and special ordered a '67 Nova; Tahoe Turquoise, black vinyl with bench seat, 327, dual exhaust and 4-speed. We hoped to get the 350 hp but the option had been deleted, so the 275 hp was what we got. We couldn't afford a close-ratio transmission, positraction or a special ratio rear end. We got just the basic necessities.

We blew up the 10 bolt 3:08 rear-end twice, and ended up with 3:73 positraction eventually. We also blew up the wide ratio iron Saginaw transmission. We ate spaghetti and ketchup for a month to buy another gearbox.

We lived in Southern California and used to go to Orange County on Wednesday nights to race. With headers, small lift bars, Casler street slicks, the best runs were 13.5 & 101 mph. The little car ran pretty good and was hard to beat. This car was delivered in Glendale and had all the smog equipment of the time (A.I.R. Q Jet carb, etc). I don't remember what heads were on it but they were not FI. double hump. We only had the car for a couple of years and, on a return trip from Oregon to L.A., we rolled the car once over onto the wheels in the Siskiyou Mountains. We drove the car home, where it was totaled. And that was that.

My next car fascination was a brand-new 1970 VW panel bus. Then I found a 914-6 in 1976 and joined the Porsche Club. I have been enamored of Porsches since. We've had several, mostly older 911s, a couple of racecars, and now enjoy a new Boxster S. My commitment is to Porsches, so this Nova is very new to me.



Now we fast forward to late 2003. Married now for over 30 years, and with a lot of cars in the garage, I started thinking about a muscle car again. Only one car came to mind, this time it would be a 350hp Nova. After looking for a few months, I found a '66 SS L79. A full restoration had just been completed on the 101,000-mile original and complete car. It is Marina Blue, with a matching blue interior, M21, 3:73 posi, tinted glass and has deluxe seat belts. I've come full circle.



Rennsport Reunion II: Fast Fun In The Sun

Story and photos by Peter Linsky

After missing Brian Redman's inaugural Rennsport Reunion a couple of years ago, I promised myself that I would not repeat that mistake. As soon as PCNA and Redman's Florida-based Intercontinental Events announced an encore at Daytona International Speedway for late April, I convinced my editor at *Excellence Magazine* to place my name on the media credential list, and started packing.

This would be my first trip to DIS, the fabled home of the grueling 24 Hours and lesser events such as that 500-miler that draws over a hundred thousand rabid NASCAR fans each February. Rennsport Reunion II would celebrate Porsche's stunning sweep of the "24" endurance classic back in 1968, when a fleet of factory-entered 907 long-tails finished 1-2-3. The second Reunion was expected to attract virtually every important Porsche racing car still extant, along with many other notable cars and a long list of famous personalities with ties to Porsche. Everyone with a Porsche to race or just drive down would have a chance to tackle the huge oval with its 31-degree banking and infield course. PCNA would also mark the 911's 40th anniversary with a special display.

and record attempts held on the hard-packed sands between the towns of Daytona Beach and Ormond Beach to the north. The D-shaped track with its infield circuit measures just over 3.6 miles in length. It's a horsepower course. The experienced teams

photos, artwork, and memorabilia. (How about an original 550 Spyder owner's manual in mint condition for \$4000?) PCNA also had a big Rennsport souvenir store. We hit them all early Friday morning to beat the long lines that would later appear, picked up some goodies to take



Left: 1949 Gmund coupe, ex-Otto Mathe
Above: 1965 908-3
Far left: 1998 GT-1



set up their cars for top speed on the oval, sacrificing some acceleration out of the few slow corners to gain that high-end advantage. A number of drivers, mostly in 356s, told me that they ran out of revs on the banking and had to feather the gas, hurting their lap-times.

I had given a non-Porsche-owning friend a book on Porsche history ahead of time, so when the two of us arrived in Daytona Beach Thursday afternoon, he was pretty much in tune with what we would see.

First of all, DIS is a vast facility, but very easily accessible. It was built in 1959 to replace the traditional stock car racing

My credentials were good for a parking spot next to the infield Media Center, so we loaded up our cameras and stuffed bottles of water (12 for five bucks at a nearby 7-11) in our backpacks, and set out to explore the place.

First stop was Vendor Alley, with merchants and collectors offering a wide variety of racing equipment, books, racing

home, and then took a close look at the black Carrera GT on display. It was said to be the same car used for dealer and sales training earlier this year in Phoenix. Since customer cars are already being delivered, it was a major disappointment that Porsche did not bring a C-GT to make exhibition laps. There was a sand- and dirt-filled area in the infield where those interested could put a Cayenne through its off-road paces. Priorities, you know.

There were two key displays organized by PCNA: the first, a celebration of the 911's 40th anniversary, with one example of each year from 1964 to the present. Unfortunately, they were crowded under a couple of covered parking areas where photography was difficult, many of the cars were not original-spec, and there was little or no information about any of them. The second, presented in a large, airy tent, featured a dozen or so historically-significant racing cars, complete with information placards. It drew lots of praise.

