

# Anzeiger

June 2005 v45-n5  
Oregon Region Porsche Club of America



## **COOL TOUR UNDER BLUE SKIES**

Arrive & Drive features classic restoration shop

## **Just a Few Glitches!**

Report on the first Autocross of 2005

## **Spring in the Sixth Zone**

Looking forward to Portland's Parade



Boxster

GT3

Cayenne

**New**

**Boxster**

- 04 Boxster, Close Out Pricing ..... Guards Red/Savannah
- 04 Boxster S, Close Out Pricing ..... Atlas Grey/Graphite
- 05 Boxster ..... Guards Red/Black Sport Seats
- 05 Boxster 6 speed ..... Carrera White/Black Sport Seats
- 05 Boxster ..... Basalt Black/Black
- 05 Boxster Tiptronic Incoming ..... Arctic Silver/Stone Grey

**Cayenne**

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

**Carrera GT**

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

**Pre-Owned**

- 99 996 Coupe ..... Glacier White/Savannah
- 01 996 Cabriolet One Owner 18,000 miles ..... Orient Red/Graphite Grey
- 03 996 Coupe Aero ..... Midnight Blue/Graphite Grey
- 04 996 Turbo Cab 2300 miles ..... Seal Grey/Natural Grey

**Carrera Classics**

- 87 944 Turbo 15,000 miles ..... Marischino Red/Cashmere/Black
- 88 911 Targa ..... Grand Prix White/Black
- 95 968 Cabriolet ..... Guards Red/Black

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



# Anzeiger

A monthly publication of the  
Oregon Region  
Porsche Club Of America

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

v45~n5

# Anzeiger

2005  
JUNE

Editor  
Kate Ayers  
editor@oregonpca.org

Ad Sales  
adsales@oregonpca.org

## Classified Advertising

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

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

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

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

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

Graphic Design/Production  
Nancy Scott, Engrafx Design Group  
503.997.2230  
engrafx@comcast.net

© Copyright 2005  
Oregon Region  
Porsche Club Of America.

All content © Copyright  
the respective  
contributors.

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

<http://oregonpca.org/>

## FEATURES

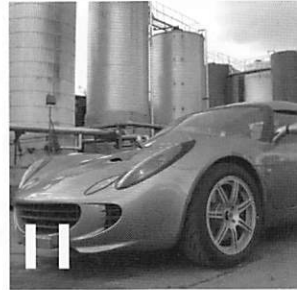
- 8 **Anzeiger Cover Photo Contest**
- 13 **Arrive & Drive a Huge Success!**
- 16 **Report on Autocross**
- 19 **Mistaken Identity?**
- 20 **Spring in Zone 6**
- 25 **Adjustable Spring Plates**

## COLUMNS

- 4 **From the President/From the Editor**
- 7 **Still Plays With Cars**
- 9 **Member Profile: Kim and John Friedemann**
- 11 **Around the Region**
- 14 **The Amateur Wrench**
- 19 **Rearview Mirror: 1977**
- 21 **Get Involved: Autocross Q&A**
- 27 **Resource Directory**
- 29 **Marketplace**
- 30 **Anniversaries**

## EVENTS

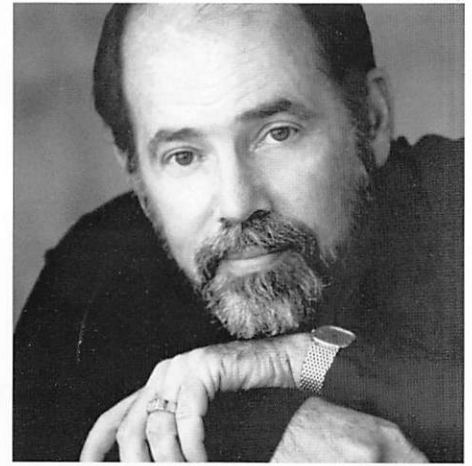
- 5 **Oregon Region Events**
- 6 **Autocross 2005**
- 6 **750 Mille**
- 7 **May Dinner Gathering**
- 8 **Arrive and Drive**
- 10 **TriClub DE Day**
- 10 **Progressive Dinner**
- 12 **Rose Cup Races**
- 12 **Porscheplatz**
- 22 **Porsches in Forest Grove**
- 22 **Historic Races**



**ON THE COVER** Photo by Gregg Hodge  
Tom Buetz rounding a curve at Rowena Crest.

**FROM  
THE  
PRESIDENT**  
Jeff Gretz

## Check out June's many exciting events



**W**elcome to June, one of our busiest months of the year. This month our club events include:

The 750 Mille on June 2-5: 750 miles of great roads, great food, and fun people.

Our Third Arrive & Drive on June 4: 35-40 cars show up every month for two to three hours of great driving.

Autocross at PIR on June 5: 40 to 50 cars, five to six runs through the AX course, all for \$25.

The Monthly Social & Dinner on June 15: Good food, good company, and a great way for new members to meet our club.

Driver's Education at PIR on June 24: 75-100 cars in three run groups on the track at PIR.

There are also some great non-club events this month, including the Rose Cup Races June 11 and 12, the Champ Car Grand Prix June 17-19, and the Parts Obsolete Campout June 25-26. Also, about ten of us will be attending the Porsche Club of America's 50th

Anniversary Parade in Hershey, Pennsylvania during the last week of June. Sounds like there is something for everyone in the club this month so I hope to see many of you at these events!

A couple of events you really need to try are our Driver's Education program, which started in March, and our Autocross program, which started in April. Both programs have dramatically improved this year, thanks to the efforts of our Competition Chairman Chuck West, our Driver's Education Chairman Don Clinkinbeard, and our Autocross Chairman JP Stein and their teams of volunteers. We've invested over \$8,000 this year in new equipment, including computers, timing lights, cones, a lane marking machine, and even helmets that you can borrow at the track. So come on out to PIR this month and try Driver's Education or Autocross. It's fun, it's safe, and we even have a helmet for you!

A very exciting event coming up July 29-31 is the Grand Prix of

Portland-American Le Mans Series. Last year, we had almost 100 Porsches in our parking corral and we all watched one of the best races anyone has seen at PIR. This year, our participation will be even bigger. Porsche Cars North America and Porsche Motorsport are among the main sponsors of the ALMS and will be organizing an event called Porscheplatz for all PCA members. There will be a Porsche-only parking corral and supervised Parade laps on the track. Check out the ad in this month's issue and order your tickets right away. I'm sure that over 200 Porsches from the Northwest regions will show up, so register early to get a parking spot in the corral. You'll find registration details in this issue.

Happy Trails,  
Jeff  
president@oregonpca.org ■

## FROM THE EDITOR/Kate Ayers

## Watch for Anzeiger photo ops

**N**ow that we are heading into the super-active part of the driving year, I would like to emphasize our Photo Contest.

Our biggest driving event, the 750 Mille, "The Seas the Moment Tour" simply has to be ripe with prospects for a cover quality picture. Race days are plainly full of opportunities to get that greatest of cover pictures for Anzeiger, possibly even two. Or maybe during one of the Arrive & Drive events; those roads are so scenic—especially with 30 or 40 Porsches gracing their asphalt—how could one possibly fail to capture a photographic gem?

Make that camera your best friend—okay, your second-best friend, right

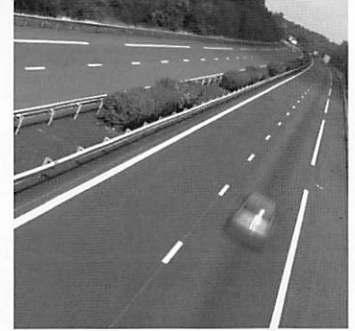


behind the Porsche. Every time you leave the house to join other ORPCAers, have that Nikon in hand.

Snap photos with wild abandon on that Canon. Go a little crazy with your Leica. It could mean instant fame (credit in our award-winning magazine) and, better yet, a year of Oregon Region dues that you can forget about. Just don't forget your camera. See the details in the Contest ad.

And not to be discouraged if your snapshot doesn't become a cover masterpiece, for fame (without the fortune part) is still yours if we can use it for event coverage. You can even write the captions! It makes my day to find a treasure in my email inbox. Actually, I have a bit more of a life than that, but I do get excited when I open a beautiful surprise like our current cover. ■

# Oregon Region Events 2005



## June

- 2-5 750 Mille **SEE PAGE 6**
- 4 Arrive & Drive Tour **SEE PAGE 8**
- 5 Autocross **SEE PAGE 6**
- 7 Board of Directors meeting
- 10-11 Rose Cup Races **SEE PAGE 12**
- 15 Monthly Social & Dinner **SEE PAGE 7**
- 17-19 Champ Car Portland Grand Prix
- 20 Anzeiger Editorial deadline for August
- 24-7/3 PCA Parade – Hershey, PA  
(Potomac Founders' Region host)
- 24 DE @ PIR (Tri-Club) **SEE PAGE 10**

## July

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

## August

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

## September

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

## October

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

## November

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

## December

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

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

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

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

# Autocross 2005



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

Sunday, June 5  
Sunday, July 3  
Sunday, Sept. 11  
Sunday, October 23  
Sunday, November 6

All events begin at the PIR South Paddock.  
Gates will open at 7:00 a.m.  
Registration and Tech begin at 7:15 a.m.  
All cars must be through registration and tech prior to 8:30 a.m. Mandatory drivers meeting at 8:45 a.m. Course walk at 9:00 a.m. First car on track at 9:15 a.m.  
Loaner helmets available for first time drivers.  
Instructors available.  
Cost: \$25/driver.

**CLUB  
EVENT**

## ORCPA's 750 Mille **The Seas the Moment Tour** June 2 - 5, 2005

Announcing The Seas the Moment Tour, ORCPA's 2005 running of the 750 Mille.

Spend a weekend with a group of like-minded sports car enthusiasts who are passionate about driving perfect Porsche roads to get from one gourmet meal to another. It's a rolling party that you'll never forget.

