

Anzeiger



Oregon Region Porsche Club of America
March 2003 v43-n2

EAGLE





'03 Turbo



'03 Cayenne S



'63 356B

PRE-OWNED

| | | |
|-------------------------------------|-------|-------------------|
| 2002 Boxster Guards Red/Black | ..... | .make offer |
| 2001 Boxster Grey, only 5,000 miles | ..... | .call for details |
| 1999 911 Coupe Arena Red | ..... | .\$49,850 |
| 1997 Boxster Red | ..... | .\$24,988 |
| 1996 911 Turbo Blue | ..... | .make offer |
| 1963 356B Coupe Red | ..... | .\$21,900 |

NEW

| | | |
|---|-------|-------------------|
| 2003 Boxster Arctic Silver Metallic/Black Partial Leather | ..... | .\$47,050 |
| 2003 Boxster Black/Black Leather | ..... | .\$49,340 |
| 2003 Boxster Meridian Red/Grey | ..... | .\$47,050 |
| 2003 Boxster Seal Grey Metallic/Graphite Grey Leather | ..... | .\$48,850 |
| 2003 Boxster S Arctic Silver/Black Leather Sport Seats | ..... | .\$60,000 |
| 2003 Boxster S Seal Grey Metallic/Graphite Grey Leather | ..... | .\$59,175 |
| 2003 Boxster S Slate Grey Metallic/Graphite Grey Leather | ..... | .\$58,870 |
| 2003 Carrera 4 Cabriolet Seal Grey Metallic/Graphite Grey Leather | .... | .\$94,955 |
| 2003 Carrera 4S Coupe Arctic Silver/Black Leather | ..... | .\$85,150 |
| 2003 Carrera Cabriolet Arctic Silver Metallic/Graphite Grey Sport Seats | ... | .\$86,455 |
| 2003 Carrera Cabriolet Guards Red/Black Leather Sport Seats | ..... | .\$84,775 |
| 2003 Carrera Coupe Midnight Blue Metallic/Graphite Grey Leather | .... | .\$88,610 |
| 2003 Carrera Coupe Seal Grey Metallic/Black Sport Seats | ..... | .\$75,390 |
| 2003 Carrera Coupe White/Black Leather | ..... | .\$73,645 |
| 2003 Carrera Targa Arctic Silver/Black Leather | ..... | .\$87,460 |
| 2003 Carrera Targa Guards Red/Savannah Beige | ..... | .\$79,315 |
| 2003 Turbo Coupe X50 option, Arctic Silver Metallic/Graphite Grey Leather | .. | .\$140,140 |
| 2003 Cayenne S Crystal Silver Metallic/Black Leather | ..... | .\$64,865 |
| 2003 Cayenne S Lapis Blue/Stone-Steel Leather | ..... | .\$65,080 |
| 2003 Cayenne S Titanium Metallic/Stone-Steel Leather | ..... | .\$59,720 |
| 2003 Cayenne S Titanium Metallic/Stone-Steel Leather | ..... | .\$61,290 |
| 2002 Boxster S Black/Black Sport Seats | ..... | .\$5,000 off MSRP |



Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v43-n2

Anzeiger

2003
MARCH

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

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

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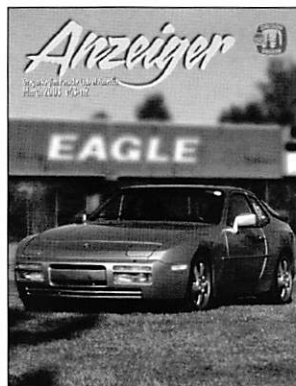
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Cover image:
Don Stroum Jr.'s 944 Turbo has an interesting story. See page 16 for details.
Photo by Chris Greenwood

Please check our web site often:
<http://oregonpca.org/>



Don Clinkinbeard
FROM THE PRESIDENT

I gave a verbal version of the 2002 Annual report to the membership. (Look for the full report in this issue of Anzeiger) This, of course, was the lowlight of the meeting. The highlight was the great people and excellent food for a reasonable price. Nancy Herron did her usual great job making this event happen. The upcoming events are looking strong in January, February and March with Go-Karts and Tech Sessions, our first day tour, an autocross and a TSD rally as well as several track events. I'm looking forward

So we are off to a running start. Our first event in January was well attended. Those of you who did not attend the dinner at the Spaghetti Factory missed the featured speaker: me.

to a great year. Speaking of a great year, I'm still looking for a volunteer to wrap up the year and chair the Holiday Party. We have an experienced team of folks that can help guide you. Step on up to the plate and feel the great feeling you get when you do something for folks that are less fortunate than the majority of us.

