



Anzeiger

JUNE 2007

Oregon Region Porsche Club of America

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**Stunning photos
from Club sailing cruise**

**New events
added to calendar**





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WHO CARE ABOUT CARS.



BMW



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Anzeiger

(an' zī ger), noun, German

1. One who points out, indicates, shows.
2. One who informs.

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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.

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 news and announcements:
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Anzeiger

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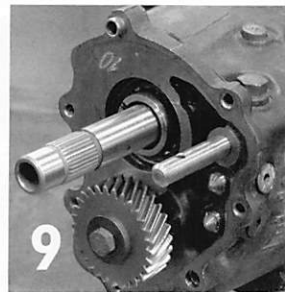
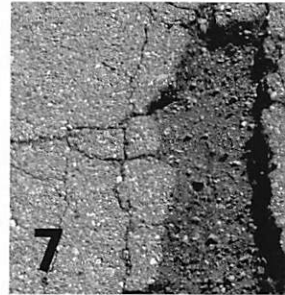
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ON THE COVER

California's Mendocino County coastline. Photo by Jim Ayers.



**FROM
THE
PRESIDENT**
Chuck West

Summer beckons



Last month I noted a few of our upcoming events and I'm pleased to report that each either has or will be taking place as planned. The great Oregon beach cleanup weekend (*Anzeiger*; May 2007) fulfilled our commitment to SOLV and, despite very inclement weather conditions, a good time was had by all. There's nothing like coming out of the cold, jumping into a hot shower, taking a mid-afternoon snooze and heading out for the great local food in Astoria. The combined efforts removed well over 50 tons of detritus from Oregon beaches, a new record for this event! We've already reserved rooms for 2008.

The summer picnic we've been planning is a go for July 21 (*please see the*

ad on page 12 of this month's Anzeiger—Ed). I'm happy to report that the first segment of our picnic will consist of a trip to the Evergreen Aviation Museum in McMinnville. We'll be able to rub up against F-4s, amongst other things. Ah, nostalgia. Then, on to a winery owned by a Porsche enthusiast, where the menu will be several levels above typical picnic fare. It'll be a fun time for all who can attend.

As some of you may know, we've lost our traditional holiday event venue at Riverside. Since we didn't find out until January, after most facilities were already booked for the upcoming holiday season, we were fortunate to find a venue with an opening on our traditional first or second weekend in

December. The Embassy Suites at Washington Square will host our 2007 event on Sunday, December 9th; we're hopeful that this central, close-in location will allow more members to attend.

Our April 21 tech session at Gran Prix Imports generated a great deal of interest. In planning the event we felt 45 minutes would cover the subject matter, leaving time to answer questions. Two hours later we still had questions and answers flying back and forth. No one slept through this session and frankly I had no idea there was so
(Continued on page 22)

**FROM
THE
EDITOR**
Jim Ayers

God Bless America



Kate and I had a very interesting experience a couple weeks back. We were attending our weekly wine tasting, chatting with friends, when in comes a mid-sixties gentleman waving a small American flag. Roger Bellerive, an acquaintance from these Thursday night affairs, made his way over and congratulated the fellow with the flag. Roger then introduced me and fellow ORPCA members Keith and Kathy Jones to Mike Donaldson, telling us that Mike had become a U.S. citizen that very day. Champagne began flowing shortly and a cake was cut in an impromptu celebration of Mike's citizenship. Roger then asked everyone to join him in singing God Bless America

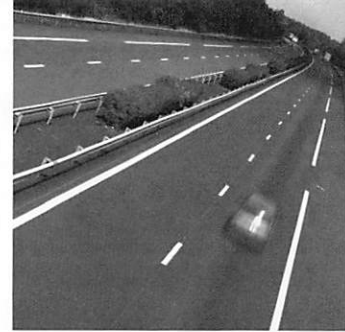
as he presented Mike with a full-size American flag. At least 60 folks joined in on one of the best renditions of God Bless America I have ever heard.

While I knew that Roger had played for the Portland Buckaroos in the late 60s and early 70s, I wasn't aware that Mike and he had been teammates. For those of you who don't know, the

Portland Buckaroos were a very successful Western Hockey League (WHL) franchise and Portland's first big-time professional team. Roger and Mike emigrated from Canada to play in the WHL; both stayed on in the States after the end of their hockey careers. After forty-plus years, Mike decided it was time to become a full-fledged United States citizen; Roger had done so previously.

Given neither of these gentlemen are club members, I suspect you're wondering why I'm writing about them. Since September 11th, I have found it difficult to not become emotional when I hear either the National Anthem or God Bless America sung. The emotion stems
(Continued on page 22)

Oregon Region Events 2007



June

- May 30-June 3 The 2007 Mille Miglia
- 1-3 Rose Cup Races
- 2 Arrive & Drive (Burrito Run)
- 5 Board meeting*
- 8-10 Champ Car Grand Prix of Portland
- 20 Anzeiger editorial deadline for August
- 20 Monthly social and dinner
- 22 Driver education (hosted by AROO†)
- 24 Autocross
- 27-30 Caravan to Parade 2007 San Diego

July

- 1-5 Parade 2007 San Diego
- 6-8 Baxter Historic Races
- 7 Arrive & Drive
- 10 Board meeting
- 15 Forest Grove Concours d'Elegance
- 18 Monthly social and dinner
- 20 Anzeiger editorial deadline for September
- 21 Summer picnic
- 22 Autocross

August

- 2 Driver education (hosted by Gran Prix Imports‡)
- 3 Driver education (hosted by BMWACA**)
- 5 Driver education
- 5 Arrive & Drive (Sunday)
- 7 Board meeting
- 15 Monthly social and dinner: Gran Prix Imports Barbeque
- 20 Anzeiger editorial deadline for October
- 24-26 Otter Rock Weekend
- 25 The Big Dogs Tour

September

- 1 Arrive & Drive
- 4 Board meeting
- 5-9 The One Way Out Tour
- 8 Sunset Imports' Porsche Swap Meet
- 14-16 Sunriver Exotic Car Show
- 16 Autocross
- 19 Monthly social and dinner
- 20 Anzeiger editorial deadline for November

October

- 3 Board meeting
- 6 Arrive & Drive
- 13 2008 events planning meeting
- 17 Monthly social and dinner
- 20 Anzeiger editorial deadline for December
- 20-21 The Fall Tour

November

- 6 Board meeting
- 14 Monthly social and dinner
- 20 Anzeiger editorial deadline for Jan/Feb

December

- 4 Board meeting
- 9 Charity auction and awards banquet

* All members are welcome to attend.
Please contact Chuck West for meeting location.

** Refer to www.bmwacaportland.com for information

† Refer to www.alfaclub.org for information

‡ Refer to www.gpimports.com for information

To be added or removed from ORPCA's e-mail event reminder service, please contact postmaster@oregonpca.org.

Arrive & Drive

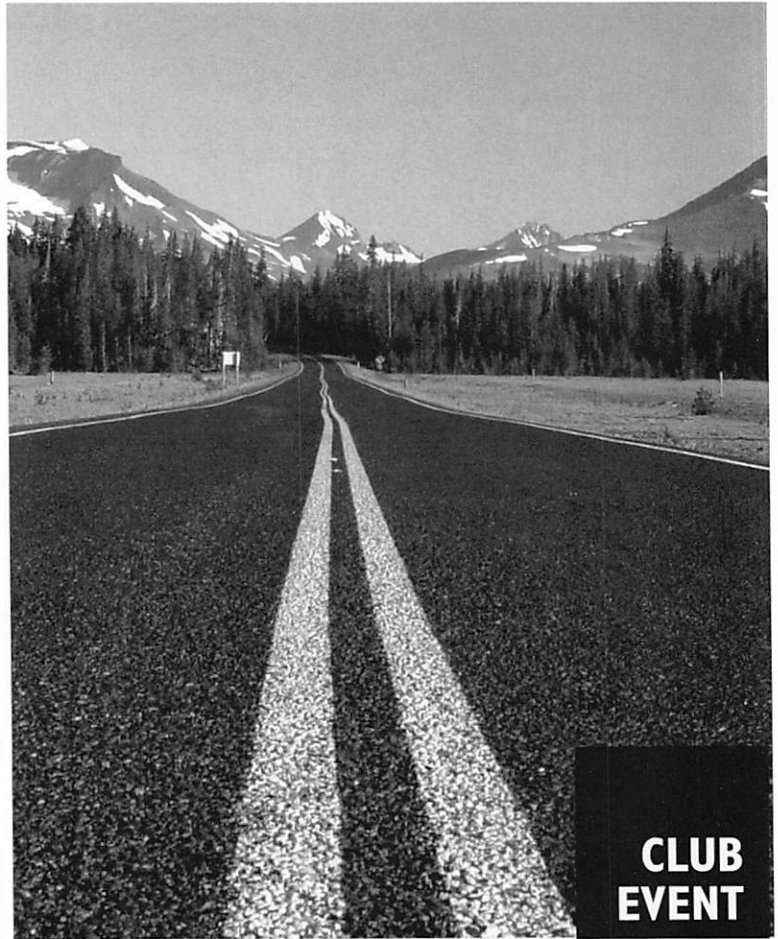
Saturday, June 2

Saturday, July 7

Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the first or second Saturday of April through October, each tour is roughly 100 miles and three hours long. It's a fabulous way to kick off the weekend.

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) at Miller's Homestead restaurant, 17933 SW McEwan Ave., Tigard, not later than 8:55 am. A brief meeting to cover the route takes place at 9:00 am, but many folks rendezvous at 8:00 am for breakfast (no-host). With 50 attendees or so being common, we typically break up into smaller groups rather than try to maintain one long convoy. The first group of cars will depart Miller's Homestead at 9:15 am.

Call Eric Freedle at (503) 384-0453 for details, or send an e-mail to mmooter@aol.com.



**CLUB
EVENT**

Rose Cup Races

June 1-3

Mark 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.

For more information, visit www.rosecup.com.