In fact, the official program highlighted more than 60 cars with important histo-

ries, ranging from 356-001, flown over from Zuffenhausen along with several of its Porsche Museum-mates; to 904s, 906s, 907s, 908/3s, 910s, 911s, RSRs, 917Ks and Turbos, 956s, 962s, and GT-1s, many well known for successes at LeMans, Daytona, the Targa Florio, and other famous venues. Also listed were over 300 lesser cars, mostly late-model club-level and PCA racers encompassing Porsche's whole range of air and water-cooled racing machinery.

The garage area housed cars from major collections, and proved a photographer's delight, especially when crew members rolled one or another outside and fired it up. Owners, drivers, and mechanics were very obliging in answering questions, opening doors, and lifting engine covers to satisfy the curious. One of the most interesting cars I found was a 1949 Gmund coupe, almost totally original, originally purchased by the late Otto Mathe', better

around; you'd see every imaginable shape and color of Porsche.

PCA's track announcer, Prescott Kelly, an expert historian, said there were at least 450 cars on hand, which would have to



include all the street cars driven to the track by owners eager to both show off their rides and drive them on exhibition laps around the course. Later in the week-

grid...approaching a hundred in some cases...meant occasional dust-ups and spins. In general, the faster plastic prototypes and ex-factory racers, driven by very experienced pilots, ran without incident, reflecting the drivers' knowledge that they were playing with some very valuable equipment. The production-based classes, however, were fiercely competitive, and some cars left the track with streaks of color they hadn't arrived with. One race was stopped briefly after a couple of drivers, unwilling to give up position, ignored a yellow flag that was thrown to allow safety crews to remove a car that had spun near start-finish. I picked up a 356 horn cover that had been knocked off one car that tagged the exhaust stinger of another coming out of an infield corner where I was shooting.

There's talk that Brian Redman will stage the next Rennsport Reunion on the

West Coast. If organizers again allow a couple of hundred club racers to join the party, track options will certainly be narrowed. The paddock at Laguna Seca, obviously the most desirable spot for spectators, can't handle a big entry, and Infineon Raceway (Sears Point) isn't that much larger. California Speedway at Fontana, perhaps? Watch for the announcement, and make sure you get there! 🏁



Above: 356-001, America Roadster
Left: 917K #2, 1970 Daytona winner
Top: 1970 917K, star of Le Mans film

Below: Club racers practice



known for his 1939 Leige-Rome-Leige rally streamliner. This Gmund, now owned by Jerry Seinfeld, was shown in bare metal, giving new meaning to the term "hand-hammered". Every welded seam and hammer blow was visible.

If all that wasn't enough, a casual stroll through the racing paddock revealed many beautiful racing and street cars, such as the silver street GT-1 perched on the Kelly-Moss Team's transporter, a real 962 found in Japan that's being converted to street use, a beautiful 904 replica built in England and a very nice 917K replica built in New York, both powered by flat sixes. Stand in any one place and look

end, there were unofficial estimates that the total approached 600. Kelly kept the crowd entertained with a steady stream of guest interviews, including race drivers Hurley Haywood, Brian Redman, Price Cobb, Joe Buzzetta, Vic Elford, Willi Kauhsen, Denise McCluggage, Derek Bell, Elliott Forbes-Robinson, and others, plus Porsche US racing director Alwin Springer, and PCNA President and CEO Peter Schwarzenbauer.

After Friday practice, Saturday qualifying set the grids for Sunday afternoon's racing. The large number of cars on each



Stuttgart Meets Detroit – Saturday, July 31

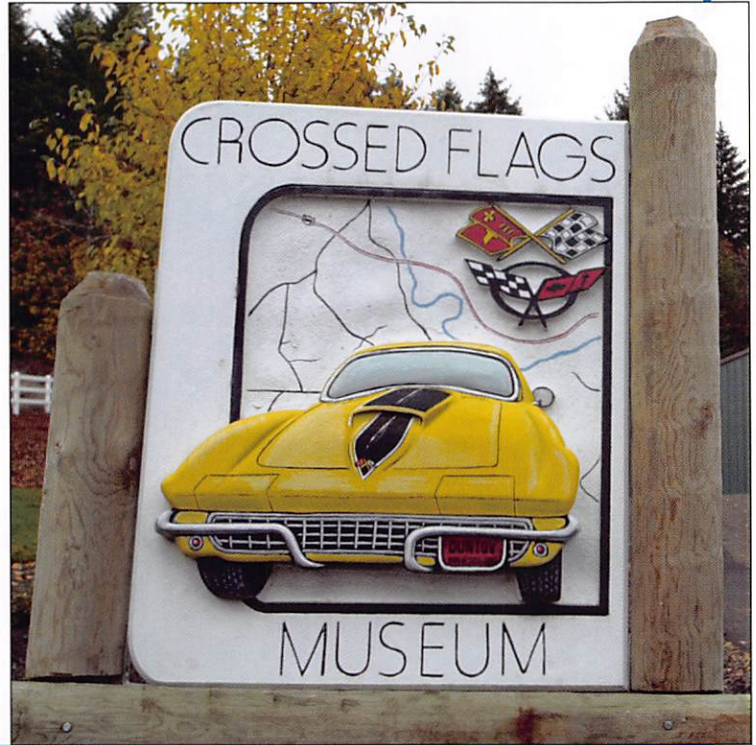
Please join us for a very rare opportunity to see some of the most important American performance cars. The Crossed Flags Museum is one of the most significant muscle car collections in the northwest and we will have front-row seats on this incredible ride.