Your new board is taking off well. We are starting to look at getting our budgeting process closed so we can develop a

good idea of where we will end up financially closing out 2003. As part of the 2003 startup, we have a team of folks looking at the club bylaws to ensure they reflect our operational style and the new technologies available to us as well as ensuring accountability of the BOD to the membership. Be sure to check out the new area on the web site for BOD Communications. Lots of good stuff there.

So over the holidays the family went down to California to visit my folks. For some time I've been thinking of purchasing a large vehicle to use to transport the 944T to DE events. But most of my driving in this candidate vehicle would be the commute to work. I drive the back roads from Beaverton to Hillsboro each day and, after driving the Aerostar for about 2 years (the 944T does not make a good commute car anymore, it's way too fast and tempting) on this route, it occurred to me that it would be fun to have a sports car to drive. So I started looking at what was out there (Porsches, of course). I could pick another 944T unmodified but I already have one of those. A 911 would be great but we already have one of those. Hey, what about a 914? Why not? I found one in apparently great shape in Sacramento not far (about 2.5 hours) from my folks' home. Ian and I went over

continued on page 27

Kate Ayers
FROM THE EDITOR



Whew, I got the first issue under my belt. Maybe I'll get the hang of this after all. In truth, the team as a whole deserves the credit. Each month, we have a pre-publishing meeting to plan the upcoming issue. Actually, it's just an excuse to get together, eat good food and drink fine wine. But, after all, once you get out of your Porsche, what could be better? Plus, ORPCA is a very social club, the social aspects firmly intertwined with the driving aspects. And, for me, anything you couple with food and/or wine just has to be terrific. And then throw in fast cars — Heaven.

Anyway, volunteering to work on the Anzeiger staff has proven to be great fun, at least so far! I've said this as a preface to an appeal for more contributors. With a club of such dynamic folks as Porsche owners, we should attract more writers. There must be among us many aspiring and budding authors. We want to keep from whitewashing the magazine's content by only printing articles written by a small core group. At a minimum, I figure

many members must have a paragraph worthy of noting in our Backfire column, a Letters-to-the-Editor section.

Also, there's a unique opportunity for one of you to help the magazine right away. We need to replace our classified ads editor. Craig and Kirsten have dutifully compiled the ads in our Marketplace section for more than three years now and wish to retire. If you have computer skills and want to start your career in volunteer magazine editing, now's your chance. Just a little bit of time every month gathering, editing and formatting ad copy will help keep our publication chugging right along. And you'll get to see who's selling what before any of the rest of us! Send me a note if you think you qualify and/or have the desire to be a part of the *Anzeiger* staff.

Okay, enough pep talk/blatant begging. By now, we have started the year with two great dinner meetings: One at The Old Spaghetti Factory and the second at Mucho Grande. (There's nothing like Mexican food on a cold February day.) The next one, slated for Billygan's Roadhouse, should be fun. As I said, anything involving food and/or wine ...

In late January, our first tech session, at Guy's Interiors, brought a good turnout, along with some handy information. We'll keep you apprised of the dates and places as we schedule

continued on page 27

OREGON REGION CALENDAR



March

- 8 Auto Appreciation Day Trip
- 14 ORPCA DE/Track Day
- 15 TSD Rallye School
- 19 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 28 BMW Track Day
- 30 Autocross @ PIR

April

- 12 ORPCA DE/Track Day
- 13 Vintage Iron Tour V
- 16 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 26-27 Cabin Fever Tour

