

Anzeiger



Oregon Region Porsche Club of America
March 2002 v42-n2





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



OREGON'S #1 PORSCHE DEALER

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To Carrera Motors, that kind of passion for a Porsche is quite natural. Because we share your love for the superior engineering, style and performance of the finest German automobiles. In fact, that's all we sell: Porsche, BMW, Audi and Volkswagen.

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IN STOCK

- 2002 Porsche 911 Carrera 4 Cabriolet Seal Grey
- 2002 Porsche 911 Carrera Coupe Lapis Blue Metallic / Grey
- 2002 Porsche Boxster S Black/Black Top
- 2001 Porsche Boxster S Lapis Blue Metallic
- 2002 Porsche Boxster BOXSTER. Seal Gray Metallic
- 2002 Porsche Boxster BOXSTER. Arctic Silver / Black
- 2002 Porsche Boxster BOXSTER. Slate Gray
- 2002 Porsche Boxster BOXSTER Basalt Black
- 2002 Porsche Boxster BOXSTER. Carrera White

PRE-OWNED

- 1999 Porsche 911 Carrera Coupe. Arena Red
- 1999 Porsche 911 Carrera Cabriolet Artic Silver
- 1999 Porsche 911 Carrera 4 Tiptronic Black
- 1999 Porsche 911 Carrera Coupe Metallic Black
- 1999 Porsche Boxster Arena Red
- 1998 Porsche Boxster CV Artic Silver
- 1998 Porsche Boxster CV Blue
- 1997 Porsche Boxster CN Red
- 1989 Porsche 911 Carrera Speedster Factory Widebody



Anzeiger

An Award-winning
Publication of the Oregon Region
Porsche Club Of America

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

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Classified Advertising

Classified ads are free to PCA/OR 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.**

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Anzeiger

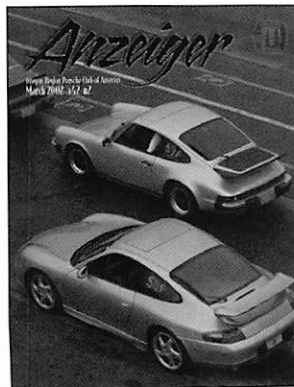
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MARCH

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Cover image:

A 911 by any other name would not sound as sweet. You can change its parts, alter its skin, but what's left is the soul of Porsche, the pure vision.

Photo by Chris Greenwood

Please check our web site often:

<http://oregonpca.org/>



Don Clinkinbeard FROM THE PRESIDENT

Well another month plus has gone by. It's now mid January, and the weather has been treating us pretty good so far. Only a little ice in the morning, but lots of rain. My project is coming along nicely. My team of home mechanics, my friend Tom Beutz and my son Ian have managed to get most of the engine disassembled. So far everything looks pretty good. We've found nothing yet that

would really explain the power loss. But I still have to take a look at the connecting rods and main bearings. As with any project you are doing for the first time there is always more to it than you thought there would be when you started. I've had to make some careful choices on what I need to change vs what I'd like to change in order to stay within my budget and my growing skill set.

The BOD's first project we've undertaken is already starting to bear fruit. Improving the communications channels

is off to a great start. Ken Blanchard and the Communications and Publications teams are really starting to come together. Our first event of the year, the dinner at the Old Spaghetti Factory had a turn out of some 50 people. Since we scheduled this event after the *Anzeiger* deadline we were not able to use that channel to notify the membership. I asked how many of the folks in the room came as a result of

our e-mail announcement. There were only a few that did not raise their hands. You might want to make sure the club has your current email address so you can keep up with the most timely information channel. Ken Blanchard [AESLLC@aol.com] our communications director, is the keeper of the e-mail list so make sure to let him know of any changes.

The first issue of the 2002 *Anzeiger* looks great (as always) and got into your mailbox earlier than usual. We will be making some changes that will keep the quality of the magazine equal or better than today but will reduce the lead-time required (read more current information) and the cost of producing it. The *Anzeiger* team is also working to enhance the content of the magazine and our web site. Budget planning for all of the major events is well underway, with the track, communications and publications teams already submitting budgets for 2002 to the BOD.

This year's calendar is pretty full with 43 events on it, but at the dinner meeting I got feedback from several members that they would like to see us continue the dinner meetings during the summer months. Several folks also suggested it

continued on page 18

Sue Hodge FROM THE EDITOR



be of the liquid variety.

It was too early in the year to accomplish a lot of exploring, other than to re-familiarize ourselves with some of the great roads we traveled on the 1/2 Mille last year. We soon found out just how early it was. The Antique Powerland Truck Museum was closed (darn!) But seriously, that was on the way to the Willamette Mission Park, which was also mostly closed due to high water. We were scoping out sites and roads for future club events, you see. We did see, quite by accident, a truly amazing display of plant sculpture, making me think of Edward Scissorhands. As Gregg said, someone with entirely too much free time had "sculpted" some large shrubs into llamas, reindeers and stars with some ordinary spirals in between. The detail on the animals was unbelievable. But that was an interesting stop that would not be available later in the year, I assume...

It's the first week of January and we're off on a mid-winter expedition. A gray day, it's raining off-and-on but not too cold for January. The beach, where we were headed for some much-needed R and R, was to have temperatures in the mid to upper 50s! But the "sunshine" was sure to

One place we did manage to find open in the off-season was the Eola Hills Tasting Room just south of Salem. We had been there a couple of years earlier for their renowned Sunday Brunch - one of the best and most generous offerings we've found (other than the brunch at Skamania Lodge in Washington, which is the best.) We stopped to pick up a bottle or two for the beach trip and found they had some deals on an older Reserve Chardonnay and a highly recommended Pinot Gris. Our hostess poured a couple of tastes, and when we asked her to ring up the bottles we chose she mentioned the new codes they had been given weren't ringing up right. Turns out they were ringing up at about 2/3 of the posted sale price, which she said she wasn't going to worry about (and it was already very reasonable.) I can't guarantee that will happen anytime you visit during the winter months, but I bet it's a lot more likely when there are only 3 people in the place!

From there we set off on Decker Rd, a beautiful drive we discovered on the 1/2 Mille last year, towards a couple of wineries we had actually planned to visit. No surprise, the Broadley and Benton-Lane were both closed. By this time we recognized a pattern and decided to bag any other side excursions and just head for our destination. About 15 miles from the coast it started to rain continuously. And, just as I had expected, the rest of the weekend was warm and very wet. But we did get treated to a wonderful stormy evening on Sunday. It was quite a show.

So you can take away two things from this - one, there are a multitude of fun things to do here in the Pacific Northwest (many of which we'll be including in club events later this year), and two, don't plan to do or see any of them in January! Wait until Springtime at least.