STILL PLAYS WITH CARS

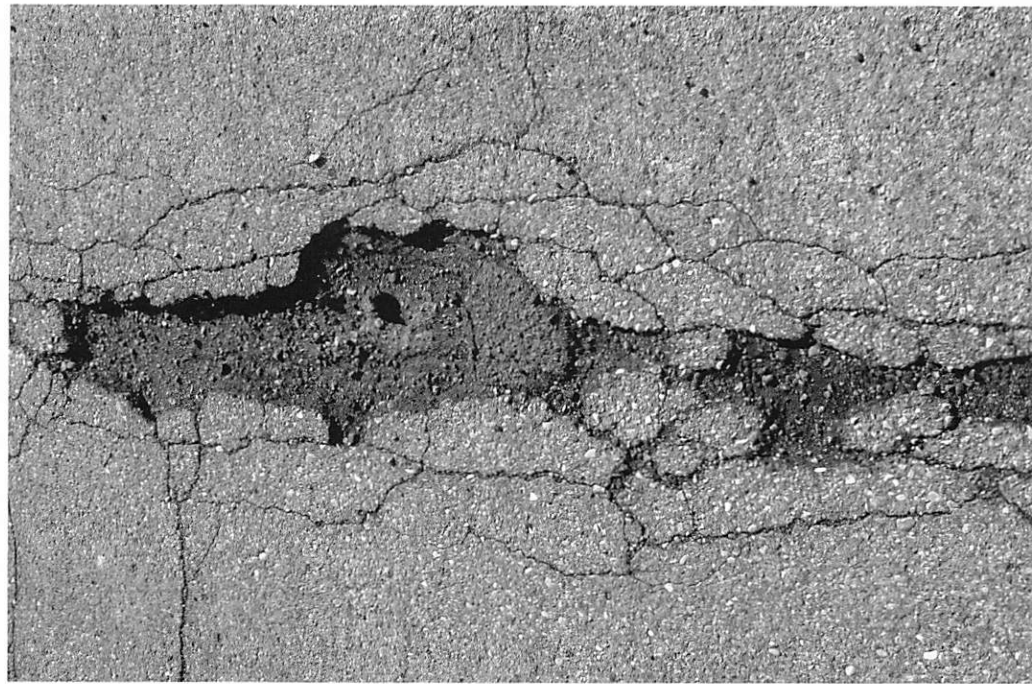
Peter Linsky



The facts of (wheel) life

An unfortunate fact of life is that your Porsche's nice, shiny, expensive alloy wheels may someday come in contact with a curb or pothole, to the detriment of said wheel's appearance or integrity. If it's the former, a minor bit of "curb rash," a specialty shop might be able to polish it out. But if it's the latter—a dent, crack or perhaps a larger chunk broken out from a serious impact or collision—what should you do? As Los Angeles Times automotive writer Ralph Vartabedian noted recently, alloy wheel repairs are getting closer attention from both manufacturers and insurance companies. You may have seen ads that promise to repair damaged wheels at a fraction of the cost of a new or used replacement. Vartabedian quotes auto collision expert Ken Zion, who conducted a study of alloy wheel repair for a major insurance company:

"What he found troubles him a lot. Zion says he would never repair an alloy wheel other than polishing out minor scuff marks. But he routinely sees machining of dings and scrapes that take 40 thousandths of an inch or more



ly remove that material or more?' Zion asked."

Forged Fuchs wheels, the type commonly installed on earlier Porsche 911s, are much stronger than low-pressure cast aluminum wheels. Writes Vartabedian, "... the industry is still

engineers as greater emphasis is placed on product quality and cost." The report said casting defects such as porosity are not uncommon. Porsche owners might infer that cast wheels are not appropriate for track use unless they have been X-ray tested.

There are no federal standards concerning the safety of alloy wheel repairs, says Vartabedian. Insurers will not authorize repairs or straightening of damaged suspension or steering parts for fear of liability if the part later fails in use. They're just beginning to apply that same scrutiny to alloy wheels.

An interesting tip mentioned on one of those automotive tech shows on Public TV: When you're having new tires mounted on those expensive alloy wheels, take a look at the mounting machine. It should have rubber pads to grip the wheel from the inside, not bare metal teeth that will mar the finish.

Until next month, drive safely! ■

IF YOU THINK ABOUT IT, WHY WOULD AN ALLOY WHEEL MANUFACTURER MAKE A RIM A CERTAIN DIMENSION IF THEY COULD SAVE MONEY BY TAKING 10 THOUSANDTHS OR 20 THOUSANDTHS OFF? SO WHAT MAKES SOMEBODY WHO COMES ALONG LATER TO REPAIR THAT WHEEL THINK THEY CAN SAFELY REMOVE THAT MATERIAL OR MORE?

off the rims. 'If you think about it, why would an alloy wheel manufacturer make a rim a certain dimension if they could save money by taking 10 thousandths or 20 thousandths off? So what makes somebody who comes along later to repair that wheel think they can safe-

struggling with the difficulty of casting aluminum for the demanding loads imposed on a wheel. An academic paper published in the journal of the Minerals, Metals and Material Society only a year ago acknowledged, 'Defects in automotive aluminum alloy casting continue to challenge metallurgists and production



June Social and Dinner

Wednesday, June 20

The Blue Olive

4627 NE Fremont, Portland

(503) 528-2822

6:00 pm Social Hour

7:00 pm Dinner

Appetizers and a limited menu of delicious Greek cuisine will be offered.

Please join us for an enjoyable evening at one of Portland's most popular Greek restaurants. Weather permitting, we will be seated in their lovely outdoor patio. It's a chance to meet new members and a time for new members to meet our fun and welcoming group of car enthusiasts!

\$25 per person, including gratuity (exact cash appreciated).

RSVP by Friday, June 15

to Nancy Herron

(503) 293-6714 or e-mail dinnermeeting@oregonpca.org

Tri-Club Driver Education Day

Friday, June 22

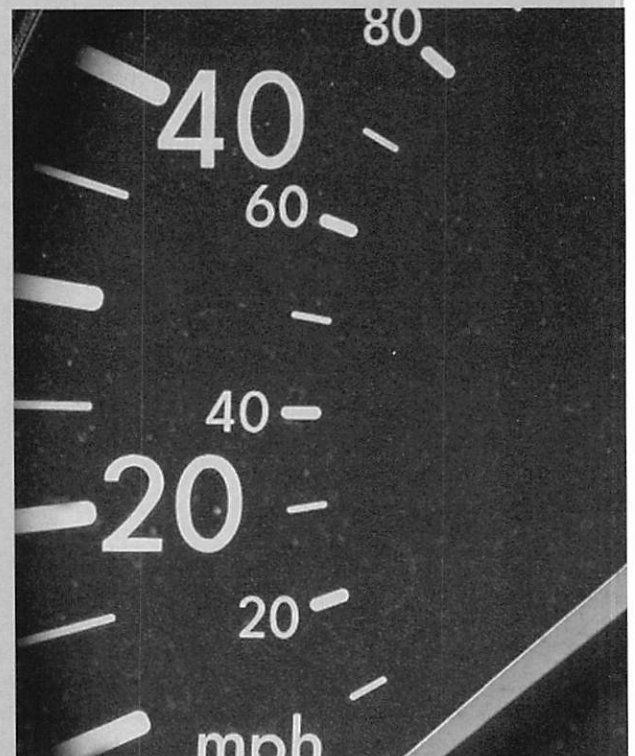
The Alfa Romeo Owners Club of Oregon (AROO) is proud to host this year's tri-club track day. The event is open to all AROO, BMWACA and ORPCA members.

The event will be held on Friday, June 22, at Portland International Raceway. Registration and tech inspection begins at 7:00 am and a mandatory drivers meeting takes place at 8:00 am. The fee is \$145 if you pre-register or \$169 on the day of the event. There is no discount for a second driver. The pre-registration form is available on the AROO website (www.alfaclub.org).

The event is limited to 30 cars per group (advanced, intermediate, novice). Helmets must be rated Snell SA- or M-95 or better and open cars are required to have a roll bar above the driver's helmet. No open wheel cars, please. See www.alfaclub.org for the full list of requirements.

Plan now and register early as space is limited and the weather is sure to be nice.

For more information, contact Ed Slavin at
(971) 242-1264 or epsjr02@msn.com



**CLUB
EVENT**

AMATEUR WRENCH

Don
Clinkinbeard



Knock-knock ... who's there?

Those of you who have been following this column know I've been faced with a hefty amount of work getting the 944 ready for the track. Well, it all came together this last month. The new connecting rod bearings were installed in the engine and, after a little work, I managed to bolt the cross member back together and install the rest of the exhaust. The new down pipe installation forced me to modify the old exhaust pipe; a hacksaw and a few minutes at the local muffler shop got the new exhaust flange welded on. The guy at the muffler shop took one look at my pipe and said it doesn't look like any stock exhaust system he's ever seen. That prompted me to tell the tale about the Determinator (part of it, at least) and he shared a few stories about his home-built hot rod. Two car nuts swapping stories made for a nice interlude in the day.



Photo 1: 944 gear clusters getting reacquainted in a 60-ton hydraulic press.

THE GUY AT THE MUFFLER SHOP TOOK ONE LOOK AT MY PIPE AND SAID IT DOESN'T LOOK LIKE ANY STOCK EXHAUST SYSTEM HE'S EVER SEEN. THAT PROMPTED ME TO TELL THE TALE ABOUT THE DETERMINATOR (PART OF IT, AT LEAST)

The exhaust went together with nary a hitch and no leaks (so far).