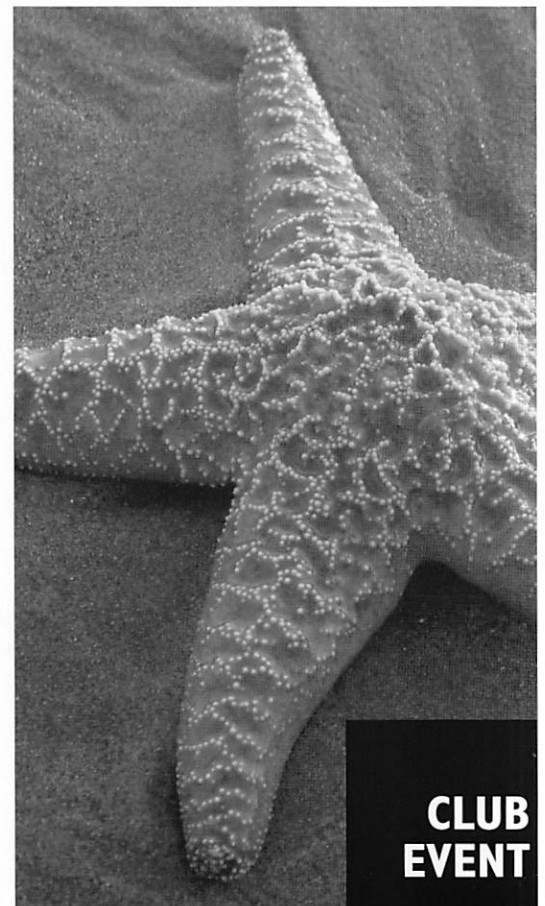
The Seas the Moment Tour highlights include:

- |                           |                       |
|---------------------------|-----------------------|
| Southern Oregon Coast     | Dune Buggy Rides      |
| California Redwood Giants | Casino Gambling       |
| Winemaker Dinners         | Oregon Caves          |
| Applegate Trail           | Historic Jacksonville |

and, as always, 250 miles per day of unforgettable scenery and appropriately twisty roads.

The \$395 entry fee covers the tour, the usual Mille goodies and keepsakes, and meals for you and your favorite navigator. Lodging is extra. Trust us, it's a bargain.

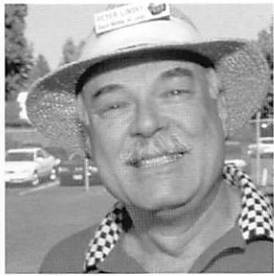
To register or for more information, contact the Mille registrar, Richard Puetz, at 503.642.2777, or email [RLP2CJP@aol.com](mailto:RLP2CJP@aol.com).



**CLUB  
EVENT**

## STILL PLAYS WITH CARS

Peter Linsky



# Take practical precautions while you watch for water

**B**y now, you've probably seen photos and some early specs of Porsche's new fourth line of automobile, the Panamera. (Did you tumble for Jeff Gretz' "Familia" minivan spoof in the April Anzeiger?) The first pictures appeared in the March 21 Autoweek and other publications soon followed. First impressions are positive, reminding one of the swoopy new Mercedes Benz "hardtop" sedan, certainly one of the best-looking four-doors ever built.

When one speaks of a four-door 911, there are immediate memories of that strange-looking device constructed by Troutman and Barnes for a rich Texan back in the 60s. The stretched floorplan and addition of two more doors lent that one-off car a definite "dachshund" look, which the Panamera seems to avoid. If Porsche must have a four-door sedan, the Panamera is a pretty good-looking effort. The name, though, leaves something to be desired.

With Oregonians worried about drought, this hardly seems the time to concern ourselves about water leaks. However, if you've occasionally found your carpets wet, or see drops of water on the wrong side of your Porsche's glass after its bath, it may be time to check on the condition and fit of those weather seals around windows, doors, or sunroof. Fortunately, you can buy replacement seals for current and recent models through your dealer, or pieces for older models from aftermarket sources. What happens when water gets into your car's interior? Trouble. Upholstery damage, especially to leather, can be costly to repair. Mold can form beneath carpets and in those sound-proofing blankets. If you have a later-model car with "black boxes" beneath the passenger seat, the damage can

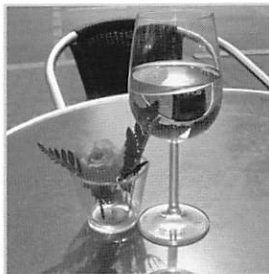
prove much more serious and expensive to deal with. I know that cars from the late 70s forward are built of galvanized steel; that's supposed to be rustproof. Honest, there's no such thing as "rust-proof," rust-resistant, perhaps ... but there may be edges, joints, and fasteners that are not protected and, over time, they will corrode. If the metal has ever been damaged and then repaired, that's an even greater concern. Any holes that have been drilled through the original sheetmetal will be vulnerable to rust.

You'll also want to check sunroof and ventilation system drain tubes. If they become blocked over time with dirt, leaves, or other crud, trapped water may back up into the passenger compartment. Another not-uncommon problem is having a plastic sunroof drain tube come adrift from its metal attachment

point, allowing water to seep into the headliner and down to the floor. Other than a squishy carpet, your first clue may be a yucky smell, like a wet, well, carpet. A blast of compressed air will tell you if everything is hooked up as it's supposed to be and working properly. Make sure to check the bottoms of the doors, too, where drain holes may have become blocked with dirt.

While we're on the subject of mold, take a few minutes every month or two and dump a cup or two of Listerine® or generic equivalent mouthwash down the fresh air intake of your air conditioning system. That will take care of any yuck growing in the system and make your car smell nice again.

Until next month, drive safely. ■



## June Dinner Gathering

### Wine, 'Tinis and Delicious Cuisine!

*Where:* OSWEGO WINE CO.  
449 B Avenue, Lake Oswego, 503.635.2112

*When:* Wednesday, June 15  
6 p.m. Social hour (no host)  
7 p.m. Dinner served. A limited menu will be offered.

Please join our fun group of Porsche club members for an enjoyable evening of socializing and a chance to experience a wonderful variety of wine, martini and menu selections. It's a good way to meet new members and a perfect time for members to meet our very welcoming group of car enthusiasts!

Please RSVP by Friday, June 10; call Nancy Herron at 503.293.6714 or email [dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org)

**CLUB  
EVENT**



## Announcing the Anzeiger Cover Photo Contest!

Your Chance to Gain Fame and Fortune

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

*Details:*

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

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

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

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

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

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

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

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

## JUNE Arrive & Drive Saturday, June 4

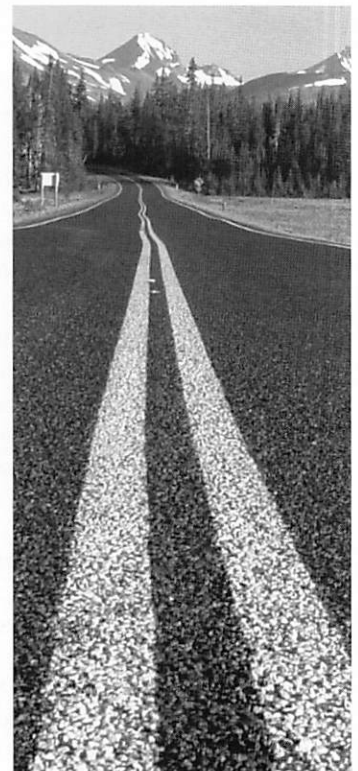
Miller's Homestead Restaurant,  
17933 SW McEwan Road  
Tigard, OR 8:00 a.m.

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

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

July 2  
August 6  
September 3  
October 1

Call Bob Grasso @ 360.573.1110 for details, or send an email to [rowbare47@yahoo.com](mailto:rowbare47@yahoo.com).



## MEMBER PROFILE

Gregg Denning

# Kim and Jon Friedemann

DE instructor, committee co-chair, and track junkie

The only car-obsessed member of this family is ... Kim. Kim was a "car psycho" even when she was a child. She was the only child in her family to know all the makes and models of that era. The spotlight this month is on the female of the membership family, not the male. What a treat!

But there is more. Just imagine Kim as an instructor for Driver Education days, demonstrating to us testosterone-saturated, right-foot-twitching males how to safely but quickly negotiate our Porsches around PIR. Kim recently passed the instructor course and will be in the instructor/passenger seat rather than the driver seat during upcoming DE events. As well as participating as an entrant during past DE days, she has worked with the registrar for DE events.

While discussing track events, Kim stressed that she would like to be able to pass the message along to the spouses of male club members that ORPCA and all its functions, including driving events of all types, are just as much fun for the women as for the men. She encourages all women co-members, affiliate members and so on, to feel completely welcome to participate. Not only has Kim found that she has not been excluded in any way because she is a women participating in activities that are predominantly male-oriented, but that she has been welcomed with open arms—and driver doors.

All indications are that Kim "becomes one" with her Porsches. At a recent event at PIR, she was having some problems with her 911T and wanted to be certain the problems were with the car and not with her. She asked her instructor to ride with her for a session for an evaluation. After the session, her instructor's first comment was that Kim really knew her car. Kim describes this as one of her best experiences with her Porsche.

A special Porsche is now entering Kim's life. Her 1970 911T, which she has owned for some time, is nearly ready to leave the shop. It is being race-prepped by

Marque Motors, but will be used primarily as a street car. When her lovely arctic-white baby is finished in the near future, it will have Kirkey aluminum racing seats, 5-point harness, 26mm torsion bars, custom vented brakes, a set of sticky track slicks and more.

Only two sports cars (unless Kim's VW Scirocco can be included in the sports car category) have been in Kim's life, but happily both were Porsches. Unfortunately, her first Porsche, a 1973 914 1.7 met an early demise when she lost control (at a very low speed, she



Aimee, Kim and Andrew Friedmann

her into a picture of her, not the car! The other car in the family at this time is Jon's 2003 BMW 330ci, which Kim describes as "fun to experiment on the track with."