OREGON REGION CALENDAR



March

- 5 Board of Directors Meeting
- 10 Vintage Iron Tour IV
- 20 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 22 ORPCA Track Day
- 23 Alfa Track Day
- 29 BMW Track Day

April

- 2 Board of Directors Meeting
- 7 Spring Clean
- 12 ORPCA Track Day
- 14 Go Karts and Lunch
- 17 Dinner Meeting
- 20 Tech Session (Club Racing car preparation)
- 20 Anzeiger Editorial deadline
- 21 Autocross
- 27-28 Cabin Fever Tour

May

- 5 Burrito Run
- 7 Board of Directors Meeting
- 10 BMW Track Day
- 11 TSD Rallye School and Rallye
- 15 Dinner Meeting
- 18 Past Presidents Poker Tour
- 19 Autocross
- 20 Anzeiger Editorial deadline
- 31-2 Half a Mille Miglia

June

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

July

- 2 Board of Directors Meeting
- 7 Autocross
- 12-14 Zupan Historic Races
- 20 TSD Rallye
- 20 Anzeiger Editorial deadline
- 25-27 Oregon Romp
- 29 Corvette Track Day
- 28-31 Parade 2002

August

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

September

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

October

- 1 Board of Directors Meeting
- 4 ORPCA Track Day
- 6 Autocross
- 12 Alfa Track Day
- 14 Corvette Track Day
- 16 Dinner Meeting
- 20 Singles Tour

November

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

December

- 3 Board of Directors Meeting
- 7 ORPCA Holiday Party

Vintage Iron Tour IV



**Saturday, March 10,
9 a.m. departure**

Meet at Stark Street Pizza
(9234 S.E. Stark) in Portland
An all-day driving event featuring more
Perfect Porsche Roads, museums &
collections to enjoy.
Cost is \$8 per car.

RSVP by March 3

Hosted by Steve Knepper
(503) 407-6408
and Duanne Luckow.



DINNER GATHERING



MARCH

Date: Wed. March 20
Place: Restaurant Russia!
6433 SE Foster Road
Portland
Time: 6:00-8:00 pm
Menu: No-host dinner



Come and enjoy a good Russian
feast, lively entertainment and best
of all, good friends!

Willkommen

NEW MEMBERS

- Lt. Cdr. Rand & Deborah Wintermute USCG (Ret.) 1975 911S
Lake Oswego, Or
- Harry Danberg1973 911T
Portland, Or
- Edward Brewington1999 911
Lake Oswego, Or
- John & Kristinia Arenz1973 911
Portland, Or
- Ray Wikman1956 356
Portland, Or
- Jerry & Wendy Swanson1984 911 Targa
Portland, Or
- Loren & Karen Smith1985 911 Carrera
Portland, Or
- Scott Field1987 944
Portland, Or
- Mark & Jeane Anastas2000 Boxster S
Portland, Or
- James & Lynn Farmer1994 911 (964)
Vancouver, Wa.
- Gary Shultz1979 911
Sherwood, Or
- Gary & Susan Kaysinger2001 911
Brush Prairie, Wa.
- Jack & Denise Walsh1992 911
Portland, Or
- Chandran Rajaratnam2001 Turbo
Lake Oswego, Or

Anniversaries

MARCH

5 Years

Mike & Kathy Belzer
John Camp

10 Years

Larry & Ann Davidson
Michael Bartos
Charles & Denise Foote

The Driver's Education Team is looking for volunteers to fill several positions:

- Driving Instructors • Tech Chairman and workers • Track setup • Tower work • Registration

All of these positions are critical to making our track days run smoothly. We are willing to train you and facilitate you doing your job. The instructor positions and the tech chair require some experience and knowledge that will be clearly defined. The other positions can be learned pretty rapidly. Please contact our track chair Dick Bader if you would like to volunteer or have any questions about our DE program.

Contact Dick Bader 503.239.5230 x701 • dickb@acmetool.com

**** Help Wanted - See Notice on Page 6 ****

**Club
Event**

DRIVERS ED/TRACK DAY

*at Portland
International Raceway*

March 22

**\$95/driver/full day
\$55 after 5 pm**

**\$50/second
driver**

Required Equipment:

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

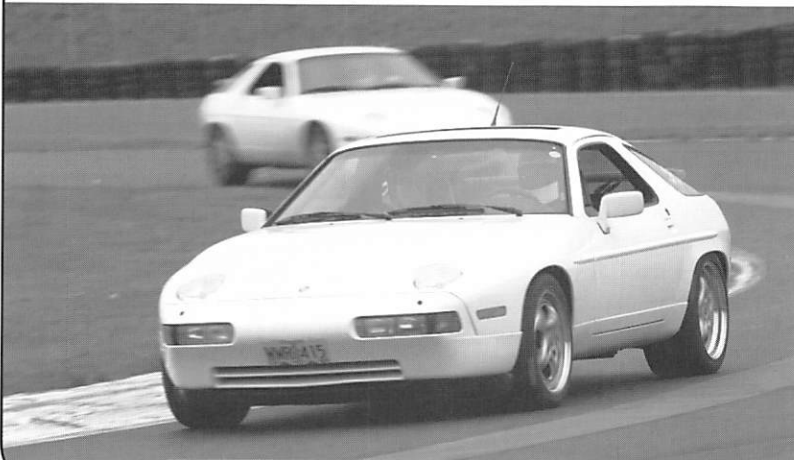
Schedule

- 11:00 am Tech Inspection
 - 12:00 pm Mandatory drivers meeting
 - 1:00 pm First car out
- Track Closes at Dusk

Track Chairman

Dick Bader 503.239.5230 x701
dickb@acmetool.com

Novice drivers will be assigned an instructor, subject to availability



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

SPRING CLEAN

PRESENTED BY *ClearBra* OF OREGON

Bring your Porsche
and some elbow grease to

Mt. Scott Motors
8400 SE 82nd Ave, Portland

We will have experts in auto detailing
available, as well as various product
demonstrations.

We will provide basic cleaning supplies and
serve you lunch for the low, low price of \$10
per car/driver-detailer.

Extra meals \$5.

**Club
Event**

**APRIL 7
9 A.M.**

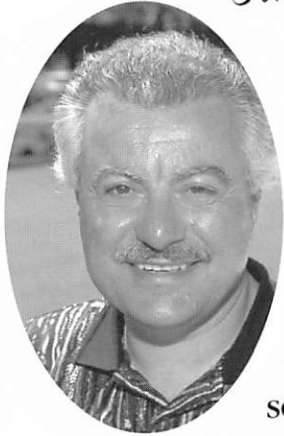
RSVP BY APRIL 1

CALL STEVE KNEPPER :
503.407.6408

OR CRAIG CARTWRIGHT
360.573.4887

Anzeiger - Taking It Up a Notch

John Drumeas, Managing Editor



I'm not quite sure how it happened, but here I am, Managing Editor of *Anzeiger*. Actually, it is coming back to me. I was just sitting there, finishing off a glass of Chianti, while new President Don Clinkinbeard was talking about his view that the success of the Club in 2002 depended a lot on making some improvements to our favorite magazine.

He was very coy about it, but he did lay it on pretty thick. I've always been a sucker for a challenge, and before I knew it, I heard myself say, "OK, OK, I'll do it!" When I got home, Carlyn recognized the worried look and body language, and asked what kind of trouble I had gotten into now. Then she was confused. Couldn't tell if I was crazy, drunk, or both.

Actually, it's not that bad at all. We're all going to have a lot of fun with this, and you're going to enjoy a better magazine.