The gearbox came together next. While the transmission is fairly complicated in the way it operates, it's surprisingly simple to disassemble and reassemble. The key is to follow the proper sequence of dis/assembly. It still took about 4 hours of steady work to get all the oily bits back together in the right order. The gear clusters require a hydraulic press to take apart and put back together (photo 1) as there are several bearings that are press fit. The required pressure is fairly high; we used a 60-ton press to do the work shown here. After the gears are pressed onto

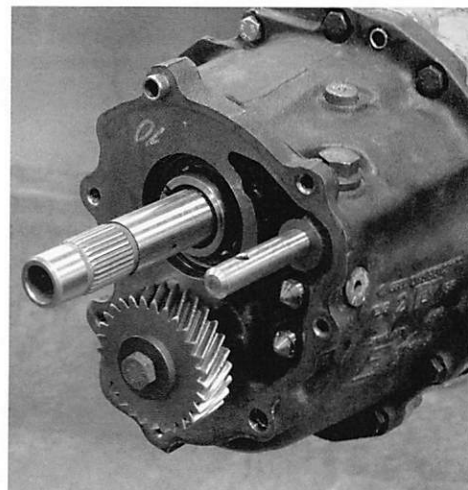
the input (or pinion) shaft, you just load the shafts and shift rails with forks into the gear carrier, tighten up a few bolts, tap in a few roll pins, and the gear carrier is ready to bolt to the differential carrier and bell housing. Place the 5th gear components on the end of the gear carrier and install the end cap. Ready for reinstallation (photo 2).

Installing the gearbox was fairly straightforward. Before it went in I took the opportunity to replace the shift linkage with a short shift kit. Place the gearbox on the floor jack and raise it up until the input shaft is aligned with the engine's torque shaft, loosely install the bell housing and hanger bolts and slide the torque coupling from the transmis-

sion input shaft over the torque shaft (a little assembly lube helped here), and finally, tighten all of the bolts. After re-attaching the transmission cooler (I did not get to relocating it this time around) and refilling the gearbox with gear lube, we were ready.

The moment of truth: Get in and turn the key briefly. No bad noises on the first crank over; so far, so good. Turn the key until the engine catches. The rumble of the exhaust fills the garage with a nice mellow tone. Smoke rings are blowing out of the exhaust with some force, floating about 4 feet before they start to dissipate. Neat! I step around to the front and listen to the engine for a few minutes as it stumbles at idle, warming up. With the high-lift cam it's pretty cold blooded so I tweak the throttle, keeping the rpms up about 1,000 until the engine smooths out. Everything sounds like it is doing its job—no bad noises. After a few minutes I let go of the throttle body and the engine settles into its normal idle. I goose the throttle, running it up to around 3,000 rpm a few times. There's a knocking sound on
(Continued on page 22)

Photo 2: A last look at the oily bits before the end cap goes on.





Autocross 2007

Sunday, June 24

Autocross is a great way to have fun, improve your driving technique, discover your car's cornering and braking limits, and gain confidence. You'll race solo against the clock over a temporary course, marked by traffic cones, designed to test your car handling skills and the limits of your car. With most of the course being taken in first or second gear, speeds are kept down, usually below 50 mph. Come to set a personal best time, or just to watch.

Additional Events:

Sunday, July 22

Sunday, September 16

The cost is \$30 if you register in advance at orpc.motorsportsreg.com. All events take place at Portland International Raceway's south paddock. Gates open at 7:00 am for walk-up registration (\$40) and technical inspection. All cars must be registered and inspected by the mandatory 8:30 am drivers meeting. Helmets are available for first-time drivers and instruction is available for anyone. For the full details, please go to www.oregonpca.org.

Caravan to Parade 2007 San Diego June 27 - 30

Are you attending Parade 2007? Planning on driving to San Diego? Join ORPCA's caravan to Parade. We'll meet at Sunset Imports in Beaverton, Oregon the morning of Wednesday, June 27th at 8:00 am. After perusing the route book over coffee and donuts, we'll depart at 9:00 am for a fun trip to kick off the Parade 2007 celebration.

If you are interested in joining the caravan to Parade 2007, please contact Mike O'Connor at (503) 320-2447 or occonnor-m@comcast.net.



**CLUB
EVENT**



A drive with Dad

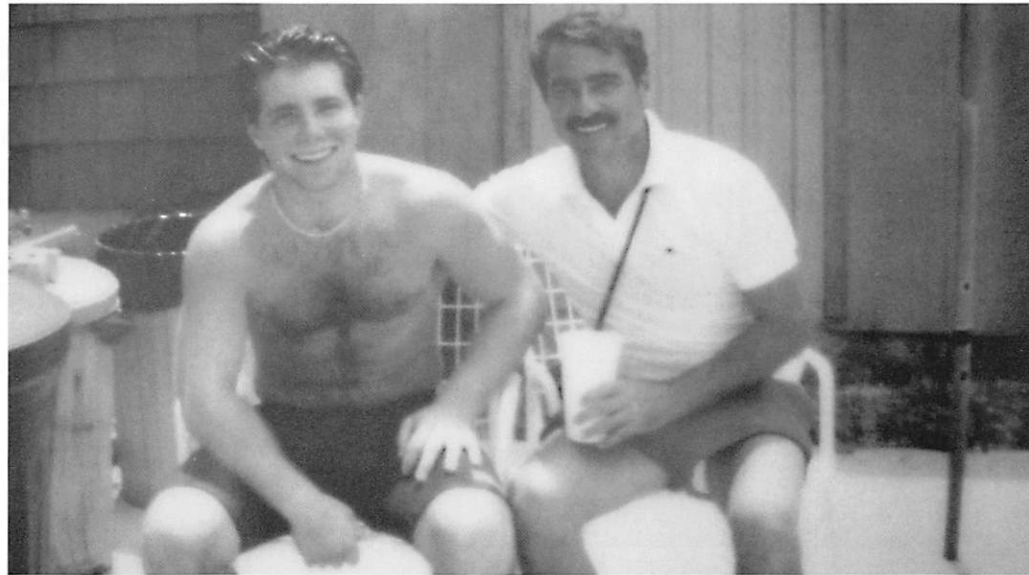
I'm irreverent, not one to let Hallmark dictate when to celebrate something. In the cold and damp of November I'll e-mail a few buddies to come over for a July 4th party, break out some cold ones, fire up the grill, and mandate my guests wear shorts. We'll even let loose a few fireworks just to confirm the holiday. With this in mind you won't find it too odd that I celebrated Father's Day in April.

Driving from Hood River to Portland last week, gliding thru I-84's scenic curves made me think of Dad. My passion for driving is definitely his doing. The next day, while cleaning out the garage, I came across a number of car club plaques from the Fifties. Dad was always into cars and his joy of driving shaped his life.

An incident—a drag race followed by a high speed police chase—lead Dad to join the army in 1958 at age 17. It seemed like a good idea at the time and, as it turns out, he was right. It was between the Korean and Vietnam wars and Dad found himself stationed in Hawaii. He discovered surfing and continued his joy of driving chauffeuring

I ASSURED HIM THE BOXSTER'S TOP NEVER GETS STUCK LIKE THE IMPALA'S DID AND THE HEATED SEATS WOULD KEEP US WARM. THE IMPALA'S MOODY ROOF WAS ALWAYS LEAKING AND OFTEN GETTING STUCK, ONCE LEAVING US EXPOSED TO A DOWNPOUR AS WE FUTILELY TRIED TO MUSCLE IT UP.

the base Captain. Back in New Jersey after four years, he met and married Mom, jumping right into a job as a truck driver for Gulf Oil. It was the only job Dad ever had and, while it didn't make him wealthy, he was always happy driving. He always turned down the opportunities to move into management because he preferred the open road to the politics of an office job. After two



Dad and me after a triathlon.

decades in Corporate America I see his wisdom. Perhaps Mark Twain said it best:

"When I was a boy of fourteen, my father was so ignorant I could hardly stand to have the old man around. But, when I got to be twenty-one, I was astonished at how much he had learned in seven years."

Between my Gorge drive and the car club plaques, fate was telling me to reconnect. I decided to take a drive with Dad!

It was Dad's first visit to Oregon. Impressed with the house, he joked about how the 1,100 square foot game room is larger than what the four of us lived in back in New Jersey. He was shocked to see four beers on tap but a bit disappointed that not one was Bud.

But this visit was about spending a day driving, so we quickly made our way into the garage and I tossed him the keys. It was thrilling to see him slide into the Boxster's seat; a beat-up old Impala convertible was my father's best car the first fifteen years of my life.

The sun was shining but it was only 60. The chill was not going to prevent us from enjoying a spirited top-down drive (although Dad hesitated). I assured him the Boxster's top never gets stuck like the Impala's did and the heated seats would keep us warm. The Impala's moody roof was always leaking and often getting stuck, once leaving us exposed to a downpour as we futilely tried to muscle it up. I've learned much from my father; that day he taught me a few words not to be repeated around Mom.

The best nearby driving roads are Skyline and Germantown but the drive was more about time with Dad. Those routes don't make for good conversation—the twisties are pretty intense—so
(Continued on page 23)

ORPCA Summer Tour and Picnic

Saturday, July 21

Join us Saturday July 21 for what is sure to be a great time. Our summer tour and picnic has something for everyone, with a morning tour that weaves through some of our favorite Yamhill County wine country routes, a stop at the Evergreen Aviation Museum in McMinnville, and a gourmet picnic at Youngberg Hill Vineyards & Inn.

The museum (www.sprucegoose.org) features Howard Hughes' HK-1 Spruce Goose, the Lockheed SR-71A Blackbird and over fifty other historic air- and spacecraft. Only 10 minutes from McMinnville, Youngberg Hill Vineyards & Inn (www.youngberghill.com) is perched 700 feet above the valley and provides spectacular views in every direction.

The day will begin at a west side starting point (details to come) at 8:30 am and conclude at the vineyard by 3:00 pm. The cost is \$32 per person, which includes museum admission and lunch (with non-alcoholic drinks) at the vineyard. For those that would prefer wine, a cash bar will be available and wine tasting will be offered for an additional \$5 each. Reservations must be made in advance no later than June 18th. The event is limited to 40 cars so sign up now so as not to miss out!

To sign up, or for more information, please contact Chris or Tricia Rogers at (503) 574-4817 or picnic@chrisandtricia.net.