Kim is more than just a track junkie, though. She is an active member of ORPCA and is currently the Membership Co-Chair with Debbie Clinkinbeard. She is working with the 2006 Parade Committee and hopes to find time to attend more social, sight-seeing and street driving events this year. Kim says she really enjoys the friends she has met through ORPCA.

JUST IMAGINE KIM AS AN INSTRUCTOR FOR DE DAYS, DEMONSTRATING TO US TESTOSTERONE-SATURATED, RIGHT-FOOT-TWITCHING MALES HOW TO SAFELY BUT QUICKLY NEGOTIATE OUR PORSCHES AROUND PIR.

emphasizes) on ice and T-boned a Mustang of 1980 vintage. Kim escaped with only minor injuries, but the collision completely severed the engine from its mounts and it dropped to the pavement under the car. Kim's descriptions of the sound of the engine as the 914 was towed away from the Mustang were too painful for her to repeat.

Her second sports car, and her current car-love, is the 1970 911T, which seems to have as much of a grip on Kim as she has on it! In fact, Kim is so excited by the prospects of taking delivery of the "T" that we had to cajole

Two children are in the family, Aimee (age 12) and Andrew (age 13), who is anticipating the time he will be participating in track day events, including Autocrosses. Jon is the laid-back spouse, with numerous hobbies like flying his Aeronca L-3 plane, building a new Vans RV-6 kit plane, and golfing.

For a career, Kim works with Jon in their lighting manufacturers' representative business with primary responsibilities in accounting. And, of course, Kim enjoys being a mom to her children, which we assume includes her 911T as well as Andrew and Aimee. ■

# ORCPA Hosts **TriClub DE Day**

June 24

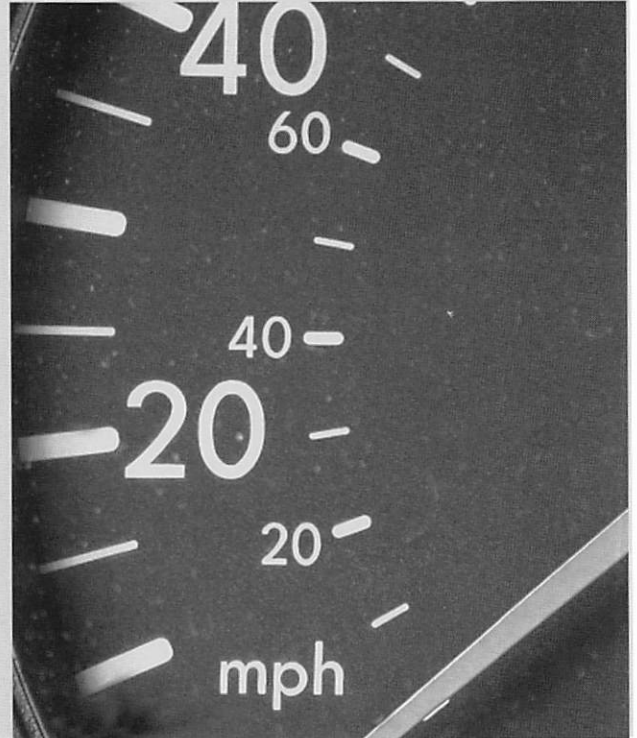
**C**ome join us for a day of fun with our fellow clubs BWMACA and AROO at the Track. This is always a popular event with a good turnout and chance to see how the other guys drive. We will be running the full course with the festival curves unless it is raining hard.

The DE fee for this year has been increased to \$150 for at-the-track registration but we are offering a discount for pre-registrants of \$50. This keeps the pre-registration fee in line with last year's of \$100.

The details of this program are available on the web at [www.oregonpca.org](http://www.oregonpca.org). Select Driver Ed from the left side menu. Check-in and Tech open at 7 a.m. See you there.

To Register go to the web site or contact:

Rick Williams  
5643 NW 148th Avenue  
Portland, OR 97229  
503.531.3680  
Email: [orpca\\_de-regis@comcast.net](mailto:orpca_de-regis@comcast.net)



## **PROGRESSIVE DINNER**

Saturday, July 16

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

*Appetizers 4 p.m.*

Home of Alex and Jo Ann Guletsky

---

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

*Dinner 6 p.m.*

Home of John and Carlyn Draneas

---

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

*Dessert*

Home of Don and Mary Kay Stroum

---

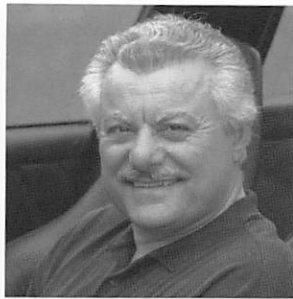
4040 Imperial Drive, West Linn  
Telephone 503.722.1350



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

## AROUND THE REGION

John Draneas



# Welcoming the new Lotus and planning Parade

**B**iggest news, as far as I'm concerned, is that the Lotus finally came! But, of course, not without a story to go with it. I got the call from Park Place, Ltd. that it was in. I rode Amtrak to Seattle, got picked up by sales guy **David Bruski**, he bought lunch on the way to the store, and I was all checked out, signed up, loaded up, and ready to head home when I decided that their Storm Titanium demo was a lot better looking than my Silver version.

The sales staff figured that the demo would be an easy sticker-plus-\$10k-sale, but owner **Dave Bingham** needed only two seconds to agree to trade cars at straight-across MSRP. I really can't say enough about these guys, and recommend them highly to anyone who needs a new Lotus or a used Porsche.

Oh, yeah, the car. It's just awesome! 190 hp, 1960 pounds, steers like a go-kart, goes like stink, stops on a dime, everything you could expect or hope for. Comfortable enough for street driving if you're a real car guy, gets lots of eyeball, and just a little tough to get in and out of with the top on. Got it onto the track at the April DE day, and it was stellar. It feels just like a racecar, and makes you totally forget that it's a production car. Everyone should have one.

Speaking of the April DE day, I was very impressed with the Driving Instructor workshop organized by **Don Clinkinbeard**. I wasn't expecting much, but I was very pleasantly surprised with how well organized it was and how successful it was in identifying and training new driver education instructors. Kudos to Don and to **Chuck Bergeron** for a job very well done.

Another new car—**Pat Murphy** reports that he couldn't be happier with the Sunset guys after they went above and beyond to find a GT 3 to replace the one that met, shall we say, an untimely demise. He recommends them highly.

**Bob Grasso** and **Bob Ellis** ran across a couple of recent Porsche press releases that tell us just how important the Cayenne has been to Porsche. 2004 produced record profits for Porsche, but that's only part of the story. Comparing 2004 to 2003, 911 sales have dropped about 15%, and Boxster sales by about 30%. Cayenne sales increased almost 94%, but that doesn't say much since it was introduced in 2003. The key statis-



Photo courtesy Sports Car Market

tic is that the Cayenne accounted for over 50% of Porsche's 2004 sales. And no matter how profitable the Carrera GT could possibly be, its 222 units sold certainly can't add anything significant to the bottom line. True to tradition or not, the Cayenne sure seems to be keeping Porsche profitable and able to keep producing the sports cars we love.

**Rand Wintermute** reports that it's time to say goodbye again. He's been called back to active duty again, even after he retired for the second time from the Coast Guard. Now he's off to Portsmouth, Virginia, then to an unknown destination.

And then we have Young Peter. Did you notice that **Peter Linsky** wrote an article for Excellence that seemed to offend a reader by making what were perceived as disparaging comments about MGs? In his letter to the editor, the reader suggested that he had to conclude that Peter's ill-formed attitude was likely attributable to his being "of a suffi-

ciently youthful age" that he didn't know any better about cars. Must have made Peter's day!

Parade planning is coming along just fine, although it's been real busy dealing with all the curves thrown at us. After talking to what seemed like hundreds of people about what needs to change about Parade, we settled on an overall scheme that is going to be really exciting. Look in next month's Anzeiger for a

summary of what we're going to be doing different than in years past. Then we had to deal with the hotel issues. We had the Red Lion and Thunderbird both booked for a very comfortable event site. Then Hilton sold them, and then the new owners decided that they might have to tear down the Thunderbird and not rebuild it. It took some fancy footwork to make do with just one hotel, but I think we can make it work out. And a really big positive happening, ace designer **Andy Jacobson**, with a huge assist from **Chris Greenwood**, came through with an absolutely fantastic Parade logo, which should sell a whole lot of shirts for us. If you've been waiting to see if this was really going to happen, it's going to, and it's time for you to step up and volunteer to help plan the event. Just let me know you're interested, and I will find the perfect job for you. ■

# Rose Cup Races

June 10-11

**M**ark your calendar for this exciting annual event at PIR!

A popular weekend with local racing fans for 45 years, the Rose Cup Races features more than 400 amateur drivers from around the United States and Canada competing in varied classes of race cars.

Watch the ORPCA website for more information ...



## Porscheplatz at American LeMans Weekend July 29-31

**P**orsche Cars North America and Porsche Motorsport North America will be hosting a "Porscheplatz" (parking corral) during the ALMS race at Portland International Raceway from Friday, July 29 through Sunday, July 31.

There will be scheduled appearances by Porsche race drivers for informal talks and autographs. In addition, IMSA will offer supervised Parade laps of the track with a two-lap maximum open to

the first 100 registered Porsches on a first-come, first-served basis. Registration for the Parade Laps will be at the Porscheplatz tent for credentialed Porscheplatz participants only (available at entrance at no cost to Porsche cars, owners and companions-track ticket required). Special features for the weekend will include a "Long Distance Award," raffle drawings for an "Honorary Pit Crew Member" with an ALMS

Porsche race team, a "Hot Pit" escorted tour, two passes to the "Victory Circle" celebration, a behind-the-scenes Paddock tour of Porsche race teams and a "Celebrity Car Show."