First thing I did was to assemble a good team to do all the work. Sue Hodge agreed to stay on as Executive Editor, doing the same things she has done before. Chris Greenwood also agreed to continue as our Production Editor, assuring us of continued excellent layout and graphics. The rest of the team is comprised of very capable, dependable, and motivated people, who will help us make this an even better magazine than we have been accustomed to. They are:

Susan Falleur, Scheduling Editor

Gregg Hodge, Assistant Editor

David Williams, Sales Manager

Bob Falleur, Assistant Sales Manager

Kirsten Fasching & Craig Oty, Classified Editors

The Board of Directors then gave us our charge. Make *Anzeiger* even better, but cut costs substantially so we can use the money elsewhere. No problem. Here's our plan:

Production. Professional assistance is always valuable, so I called on my friend, Keith Martin, publisher of Sports Car Market magazine. Keith referred me to Paul Varieur of Steptwo Graphics, who produced Sports Car Market until it evolved to the point where it exceeded Steptwo's capabilities. We made the

change, and this issue is the first issue printed by Steptwo.

Let me take the obvious point first. Like everyone else, I questioned the need to use the slick paper we have always used. I've heard Club members express the sentiment countless times. Couldn't we save some money by switching to a no-gloss, softer paper stock? No problem, we could switch any time we wanted, Paul told us. Doing so would only cost an extra \$100-150 per month! It's counter-intuitive, but true. When purchased in quantity, the two papers are essentially the same cost. However, the softer paper soaks up more ink, and is therefore more expensive. So here we are, as slick as ever.

Steptwo combines printing and mailing into a single function, as well as shortening our lead times so we can get more timely information into each issue. It also gives us the ability to expand the magazine to 32 pages, with eight of them in color. Coupled with a favorable renegotiation of our contract with Chris Greenwood, we are looking at \$5-6,000 per year of cost savings when fully implemented.

Mailing. Although Steptwo will give us better mailing capability than before, we remain at the mercy of the U.S. Postal Service. The truth of the matter is that, no matter what you do, bulk mail carries a lower priority than first class, and first class is prohibitively expensive. The real frustrating part is that delivery of bulk mail is almost entirely within the control of your local mail carrier and the personnel at your local post office. Even though we mail all copies at the same time, Club members actually receive their copies at widely different times, all depending on the whims of their local post office staff. There isn't anything that we can do about

it. If you consistently receive your issue of *Anzeiger* later than other Club members, please complain to your local post office. And let us know if it does any good!

Advertising. We haven't made any changes in our advertising rates yet, but we will be looking at them quite soon. We think that we should first create better value for our advertisers, and then consider adjusting their advertising rates. We have also made a commitment to increase the number of advertisers, to offset the cost of expanding the size of the magazine. If you have or know of any business that would be a good advertising prospect, please let us know.

Club Events. We will do a better job of promoting and reporting on our Club events. As a beginning, you will find a new feature in this issue titled Coming Events. We will use this to give members an early and more thorough explanation about the nature of those events that we think are not self-explanatory. We get a lot of new members each month, and our traditional event ad format may not give enough information about events to members who aren't already familiar with them.

We will also be more attentive to reporting on events after they happen. We will try to have anything from a quick report to a major article that reports on most of our events, in the first issue after the event as is practically possible.

Member News Column. We will be adding a new, regular column that updates us on what our fellow Club members are up to. If you've done anything noteworthy - new car, won a race, won the lottery, gotten married, had a baby, sold your Toyota - let me know, and I'll be glad to include it. Don't be shy.

Favorite Drives Column. We would like to add another regular feature, where members submit articles describing routes that they have taken that resulted in a favorite drive. It doesn't have to be Route 66 or Orient Express caliber, and a quick one- or two-hour escape would be just great. Write it up, with good directions and a good description of why it qualifies as one of your favorite drives, send it in, and we'll print it. Feel free to add pictures.

Guest Articles. We want to increase the number of general interest articles

Coming Events

written by Club members. They can be technical or not; anything goes. Just so long as it is interesting to Club members. So take the plunge, write something, and send it in. That's probably how Mark Twain got started.

Web Site. Last, but far from least, we are going to do our best to fully coordinate *Anzeiger* and our web site, so that information is available to you in a more timely manner. They won't be exact duplicates, but you will be able to look to the web site to give you breaking Club news.

One suggestion we did not adopt, though, was to stop printing *Anzeiger* altogether and just publish it on the internet. We thought it through, and we decided that there just is no substitute for having a printed copy in your hands. Our PCA Zone Rep, Dick Grant, advised us the same, pointing out that other PCA regions have made the change to an all-web publication and are now going back to a printed publication because it just didn't work very well.

So that's our plan. Give us a chance to implement it, and then let me know if you like the results. In the meantime, give me a call or send me an e mail if you would like to submit anything for the magazine. We're eager to get the help. ☺

Cabin Fever Tour - April 27-28

The Cabin Fever Tour is designed to be a value-priced event, providing a quick weekend get-away to shake off the winter doldrums. A minimal registration fee covers the Saturday afternoon reception. Accommodations were selected to be adequate and inexpensive, and participants are on their own for meals.

The tour visits interesting, out of the way places within a 200-mile radius of Portland. The roads were selected for their overall condition, lack of traffic, and scenic quality. The leisurely pace and unique locations afford the participants a pleasant driving experience, and serves as a wonderful start to the Club's tour season.

[Ed. Note: This is the first in a series of previews of upcoming events, intended to give you a better understanding of just what they are all about.]

Half a Mille Miglia - May 31 - June 2

You bought your Porsche so that you could experience driving in its purest form, but it's hard to find the time to do it. And when you do manage to find the time, you get frustrated by the constant traffic that hems you in, and by the difficulty of finding someplace that's really worth driving to. Don't despair, here's your solution.

Imagine this ... Two solid days of driving your Porsche, 250 miles at a pop. Wonderful scenery. Lightly traveled, appropriately twisty roads. Visit interesting places you'd never thought of going to otherwise. Great food and wine. A group of driving aficionados all eager to enjoy the same experience. What could possibly be better?

Our Half a Mille Miglia is designed to get you out of town, and onto the open road, making your Porsche do what it was intended to do. It's a two-and-a-half day odyssey for you, your navigator, and your Porsche. Not too strenuous, with lots of time built in for getting out of your car and exploring new locations, but just enough to make you feel that you've really DRIVEN. And with just enough other people sharing the experience to make it an event to remember.

It's not a race, so don't be intimidated. It's not a marathon, so don't let your navigator worry. Just a well-planned, and highly enjoyable weekend tour that is, shall we say, a bit more *concentrated* than our other tours.

While the Half a Mille Miglia may be our most expensive event of the year, past participants tell us that it is our best, as well as being one of our best values. The \$295 registration fee for driver and navigator includes an extremely well thought out tour route, sumptuous food, fabulous wine, a keepsake route book, and several mementos that will assure that you remember this event for a long time to come. Odds are that you'll get hooked, and want to do it every year.

Mark your calendar now, and watch for further details in future issues of *Anzeiger*.

Volunteer Recognition Party - September 7

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

The plan is for the Club to host a recognition party for those of you who donate your time and talent during the year to helping make our Club the best that it can be. The theme and details have not yet been developed, but be assured that it will be a great party, and lots of fun for all. Please keep an eye out for more information as the year unfolds.

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

Rear View Mirror

By Peter Linsky



Porsche likes to keep us guessing, and while some of the answers we seek have crept out as the old year winds down, others are still well-hidden.