**CLUB
EVENT**

The Big Dogs Tour

Saturday, August 25

We've just added a new tour to this year's calendar. The Big Dogs Tour, a single-day event on August 25th, will take us to play on scenic roads in the foothills below Mount Hood. The highlight of our day will be a mid-day stop at Guide Dogs for the Blind's park-like campus in Boring, Oregon. As a contributor to Guide Dogs' cause (*Anzeiger*, April 2007), ORPCA is cordially invited to attend the August graduation ceremony. You'll experience first hand the uplifting, heart-warming culmination of training for the guide dogs and their blind partners. After the ceremony and a brief tour of the campus, we'll set back out on some of Oregon's best driving road to en route to a no-host dinner.

Tour specifics will be published in July's *Anzeiger*. Until then, contact Jeannie or Jeff Gretz (jeanniegretz@centricata.com or gretz@omtool.com) for more information.



**CLUB
EVENT**

MEMBER PROFILE

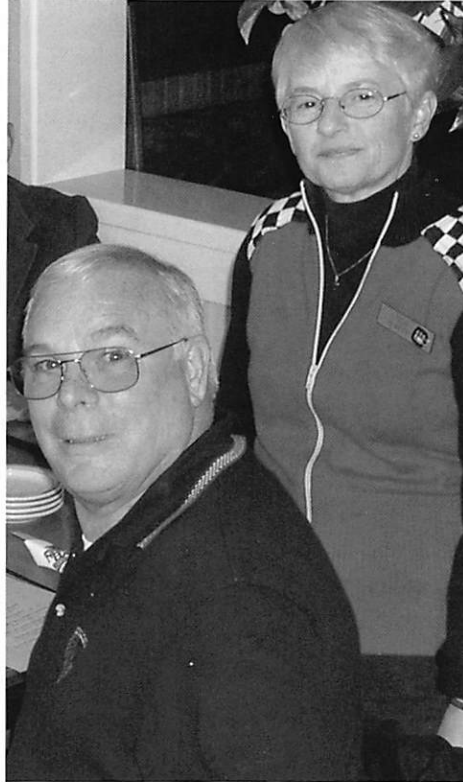
Jim
Hosford

Tom and Linda Jewett

Tom and Linda Jewett's first Porsche was a yellow 1979 924, the perfect solution for a second family car.

Their two boys, Sean and Adrian, both loved to ride in the spacious back seat. Just a few weeks later a silver-tongued ORPCA membership chairman, Dale Rhoney, asked Tom to join the Porsche Club. Dale knows how to pick great members; the entire family got involved with the 1980 Porsche Parade Portland. Tom volunteered at the autocross—that year they used the entire Portland International Raceway track—and as a result he was hooked on autocrossing that 924.

The entire Jewett family participated in most club functions, riding to and from the events in their cool 924. In 1981 the ORPCA awarded the Jewett's the Family of the Year Award, a plaque still proudly displayed at their home. Tom and Linda have attended five Parades, volunteering at most of them



AFTER THE BOYS LEFT THE NEST, TOM AND LINDA BOUGHT A MID-NIGHT BLUE METALLIC BOXSTER. BUT IT WOULD NOT BE SURPRISING TO HAVE THEM PULL UP TO THE NEXT EVENT IN A PORSCHE CAYENNE SO THEY CAN BRING THEIR FOUR GRANDCHILDREN ALONG.

(Tom was the insurance chairman for last year's Parade Portland). They are driving to San Diego this summer for their sixth Parade.

When Porsche came out with the 944 Coupe, Tom was first in line to buy a nice 1983 Alpine White car. He took delivery in May 1982; it was the first 944 in the Portland area. He was even pulled over by an officer who simply wanted to take a closer look at his new car, no ticket. This new set of wheels provided Tom with more power for autocross. That summer the whole family piled into the new car and headed for the 1982 Porsche Parade in Reno. Tom came in 2nd in the nation in the autocross, blow-

ing away many seasoned autocross veterans and getting nice coverage in *Volkswagen and Porsche Magazine*. This huge trophy hangs in his Porsche den along with many first place regional autocross trophies.

After the boys left the nest, Tom and Linda bought a midnight blue metallic Boxster. But it would not be surprising to have them pull up to the next event in a Porsche Cayenne so they can bring their four grandchildren along.

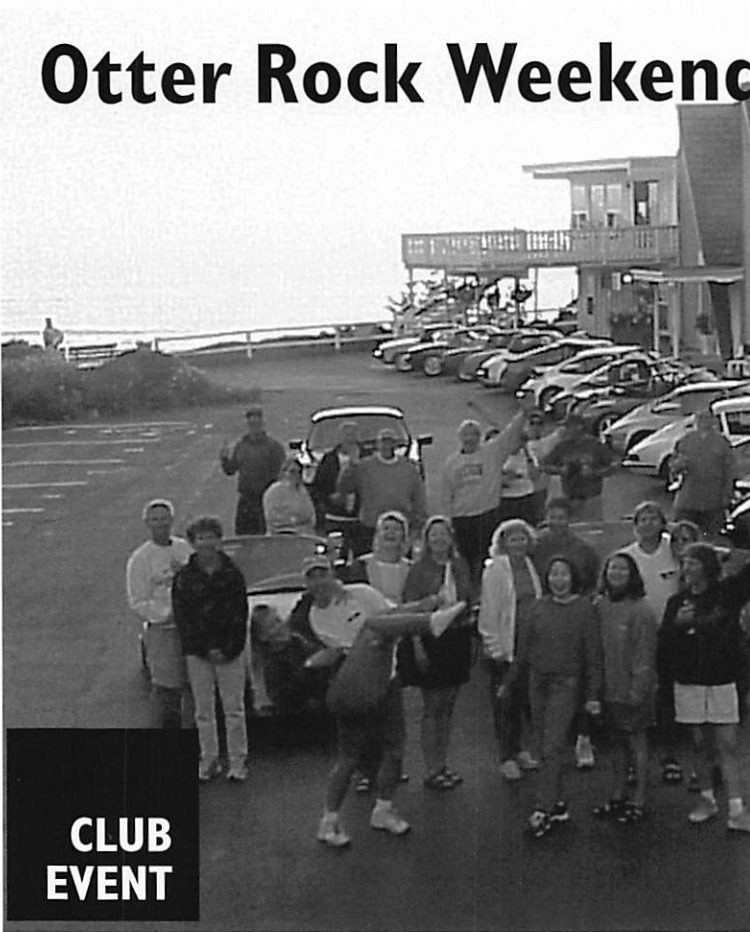
I met Tom in 1966 in the Oregon Army National Guard. Karen and I were friends with Tom and Linda for years. We lost contact with them in the mid-70s due to jobs and home locations. In 2005,

when Karen and I showed up for our first Arrive & Drive, we noticed Tom and Linda's names on the waiver sheet as we went to sign it. I looked around the restaurant and to my surprise found them in the adjacent room! After a great reunion we picked up where we left off 30 years ago. You not only meet new friends at ORPCA events, but you just might find some of your old friends too.

Tom had his own insurance agency for 35 years and served our country in the U.S. Army Reserves for 36 years. He retired from the Army in 2001; his rank—Command Sergeant Major—was the highest enlisted personnel can obtain. Tom balanced his life working hard on both jobs; his fun outlet was driving Porsches. Linda kept busy raising the boys (Tom included) and helping with the insurance business. One year, when the Army sent Tom to Texas for a six-month school, Linda ran the business during his absence. I heard a rumor that it was one of the most profitable years they ever had, thanks to Linda. She later worked for American States Insurance Company. Both have recently retired and now live on the McNary Golf Club in Keizer. Don't worry, they will drive up to Portland to stay involved in the club that both love so much. Tom and Linda, and others like them, are the reason why our club is the best in the nation. ■

Otter Rock Weekend

August 24 - 26



**CLUB
EVENT**

An ORPCA tradition is back! Do not miss this chance to spend a great, low-cost weekend at the beach in our own private coastal lodging at Alpine Chalets. The lodging overlooks the Pacific Ocean and has a wonderful park-like setting with private access to Beverly Beach. There are 11 units that sleep 4 to 8 people; you may reserve your own private unit or plan to share with friends old and new. Pets are welcome in some units. To make reservations, please call Gigi at (800) 825-5768 and tell her you are with the Porsche Club. Or check out the chalets and make reservations on-line at www.oregonalpinechalets.com. A number of fun events are planned and there will be plenty of time to enjoy the beach and shopping.

Debbie and Don Clinkinbeard are hosting this event; for more information please contact Debbie at dmc993targa@comcast.net or (503) 356-1764

ORPCA's first annual One Way Out Tour

September 5 - 9

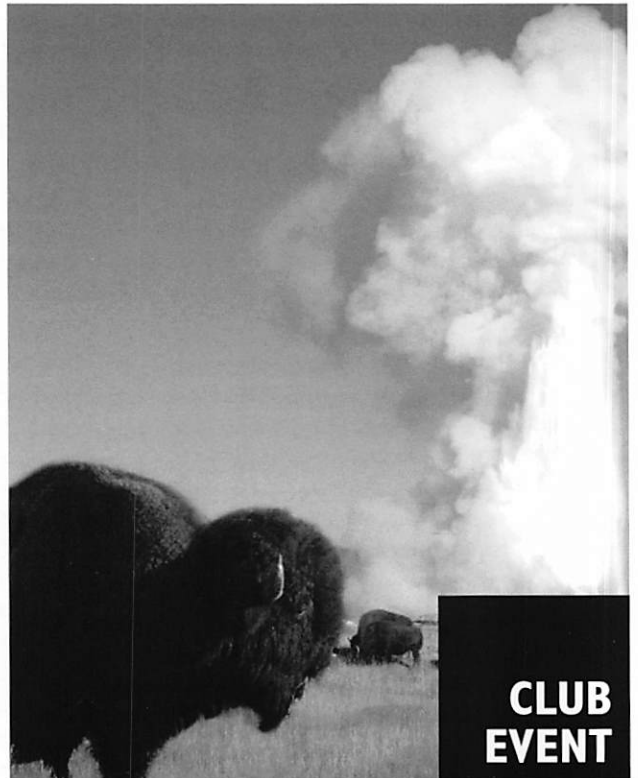
This year's inaugural One Way Out Tour, the last major tour of the season, offers up a unique style and destination: Tour meister John Johansen will guide us in a 3-day organized tour to Jackson, Wyoming and Yellowstone Park ... leaving the return route and timing open to your own personal whim.