Just a few of the highlights:

- All of these cars are pristine and several are very rare with interesting documented histories.
- Lots of Corvettes/big blocks, fuelies, Duntov-Award cars and an L88.
- Camaros - J18-Z28s and big blocks.
- A nice group of 426 Hemi Mopars.
- A memorabilia collection which makes the museum experience that much more unique!

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

Contact Jeff Gretz
503.628.0629 • vicepresident@oregonpca.org



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Help Wanted! No, really, we could use a little help 'round here

Anzeiger, your favorite monthly magazine, is in need of a few good people to join its staff. You will help us expand into new areas, and we would love to add your fresh perspective to our magazine.

First, we would like to add a writer, someone who would contribute material to our pages on a regular basis.

Don't worry about qualifications. You don't need a PhD in Journalism. You don't need to be the author of a series of automobile-related books. You don't need a lengthy résumé.

General job parameters are:

- Freedom to attend several club events during the year.
- A desire to get to know more people in the club.
- Ability to think creatively.
- Ability to write.
- Willingness to devote a handful of hours each month to making *Anzeiger* the best in its class.

As with all labors of love, there is no pay, but the benefits are that you get to

know your club a bit better and you can see your work in print on a regular basis. When you contribute to this award-winning magazine, you will become a key member of a production team that enjoys working together and having fun. You will go on assignment to interesting car events. And you will definitely be invited to the ORPCA Volunteer Party every year.

If interested, reply to John Draneas, ATR@oregonpca.org.

Secondly, we need an individual or two to **market our magazine** to potential advertisers, and to provide customer service to the ones we already have.

Job duties would include meeting with the *Anzeiger* team to discuss advertising goals and opportunities,

following leads, making calls, maintaining master database of advertisers, coordinating billing with club treasurer, updating production editor with current advertiser info.

Perhaps you are retired or you have some extra time you might be willing to donate to the club or you have some interesting contacts who might want to advertise. Start your new career today! Contact John Draneas, ATR@oregonpca.org

The Marketing Niche

We would like to welcome three new advertisers this month.

Tina Tidwell Interiors specializes in residential interior design. Having traveled extensively all over the world, she can help homeowners combine their ideas with her art & design experience to create more comfortable living spaces.

Rick and Dawn Gray of **Team Gray** are realtors with experience in residential property. Having helped a notable club member with a recent home sale, they would like to spread the word throughout the Porsche community that cars and kitchens are high on their priority list.

Don Stroum of **Equitable Tax Solutions** is in a unique position to be able to help those with uncomfortable tax situations. If you've had a run-in with the IRS, more than likely, he can help you make the dilemma more bearable for the both of you.

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The Amateur Wrench

by Don Clinkinbeard

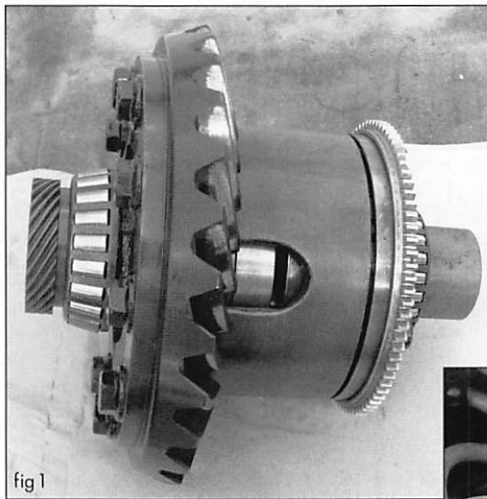


So we left off last month with a broken clutch and a limited slip that needed some work. Well, the work on the limited slip was amazingly easy and simple. As long as you don't take apart the gear carrier, then the transmission disassembly is pretty straightforward.

Under the expert guidance of Gordon Ledbetter, the differential assembly was split into its component pieces and the clutch plates were measured. We replaced two of the plates with units that are a tenth of a millimeter thicker, adding some 5 pounds of preload over what we measured prior to disassembly. Rebolting the tranny together was also a piece of cake with the only urgent piece of work being tightening the various bolts pretty rapidly to ensure that the anaerobic sealant doesn't harden before you get them all torqued to spec.