In late December, the time of this writing, it appears that the zoomy, V-10-powered, mid-engined Carrera GT show car will actually make it into limited production. Those with the better part of half a million dollars in spare change can sign up, and it's no secret that quite a few have already placed deposits. The new Cayenne SUV should appear in dealer showrooms fairly soon as a 2003 model. We've seen a whole series of forceful magazine ads stressing Porsche's link to off-roading, building a relationship between the Cayenne and the Paris-Dakar 959 exercise of several decades ago. Although the public-at-large has not seen pictures of the Cayenne, the final iteration is yours for the looking if you visit Porsche's dedicated website www.porsche.com, then click on Cayenne.

The other important question still up in the air is whether Porsche will be back in GT racing through the American Le Mans Series. Despite reaching near-parity with the BMW GTR V8s at the end of last sea-

son, Porsche was forced to yield season honors to BMW by sheer force of numbers. Our friend Peter Brock wrote extensively on the Speedvision website (www.speedvision.com) about the Auto Club Ouest's decision to at least restrict intake airflow (air=horsepower.) Or they might ban the BMW V8 from the GT class unless it meets certain production volume that BMW had promised, but failed, to meet. Porsche declared at season's end it would not return to the ALMS unless organizers forced BMW to prove the GTR was a true production-derived car; now BMW says it won't return under such dire constraints. Alex Job Racing, which won the GT series for Porsche in 2000 but found itself playing also-ran much of last season, will probably not be back in GT unless Porsche decides it wants to play again. AJR's services are in enough demand that it may instead prepare a team for the LMP 675 or 900 prototype class, possibly Porsche-powered. January's Porsche Panorama suggested Porsche is helping develop a new Daytona-suitable prototype with Fabcar along the lines of

the old IMSA March-Porsche of the early 1980s. AJR team wrench, and ORPCA member Jeff Gamroth, says Porsche was to make its plans known after the first of the year. We should have heard the news well before you read this and let's hope it's the answer we want.

Did you see the mention in Autoweek during December that suggested customers lining up to buy a new 2002 911 Turbo should check off option X50? It's a special "enhancement package", and for a mere \$17,700 dollars above and beyond the Turbo's \$116,000 base price, the fortunate buyer will receive an additional 35 horsepower (to 450) and an extra 42 foot-pounds of torque. The package includes a stronger gearbox, different turbo and ECU, and other bits. Autoweek says it should be as quick and fast as a GT2, but in an AWD package. Please call me when yours arrives; I want a ride!

Finally, the day has come where an auto manufacturer deems an audio system as a key component of a vehicle and vital enough that it should be designed in from the start. Thus, Porsche and Bose have partnered to package a custom 12-speaker audio system, standard on the 2002 Turbo, optional (\$3,000) for the 2002 Carrera. It's supposed to be phenomenal. Me, I'll settle for the mechanical music from my old 911. 🎧

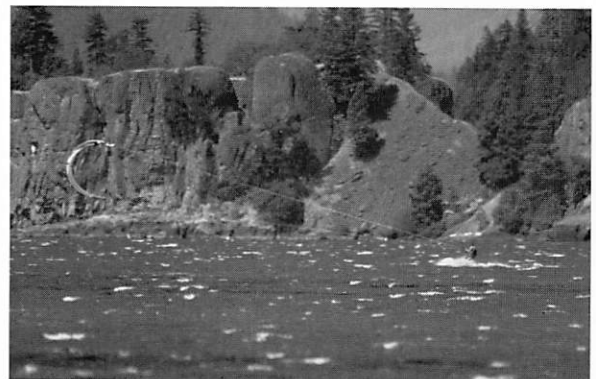
2ND ANNUAL CABIN FEVER TOUR

Here's a synopsis: A breakfast meeting in Vancouver will be followed by a trip up the Gorge. Lunch in the Dalles at Baldwin's Saloon will present more sight-seeing (and good-eating) opportunities. This year we check in to a different destination (the historic Hotel Condon) for the night. A wine tasting with appetizers in a great setting will give us the opportunity to recap the day's tour. Once again we have an arrangement with our hosts for a very special price on rooms. And those of you who came along last year know this is a good time! For more information, contact Gregg and Sue Hodge @ sghodge@bctonline.com. If you don't have access to e-mail you can call us at (503) 518-9203.

Club
Event

APRIL 27-28

FEATURING A SWEEP OF THE COLUMBIA GORGE



Meet The Board

Ken Blanchard, Vice President

Area of Responsibility: Communications



Let me introduce myself. My name is Ken Blanchard and I am your newly elected Vice President for the Oregon Region. I am a Porsche enthusiast like you, and have owned Porsches since 1976. However, my wife Susan and I did not join the Porsche Club until 1997. We wish we had joined much earlier because we have met many new friends and enjoyed so many of the events during the year.

The nice part about belonging to the Oregon Region of the Porsche Club of America is that we have so many different types of events to capture our interests. We have Track Events, Tech Sessions, Tours, Rallies, Driver Education, and all of our Social Activities. No matter what your interest is in the Club, we probably have it covered.

In the last issue of *Anzeiger*, you were informed by our President, Don Clinkinbeard, that we have divided up all these different interests this year and assigned individual areas of responsibility to individual Board Members. My area of responsibility is Communications.

Our goal is to try and improve the event or interest, and expand the participation from our membership. We want to include as many members as possible, and to encourage our membership to attend the events of their choice. To accomplish this, it is critical that we also expand our level of communications with the membership.

This is where I come in. I suggested to Don that I would like to work with the *Anzeiger* staff. This is because I, for one, really enjoy our monthly magazine. I think it is just great, and I would like to see it get even better. And I am convinced that most of you agree with me. Where else can you get a monthly publication where you know so many of the people who are writing the articles, taking photographs, and actually appearing in the magazine? It is something that I really enjoy. So, I volunteered to take on the Communications role, wanting to see if there was something I could do to help.

The *Anzeiger* staff is in the process right now of making some changes with

our magazine. John Draneas has volunteered to take on the responsibility of Managing Editor. Along with our Executive Editor, Sue Hodge, their goal is to make the magazine more efficient and at the same time maintain and maybe even improve on the quality. This is no easy task, and John and his staff are to be commended for volunteering to do this for our Club. Remember, they are all volunteers doing this in their spare time. Look for John's article elsewhere in this issue, and see what changes to look for in the months to follow.

Along with overseeing *Anzeiger*, I have been assigned the role of working with our Webmaster to help improve our web site. Here again, it is a major project. I have asked the *Anzeiger* staff and our Webmaster, Rick Thacker, to do their best to better coordinate information between the two media, and they have agreed to do so without hesitation. Once again, please keep in mind that Rick is also spending his free time to help keep our web site rolling. Our web site is a great way for the membership to receive timely information, and to keep abreast of current activities. It also is an excellent way for members from other regions to see what is going on in the Oregon Region. Rick has plans to make some interesting changes to happen very soon on the web site for 2002. In case you don't know, the ORPCA web site address is: <http://oregonpca.org>

As wonderful as *Anzeiger* and our web site are, we do have to take the time to read and access them in order to find out what is going on. Knowing that we all sometimes have trouble finding the time to do that, and with all of the different

Club activities going on all of the time, the Board decided that it would be helpful to the members if we would institute an e-mail reminder service. By e-mail, we will send reminders to our members of events coming up in the current month. I know I have missed an event for no other reason than I forgot about it. So we have devised this plan to be your "tickler file." Just before the event, we will send you a reminder e-mail. Some of you have already been receiving these. If you have not received the notices yet, then it means we do not have your e-mail address. To receive these notices, just forward your current e-mail address to me. And for those of you that would like to be removed from the reminder list, just simply e-mail me with your request. It will be done promptly.