In addition to the items listed above, many other activities will be part of this year's corral, including informative presentations by Porsche factory engineers, scheduled appearances by ALMS Porsche and IMSA GT3 Cup Challenge Series race drivers, as well as opportunities for autographs and photos. There will also be a PCA 50th Anniversary and Membership station within the Porscheplatz.

For more information, contact Chris Rogers at 503.574.4817 or visit the IMSA website, [www.imsaracing.net](http://www.imsaracing.net), for the latest event schedule and special ticket pricing. Parking in the Porscheplatz will be for Porsches only. "For Sale" signs on cars and camping will not be permitted. For drawings and awards, participants must be present to win.



# Season's First Arrive and Drive a Huge Success!

by Bob Grasso

The first Arrive and Drive Tour of the 2005 season was held on Saturday, April 9, with Bob Falleur as Tourmeister. Despite the nearly continuous rainfall of the first eight days of the month, this particular morning dawned to a sunny sky, portending an excellent day for the event. It may have been a little cool for most people, but the blue sky more than made up for the chill in the air.

Many Porschephiles apparently had the same thought, as over 60 people showed up in 36 cars of all descriptions: Nineteen 911s, eleven Boxsters, three 356s, two 944s, and one 914. Following the routine drivers' meeting and waiver-signing, it was a long convoy of colorful cars with excited drivers and passengers that departed Miller's Homestead, heading for places unknown.



Drivers & passengers gearing up to head out. Photo by Kathleen Ellis

Our Tourmeister had selected an excellent route, taking us through some beautiful countryside on winding roads that offered colorful vistas to enhance the driving experience. With spring in full bloom, flowering trees along the route provided numerous opportunities to admire Nature's handiwork in the rural residential areas south of Tigard and east toward the Clackamas River Valley.

By mid-morning we arrived at our first stop on the tour, Steve's Restoration Shop near Damascus. Bob had arranged



Work in Progress at Steve's Restoration Shop. Photo by Don Clinkinbeard

a special tour of this premium restoration facility that specializes in Fords from the 1930's. Many in the tour group had never seen the inside of such a shop and were amazed at the capabilities that Steve and his staff have to create impeccably restored antique automobiles. One of the top restoration shops in the country, Steve's shop is known internationally for the high quality of his work. Award plaques and artwork commemorating his finest achievements cover the office walls.

The shop tour provided the opportunity to see restoration projects in vari-

ous stages of completion as well as several cars that were near completion. It is no exaggeration to say that auto restoration doesn't get any better than the work that this shop produces.

With that part of the tour completed, the group again convened outside. Drivers who had additional interest in yet another restoration shop continued on to Bob Falleur's shop in his garage, while others continued their drive in the country or went to lunch on their own. ■



Tourers Linda Jewett, Kathleen Ellis and Lana Grasso.

Photo by Don Clinkinbeard

## (Mis-) Adventures in dropping the oil pan while enjoying vintage vinyl

So last month I told you I was going to drop the oil pan and change the pan gasket after a disappointing episode with the gasket slipping out from between the pan and the crank case.

After some thought, I decided that maybe I would just try to take the pan bolts out and clean the gasket and surfaces. This takes about three hours vs the 12 hours and realignment expense of dropping the front suspension and exhaust system that would enable me to remove the pan completely. So two weekends ago, I did this. While it was difficult to reach a couple of the pan bolts with the proper ratchet extensions and u-joints, I was able to get it loose.

For those of you that don't know me, I am a fan of vinyl records and have about 150 that I have either saved from the misspent days of my youth or have purchased from the used record store. I keep these in the wine cellar and bring



a few out every couple of weeks to listen to in my shop. The reason for telling you this is it's a great way to time your work. One side of an LP lasts about 22 minutes. So it took four LPs to loosen the oil pan, clean the surfaces of the gasket and pan/block and reinstall the bolts. Now since I didn't pull the exhaust crossover pipe, I was unable to move the gasket at the back end of the engine out from the pan/block and clean it. Oh, what the heck; I thought there is a channel that the gasket rides in and so it shouldn't move like it did on the sides.

Well, I got it reassembled and took it for a spin. Jacked it up again and took a look at the exposed sides of the gasket along the long side of the block. Hey, great, the gasket didn't move a bit! But ... the exhaust crossover pipe looked wet. Rolled toward the back of the car and took a look. Damn, there was oil on the exhaust pipe. In fact, it looked like a bit more than would be acceptable. So what gives? Ah the oil pan was now

I WILL HAVE TO DROP THE FRONT SUSPENSION AND EXHAUST CROSSOVER PIPE AGAIN TO GET THE OIL PAN OFF TO REPLACE THE GASKET AND CLEAN THE SURFACES. LET'S SEE, THAT WOULD BE 16 LP'S PLUS CHANGE.

leaking at the back—where the gasket can't move. Doggone synthetic oil. It will find every crack and crevice and get through, if there is any possibility.

So off came the oil pan again. This time, I got some of my more advanced tools to clean up the end gasket: a mirror, a flashlight, a 90-degree pick and a rag. While I couldn't actually pull the gasket out of the channel I could separate the pan from the crankcase enough to get the pick in there and peel the gasket sealer off the pan/crankcase and the gasket. There was a little blob of sealer at the lowest point of the pan. Probably where the oil was getting through, I figured. Five LPs later, I put the finishing touches on the pan bolt torquing procedure.

I interrupted this article to head for the track for our April 24 DE. I was in hopes that the car wouldn't have this failure again. Did the decision to save time actually save time or not?

Not. We got there and the darned thing started leaking after only a few laps. The good news is that the gasket stayed put. So adding the RTV to help seal the pan really was the wrong thing to do. In any case, it looks like I will

have to drop the front suspension and exhaust crossover pipe again to get the oil pan off to replace the gasket and clean the surfaces. Lets see, that would be 16 LPs plus change.

So how did DE day go on Sunday? Well, we ran from the pro pits and it was good. The DE team did a great job of getting us ready to go on the south side of the track prior to crossing at 12:30 to the pro pits. Chuck Bergeron and I were discussing the merits of operating from the pro pits after the event was over and we are thinking maybe next year we might be running a couple of DE days from there. It adds some variety to the event and provides even better access control to the track. Maybe Rainbonnet this year would work too, so the AXers can run in the south paddock if they want. In any case, we had about 48 cars with 50+ drivers and things went well. The tower log (where we keep track of miscreants) had very few entries in it and they were mostly just folks spinning on corners and the like. All in all, a great day. Even though we only ran until 7:00 instead of 8:00 p.m. most of the participants had had it by the time we called it a day. ■

# Wealth. Relationships.

## Both are built with care.



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

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

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

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

4949 SW Meadows Road  
Suite 620  
Lake Oswego, OR 97035

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

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

Where investment science and service intersect.



# A great time with just a few small glitches at Autocross

Story and photos by Jim Ayers

**S**aturday, April 16, blue sky in the afternoon. Promising. Out come the track tires; off go the street tires. Praying now. Saturday, April 16, 11:00 p.m., stars are shining. Even more promising.

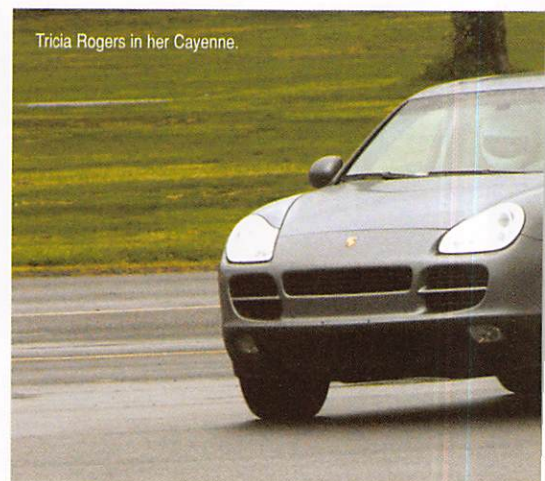
Sunday, April 17, 6:00 a.m., raining. So much for the promise and the power of prayer when it comes to Oregon weather. Stuck with the track tires in hopes of a clearing trend.

Forty-five drivers made it to the first ORPCA autocross of the season, not a record but a darned good showing. Surely a sign of larger crowds to come as the season progresses. While the event was primarily attended by ORPCA members driving Porsche cars, a number of Subaru WRXs joined Chuck Jarvie's Formula Ford in providing stiff competition. The WRX drivers certainly had the

advantage of all-wheel drive on the rain slickened course.

Tricia Rogers provided the group with a first-time view of a Cayenne running autocross. The vehicle surprised everyone by handling fairly well given its size and weight. Tricia managed to cut nearly 30 seconds off her times over the course of five runs, ending with a respectable 69-second final run. Not bad for a first-time autocrosser in a brand-new Cayenne.

Being the first event of the year, it was also the first time out for a few new procedures and timing software. As can be expected, there were a few minor glitches. The timing display did not work throughout the first run group but decided to start working for the second group. (Gremlins are strange critters.) Some of the regulars did not get registered in the computer properly and,



therefore, their times were not attributed to them. Drivers arriving continue to want to drive across the course area rather than taking the access road back to the tech line. All of the problems  
*(Continued on page 23)*



Ray McNamee in his 911.