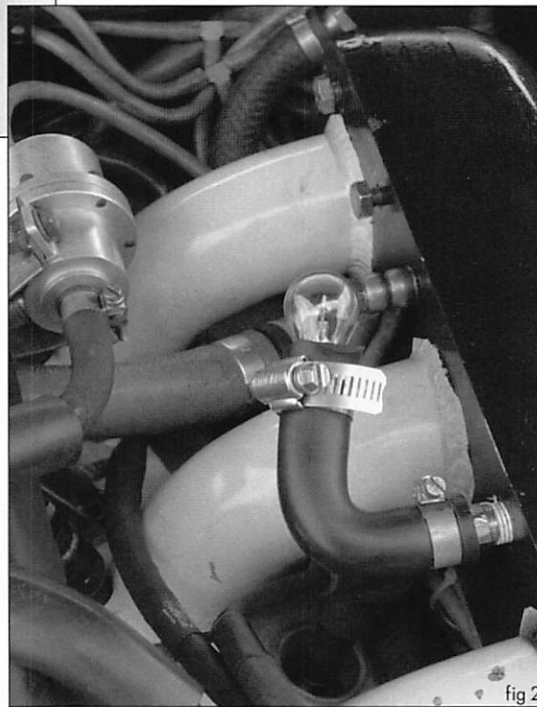
The principle of the limited slip is very simple and elegant, and I was impressed by this very precise bit of engineering that helps me put the power down on the track. The result is that, as the wheels start to rotate at different speeds (hey, that's what a differential does for your car), the planetary gears inside the diff start to rotate a bit and climb the ramps, forcing some expansion of the internal ramp units. This, in turn, adds pressure to the clutch plates and limits the rotational speed difference between the wheels (opposite of what a differential is supposed to do). This adds an important advantage when you are putting power down on the track. Without the limited slip, my car would just spin the lightly loaded inside wheel (that's what it used to do before I added the limited slip tranny) and not accelerate out of the corner at the maximum possible rate. With the amount of ponys I have on tap these days,

I need this limited slip feature. On some race cars, the drive axles are actually locked together, forcing the wheels to spin at the same speed. While this is great for acceleration, it tends to make the car understeer quite a bit. I can tell you from experience at Rainbonnet this year with Monty Shelton's 935 that



rolling a race-car with a locked axle is very difficult if you are trying to turn it.

Debbie and I took the car out to the DE on Friday, the 23rd of April. As I had mentioned, the new cam was a bit hot and it made the car much less tractable than I liked. I put the factory cam back on the car and it started well and performed much better. We had a pretty good day with no major mechanical issues. We did, however, have a small problem that I want to mention, as the fix was humorous.



Now, my car is getting a bit long in the tooth. It's 16 years old this year and has nearly 100,000 miles on it. Many of these are track miles. Well, turbo cars develop a lot of under-the-hood heat. There's lots of bits under the hood that are made of rubber. It appears that, while I have replaced most of them, there is one item that I did not replace. The Cold Start Idle Valve has a hose that runs from the intake manifold to the valve. I went out for the first run and that car ran really well but, near the end of the session, it started to show a slightly lean mixture at the big end. Well, I figured that with all of the additional breathing ability I had added to the car, I just needed to add some gas to compensate for that. Boy, was I wrong. When I got in to start it for the second session, it started right up but the idle was all over the place. Not good, Bill.

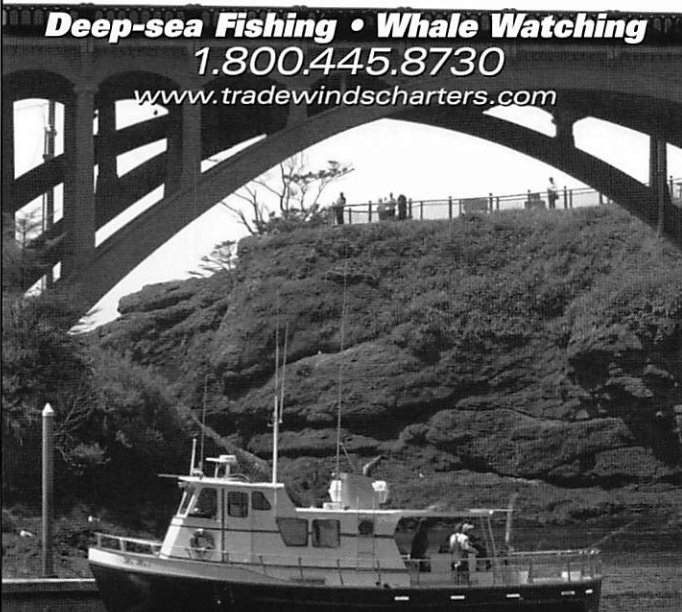
I jumped under the hood and noticed that the fuel pressure was oscillating wildly. Since the pressure is controlled by manifold vacuum/pressure, I figured I had

maybe overlooked a hose clamp or something. After a quick inspection with nothing found out of the ordinary, I bent over the motor while it was running and heard a large hissing sound. I localized it to the area of the cold start idle hose and gave it a tug. It rotated 180 degrees in my hand to show me the split end. Well, that car wasn't cold so I didn't really need this to function, so I decided to plug it. Of course, the only thing I could find in my parts

bin at the track that was of similar diameter to the hose inside was a stop light bulb. Hey, the car ran great the rest of the day. Several people quipped that it was a brilliant repair. One even asked me what it would mean if the bulb lit up. ☺

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Frappuccino In Your Coolant System: 944 Oil/Water Coolers

By Jim Ayers, Tech Editor

Do you own a 944, 951 or 968 and seem to have a Starbucks concoction in your coolant reservoir and radiator? If you are tempted, upon inspection of your coolant, to get a straw and some ice cubes, you have serious problems.