I am looking forward to this year, along with the rest of the Board of Directors. We have a lot of exciting events to attend, and it is our job to make you aware of "when and where." Your job is to come and have a good time. ☺

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Rothsport/Rennsport Systems Tech Session

By Ken Blanchard • Photos by Chris Greenwood

ORPCA members started assembling early at Rothsport in Tualatin, in spite of the threat of snow on this Saturday Morning. The early arrivals wandered around the shop looking at the four race cars in various states of progress. Nothing like seeing a 993 down to the frame, or an RSR with suspension upgrades and Big Reds ready for our inspection.

The session was ready to begin, and Steve chose an '88 Carrera for the demo car (the very same make and year that I own.) This made it even more interesting for me, since my car is a "work in progress."

You have heard the expression, "God I love this Job." Well, that is what Steve Weiner, Jeff Gamroth and Carl Van Austen have just got to say. What a turn out we had today. Over 40 members were in attendance at Rothsport's Tualatin location. The theme of this tech session was "How to get your Porsche Ready for Spring Driving." These sessions are really informative for the "do it yourselfer" as well as the Porsche owner that just wants to know "When do I take it in for service?" Sure, all of us read the owners manuals, but do you know about the really "neat stuff" that the manual does not tell you: What about "Oregon Gas", and what type of oil to use, and all of the little things that can make a big difference in how we can all enjoy our cars?

Steve and Jeff started out with chassis and brakes (suspension, tires, brakes and brake fluid.) Next came the most important safety issues in owning and driving a high performance sports car like the Porsche. Remember, all Porsches are race cars; some are obvious Race Cars, and others are in "Sheep's Clothing."

The second part of the session was on the engine and transmission. Frequency of oil and filter changes, air cleaners, fuel filters, and even the "forgotten" gas tank filter were covered. Belts, hoses, Battery and ground straps came next. Did you know that on older Porsches you should rotate the fuses periodically to maintain a good electrical contact? Look at fuse number three, for example. Does the metal band

bulge? This is the fuel pump fuse. These little things can amount to major aggravations. Like Jeff said, "Customers have had their car towed in, only to find out that it was nothing more than a fuse to the fuel pump." An expensive tow to the shop to find out it was only a neglected fuse! Also during this part of the session, they discussed CV boots, transmission oil change, clutch adjustment, etc. Chemicals, includ-



ing gas treatments for cleaning the fuel injectors, and carbon deposits around the valves, anti-seize for lug nuts, and other long-term fasteners were also covered. We learned that Porsches that are not exercised on a regular basis have their own unique set of problems. The battery, the CIS injection system, oil temp, etc. can be determining factors on how your Porsche performs.

Steve and Jeff then started the session on the cosmetics. Removing contaminants like bug debris, road tar, brake dust, bird deposits, etc. was covered. They also talked about waxing the car, and told us about cleaners that do not leave a white film on rubber trim.

At the same time we are cleaning the exterior, it's a great time to check on the operation of all the lights. Older Porsches

Steve Weiner (kneeling) and Jeff Gamroth make talking points of the car on the lift.



bulb sockets can corrode from moisture, preventing a good contact. Interior maintenance includes a good vacuuming, and then degrease and clean the inside residue off of the windows (caused by the "out gassing" of the interior fabrics. Another safety item is the inspection of seat belts and harnesses, and of course the fasteners for the seats.

At about 1:00pm, the session was starting to break up. Many members were asking Steve, Jeff and Carl questions about their own particular car. For the benefit of our new members, Rennsport and Rothsport are Porsche facilities specializing in preparation for race and street. They do custom four-wheel alignment including corner balancing, performance upgrades for engines, transmissions, and suspension and chassis setups. Like Jeff said, "Bigger is Better." Those of us who attended the session really appreciate the time devoted to explaining the "not so obvious" things about our cars. Thanks go to Steve Weiner, Jeff Gamroth, and Carl Van Austen.

We are all looking forward to the next session, which is scheduled for April 20th. This session will cover "Club Racing Car Preparation." To RSVP for the next session, just contact myself at: AESLLC@aol.com, (503) 849-8297.

New Member Profile

By Susan Falleur

Introducing Harry Danberg, who attended his first ORPCA function in January, our first 2002 Dinner Meeting. As the interview shows, Harry has a special determination to be a Porsche owner. He is a Chemical Engineer at Mitsubishi Silicon in Salem. Welcome, Harry, and we look forward to seeing you, your family and your fine automobile at future events!

Anzeiger: What car do you have (make/model/year/interior and exterior color)? Any special wheels, badges, accessories, etc?

I have a 1973 1/2 911 T (2.4 liter CIS) Targa. Guards "no-officer-it-just-looks-fast" red exterior/black interior with cookie cutters and a whale tail.

Anzeiger: How long have you owned this car?

Since mid-September.

Anzeiger: Is this your first Porsche?

This is my second one. My first, a black on black 1967 912 Targa was purchased in mid July after 9 months of looking. Two weeks later a school bus used my engine compartment to slow down. The damage was too extensive to repair. So...off into the hunt again. After missing our glorious summer, I took the insurance money and bought the 911 in late September - just in time for the rains.

Anzeiger: Who may we expect to see in the passenger seat?

My Wife Stephanie (still just 25,) and my children (in the rear) Nicole (8) and Zack (6) My wife says drive careful, the kids say "FASTER DAD!!"

Anzeiger: In which part of the Metro area do you live?

SW Portland (just a short roll down the hill to Marque Motors.)

Anzeiger: What interests/hobbies do you have other than the finest automobile you can drive?

Photography, snow skiing, traveling (both locally to the coast and overseas.)

If you are a new member to ORPCA, and would like to be profiled, please contact Susan Falleur at housedoffalleur@netscape.net or call 503/653-7691.

Go Karts & Lunch

Club
Event

Hot Tracks - Indoor Karting

April 14, 10:00 am

14010 NE 3rd Ct, Vancouver

Join your fellow Porsche Clubbers for some great fun and collect some story-telling fodder.

RSVP to Craig Cartwright: 360.573.4887

ORPCA Go-Kart Event

by D. Ben Hanzel
photos by Don Clinkinbeard

On a not particularly cold nor dark day, thirty-five eager Porsche Club members met at Hot Tracks in Vancouver to try their luck, and in some cases skill, behind the wheel of gas-powered go-karts. The karting event brought together long-time members who we haven't seen for a while and new members, such as Jim Farmer, who proved to be a very capable driver. Present was our loyal Warner Slow (aka Warner Lowe) who made up for his lack of speed with his charm and good looks.

Craig Dahlgren easily won the disabled category, proving recent knee surgery can't slow him down. Fast time of the day went to Ian Clinkinbeard, who demonstrated that high-drag-coeffi-

cient baggy pants actually make you faster! Rumor has it that a little practice and skill contributed to his success.

Numerous first time go-karters returned from the track all grins and eagerly prepared for second races. Several of our fairer sex hot shoes participated as well, demonstrating no humility in gloating over their fast times. Lap times

have even been posted on my refrigerator, reminding me of what must be my weight disadvantage. It was wonderful to see all the Porsche enthusiasts together for such a fun time. Thanks to Craig Cartwright who did a great job organizing this event. Remember to put the April 14 go-kart event on your calendar, and be sure to bring the whole family, who I can assure you, will have a great time.