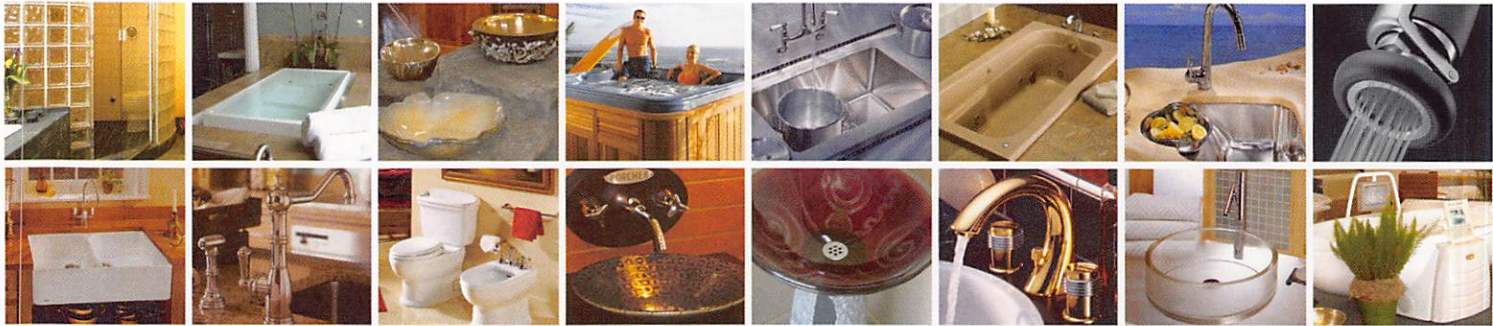
## Autocross Results

Pos	Driver	Car	Time
1	Gary Hays	2004 Boxster	51.528
2	Curtis Eames	1997 993	51.672
3	Pam Eames	1997 993	53.462
4	Matt Stewart	1978 911	53.847
5	Kevin Neary	2002 996T	53.979
6	Dave Nance	1985 911	54.201
7	Jacob Gordy	2005 GT3	54.388
8	Chuck West	1970 911T	54.526
9	Bob Grasso	2000 Boxster	54.530
10	Joel Siegersma	1966 911	54.730
11	Steve Germany	2000 996	55.515
12	Eric Freedle	1986 911	55.700
13	JP Stein	1970 911T	55.740
14	Tom Pavlik	2001 Boxster S	55.794
15	Gary Chapman	1973 914	56.004
16	Jim Ayers	1976 911S	56.058
17	Paul Gordy	2005 GT3	56.650
18	Bob Schatz	1977 911S	56.708
19	Scott Mills	1982 911	57.085
20	Mike Hill	1989 944S2	57.263
21	Chris Rogers	1996 Carrera 2	57.490
21	Katy Siegersma	1966 911	57.490
23	Bruce Allert	1973 914	57.988
24	Jim Chambers	914	58.390
25	Peter Guyer	1973 911	58.428
26	Mark Goldby	1968 912	58.435
27	Jim Greenleaf	1979 930	58.869
28	Natalie Greenleaf	1979 930	60.874
29	Harry Danberg	1973 911T	61.319
30	Craig Laughlin	1973 914-6	62.048
31	Mark Mills	1982 911SC	65.213
32	Pamela Chapman	1973 914	65.781
33	Tricia Rogers	2004 Cayenne	69.399
34	Ray McNamee	1983 911SC	73.539





*If You're Building or Remodeling,*  
**Consider This Paradise.**



Walk into one of George Morlan Plumbing Supply's seven Oregon showrooms for the first time, and odds are you'll be smiling. You can see and feel the Northwest's most complete selection of plumbing fixtures, including every major brand from all over the globe. Whether your style is classic or ultra contemporary, retro or eclectic, you'll be amazed at the possibilities. Even if it's a new fixture you've seen in the latest issue of an architectural and design magazine, it's probably already in stock at George Morlan.

Undoubtedly you'll have questions, but you've come to the right place. At George Morlan you can talk directly to plumbing experts who will gladly answer even the most technical of inquiries. Perhaps best of all, it's always hard to beat a George Morlan price - which if you're building or remodeling, tends to be extremely important.

So don't settle for "that's-kind-of-what-I-want" fixtures out of a catalog or warehouse. The possibilities are endless. See them today - and save money - with a visit to a George Morlan Plumbing Supply showroom.



**George Morlan**  
**Plumbing Supply • Since 1927**

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



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

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

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

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

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

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

## REARVIEW MIRROR

Jim Ayers

# It was 30 years ago today

The June, 1975 Anzeiger reports a tech session was held at Motor Sports International. Wayne Ditsworth provided technical expertise based on his vast experience with Porsche cars and race preparation. Dennis Puetz stated that the tech session was mellowed out by the seemingly endless supply of Coors beer. I wonder who made the run to California for the beer; Coors was not distributed in Oregon at that time.

President Dennis Phelan noted that the first six months of his administration seemed to have gone well, placing most of the credit with the exceptional Board of Directors in place at that time.

Amendments to the club bylaws were in the offing. The most interesting proposal was that all new applicants for membership would be subject to a 60-day probation period. During the proba-

tionary period, the prospect had to attend at least two meetings or activities. A member of the hospitality committee or a member of the Board of Directors sponsored the new member prospect, with whom they could communicate for answers as to activities and events. During the probationary period, no dues were collected, and the prospect was provided a copy of Anzeiger and Panorama "if available."

At the end of the 60-day period, the prospect was considered and a review of the event rosters determined if the prospect had attended the required number of events. Failure by the prospect to attend the two events could be overlooked if their alibi was good enough. All prospective members had to be approved by a majority vote of the BOD. From reading through this and other issues, I suspect bringing a couple

PORSCHE CLUB

# ANZEIGER

JUNE 1975



cases of beer to the Board meeting would probably serve to ensure membership.

Forty-five cars showed up for DE at "Delta Park." (I believe this is prior to the track becoming PIR.) DE included a rolling start drag race; the car to beat was a Mercedes Benz 6.3 Sedan. The Benz was dethroned by Kim Linville's 911S. ■

## Mistaken identity?

by Alex Phan

Several months back, I thought I was facing an engine rebuild and started exploring my options. I figured it might be cheaper for me to find a used motor on eBay and then use my current motor for a rebuild project. I asked around online, seeing what other people

such a place that offers conversion packages. Conversions are available for Porsche models 911, 912, 914, 924S, 928, 930, and 944. They boast that this V8 conversion offers greater power, lower maintenance, and reliability that gives you peace of mind.

I WASN'T TOO SURE HOW I FELT ABOUT CHANGING OUT MY POWER PLANT WITH A NON-PORSCHE MOTOR ... BUT IT WAS AN OPTION, AN INTERESTING ONE AT THAT.

in my shoes would do, and someone suggested, "Why not do a Chevy V8 conversion?" I was like, Huh? Is that even possible?

Apparently it is! Renegade Hybrids (<http://www.renegadehybrids.com/main.htm>), located in Las Vegas, Nevada, is

I contacted them, inquiring about pricing, and got a couple quotes. A basic conversion package for the 911 series runs around \$4,250, not including the motor, while the 944 package runs about \$2,085. Note I said basic package! To get all the bells and whistles, you

may want to fork over another \$675 for your 911 or another \$1,509 for the 944.

I have to admit the numbers are impressive, though. With a Chevy 300 HP conversion, they state that times of 0-60 can be achieved in under 5 seconds and for a mere \$300 more you can obtain 400 HP easy. I wasn't too sure about how I felt about changing out my power plant with a non-Porsche motor though. Just doesn't feel right to me. But it was an option, an interesting one at that. While skimming through customers' cars, I was amazed to see an Oregon 914 conversion car owned by Mike Ferguson. Very nice car, Mike! Check out Renegade's Website for all the juicy details and interesting pictures. ■

# Spring in Zone 6

by Linda Bein, Zone 6 Representative

**L**ots of exciting things are happening in Zone 6 and the driving season is just getting started in most regions.

Bravo to Polar Region for raising over \$16,000.00 (Canadian) for the Edmonton Garrison Military Family Resource Centre. Other regions have some great plans for charity events for 2005. Please remember to send your charity subsidy request to me at least three weeks (earlier, if possible) before the event.

Many of the Zone 6 websites have a new look. Take some time to look at all region websites to get an idea of what is happening elsewhere in our zone.

The Zone 6 Presidents' Meeting was held in Portland in March, and eleven regions were represented. Those who attended came away, I believe, with a greater understanding of the workings

of PCA, what can be done to better represent each region's membership, and the importance of risk management at EVERY event. We were given a sneak preview of things that will be happening at Parade 2006 - in Portland. It is hoped that ALL of us will give the Oregon Region lots of help where and when it is needed!

Portland International Raceway has been chosen to be one of five tracks where the new IMSA GT3 Cup series will be presented. Zone 6 will be very involved as we provide support for a Porscheplatz (Porsche Owners Corral) hosted by IMSA, American Le Mans Series, and PCNA. We will aid PCA in gathering volunteers and planning for this certain-to-be fun event!

Everyone knows by now that PCA is celebrating its 50th anniversary and it is hoped that EVERY region will have

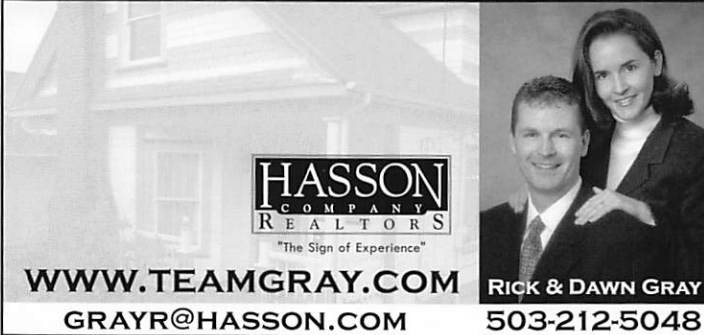
some type of event to honor this milestone in Porsche history.

Parade 2005 is getting closer and to those from Zone 6 who will be attending, I will be hosting a get-together sometime during the week, so watch for an announcement of date, place and time! And here is a reminder: Awards will be presented at Hershey for various region and individual accomplishments. Please ask your region president for information—and ENTER!

Two Zone 6 regions are celebrating their 30th anniversaries—Big Sky and Canada West. Banners will be presented. Congratulations!