Porsche created a heat exchange device for the 944, 951 and 968 models. Both oil from the engine and coolant from the cooling system pass through a single housing to both cool and warm the appropriate system.

Obviously, neither of these liquids is intended to make contact with one another. Porsche incorporated a strong metal and plastic gasket to help ensure that neither system penetrated the other. The gasket has built-on "O" ring seals, which set into the cast channels of the heat exchanger housing. The

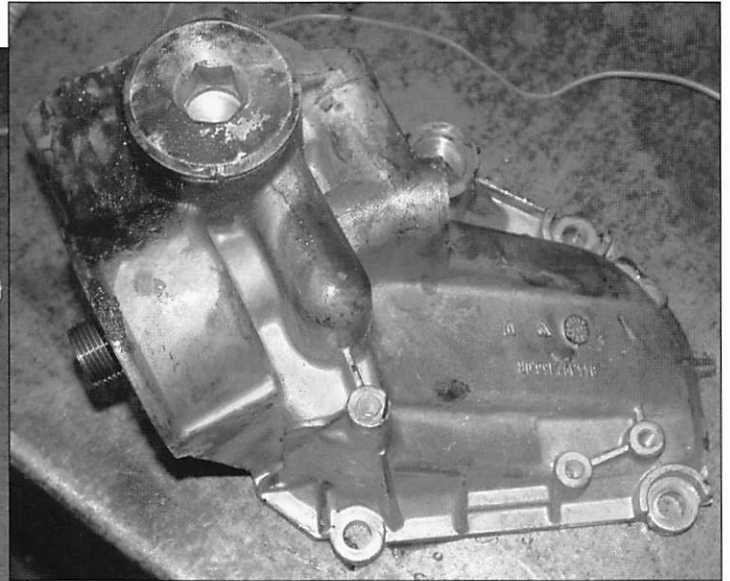
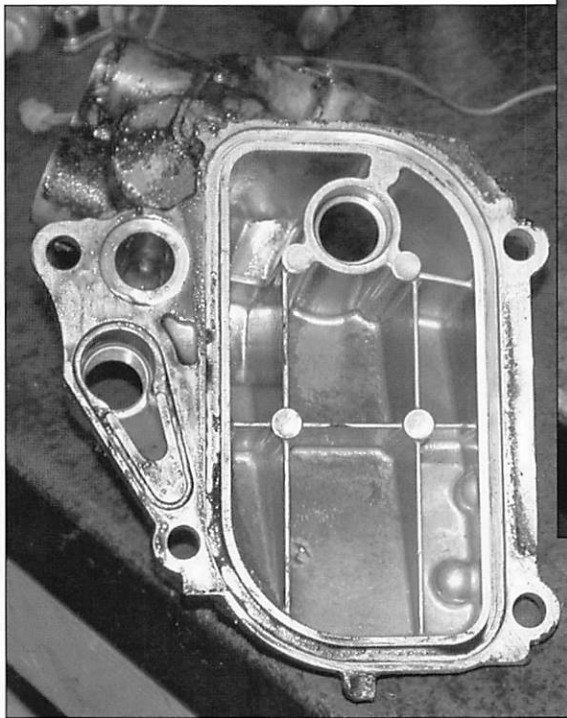
problem is, as these cars age, the "O" rings become hard and lose their ability to seal. The obvious result is a milkshake in your coolant. Fortunately, oil usually enters your cooling system rather than coolant entering your oiling system.

After watching Wes, at Motor Sports International perform the repair on a 944, it became obvious to me that this is not a job to be undertaken by most home mechanics. I'm not cutting down anyone's skills; I just saw the issues involved in the removal and replacement of the heat exchanger. You really need a rack in order to get to the underside of the car in an upright position to work on this project. Shy of pulling the entire front end of the car off, you need to be a contortionist to get to the housing and

you need a couple of those infamous, just-for-one-purpose tools. Removal of the housing requires the removal of the heat shield from the front side of the exhaust header, removal of

the sway bar attachment bracket, the power steering pump and line, after which you get to work blind to find two of the four bolts which hold the housing onto the engine case. Oops, I forgot to mention that you also have to remove the oil pressure relief valve from the housing, a small \$70.00 item, which can be easily damaged.