ORPCA Charitable Organization Announces Benefit, Raffle

The Dougy Center's Annual Benefit Dinner and Auction is the Center's big fundraising event. They've held it for at least ten years. Last year it was attended by nearly 600 people and raised \$307,000 for the Center's programs, essentially raising enough funds to cover the expenses of serving over 200 children for a full year in our support groups. The Benefit includes a silent and oral auction, featuring unique items from children's artwork to elaborate European adventures. In addition, participants in the oral auction have an opportunity to become sponsors of grieving children at The Dougy Center at different levels.

This year, The Benefit is called "Seeds of Hope" and will take place at the Portland Marriott on Saturday, May 4. Tickets are \$125 per person and are available through The Dougy Center.

For the last five years, the highlight of the Benefit has been the drawing of the winner of the Porsche Boxster. The raffle began in 1997 when a donor gave the Center a Boxster for a

raffle. Because it was so popular and raised over \$100,000, The Dougy Center has continued the raffle each year since. The Boxster makes its public debut each year at the International Auto Show in January at the Oregon Convention Center, which always sells over 500 tickets. Four of the last five winners purchased their tickets at the Auto Show. This year the 2002 seal grey metallic Boxster was purchased at a great price from Roger Jobs Motors Inc. in Bellingham, WA.

Chances to win the Boxster are \$100 a piece and a maximum of 2,000 raffle tickets will be sold. Tickets are on sale now through the day of the Benefit, May 4, if they don't sell out beforehand. Raffle ticket holders do not need to be present at the drawing to win.

For Boxster raffle tickets or more information about "Seeds of Hope," call The Dougy Center at 503-775-5683, or visit us at 3909 SE 52nd Ave in Portland. All tickets may be purchased over the phone and there is no limit to the number of \$100 chances one may purchase.

Response to September 11

DRIVE FOR HOPE DONATES 20 PERCENT TO NY FIREFIGHTERS FUND

The 50-State Porsche Drive For Hope, originally scheduled to begin on Sept. 20, instead kicked off on Oct. 18 with a broadened mission. The record-setting challenge, intended to help The Hope Foundation raise funds and awareness for cancer research, will donate 20 percent of its proceeds to the New York Firefighters 9-11 Disaster Relief Fund.

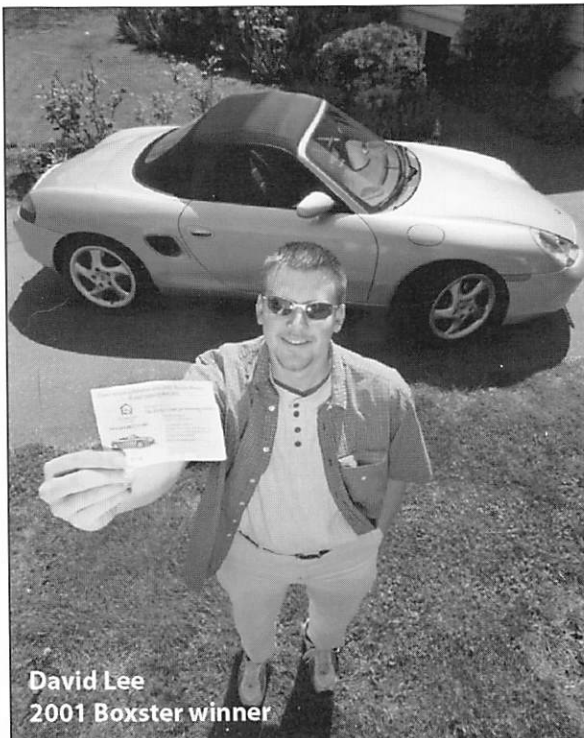
Three 911 Turbos traveled 11,000 miles through all 50 states, leaving Honolulu, Hawaii by cargo plane and ending in Las Vegas eight days later. Ten sponsors each pledged one dollar per mile, plus additional support.

PCNA SPONSORS SEINFELD AND FRIENDS BENEFIT SHOW

For years, Jerry Seinfeld gave TV viewers a skewed look at life in New York City. In reality, he and fellow comedians care deeply about the city and its people. After the tragic attacks of Sept. 11, Seinfeld decided to put together an all-comedy benefit, including some of the biggest names in comedy: Bill Cosby, Chris Rock, Will Ferrell of Saturday Night Live, Colin Quinn (formerly of Saturday Night Live), stand-up comic George Wallace, and Alan King, known to comedy audiences since "The Ed Sullivan Show."

An avid Porsche enthusiast and collector, Seinfeld contacted PCNA for help, and the company agreed to become the event's sole sponsor. Carnegie Hall was able to open Monday, October 8 for the show on short notice. With ticket prices ranging from \$50 to \$2,500, the event took in more than \$1.8 million. All proceeds went to the Twin Towers Fund and the New York Police and Fire Widow's and Children's Benefit Fund.

What's better than owning a \$49,999 Boxster?



David Lee
2001 Boxster winner

Winning one!

The Dougy Center for Grieving Children's 5th annual Boxster Raffle offers a **1 in 2000** chance of winning a 2002 seal grey metallic Porsche Boxster with black leather interior

Tickets on sale now — only \$100 each

Drawing to be held May 4, 2002 at The Dougy Center's *Seeds of Hope* Benefit — Need not be present to win

503-775-5683 to purchase

Proceeds benefit the programs of The Dougy Center which serve children and teens grieving the death of a loved one through peer support groups

www.GrievingChild.org



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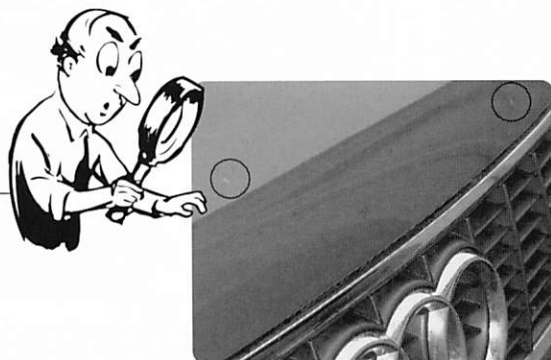
We'll be at the Porsche Club DE/Track Day on March 22. We'd like to get to know you and introduce you to our product.

For those who show proof of registration, you will be entered into a drawing for three headlight treatments to be given away during the day (retail value \$225).

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From the President

continued from page 5

would be good to have a "Concours within the Concours" at the Forest Grove Concours d'Elegance this summer. We are certainly considering this too. There are many more events that we are going to attend that our club is not organizing (Parade is one example.) Should be a pretty fun summer with a wide range of car-based entertainment available. Speaking of entertainment, I was talking to John Draneas recently and he made the observation that what we are doing is providing entertainment for the membership rather than just being a car based social club. Well, although social events are certainly a part of our calendar (and entertaining to boot) we offer a much wider range of experiences for you to choose from. In doing this, we are surely competing with other entertainment providers out there for your time as well as hard earned dollars. The big difference is that we are not really trying to make a profit at it. In doing this we should be able to offer equivalent value for less. Probably something for the BOD to think about here.