May we drive—safely—forever! ■

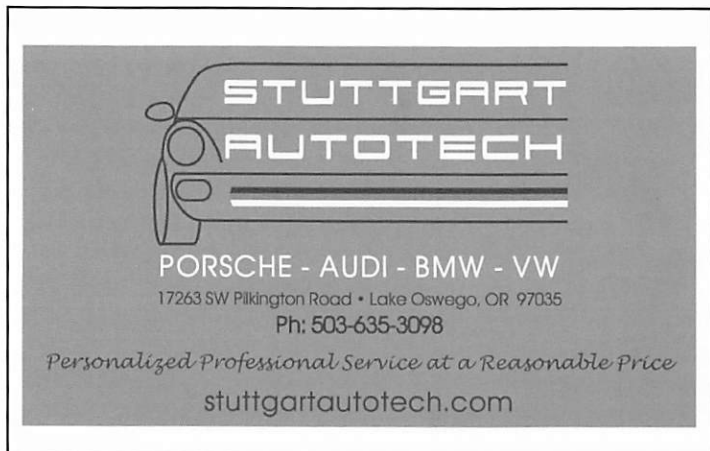
Thinking of Buying or Selling? Don't delay, call  
**TEAM GRAY!**



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

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

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



**STUTTGART**  
**AUTOTECH**

PORSCHE - AUDI - BMW - VW  
17263 SW Pilkington Road • Lake Oswego, OR 97035  
Ph: 503-635-3098

*Personalized Professional Service at a Reasonable Price*  
stuttgartautotech.com

# AUTOBELLA

EXEMPLARY DETAILING & RESTORATIVE SERVICES

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

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

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



## Autocross Q&A tackles every roadblock!

**O**n Sunday, April 17, ORPCA opened our 2005 autocross season. We had a great turnout—over 40 drivers—despite the cold rain. Although that is a great turnout, it still means there are hundreds of you missing out on a blast. What's holding you back? Well, I hope to alleviate whatever is stopping you from joining us.

Close your eyes for a few moments and think back to the first time you ever wanted to own a Porsche. (That moment probably occurred decades ago.) It was really all about driving it and not about owning it, no status symbol issues. Further, I am pretty sure you didn't foresee yourself driving it to the grocery store or running errands. No, I'm pretty certain that vision had you driving at speed and at limits for the ultimate rush. Make that dream a reality by joining us at one of our upcoming autocross days!

ORPCA will have five more autocross events at PIR. The upcoming dates are: 6/7, 7/3, 9/11, 10/23, and 11/6 at Rainbonnet.

Here's a typical day:

- 7:00 a.m. Track opens
- 7:30 - 8:00 Check-in and Register
- 7:30 - 8:30 Car inspections
- 7:30 - 8:45 Walk the Course (A

must for all drivers. My first time, I didn't get to walk the course—and remember how that worked out. Let's just say it wasn't pretty, but for details see last month's article.)

8:45 - 9:00: Driver Meeting, all drivers split into two groups

9:00 - 10:45: Group 1 drives about 6 runs of 40-70 seconds, depending upon course and ability; Group 2 works the cones

10:45 - 12:30: Group 2 drives; Group 1 works the cones

12:30 - 1:00: Extra Fun Runs at \$1 a run

1:00 p.m.: Clean up (If you need to run off somewhere, that's okay, but we

can always use a few minutes of your time gathering cones.)

If you still have some concerns, let me address some of your possible questions:

**Q.** I don't have a helmet and I'm not sure I want to spend money on something I will only use once.

**A.** No worries. This year, the club has bought some extra helmets that will be available for everyone to use.

**Q.** I'm afraid I might trash my car.

**A.** To quote the website: Trashing one's car is more likely to occur in your office parking lot than at an autocross. Or when you decide to take that hot run across Skyline or one of our other fun public roads and encounter a deer, pedestrian or bicyclist, forcing you to take evasive action to avoid them and downshift at too high revs, breaking the

YOU WILL SEE SOME CARS FROM THE 1960'S, ALL TYPES OF PORSCHEs AND EVEN SOME NON-PORSCHEs, SUCH AS NEONS AND MIATAS. HECK, ON APRIL 17, WE ACTUALLY HAD OUR FIRST SUV SHOW UP!

car or transmission. While I won't say you won't spin your car on the autocross course, you are not likely to hit anything when you do. You won't be running off the road cross-country through the trees. One of the benefits of autocross is you are not racing with other cars; you are just going against the clock. A lot of people who come to autocross come to learn how to handle their cars. It is the perfect venue to see just how well you can actually drive your performance vehicle.

**Q.** Thanks, but I am still not sure I am prepared to attempt autocross without guidance.

**A.** Instructors are available to anyone requesting one.

**Q.** I am not sure my car is up for the task. It's old/slow ...

**A.** Yes, you might see a new 911 twin turbo or GT3, but most cars there are far from the newest or fastest. You will see some cars from the '60s, all types of Porsches, and even some non-Porsches, such as Neons and Miatas. Heck, on April 17, we actually had our first SUV show up!

**Q.** I am not experienced so I might make a fool out of myself.

**A.** ORPCA autocross is very laid-back with really no pressure to compete. It's all about you and the clock. In regard to making a fool of oneself, trust me, you will not do as poorly as I did at my first event! (Yeah, it was ugly enough to warrant mocking myself more than once in this article.)

**Q.** I'm a woman and afraid this will be a "man's club" thing.

**A.** There are almost always a few female drivers, one who finishes at the top every time. Pam Eames shows up for almost all of the ORPCA autocross days and pretty much is in the running for the best run every time. If someone ever tells you, "You drive like a girl," well, I wish I could drive like that girl!

**Q.** Sunday mornings, I like to sleep in.

**A.** You just need a jolt of energy. Autocross is the best drug for your energy wows—cheap with no side effects.

**Q.** The weather is too ugly.

**A.** What better way to prepare yourself for driving in rain than to find out exactly how your car responds at the limits (and finding the limits)? I assure you, all that braved the cold rain on April 17 had no regrets. *(Continued on page 23)*

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

**H**ave your pre-1980 Porsche judged, while celebrating "The Return of the Classics" at the 2005 Forest Grove Concours d'Elegance.

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

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

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

For more info, contact Kathleen Ellis: [Kathleen@kelandscape.com](mailto:Kathleen@kelandscape.com) or 503.649.7940.



# Portland Historic Races July 9-10

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

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

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

Goodie Store: Open for business!

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

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

Bob Grasso  
2506 NW 159th Circle  
Vancouver, WA 98685

[rowbare47@yahoo.com](mailto:rowbare47@yahoo.com)

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

## FIRST AUTOCROSS

(Continued from page 16) were minor and will be resolved by the next event. Arriving drivers will just follow the signs.

As much as we need the rain, let's hope for dry Sundays for the rest of the season.

New faces continue to show up at the autocross, a good thing. Scott Mills brought his 17-year-old son Mark out and let him drive his 911 SC. It was the first time Mark had ever driven the car and, unbeknownst to me (his instructor), Scott had placed one major caveat

in Mark's mind; DON'T OVER REV THE MOTOR. I couldn't get Mark to rev it past 3500 RPM. What a great thing to do with and for your son. ■

## GET INVOLVED

(Continued from page 21)

Q. The weather is too nice and I have other things to do.

A. You'll be done by 1 p.m. with an energy charge that should last the rest of the day.

So it's a good time, and where else can you get such a rush for \$25? I look forward to seeing you at one of the upcoming events!

As a special teaser for ORPCA members, if you come out for your first

autocross and discover you hate it, we will refund 50% of the \$25 cost (that is after we check your pulse to see if you are actually alive).

DISCLAIMER: This author does not take any responsibility for costs incurred once you have taken his advice of spending \$25 for a crazy thrill ride only to become addicted and realize you need new tires, rims, Skip Barber driving lessons, clutches, flywheels, air intakes, headers ...

Reminder: We are still looking for Boxster owners for Andy's and my grassroots effort of Boxster drives and hack sessions. (YES, we are snobs and feel REAL Porsches can be water cooled, but they MUST have center engines!)

You can contact me at 503.522.9409 or tom.pavlik@comcast.net ■

**The Oregon Region Grille Badge**  
Now Available at the Goodie Store!  
\$24.95 at [oregonpca.org](http://oregonpca.org)



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

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

**800.767.7250**

Tel 510.782.0354 Fax 510.782.0358  
[www.partsheaven.com](http://www.partsheaven.com)

**PARTSHEAVEN**

## Millennium Graphics & Forms, LLC

Your Source for all Printed and Promotional Goods

Business Cards • Letterhead • Envelopes • Brochures • Forms

Wearables • Banners • Screen Printing • Embroidery

Large Assortment of Promotional Products

**Earl Green**

ORPCA Rally Committee  
[earl@millennium-graphics.com](mailto:earl@millennium-graphics.com)

**Liz Green**

ORPCA Goodie Store  
[liz@millennium-graphics.com](mailto:liz@millennium-graphics.com)

**503.649.0168 • Fax 503.591.0623**

*When Service Counts...*

# **Motor Sports International**

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

## **ESTIMATES GLADLY!**

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



**Bosch  
Authorized  
Service**

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

### **SPECIALISTS IN SERVICING THESE BOSCH SYSTEMS:**

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

# **643-2656**

*Wayne Ditsworth, Owner/Operator*

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

(Old Cedar Mills Fire Station)