continued on page 24





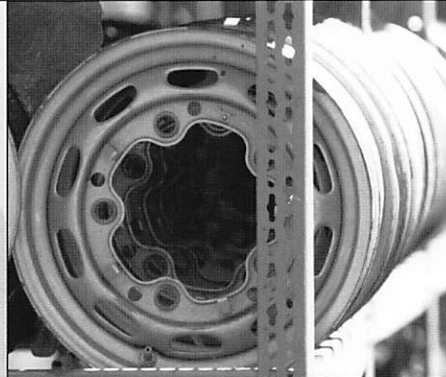
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Frappuccino Coolant

continued from page 22

After removing the heat exchanger and making the needed repairs, you have to shim the unit to a tolerance of 0 to .25 mm in order to maintain the integrity of the seal. If you are planning to undertake this repair, I would suggest you obtain the

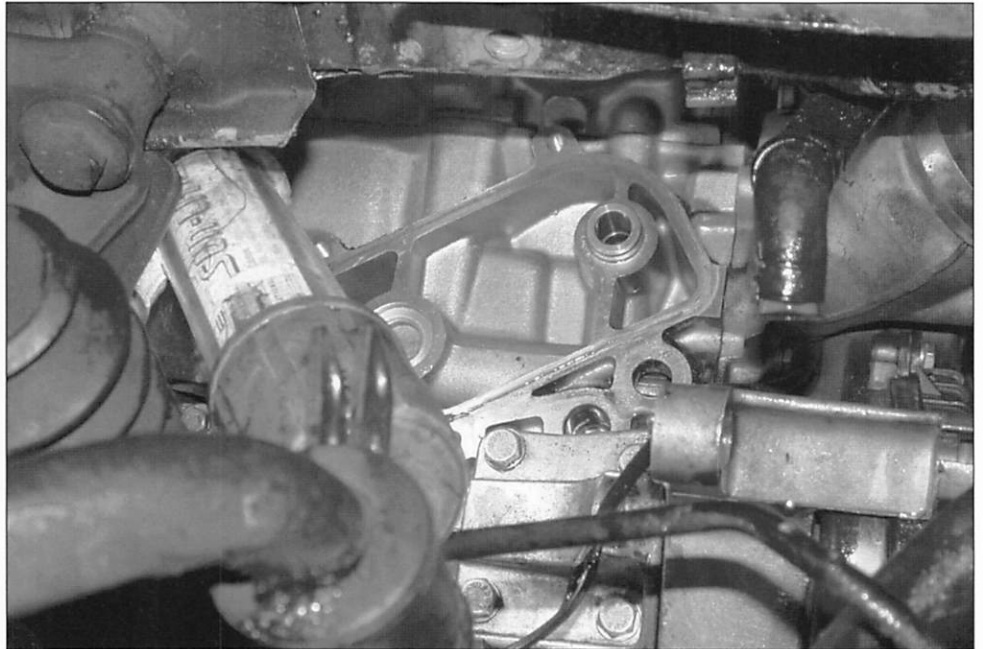


Porsche service bulletins related to the issue. In short, you must lay a straight edge across the housing and then add shims to make up the gap between the gap on the spigot and the base of the straight edge. The shims come in one size, and you may have to file one down to get this gap closed.

For clarification purposes, the 944 unit is an actual heat exchanger. While the 951 and 968 engines have a similar unit, they have independent oil coolers. The basic problem still exists in all models as the oil and coolant pass through a single unit

housing. The photos show the housing from a 968. The 944 unit is a bit larger and has cooling fins on the housing body. If you are the owner of one of these cars and are curious as to the location of this housing, from the top side look at where your oil filter mounts. That is the top of the housing.

As always, I am looking for suggestions for articles. If you are in the middle of a project or know of someone who is, let me know. If you have just got a question, contact me and I will try to get an answer for you. ☺



First-Saturday Arrive and Drive: Get on the Wagon!

For some time now those who like to drive their cars for no better reason have been cogitating on a casual Saturday morning get-together we could do once a month. Well, now it's here and it's called Arrive and Drive.

On the first Saturday of each month through September, we will gather at Miller's Homestead at 08:00 hours. After breakfast on your own, we will depart the restaurant for a drive on the best roads we can find (and there are lots of them).

Each month a new volunteer will host the drive, planning the route and preparing route instructions as necessary. We probably won't go much more than a hundred miles and we'll see some fun things along the way. The drive is the point. Think of it as a mini mystery tour once a month.

Don't forget, we're meeting at 8 am from here on out. Consult the ad on page 5 for more details.



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From the President

continued from page 4

Easter weekend ushered in 80-degree weather so it was time to take the Boxster - uh, 986 - out of hibernation. Open the door, no instruments lights. Bad sign. Turn the key, nothing. No problem, I've got a "Griot's Garage" battery charger. Hit the trunk release, nothing. Get out the owner's book. (Good thing it wasn't in the trunk.) I'm not going to turn this into a Tech article but, if you own a Boxster, you better have a set of jumper cables that reach from the fuse box on the driver's side kick panel to your daily driver's battery. This will get the trunk open. Hooking the jumpers to the battery charger from the fuse box doesn't work.