All for now -drc-



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1973 911T targa, C.I.S., new tires, new Koni shocks. Blue/Green with tan leather interior. 6 speaker Alpine CD with subwoofer, cobra radar detector. Everything works including heater boxes. Runs good, looks good, no winters. Needs a little attention and a loving home. \$6950 obo, will trade for '80 or newer 911. **Kyle** (541) 593-3602 03.02

1979 911 SC, Normally aspirated 3.0 with MoTeC M48 programmable ECU w/data acquisition, crankfire, lightweight flywheel, etc. developing ~300hp, Quaife LSD w/7:31 r&p, 2500 lbs, track suspension, 930brakes w/coolers, 2 sets Fuchs, B&B oil cooler & exhaust, 15K on mods, 85K total miles, many extras. This superb all-around car could not be duplicated for less than \$50K. It is fully sorted and is ready for years of enjoyment. Run with the big boys for cheap! \$22,000. **Matthew Flier** at (503) 656-6125 or zeuskeepers@aol.com 03.02

1985 930 Turbo Slant Nose, Guards Red, Red Leather, 40.6k, Chrome '97 turbo wheels, B&B headers and exhaust, New K27 Turbo, 4-speed re-gear to 155MPH perfect for PIR, Harness bra & belts, includes set of Fikse wheels with Hoosiers. \$35k, WPOZZZ93ZFS000996. **George O'Leary** (503) 223-4262, goleary@attglobal.net 03.02

1991 Carrera 4, Wht/Grey interior. Very good condition. A well sorted car. Has many modifications unavailable to public. It IS a one of a kind. Lots of extras on this head turner! Wheels (custom and original), exhaust, etc. (Too many to list) \$35,500 (503) 649-5719 03.02

1996 911 Carrera Coupe, original owner, low mileage, award winning. Black on Black. Digital Sound. Leather and wood steering wheel, Handbrake, Gear shift. Porsche performance mufflers and air box. Loaded with factory extras! Extended warranty remaining. Absolutely beautiful!! Asking \$64,295. **John Lewis**, (503) 363-7889 or (541) 928-6234. 02.02

1998 911 Carrera 2S Coupe #WPOAA2996WS321083. Black on black, 4,318 mi., widebody, motor sound, ss sills & tips, sunroof, full leather, pwr & htd seats w/ crests, alum dials, carbon fiber e-brake & door latches, titanium shifter, 17" CUP Rims with P-Zeros, lowered, red brake calipers, garaged, non-smoker, last of the best, forever air, \$71,000. **Andy**, (503) 537-1115. 02.02

924/944

1987 944 Turbo, White, excellent black leather interior, 124,000 miles. California car. Rebuilt motor, brakes, clutch, cv joints. Chips, manual boost control, K&N, cam, lightened flywheel, estimated 300 horsepower. Blaupunkt, chromed phone dials, Konis, ABS, dual air bags, bra, braided fuel and brake lines, drilled rotors. \$10,500. **David Hanning**, 503-257-0257. uplifesp49@aol.com. 03.02

1987 944 coupe, guards red, tan/linen interior. 30K miles 2nd owner. Needs nothing! Dials w/crest, sunroof, pw, ps. Perfect exterior & interior and impeccably detailed. no rain, snow or smoke and always garaged. Only selling because have 993. \$10,500 OBO. **Ron Baker** 503-524-4877 Ronbak@aol.com. 03.02

928

1979 928 One owner, 93K original easy TLC miles. black/black(schwarzx2) Runs like a dream. All service records (Motor Sports International). \$15 K-best offer. **G.R.Schwarz**, M.D. (503) 292-9616. 02.02

993

1995 993 with 5k original miles. Guards red/black, sunroof, 6 speed, ABD, 17" wheels with color crests, AM/FM Cass with CD Changer, hi-fi sound. Always garaged, no winters. Showroom condition. \$55,000. (503) 723-6146 02.02

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Cleaning out the garage! Still available: 5-blade cooling fan from '81 911SC, 240 mm, good shape, reduced to \$10. New V-belts to fit a 2.7 911, (2) 9.5 x 7.25 and (1) 9.5 x 9.50. \$10 for all three; (3) technical binders on the 2002 Porsche 930 Turbo as presented by Bentley Publishing at last Rainbonnet. Free! First come, first served. **Peter Linsky** (503) 644-2709 or e-mail at linsky911@aol.com. 03.02

PIRELLI 205/50HR 17 and 225/45HR 17 Winter 210 Asymmetrico high performance tires for snow and ice while providing good dry road handling. Used less than 500 miles. Set of four. Retail is over \$600. Asking \$280. MILES at (503) 224-6940. 03.02

Reducing my 23 year accumulation of Fuchs and other factory stock wheels for Porsche models 911, 912, 928, 930, 944, 993 & 996. Complete sets in sizes 14X5.5" // 15X6"-7" & 8" // 16X6"-7"-8" & 9" // 17" Cup & Twist and 18" Turbo & Sport Classic II. All in "very good" to "new" condition. Center caps & tires available. Call or e-mail me for a complete list and prices. All offers or trades considered. **Eric Johanson** (360) 883-6898 or ericvem@aol.com 03.02

911/944 Fuchs wheels, 2 7X15 & 2 8X15, white centers, polished rims, painted caps. Mounted 008s, 205/50, 225/50. \$1500. Very good condition. 3 Early 911 bras, 1 with PORSCHE lettering, 1 911 rear maintenance bra, \$35 each, all seldom used. **Peter Davis** (503) 246-6471 03.02

Please send all classified ads to:

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Kirsten Fasching & Craig Oty
232.4892
anzeigerclassified@earthlink.net

Classified ads are free to PCA/OR 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 calling 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 assistant editor by the 15th of any given month.

Set of Pirelli P-Zero Asymmetrico in 265/40ZR17 and 225/45ZR17. Low miles, still in great shape. **Stan Hanks** (503) 236-3240 stan@tta.com 03.02

A set of five spoke 17 inch Brushed Aluminum Mag Cup Wheels with Porsche crest wheel caps, and a set of Sumitomo HTR 402 Tires [on my 1988 911 Carrera] Size of wheels are: Front 7 1/2-J 17 and Rear 9J-17 Sumitomo Tire size 205/50ZR17 front, and 255/40ZR17. Only \$900 for a full set of wheels and tires. Contact **David** (503) 653-6052 or seigneur2@attbi.com. 03.02

"Gotti" wheels w/ red highlites. 2 pc. Polished aluminum 9"x16" and 10"x16" \$500. Polished aluminum center caps w/ painted crests \$80. **Rick** (503) 704-7990. 03.02

Set of Four 18" OZ RACING Wheels with Goodrich G-Force tires (tires have a couple of track days left - wheels are like new) f: 18 x 8 r: 18 x 9.5 Set was purchased last year from TireRack for \$2,000. SALE !!! Only \$1000. Contact **Steve Shinsel**: shinsel@easystreet.com or (503) 690-1705. More info/Pictures at <http://www.shinsel.com/wheels> 02.02

Set of 16 inch Porsche Boxster with Bridgestone Blizzard snow tires for sale. Save money. Set of 4: \$650 **Robert** (503) 669-0520 or sordello@earthlink.net 02.02

2 Koni front shock inserts (a few dents, and surface paint blemishes, but work fine) — for Carrera type struts; 2 KYB rear shocks (from a 1973 911); Left & Right adjustable rear spring plates (Weltmeister type); Left & Right banana arms (rear trailing arms - steel, from a 1973 911) (541) 689-1460, or xrw@att.net 02.02