# **A-n-T TIRE AND WHEEL**

Serving PCA for over 25 years

 **Trackside Motorsports**

High-performance street and track applications

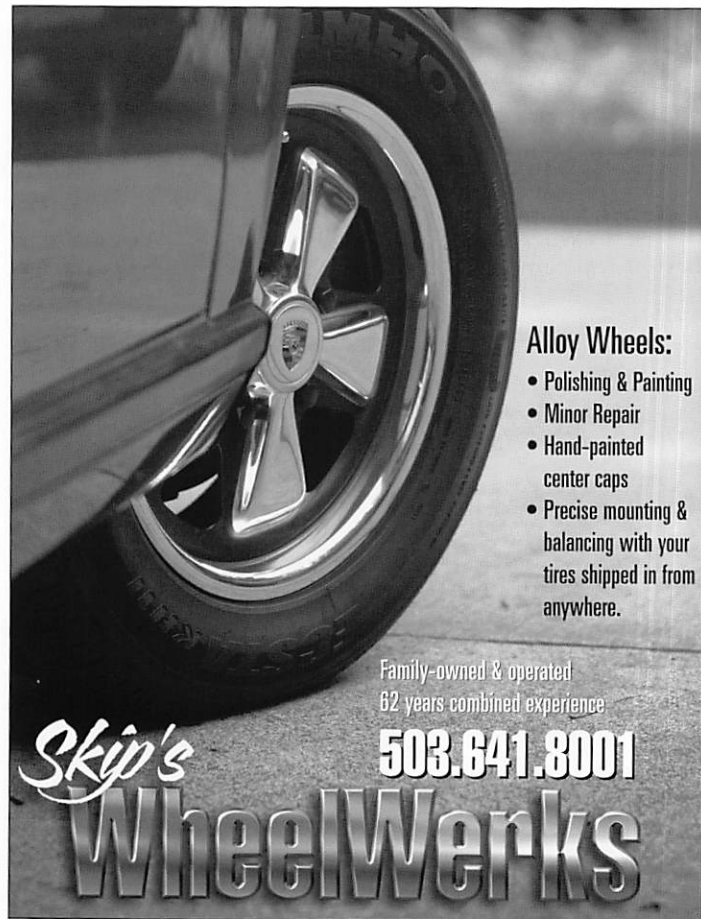
TIRES • ALIGNMENT  
SHOCKS • BRAKES

437 SE MLK Jr Blvd  
Portland, OR 97214

503-236-2106



photo by Angela Sample



**Alloy Wheels:**

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

Family-owned & operated  
62 years combined experience

**503.641.8001**

*Skip's*  
**WheelWerks**

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



**REALTY SOLUTIONS, LLC**

**Gabby Tyer, CRS, GRI**  
Principal Broker

8142 SW Beaverton Hillsdale Hwy • Portland  
(503) 292-4336 office  
(503) 330-5227 cell  
(503) 292-0991 fax  
(800) 903-0770 toll free  
<http://www.allaboutportland.com>  
E-mail: [GabbyTyer@aol.com](mailto:GabbyTyer@aol.com)



# Adjustable Spring Plates

by Jim Ayers

Spring plates? I ain't got no springs on my old 911. Of course, if I made a statement like that, you would suspect I didn't know my torsion bars are, in effect, springs. All of us, or at least most of us—well, maybe some of us—remember the days in our youth when lowering your car was a matter of cutting out a coil in the springs or, worse yet, heating the springs with a torch so they would drop down. While your car looked really cool, it drove like a tank. Not a huge problem, considering most of those cars were intended to go fast in a straight line. From inception through very recent times, Porsche utilized a torsion bar suspension. No coil springs, no

356 and 911 series until 1978 did not have adjustable spring plates. In order to lower the rear height of the car, you were required to disassemble the spring plate and make adjustments by altering the position of the torsion bar itself. Mind you, this is not the way you want to make minor changes to the ride height of the vehicle; it is trial and error at its worst. Doing it yourself was frustrating and having a shop do it costly.

Porsche, with the advent of the 1978 911 SC, incorporated an adjustable spring plate. Truly an improvement, but getting to the adjuster was a bit difficult given its location on the inside of the plate. Welcome the after-market people. Sway Away and Weltmeister, to name a

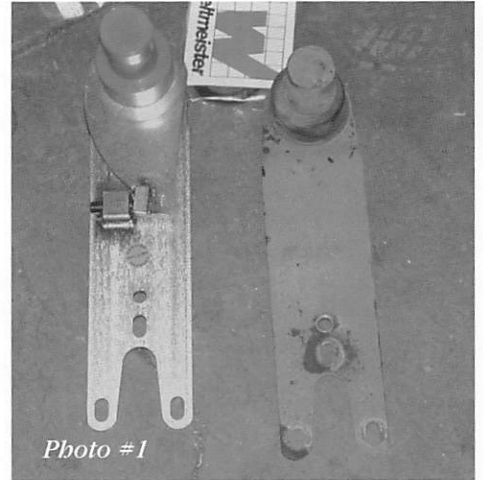


Photo #1

wrench to raise or lower the adjustment bolt, thus raising or lowering that corner of the car (see photo #1). The adjustable spring plate is a direct bolt-on replacement for the stock unit (see photo #2). When installing the plate, primary settings for the torsion bars must be made to get the base ride height (see last month's article). Once the base height has been set, on-the-dime adjustments can be made to height and the car can be easily corner balanced. ■



Photo #2

leaf springs, no need for a cutting torch to aid in lowering the car.

Last month's article detailed the process of changing out the rear torsion bars on a 911 series car. This month, we will take a look at adjustable spring plates and their benefits. The Porsche

couple, have developed a simple adjustable spring plate which is available through any number of sources, with prices running between \$250 and \$400 depending on source. The functional change in this design is that the adjustment is made by using an Allen

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

(Top Prices Paid for Nice Clean Cars.)

MONTE SHELTON  
**JAGUAR**

Purveyors of quality classic and collectible automobiles.

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

**PRO DRIVE**  
DRIVING SCHOOL

ORPCA member discount!

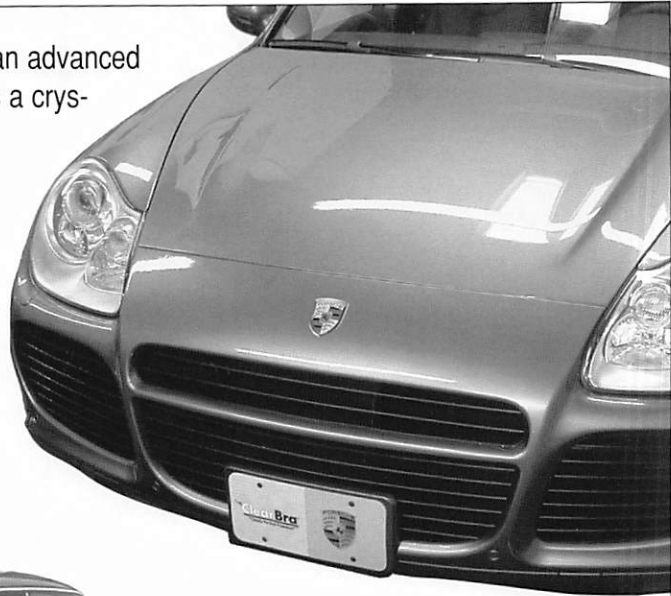
**503.285.4449 • www.prodrive.net**  
**Portland International Raceway**



### The Clear Advantage

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

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



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



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

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

## WANTED: Fun-Loving PORSCHE Enthusiasts!!

Join us on the **PCA Summer Treffen**  
Wed. June 22nd – Mon. June 27th

- Tour the PORSCHE Factory, Museum, Special Order Department, and PORSCHE Zentrum
- Experience Weissach ("Hot Laps" if available)
- Enjoy driving a brand-new Factory PORSCHE 997 or Boxster S for 2 days
- Autobahn to quaint Lindau on Lake Constance
- Stay 4 nights at deluxe hotels
- Gourmet meals, drinks – all inclusive

All taxes, gratuities, insurance & gasoline included – \$2,485 per person, double occupancy



**Treffen®**



For additional information, contact Fast Lane Travel, Inc. – the official PCA endorsed Treffen tour company at 877.959.FAST (3278) or visit our website at [www.FastLaneTravel.com](http://www.FastLaneTravel.com)



# Resource Directory

## Anzeiger Advertising Rate Card

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

### Black and White Display ad

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

### Color Display ad

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

## Porsche Club of America Membership

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

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

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

### Auto Brokers

Bill Shores .....503.644.4640

### Auto Upholstery

Guy's Interiors .....503.224.8657

### Collector Cars

Monte Shelton Motors .....503.224.3232

### Detailing and Restorative Services

Autobella .....503.335-6969

### Driver Education

Pro Drive Driving School .....503.285.4449

### Glass

Valley Glass Co. ....503.656.9343

### Investing

Rhodes Econometrics .....503.697.5444

### Metal Plating

Oregon Plating .....503.232.7416

### Paint Protection

ClearBra .....503.439.9031

Bill Shores .....503.644.4640

### Porsche Parts

Parts Heaven .....800.767.7250

### Porsche Service & Repair

Heckmann & Thiemann .....503.233.4809

Marque Motors .....503.293.5386

Motorsports International .....503.643.2656

Stuttgart Autotech .....503.635.3098

### Porsche Sales & Service

Carrera Motors .....503.382.1711

Sunset Imports .....503.641.8600

### Printing & Promotional items

Millennium Graphics .....503.649.0168

### Plumbing Supplies

George Morlan .....503.771.1145

### Real Estate Agents

Gabby Tyer .....503.292.4336

Team Gray .....503.212.5048

Steve Dishman .....503.998.9260

### Sightseeing/Tourism

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

### Synthetic Lubricants

Greenwood Marketing .....800.722.1092

### Tires & Wheels

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

### Wheel Polishing & Repair

Skip's Wheelwerks .....503.641.8001

autocrosses, tours, and concours d'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 opera-

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

#### To Join:

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

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

## Bill Shores

PORSCHE SPECIALIST Since 1971

Matching buyers and sellers

Other exotics available  
Shown by appointment only

(503) 644-4640

bill@billshores.com

**Distributor for Toughguard®**

The Patented Never Wax Process



**OREGON PLATING COMPANY**

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

*Linda Pitts*

*"Polishing and Plating Since 1908"*

# GUY's

## INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY  
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics  
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION  
DYEING AND COLOR MATCHING

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

**503/224-8657**

431 NW 9th Avenue  
Portland, Oregon  
97209

**Jim Enger**



*Ed Thiemann*

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

Thank you for being  
Portland's best  
customers."