Finally, the trunk is open and the battery is charged. Now all I have to do is input the radio codes and navigation system codes and life will be good again. The engineer who designed this system was obviously promoted from the executive in charge of issuing names and numbers to new Porsche models.

Hope to see you at upcoming events. Have a great summer. ☺

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What is a "Trivia" rally? Each pilot and navigator team will drive a route following instructions. Along the way, there will be questions that can be answered through the power of observation.

The rally will end around 12:30 at Sandoval's Mexican Restaurant, 14775 SW Teal Blvd in Beaverton, where we can

enjoy lunch, refreshments and the trophy presentation.

The cost is \$10 per car. Please meet us at the Murrayhill Safeway, 14555 SW Teal Blvd., just off Murray Blvd one block north of Scholls Ferry Road in Beaverton. (Thomas Guide Map Page 654 J-2)

10 am is the rendezvous, first car out at 10:30. Please be ready to show your driver's license and current certificate of insurance in order to participate.

What to bring: Clipboard, pencil, watch, your navigator and your car, rain or shine (Porsches not required).

Questions? Contact the rally committee at early.euro@verizon.net.

See ad on page 6.



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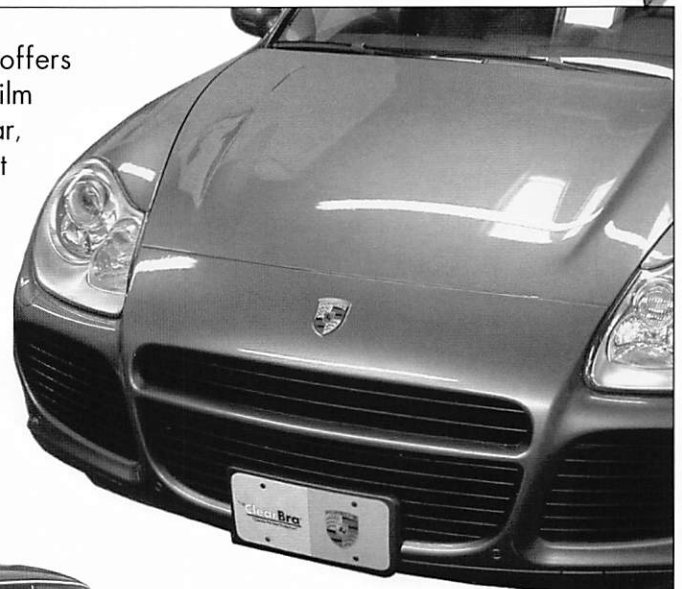
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Parts

OEM wheels and tires from my 1986 Carrera. Fuchs wheels: 16x6s (91136102043) and 16x7s (91136102044), in excellent condition. Tires are 205/55 and 225/50 Dunlop D40 M2 Zs with 80% tread remaining and no signs of deterioration. Email photos on request. \$950/obo. **Jerry Woelke** 541.390.0548 (Bend); jawoelke@msn.com 03.04

Fuchs wheels: 15x8s and 15x7s. Wheels are replicas, high-quality Xenons, in excellent condition. I have used on my Carrera and 944 with outstanding results. Will email photos of cars and wheels on request. \$400 (with 80% 215/60VR RE-71s: \$600). **Jerry Woelke** 541.390.0548 (Bend); jawoelke@msn.com 03.04

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vicepresident@oregonpca.org

Secretary

Kathleen Ellis
503.720.0184
secretary@oregonpca.org

Treasurer

Faryl Ammon
(503) 635-9669
treasurer@oregonpca.org

Past President

Don Clinkinbeard
8659 SW Muledeer Dr
Beaverton, OR 97007
503.356.1764
pastpresident@oregonpca.org

Board Members at Large

Bob Falleur
5758 SE Oetkin Rd
Milwaukie, OR 97267
503.653.7691
adsales@oregonpca.org