The tour begins in The Dalles, Oregon, with check-in at 6:00 pm September 5th at the Comfort Inn. Room rates for the evening will be \$80 to \$90. On September 6th we'll drive Highway 12 through Walla Walla, Washington and take Highway 95 from Lewiston to McCall, Idaho and the Tamarack Resort at Osprey Lodge for the evening's dinner and overnight stay. The room rate for the evening will be \$189.

On the 7th we'll say goodbye to McCall, driving scenic backroads to Stanley and over Galena summit to the Sun Valley Lodge (\$249 for the evening's stay).

September 8th brings a choice of route for the drive to Jackson, Wyoming, and two nights at the Best Western Jackson Hole, with a room rate of \$160 per night. A more direct route is offered for those planning to tour Yellowstone Park on their own after our final overnight stay in Jackson. An optional long route passes through Yellowstone Park en route to our Jackson overnight. Both routes will provide a wonderful driving experience.

Tour cost is \$100. Contact John Johansen, event chair, at (503) 708-6046, john4pdx@aol.com.

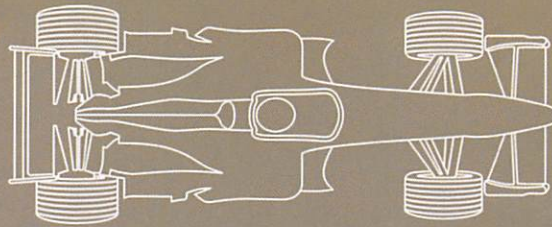


**CLUB
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The wind is our friend

by Nancy Herron

Photos by Warner and Nadine Lowe

It all started when Stephanie and John Dudley, clients and ORPCA members, came to me for help with a cruise. While attending an evening hosted by Star Clippers (www.starclippers.com), a light went off in my head: Organize a cruise for PCA members on one of their magical sailing ships. I immediately went to work. First to sign up were Warner and Nadine Lowe—they didn't waste any time getting "on board"—and the group gradually grew to 12.

Most of our group departed Portland March 10 and stayed overnight at a Miami Airport hotel. The next morning, while the experienced travelers rose early to check in three hours in advance of the flight to Barbados, some of us (ahem!) decided that two hours was enough. And Don and Debbie Clinkinbeard, whose alarm clock failed, arrived only an hour and a half before departure. Our scheduled flight to Barbados departed without Jim and Nancy Herron or the Clinkinbeards. We



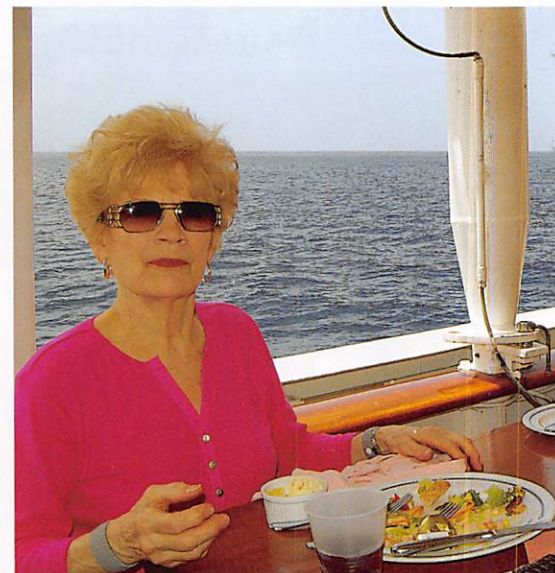
Above: the Royal Clipper, the only five-masted sailing ship in the world.

Top center, left to right: David and Susan Downey, Lauren and Stephanie Hamburg, Jim and Nancy Herron, Don and Debbie Clinkinbeard, Head Waiter, Joe and Ginny McQueen, Nadine and Warner Lowe.

Top right: Warner Lowe atop the mast platform.

Bottom right: Looking down from the mast platform.

Right: Nadine Lowe enjoying the great food with David and Susan Downey.





took the next available flight to San Juan, where we spent more than three hours waiting for a flight to Barbados. Arriving on Barbados at 8:30 pm instead of the planned 1:30 pm, I boarded the ship and immediately introduced myself to the bartender.

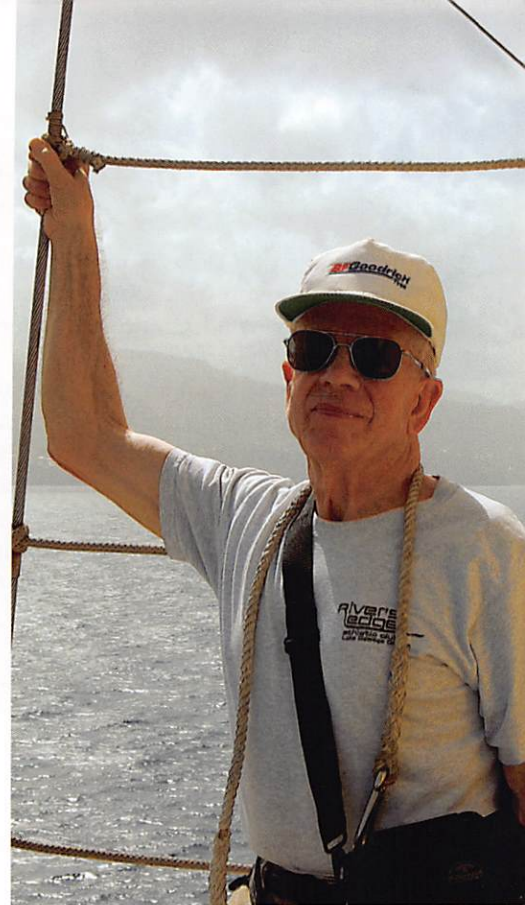
After a rough day traveling, the raising of the sails that first night and sailing under the stars out of the harbor in Barbados was magical. Everyone was touched by the sight of the sails unfurling and the accompanying music (from *The Hunt for Red October*).

For Jim and me, one of the most thrilling experiences was the catamaran excursion to a great little bay on Grenada. If you were sitting at the front of the catamaran, as Jim and I did, you were on netting and getting wet is part of the ride. Yee ha! When we arrived on

shore, we were treated to lobster and champagne, served on the beach. Good times.

The last day on board I climbed the mast to the first level, which is as far as guests are allowed. Warner told us that he also climbed the mast, but since didn't tell anyone when he was doing it, we have no photos to prove it. Warner, did you really climb that mast? Oh, by the way, thanks for taking the pictures of me climbing the mast, so I can prove it!

The Herron's and Clinkinbeard's adventures in air travel continued on the trip home with engine failures on two separate flights—complete with emergency landings and emergency vehicles all around. Warner says that to have this happen to us—twice in one day—is unheard of. If only we could be as lucky with the lottery!



We all had a wonderful time and we made good friends along the way. Another Star Clippers cruise might be in the works—perhaps through the Greek Isles, maybe around Italy and Croatia, or possibly a South Pacific cruise around Tahiti. We can't wait to get back on board, no matter where the ship takes us! ■

See page 18 for more reflections on the trip



More cruise memories...

In the flying world there is an expression: "The wind is your friend!" To sail on a ship of this size on wind power alone is a truly remarkable experience and one not easily duplicated. On this trip we really got to know and appreciate "our friend".

Nadine and I have been aboard ships of all sizes: Rafts, canoes, and yachts; dives in a fleet submarine; tasting the North Atlantic winter on a destroyer; participating in aircraft carrier flight ops; even 35 days aboard a Victory ship troop transport. We've traveled on ferries, Rhein River cruisers, and 105,000-ton cruise ships. None of these are any match for the week spent in March on the Royal Clipper, the largest and only five-masted sailing ship in the world:

Length 439 feet, beam 54 feet, displacement 5,000 tons

Five 197 foot masts, square-rigged with 42 sails

Sailing speed: 10.5 knots

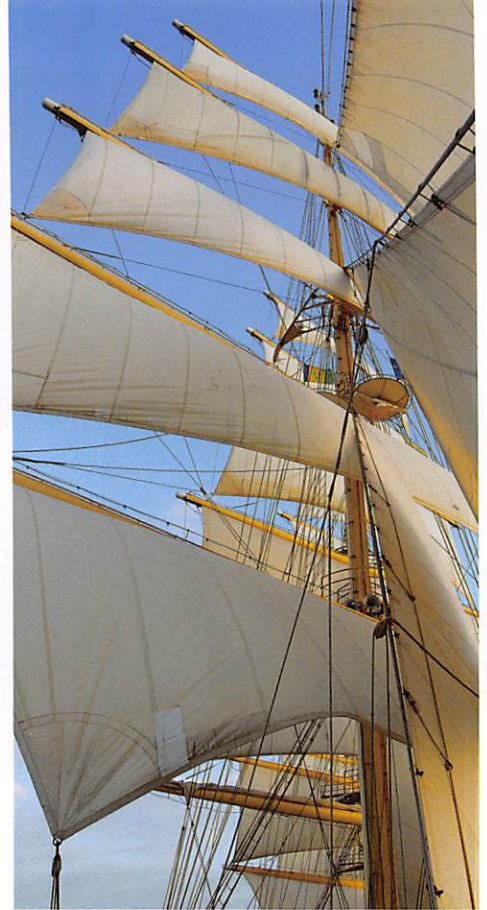
Deck area: 18,940 sq. feet; 3 swimming pools

Decks: 5, with cabins on 3 decks

Maximum guests: 227; crew: approximately 106

Observing the crew in operation brought back the life and times of Captain Horatio Hornblower and the fascination of the 21 Patrick O'Brian books featuring Captain Jack Aubrey of the Royal Navy and his ship's surgeon Stephen Maturin.