## Heckmann Thiemann Motors

2327 SE Powell Blvd. Portland OR

**503-233-4809**

*"Excellence in  
Service!"*

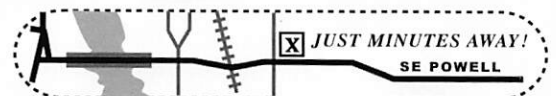
ASE Certified!



Award Winning!

**"Trusted!"**

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



# Marketplace

## Cars for Sale

911

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

1977-Turbo Carrera 930, Black w/ tan leather, 70,000 miles, one owner, taken care of, no accidents, maintained and in original condition, good tires, non-smoker, must see to appreciate, \$18,000. R.M Stevenson 541.386.4689 03.05

1976 911S Sunroof coupe. blk/blk, paint poor, int ok, blk vinyl seats need recovering, mostly original, fuchs whls, tires good. Never wrecked.

Extra set red lthr 1988 frnt seats included. No leaks, no rust. 140k on odo. 915 5spd, short shift. Koni's, mstr cyl, brake lines & Turbo tie rod ends replaced recently. My daily driver last 10 yrs. Receipts. No engine. \$6,600 obo

John Lacko jclacko@comcast.net 360-904-3089 03.05

## Other than Porsche

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

CAR STORAGE! 1500 sq ft concrete storage building, 30 wide X 50 deep, 10ft overhead door. Quiet, safe, secure residential neighborhood downtown Hillsboro. \$575/mo. & nbs. 503-579-3752 04.05

## Parts

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

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

1998 Boxster factory 17in Alloys/Tires, less than 7,000 miles. Excellent. \$1200/offer. 503-579-3752 04.05

2000 Boxster S factory 18 in Sport wheels, removed @ 2500 miles. Excellent. \$1200/offer. 503-579-3752 04.05

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

Wheels: (4) 7 X 15 Fuch with 225 X 50 Hoosier R3S03 tires (about half gone). Black with polished rims. \$1000/offer. (4) 7X15 Cookies with 225 X 45 Hoosier A4S03 tires (about half gone). No dings & straight. \$400/offer. All 911 offset.

J P Stein (360) 693 8404 or has9146@comcast.net 02.05

## Wanted

Wheels Wanted: 2 16 x 6 and 2 16 X 7 to fit 911SC. Any style with correct backspace for track use. Beauty not important. 503-678-2370 cns-mills@tlv.net Scott Mills 02.05

*Please send all classified ads to:*

Classifieds Editor  
classifieds@oregonpca.org

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

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

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

## Tax Deferred Exchanges NNN Leased Properties Available

Steve Dishman, Broker

**McWilliams Real Estate Services, Inc.**  
Commercial Brokerage & Consulting

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

## Valley Glass Co.

RICK ELLIS

Architectural Aluminum Products  
Storefronts • Entrances • Glass  
CCB# 122135

(503) 656-9343

FAX (503) 656-1778

875 Molalla Avenue • Oregon City, Oregon 97045

## A New Oil for a New Generation

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

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

Ask for it at ORPCA  
Fund Raising Partner  
Service Shops.



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

# Board of Directors

## President

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

## Vice President

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

## Secretary

Kathleen Ellis  
503.720.0184  
secretary@oregonpca.org

## Treasurer

Faryl Ammon  
503.635.9669  
treasurer@oregonpca.org

## Past President

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

## Board Members at Large

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

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

## PCA Zone 6 Rep

Linda Bein  
porsha@bendnet.com

## Membership

Debbie Clinkinbeard  
membership@oregonpca.org  
503.970.0545

Kim Friedmann  
moms911@msn.com

## 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 Editor

Sue Hodge  
503.518.9203  
asteditors@oregonpca.org

## Graphic Designer

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

## Marketing Manager

Open

## Contributing Editor

Peter Linsky  
503.644.2709  
contributor@oregonpca.org

## Technical Editor

Jim Ayers  
503.292.5743  
techeditor@oregonpca.org

# Willkommen

## NEW MEMBERS

Mark Day .....2005 911  
LaCenter, WA

Maryellen Hockensmith ...2004 Cayenne  
Portland, OR

Dewanand & Shalini Karan ..... 2005 911  
Battle Ground, WA

David W. Scott .....2000 911  
Portland, OR

John and Nancy Zernel ..... 1990 911  
Salem, OR

Paul A. and Carolyn Besserman .1972 911  
Portland OR

Kenneth and Cecilia Blaney 1977 ... .911S  
Lake Oswego, OR

John Cholpek .....1982 911SC  
Beaverton, OR

James E. Faucette .....2000 911  
Portland,OR

James A. and Karla Kalian ....1986 944 T  
Brush Prairie, WA

Thomas J. & Ted Karwin ...2005 Boxster S  
West Linn, OR

Dan N. and Patti Koffel .....2000 Boxster  
Beaverton, OR

John S. and Helen Loewen ....2003 911  
Portland, OR

Jay Sickler .....2005 911S  
Portland, OR

Richard L. Stark & Abby Landon .1985 911  
Portland, OR

Ron S. & Lisa Ward .....1978 911 SC  
Portland, OR

George Green .....1999 Boxster  
Portland, OR

Paul Goudy .....1989 944  
Portland OR

Sean Reed & Susan Victor Reed  
.....1970 911 T  
Tigard, OR

Chris & Linae Sielicky .....1965 912  
Salem, OR

Steve & Evy Tinney .....1993 911 Turbo  
Cornelius, OR

Paul Simons .....1986 944  
Vancouver, WA

# Anniversaries

MAY

## 5 Years

David Berg  
Geri Cohen  
Marlene MacEwan  
Jeffrey R. Baker  
Gregory L. Gans  
Annette Gans  
Steve Lyon  
Edie Odle

## 10 Years

Andres D.Sulla Jr.  
Ian Sulla

## 15 Years

Robert D.Pyle  
EstherPyle  
Robert D.Beck  
Debra J.Beck  
Craig Perry  
Kristine Perry

## 35 Years

Bob Plotts  
Roseanne Plotts

## Transfers In

Jim Hill .....1996 911  
Clackamas, OR

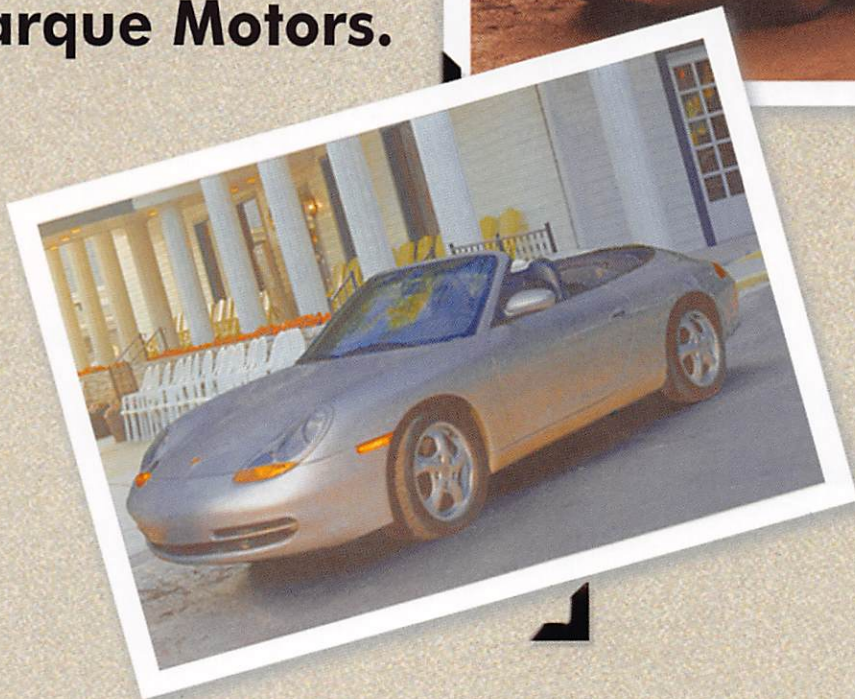
William & Tandra McCowen ..1997 911  
Vancouver, WA

John S. Beller .....1987 944 Turbo  
Portland, OR

Paul Sherman .....1970 911  
Salem, OR

Barrett & Gina Smith ...1976 911 Turbo

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



**Marque Motors has the tools and the talent to communicate with your car, classic or contemporary.** We keep up with the times—356, 911, 928, 944, 930, 964, 968, 996.

At Marque Motors we don't just specialize in Porsches, we live them; we understand them.

**Porsche • Audi • BMW • Volkswagen**

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

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



**Marque Motors**  
PORSCHE • AUDI SPECIALISTS

503 293 5386

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

**ORPCA Fund-Raising Partner Service Shop**

7310 S.W. MACADAM AVE. PORTLAND, OR 97219  
Call for an appointment or just drop by.



## Purchased in 2005. Sold in 1973.

For some, it isn't a matter of "if," but "when." Introducing the new 911 Carrera. A 325-hp icon of possibilities realized. Engineering that leads first to innovation, but ultimately to emotion. Because while the car has changed, the reasons for wanting one have not. Porsche. There is no substitute.

## The new 911 Carrera and Carrera S.



4030 SW 139th Way  
Beaverton, OR 97005  
1.888.244.5073  
www.sunsetimports.com  
Mon.-Fri. 8:30am-7am  
Sat. 9am-5pm, Sun. 12pm-5pm



**PORSCHE**<sup>®</sup>

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

Prsrt Std  
US Postag  
**PAID**  
Portland (1  
Permit No 4