Chuck West

18973 Indian Creek Avenue
Lake Oswego, OR 97035
503.720.2037
competition@oregonpca.org

PCA Zone 6 Rep

Linda Bein
porsha@bendnet.com

Membership

Debbie Clinkinbeard
membership@oregonpca.org
503 356-1764

Kim Friedemann
moms911t@msn.com
503-781-6401

Goodie Store

Liz Green
goodiestore@oregonpca.org

Webmaster

Larry Rinehart
503 849-6948
webmaster@oregonpca.org

Anzeiger

Managing Editor

John Draneas
503.638.0396
ATR@oregonpca.org

Executive Editor

Kate Ayers
503.292.5743
editor@oregonpca.org

Assistant Editors

Sue & Gregg Hodge
503.518.9203
assteditors@oregonpca.org

Production Editor

Chris Greenwood
503.460.9494
production@oregonpca.org

Marketing Manager

Bob Falleur
503.653.7691
adsales@oregonpca.org

Marketing

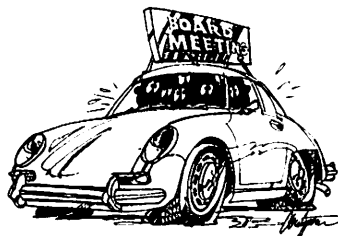
Open

Contributing Editor

Peter Linsky
503.644.2709
contributor@oregonpca.org

Technical Editor

Jim Ayers
503.292.5743
techeditor@oregonpca.org



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

Bob & Sue Dietrich
Stephen & Pat McKinnon
Bill & Carrie Stephens

10 Years

William Berendes
Patrick Buddenbaum & Anita Phipps
Michael & Connie Sexton
Victor & Susan Wandtke

15 Years

Verne Naito
Ronald & Toni Pihulak

20 Years

Lyn & Chet Martin

Willkommen

NEW MEMBERS

Frank D. & Linda Ward . . . 1982 911SC
Salem, OR

TRANSFERS

From Cascade

Forrest E. & Bonnie J. Hatch . . . 1957 356
Gold Hill, OR

From San Diego

Earl W. Moore . . . 1982 911
Kelso, WA

Porsche Club of America Membership

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

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

ORPCA permits you to choose from a wide range of Porsche activities including club racing, ORPCA driver education at Portland International Raceway, restoration and technical sessions, rallies, autocrosses, tours, and concours d'elegance.

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

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

Objectives

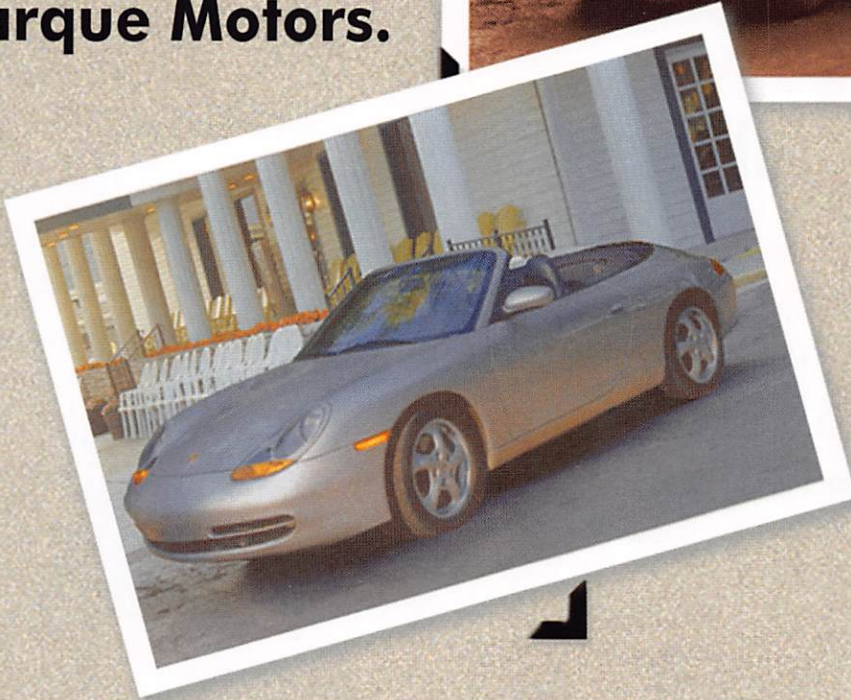
The Porsche Club of America was founded in 1955 to cater to the particular needs and interests of the owners of Porsche cars. Our general objectives are to promote the highest standards of courtesy and safety on the roads; to enjoy and share the good will and fellowship engendered by owning a Porsche; to maintain the highest standards of operation and performance of the marque; to establish mutually beneficial relationships with the Porsche factory, dealers and other service sources; to exchange ideas with other Porsche Clubs throughout the world; and to establish mutually cooperative relationships with other sports car clubs. We think that membership in Porsche Club of America will add to your enjoyment of owning one of the finest automobiles in the world.

Membership

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

Debbie Clinkinbeard
P.O. Box 5652
Portland, Or. 97228-5652
(503) 356 1764
e-mail: membership@oregonpca.org

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Porsche swapmeet

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Vendor Space 10'x10' \$10.00 in advance

Vehicle Space 10'x20' \$20.00 in advance

One vendor per space. No refunds for cancellations. Vendors need to arrive at 8:00am.

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

Preregistration is necessary.

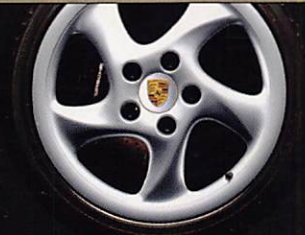
To reserve your space, phone Tim Haburn at 503.601.3068 or 1.800.346.0182

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

**Sunday
Sept. 12, 2004**

9:00am – 2:00pm

**Sunset Imports
parking lot**



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