Warner Lowe



As Debbie gets motion sickness easily, we approached this trip with trepidation. It took us some time to commit to going but I am so glad we did. Our ship, the Royal Clipper, was beautiful—large enough to be really cool but small enough that it did not feel like a giant floating crowd—and our PCA friends are great traveling companions. We had a wonderful time sharing the adventure.

I love the water. Swimming, surfing, sailing, diving; you name it and I enjoy it. Nearly every day we enjoyed snorkeling or an excursion to shore. One adventure involved sailing on a catamaran around Grenada to a beachside barbeque with lobster and champagne. That's hard to beat. Another was snorkeling in the Tobago Keys, dropping into a reef teeming with life. Wow.

While dinner on the Royal Clipper was a casual affair, it included a five course meal nightly with an excellent selection of cuisine, wine and drinks. The days usually ended with us lounging on deck as the ship set sail into the evening, the sun setting over the the west Caribbean horizon. We were running on Caribbean time; life does not get better than this.

Don and Debbie Clinkinbeard

Left: Nancy Herron climbs the mast!

Below: Joe and Ginny McQueen relax on deck.

From the moment we stepped on board we felt comfortable. Being new members and not really knowing our traveling companions, we were a little anxious. But as we got to know our floating Porsche Club we found everyone to be great fun. From the first night to the last we laughed and joked like life-long friends.

We were drawn to this cruise because of the many small ports of call not visited by the larger ships and we were not disappointed. All ports offered great shopping and great beaches. Being scuba divers, we enjoyed diving most every day, often accompanied by ship's staff. A small Zodiac launched off the back of the Royal Clipper saw that we were in the water within fifteen minutes. We also enjoyed a rainforest hike in Grenada—including swimming in a waterfall—and mountain biking on St. Lucia. We truly enjoyed traveling with Star Clipper and our PCA friends.

Loren and Stephanie Hamberg

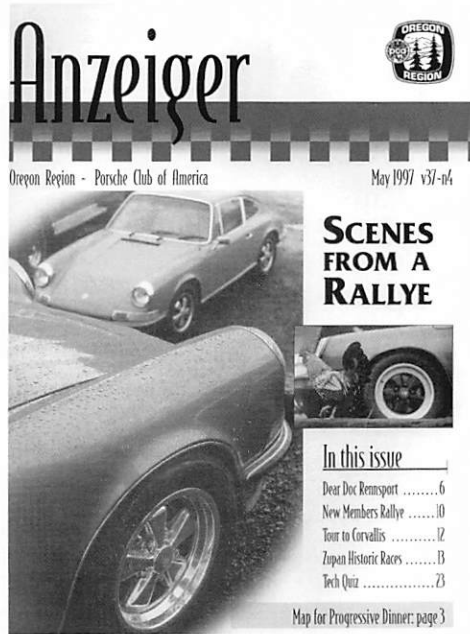


That musty smell of history

Other than the fact old magazines have a musty smell, it is rather enjoyable having the opportunity to look through a portal into the past. Sort of like H.G. Wells' character Time Traveler in *The Time Machine*. This month I took a short ramble back to May 1997 in hopes of finding old news related to people still active in the club; unfortunately I had less luck than hoped for.

The Otter Rock Weekend was in its twenty-first year, meaning of course Otter Rock this year should be the thirty-first. Wrong. The event died for a year or two before being resurrected. In 1997 Otter Rock was held during the last week end of May and the beginning of June. This year ours will be held August 24 through 26. Jeff Butts, then ORPCA president, was the event chair. Don and Debbie Clinkinbeard are the current event chairs. Registration information for this event is on page 14 of this month's *Anzeiger*. Register early as space is limited and the event will surely sell out.

Past president and current member Carol Beutz chaired the progressive dinner held at the homes of Chuck and Judy Hervey, Don and Debbie



Clinkinbeard and Dennis and Sherry Brookshire. The route was a bit of a trek; starting in West Linn at the Hervey's for appetizers, touring to the Clinkinbeard's in Beaverton for the main (Italian) course, then back to West Linn for dessert at the Brookshire household. Seems we have lost this event in the last couple of years; timing and logistics got in the way.

Of the 11 new member entries in the magazine only three are still shown as ORPCA members: James and Lynn Woodruff, David R. Straub, and Bill and Lisa Spaulding. Makes me wonder where the other eight went.

The Oregon region hosted a three-day Porsche Club Race in conjunction with a driver education event. Much as the DE drivers would have liked to mix it up with the big boys, they were kept in separate run groups.

The Boxster was the new car on the block and the topic of a couple tech comments primarily related to dead batteries and the problem of getting into either trunk. (Both trunk release controls are electrical and the battery is housed in the front trunk.) This continues to be a problem and was the subject of a tech article I wrote a couple years back.

Zupan's Markets was the sponsor for the Historic Races currently sponsored by Baxter Auto Parts. ORPCA members were able to buy 2-day ticket and parking packages for about the same price we are paying today. Some things get better with age when you factor in inflation! ■

SP-cial interests

by Jim Ayers

As much as I've cursed the Oregon Department of Motor Vehicles (DMV) over the years, I now have reason to give them some credit: special interest or "SP" registration.

You may not currently own a car 25 or more years old but you may someday. DMV and the Oregon Legislature have for years recognized that a relatively small group of cars are not used as everyday transportation but instead for parades, club events and special showings. These vehicles qualify for special

interest registration and, after paying a one-time registration fee of \$85, are not subject to Department of Environmental Quality (DEQ) emissions testing as are all other vehicles manufactured after 1974. No more de-tuning your car to pass DEQ, 103-octane fuel coursing through Weber carbs is not a problem, hello test pipe and good bye catalytic converter. The world is good.

The catch is that you can not use a car registered as a special interest vehicle as a primary means of transporta-

tion. In other words, going to the store or commuting to and from work automatically disqualifies a car from special interest status. Of course, if you are on your way home from a club event and stop at the store you are probably OK—catch my drift?

Look at it this way: every two years the DEQ charges you \$21 to inspect your car and the DMV charges another \$54 to register it, for a total of \$75. At the four year mark you've saved \$65 in
(Continued on page 20)

Hope and healing at the Raphael House

by Kathleen Ellis

Editor's note: In the March and April issues of Anzeiger, we reported on ORPCA's charitable contributions to SOLV, the Sunshine Division of the Portland Police Bureau, Gales Creek Camp for Children, and Guide Dogs for the Blind. Kathleen Ellis provides the final installment.

Three charities were chosen to be the recipients of the \$12,705 raised by our 2006 Holiday Charity Auction. Once again, Raphael House of Portland was selected to be one of the three.

Now entering its 30th year, Raphael House provides hope and healing to thousands of women and children escaping domestic violence. It provides shelter services, such as housing, food and clothing, and counseling to aid survivors in housing, employment, legal and health issues. With more than half of the survivors under the age of 18, Raphael House provides age-appropriate activities and a transitional school to aid these children in their move to a better life. Additionally, Raphael House aids in life planning to promote self sufficiency and the prevention of domestic violence through education. Their effectiveness is impressive; better than 80 percent of their residents avoid going back into the environment that brought them to Raphael House.

Chuck West, Bob Ellis and I visited the Raphael House on February 15th to present our donation. Jessica Elkan, Director of Development, graciously gave us a tour of the facility and shared information on their work. Chuck presented Jessica with the check for



Jessica Elkan, Raphael House's Director of Development, graciously accepting our donation.

\$4,235, enough to cover a stay of 42 days for an individual. The donation does make a difference! Now a member of Raphael House's Safe Haven Circle, ORPCA will be included in their Stop Family Violence night where they will celebrate their 30th anniversary.

We thanked Jessica for her time and said our goodbyes. What a rewarding

way to spend part of an afternoon. While the facts and statistics of domestic violence are disconcerting, to say the least, the accomplishments of Raphael House are impressive and heartwarming. To learn more about this wonderful charity, please go to www.rafael-house.com. ■

SP-CIAL INTERESTS

(Continued from page 19)

fees. More importantly, you can use your 25+ year old, SP-registered Porsche for autocross, Arrive & Drive, club tours or driver education—all of which are club events—and you don't ever have to worry about passing DEQ. Of course you are still required to have certain safety equipment on the car (horn, lights, seat-

belts, etc.). And while it seems mufflers are not required on Harleys and oversized four-wheel drive pickups, I'm pretty sure the local police would not appreciate open headers on your SP-registered car.

A small downside, assuming you already restrict the use of your classic Porsche to club events, is the lack of a

custom plate. Needless to say, I have enjoyed my car's "snob plate" for years. Most everyone refers to my 911 as ESCR-GO and gets the name. While I find it a bit difficult to get attached to a license plate that's just "SP" followed by a series of numbers, I'm sure it will grow on me over time. ■

Where there's smoke ...

by Peter Linsky

Besides racing our beloved cars, many vintage race car drivers also maintain or tinker with their prized possessions. The usual workshop is found in the racecar owner's garage at home, which is more often than not the storage place for the race car as well. However, how many of you have given consideration to protecting your workspace, yourself, and your car from fire? The article below was written by Chuck Tatum, a Stockton, California-based car builder and former racer. His motivation for the article was a devastating fire at his home resulting in the loss of several race cars, tools, memorabilia, his garage, and part of his house.

If you are like most racing fanatics, you store your valuable and in some cases irreplaceable race car(s) in your home garage. The garage is most likely attached to your house, which is normally a safe environment. However, even the garage is not without risk and danger.

Do you weld in your garage? Do you use a bench grinder, hand grinder, electric drill, or other power tools? Do you store solvents or spray paint in the garage? Is your home water heater in the garage? Do you use an auxiliary heater using electricity, kerosene, or butane to heat up your workspace on those chilly winter days while you work on your car?

If you answered "yes" to any of the above questions, you and your race car(s) could be in much more danger from fire than you realize. I know, because it happened to me and my loss was substantial. I'd like to pass on some information for you to think about, so you can hopefully learn from my experience. Here is a list of helpful hints to prepare and prevent a fire, or should it happen, help save you and your race car(s).