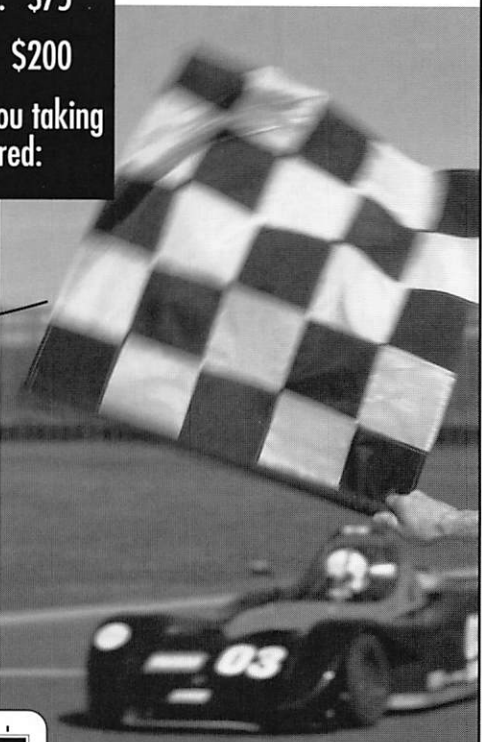
Wheels, wheels, wheels! (2) 6x16, (2) 7x16 Fuch 911 23.3 polished lip, spokes, cap and blk.centers. (Art stearus - skip) \$950; (4) 7Jx15 ATS ET 23.3 951.362.104.00 phone dials. Polished lip, ovals, crest, met. Blk centers w/ ok tires. \$650; (4) 7x16 928.361.016.00 need refinishing, track day? \$475; (1) 8Jx16 23.3 Fuch 944, dinged, \$125; (1) ET 53 6Jx16 AS 10.62 flat disk 924 turbo? Dinged, \$75. **Mike Baker** (360) 574-9420, (541) 593-2980. 02.02

MISC FOR SALE

Free to good home: about thirty years of Pano. Some duplicates. Early '70s through 2000. **Stan Hanks** (503)236-3240 stan@tta.com 03.02

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OREGON REGION PCA Board Meeting Minutes January 8, 2002

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

1. ATTENDANCE

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

1.3 Also in attendance were: Duncan Crebbin, John Draneas, Debbie Clinkinbeard, Mike Jacobsen, Steve Tarket, Nancy Herron, Greg Hodge, Dick Bader, and Ken Tubbs.

2. LOCATION

2.2 Nebuta Japanese Restaurant, 11 Mt. Jefferson Terrace, Lake Oswego.

3. MEETING

3.1 President, Don Clinkinbeard presented the agenda and called the meeting to order at 7:10 PM. There were no previous meeting minutes to be approved.

3.2 Treasurer's Report

3.2.1 Mike Jacobsen submitted the year-end balance sheet with the account balance of \$33,843.61. The club's net income as of December 31, 2001 was \$339.36. A recap of last year's activities was presented.

3.2.2 Mike to work with our new Treasurer, Jeff Gretz on IRS and any transition issues. The motion was made by Don Clinkinbeard and seconded by Ken Blanchard.

3.3 Membership Report

3.3.1 No membership report.

3.4 Communications Report

3.4.1 John Draneas submitted a copy of the Anzeiger publication schedule and a new proposal for the Anzeiger printing and mailing.

3.4.2 John proposed that there be a preview and post description of article for each club event. Each BOD member would have a production schedule for each of the events they are the director for.

3.4.3 There was a discussion about the roles of the communication committee members involved in the transition and what roles they will have.

3.4.4 Making sure that the website is as updated as possible was discussed.

3.4.5 Ken Blanchard stated that the goal of the communications group is to improve on what the club has now and cut costs. More discussion to continue.

3.4.6 Don Clinkinbeard made a motion to go ahead with the new printer from John's proposal starting with the April issue of Anzeiger; it was seconded by Ken Blanchard. A vote was taken, and the proposal passed.

4. OLD BUSINESS

4.1 Open Action Items

4.1.1 No open action items discussed.

4.2 Board Liaison Report

4.2.1 No liaison report, but each BOD member is to get budgets from the event chairs.

5. NEW BUSINESS

5.2 Volunteer compensation was discussed with a focus on driving instructor's track fees. Steve Tarket brought up that we are a volunteer club and there should be one policy for all volunteer members.

5.3 Dick Bader stated why driving instructors were given perks for their performance, and why incentives are needed to provide instructors for our track days.

5.4 Ken Tubbs, who has been a driving instructor, drove up from Corvallis to give another perspective.

5.5 Carol Beutz suggested that the club help other members who may want to be driving instructors and be given information on how to become one and how to get the necessary training.

5.6 Don Clinkinbeard summarized the following: 1) Develop instructors; 2) develop students; 3) keep the existing program until another can replace it; and 4) the track committee should figure out a new plan for the next year.

5.7 The policy is to be kept the same with clarification.

Meeting adjourned at 9:45 PM

Respectfully submitted by:

Patricia D. Jolly

Secretary

January 27, 2002

-Anzeiger-

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

Consult oregonpca.org for the
latest information and locations

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John Mingst, Metro NY PCA

How old are your tires? Many tires have a build code that is three digits following the DOT mark. Look for this mark: "DOT," then three digits, for example "260." This means that this tire was manufactured during the 26th week of the year 2000. This is a great piece of knowledge when buying used tires, and the seller tells you that he just got them last year.

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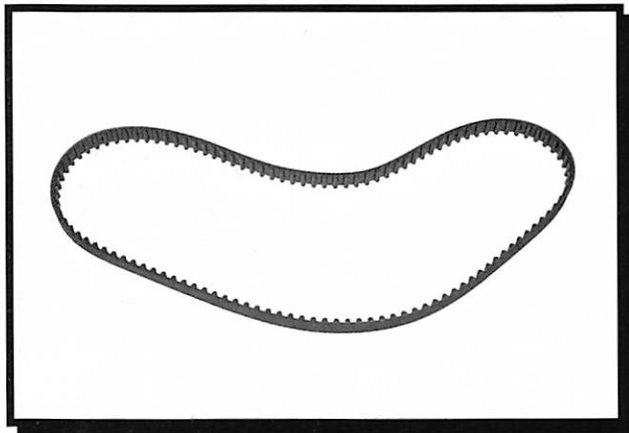
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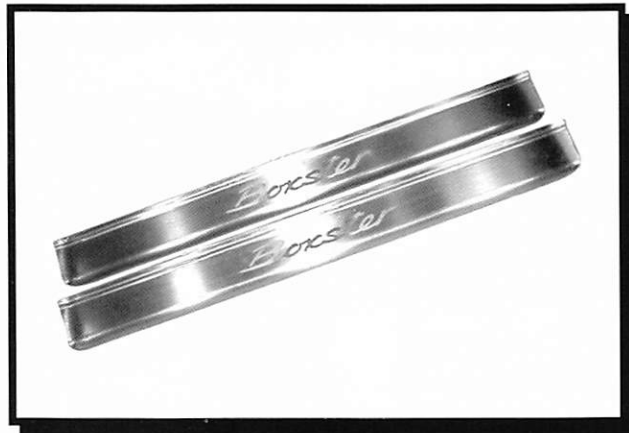
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