1) Get a smoke detector and install it in your garage. A fire can start at any time, and being alerted as soon as it does could save you and family's lives, much less your race car.

2) Get a water bib and hose for the garage, install them, and if you never have a fire you can use them to fill your radiator or wash down the garage floor.

3) Store all solvents and paint supplies, including spray cans, in an area removed from your garage—and not on an outside shelf attached to the garage, either! Don't store solvent-soaked rags in any container not approved for this purpose, as spontaneous combustion can and will occur.

4) If your garage contains a gas-fired heater or furnace, it will have a pilot light. Spilled solvents or accumulated vapors can explode and burst into flames. If you are spray painting, take the time to turn off any pilot lights in the garage.

5) When working on any car in your garage, disconnect the battery power terminal. If you are using a welder, grinder, or any other electrical power tool, remove the battery completely and cover it with a proper shield, as batteries can and do explode, with serious consequences. It only takes one little spark to send you to the big finish line in the sky.

6) When welding or cutting, remove the fuel cell or gas tank from the car and place it out of harm's way. Make sure that all other flammable materials are clearly out of the way as well. Don't set your garage broom on fire as I did once! Burn centers are already overcrowded. At least wear your Nomex racing gear.

7) Always move your racing car out of the garage when first starting it after a rebuild or making changes in the timing or carburetor settings. Backfires and spilled or leaking gasoline are a real danger at these times. Nothing is worse than seeing flames erupt from a Weber carb; be sure to keep a proper fire extinguisher handy.

8) Should a fire break out, alert everyone in your home and get them to safety as quickly as possible. Call 911 before you attempt to fight the fire (keep a cell phone nearby). If you have a fire that is out of control, remove yourself from the premises and wait for the pros to arrive and take care of the situation. Don't make a bad situation worse.

9) Read the fine print on your insurance policy and talk to your agent. Make sure you know where you stand and how bad things could be if fire destroys your dreams.

10) Don't leave your car on jack stands, blocks, or without wheels if you can avoid it. You or the firemen can't move the car to safety under either of these conditions if there is a fire.

Fire is not your friend if it is charring your cars, your home, or your possessions while you are sleeping. Taking a few simple and low-cost precautions can protect your investments and loved ones. (© CSRG News October 2003, reproduced with permission.)

A personal note: A good friend in Los Angeles experienced precisely this kind of loss in the early 1980s. His almost-fully restored Lotus Elan roadster was completely destroyed when vapors from a not-quite airtight can of gasoline were ignited by a water heater pilot light. The ensuing fire caused major damage to his garage and house. His insurance company paid for the home repair and replacement of furnishings, but not the car, because of language that prohibited indoor storage of flammable liquids. ■



PRESIDENT'S MESSAGE

(Continued from page 4)

much interest in engine oils. Ask anyone who attended why changing your engine oil every 3,000 miles is such a big deal and who is behind it! The answer will surprise you. I found out

that some of the latest synthetics can be used on well-worn motors without negative consequences, providing much more protection if you are willing to step up to the plate, price wise. I need to get to more of these tech discussions.

My thanks go to Cindy Harris, Joe Leggs and the Gran Prix Imports crew for coordinating the event and producing a thorough and engaging presentation.

Later,
Chuck ■

EDITOR'S MESSAGE



Above: New US citizen and ex-Buckaroo Mike Donaldson. Photo by Jim Ayers

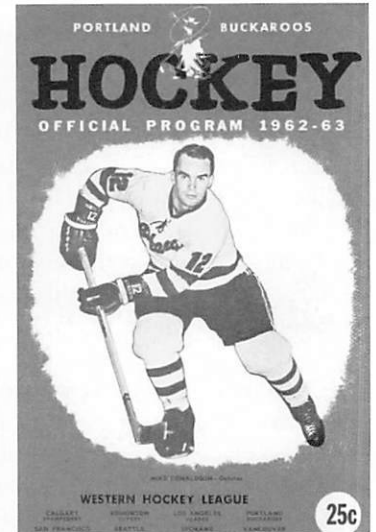
(Continued from page 4)

not only from the sorrow related to the loss of life in New York, Washington D.C., and in a Pennsylvania farm field but also from the intense pride I have in being an American. I was awestruck that nearly everyone at the wine tasting was able to remember the lyrics to one of our nation's anthems and intensely

proud to be able to welcome a new citizen. Nary was a dry eye seen in the crowd, although it was tough to tell looking through all the moisture in mine!

Mike Donaldson played as a defenseman for the Bucks a total of 12 years. While he's not very tall, only 5' 8", he was fearless, receiving a WHL-record 226 min-

utes of penalty time one season. He garnered more than 1000 minutes over his career. His career total of 23 goals and 151 assists belies the fact that as a defenseman he wasn't expected to score. For anyone interested in more on the Portland Buckaroos and its players, Google can provide a wealth of information. ■



AMATEUR WRENCH

(Continued from page 9)

deceleration between 1,000 and 700 rpm. Never heard that before, bummer. Get out the old stethoscope and let's take a listen. The noise is coming from the top end of cylinder two. It doesn't sound like rod bearings (a good thing since I just replaced them). There is little to no noise on start up but as the engine warms the knocking gets louder, then quiets back down, never going away completely. And it only happens between 1,000 and 700 rpm on deceleration. This is a mystery to be understood. ■

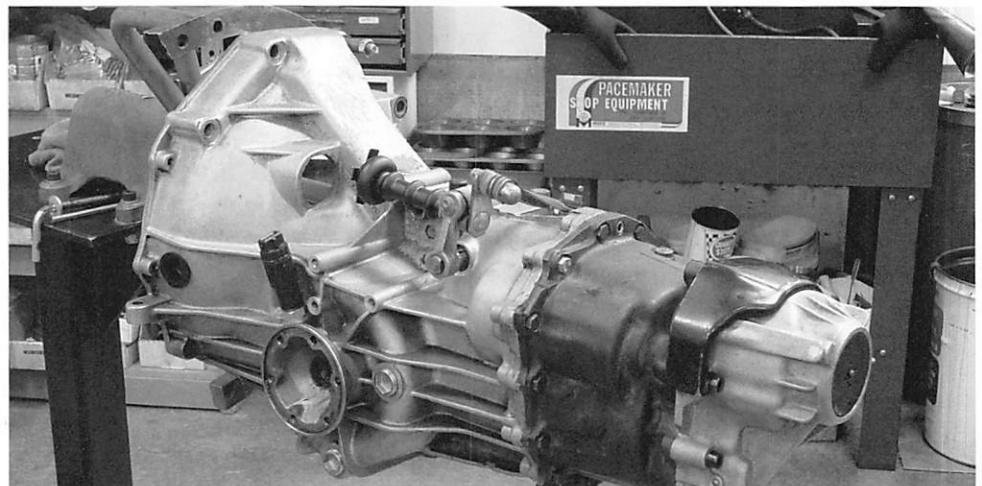


Photo 3: The gearbox, ready for reinstallation.

RANDOM RAMBLINGS

(Continued from page 11)

I opted for something that would let us air it out and talk as we took in the Oregon scenery. Back to the Gorge!

As we pulled out of the driveway I apologized that it's been so long and assured him that not a day goes by that I

I DON'T THINK IT'S ABOUT THE TOYS, IT'S ABOUT THOSE YOU GET TO SHARE THEM WITH. AND TODAY I WAS ENJOYING THE PORSCHE MORE THAN EVER BECAUSE I WAS FINALLY SHARING IT WITH HIM.

don't think about him. When driving I'll often catch myself doing something intuitively and recall my father teaching me those skills when I was still a few years shy of getting my license (more of those "don't tell Mom" times). Accelerate out of bad situations, always have full road awareness in case you need to change lanes quickly to avoid an accident, always drive looking way down the road.... I learned all the above, and much more, from Dad.

I navigated him through the back roads from Cedar Mill to downtown Portland. Being from New Jersey, I knew Dad would appreciate the ability to get downtown through the woods on a windy road. We cruised down Cornell at a decent clip but he didn't push it too much as he was just getting a feel for it.

The first 18 miles of I-84 was mundane but once we crossed the Sandy River he knew why I wanted him to head out this way. As we entered the Gorge Dad joked about how the marshes there reminded him of the New Jersey Meadowlands, without the stench. I told him how I fondly recall my brother and me getting excited when he would stop during his workday at the side of the Meadowlands to bring home some "punks" (cattails for you technical types). It was really cool when he brought them home; we dried them out so we could burn them. He commented that—after seeing my game room and bar, car, and jet ski—I enjoyed simpler toys back then. Perhaps, but I don't think it's about the toys, it's about those you get to share them with. And today I was enjoying the Porsche more than ever because I was finally sharing it with him.

The speed limit increases once you're into the marsh area; sub-80 speed is tolerated by the authorities. We picked up our speed but as the road's fairly straight the driving remained tame. I suggested a pit stop as we approached Multnomah Falls. Yeah, today was about the drive,

but it was also about sharing part of my life with him. I drive between Hood River and Portland often, love Multnomah Falls, and sometimes stop to just stare at it for a bit. I wanted to share that experience.

As we approached the lower level the growl of trucks on the Interstate was drowned out by the majestic roar of the falls. Dad asked how tough it was to

I EVEN DRAGGED MY OLD MAN A BIT FARTHER; WE CONTINUED TO THE NEXT OBSERVATION SPOT WHERE YOU FEEL THE FALL'S POWER AS THE STRONG MIST DRENCHED US

hike up to the bridge. I told him it wasn't too bad, but we'd have to take it slow. Unfortunately my father and I share more than the same name and a passion for driving. We both had massive heart attacks at young ages, physically limiting us. I have fond memories of playing softball with him well into his mid-forties and he was always in great shape right up until his heart attack at age 46, so these new limits can be frustrating at times.

I hadn't hiked up to the bridge since my own heart attack at age 34, but with Dad being there my pride made me want to hide some of my weakness. The fifth of a mile hike took us almost ten minutes as I discreetly checked my pulse and found excuses to stop the few times I started going into an arrhythmia. I even dragged my old man a bit farther; we continued to the next observation spot where you feel the fall's power as the strong mist drenched us and helped hide the tears of finally getting back up there and doing it with him. It was time to head back down to the car.

By now Dad had a feel for the Boxster so he pushed it a bit, redlining 1st, 2nd and 3rd as we pulled back onto the highway. He continued to push on, backing off after touching 110 and stating how stable the car felt, almost boringly so. I-84 gets a bit more interesting beyond Multnomah Falls and it was fun to watch him ignore the lanes and drive the line like I do. I really get jazzed driving my car but I've never had this much fun in it! Like I always say, life is enhanced by those you surround yourself with.

When we arrived in Hood River I sat down to write this story. It was a bit hard as my eyes kept misting and I didn't have Multnomah Falls as a cover. While I literally made the drive and hike, my father's participation was, unfortunately, all in my head. It's been over nineteen years since we last talked. His heart attack at age 46 was fatal, thus he never

got to see how his influence shaped what I am now.

I'll share just one last thought to help you know what kind of person he was. He died in February so his funeral was held during the most miserable weather in New Jersey. Yet the line to view his casket went around the block, with many people I had never met. One of these folks was a New Jersey Turnpike toll collector. He was a stranger to me yet he approached to tell me that although he drove an hour and waited almost another hour in line, it was worth it because every time my Dad came through his lane he brightened the day by making him laugh. I think that best summarizes my father's passion for life.

I'm definitely going to bring Dad along for more drives and I suggest you do the same with your father! Until next month, ENJOY the ride and always pay it forward! ■

Welcome New Members

Marcella L. Anhaltzer Lake Oswego, OR 2006 Cayenne	Gary and Patti Sue LeGendre Portland, OR 1978 911SC
Ben and Stephanie Ash Beaverton, OR 2007 Cayman S	Jack P. and Dianne Lemmon Tualatin, OR 2003 Boxster
Rodney E. Bender Portland, OR 1974 911S	Alan Meyer Salem, OR 2006 Cayman S
Richard A. and Christine Bolger Camas, WA 1985 944	Kent A. and Susan Olsen Albany, OR 1972 911T
Jeffrey A. and Susan Finley Vancouver, WA 2000 911 Carrera	Todd and Kathy Semmes Mount Hood Parkdale, OR 1979 911SC
Steve and Grant Gilmore Camas, WA 1959 356 Coupe	John Travis Washougal, WA 2000 Boxster
Leif Hansen Portland, OR 2006 911 Carrera 4S	James Tyvant Canby, OR 1986 911 Carrera
David H. and Sally Hopkins Portland, OR 1985 911 Carrera	Chris Wilcox Beaverton, OR 1993 911 Carrera 2

Anniversaries

5 Years

Cindy Newsom
Mark C. Newsom
Max Ralston
Tim R. Ralston
Gerry A. Reitsch
Stella Reitsch
Bob J. Royer
Gladys Salta
Steve Salta
Bob Stewart
Shawna Turner
Karen Yee
Glenn Zirkle
Ruth Zirkle

10 Years

Mike Maloney
Richard Maloney
Denis Wheary
Lillian Wheary

Mike Holder

As some of you may know, Mike Holder passed away on Sunday morning, April 22nd, at the age of 64. For those of us who knew Mike this is a great loss. Mike was a 16-year member of ORPCA.

Mike was a humble and kind man who always spoke highly of others but never of himself. He wouldn't take credit for his accomplishments or his good fortune and was always ready to praise others. He was encouraging and supportive of his friends and family and put others ahead of himself. He gave his time to those less fortunate than he, as exemplified by the countless days he donated to Loaves & Fishes. (Little did we know how precious the time Mike gave would actually become.) Mike was a man who never had a harsh thing to say about anyone, and it's doubtful anyone had a harsh thing to say about him. The rest of us can consider ourselves successful if we are perceived to have just half the qualities Mike had. Mike would be grateful if those who knew him would take the time to embrace, encourage and support his wife of 42 years, Karen Holder.

Gary Crane, Silver Sage Region



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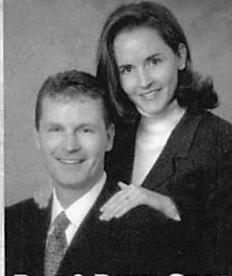
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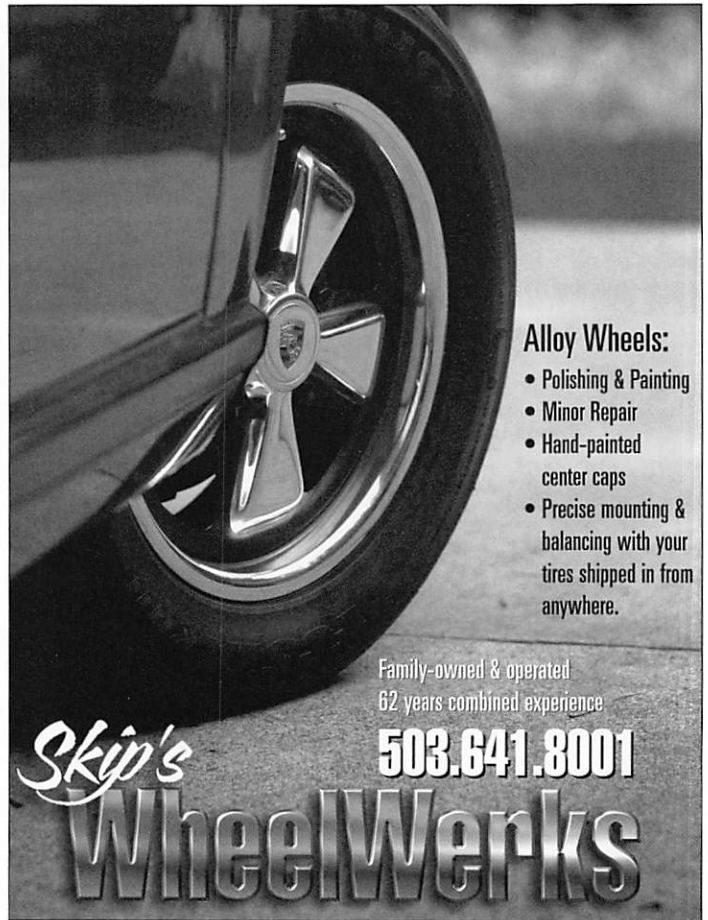
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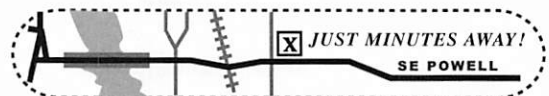
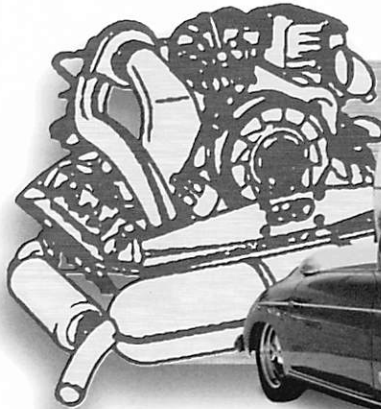
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Boxster

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2000 Boxster S. Silver with hardtop, 6-speed, premium sound, 18" twist wheels, excellent condition. 54k miles, new tires, rotors, and pads. Must sell to make room for new car. E-mail for pictures. \$23,950. Bryan.Brock1@comcast.net [06/07]

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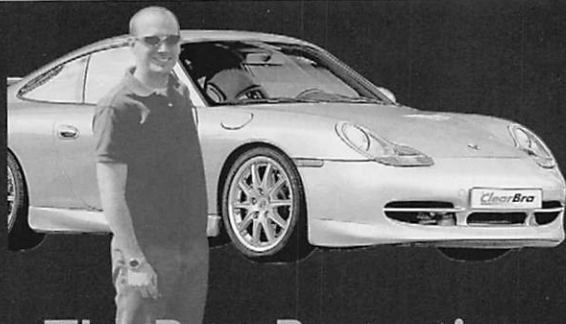
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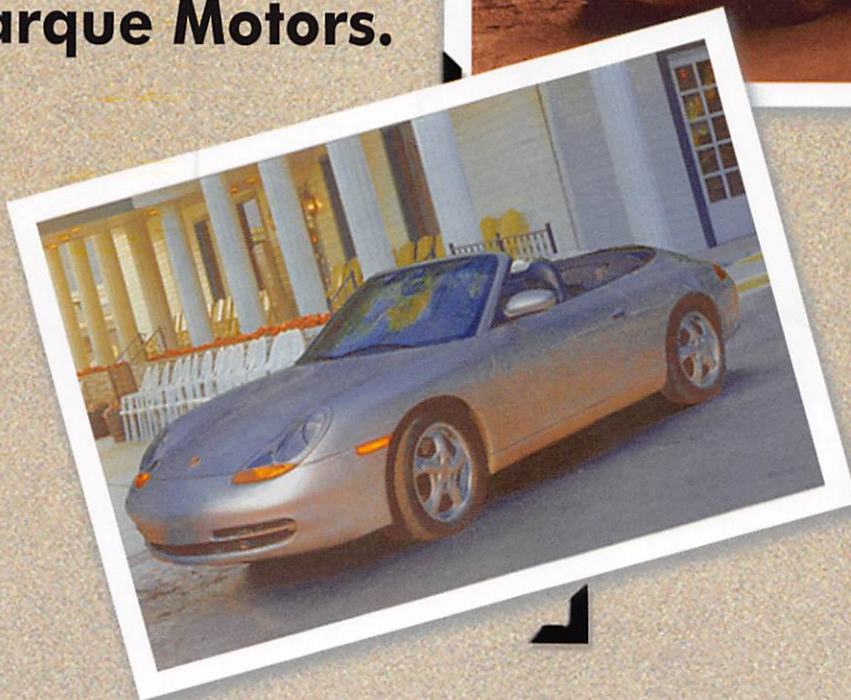
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