May

- 2 ORPCA DE/Track Day
- 4 Autocross @ PIR
- 4 Portland Karting DE
- 10 Warbirds & Wine Day Tour
- 17 Fun Rallye
- 20 Anzeiger Editorial deadline
- 21 Dinner Meeting
- 23 Lotus Club DE
- 30 BMW DE
- 30-June 1 Half a Mille Miglia

June

- 1 Portland Karting DE
- 13-15 Rose Cup Races
- 18 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 20-22 CART Races
- 28 Day Tour

July

- 11-13 Baxter Auto Parts Portland Historic Races
- 19 Fun Rallye
- 20 Anzeiger Editorial deadline
- 20 ORPCA Concour at Forest Grove
- 20 Autocross @ PIR
- 25 Shelby Club DE
- 26 Progressive Dinner
- 27 Tri-Club DE
- 28 Corvette Track Day

August

- 2 Day Tour
- 20 Win Casey Barbecue
- 20 Anzeiger Editorial deadline
- 22-24 Otter Rock Weekend
- 24 Autocross @ PIR
- 24 Portland Karting DE
- 29 Lotus Club DE

September

- 12-14 Sunriver Exotic Car Show
- 17 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 21 ORPCA Volunteer Recognition Party
- 21 Autocross @ PIR
- 27 Fun Rallye

October

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

November

- 7-9 Rainbonnet 2003
- 16 ORPCA 2004 Planning Meeting
- 19 Dinner Meeting
- 20 Anzeiger Editorial deadline

December

- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline



Club
Event

3RD ANNUAL CABIN FEVER TOUR

APRIL 26-27

FEATURING A STAY AT THE HISTORIC HOTEL CONDON

We'll have a breakfast meeting in Vancouver, followed by a trip up the Gorge via Hwy 14. Lunch will be at Baldwin's Saloon in The Dalles, quickly becoming one of our favorite lunch stops. The historic Hotel Condon will be the destination for the night, same as last year, and we'll see what the town has to offer again in the way of night life on Saturday night (you might be surprised...) Bring your favorite bottle of wine for sharing in the afternoon when we arrive at our destination. They have a comfortable meeting area in the middle of the hotel, easy chairs - the works. Then we'll meet in the dining room for a good meal of special regional offerings. Rates at the Hotel Condon are unbelievably low, even on the weekend, \$70-95.

Now is the time to reserve your room. Call 1-800-201-6706 to do so and mention that you are with the Porsche club. In the meantime, check out their web site at www.hotelcondon.com for a preview of this beautifully restored, grand old hotel. If you came last year, come join us again (you know we had a good time!) If you have not joined us before, you should consider coming along for the first overnight tour of the season.

This is a no-host event, so there's no event fee. Contact Gregg and Sue Hodge for more information at sghodge@bctonline.com or by phone at 503-518-9203.

Club
Event

MARCH DINNER GATHERING

Wednesday, March 19
Billygan's Roadhouse

18000 Lower Boones Ferry Road
Tualatin, OR 97224
503-684-3482

6pm - Social Hour

7pm - Dinner (order off the menu)

Join other Porsche members for some peanut-shell-dropping-on-the-floor fun - along with good food and libations!

No RSVP necessary - just show up!



Vintage Iron Tour V

Saturday, April 13

Time: Meeting 9:00 AM departing parking lot at 9:30 sharp.

Place: Stark Street Pizza, 9234 SE Stark Street, just west of I-205

Cost: \$5.00 per car.

We will view collections of cars and related goodies very few have had an opportunity to see in their entirety. Two collections and a no-host lunch. We should be done about 2:30 PM. Touring will take place in the greater Portland area with great roads for your Porsche. Reserve your spot today!

Your tour leaders:

Duane Luckow

(503) 761-9411

Steve Knepper

(503) 407-6408



Club
Event

TRACK DAY?

By Jim Ayers

Track day, you think, Hmmm, do I really want to get out on a racecourse with a bunch of idiots going full speed?

Of course you do! What other reason would there be for buying a high-performance car? You may think you just wanted to have the car because it was cool to look at. You might convince yourself the car is a kitten in cat's clothing. I think not! Your car was made with performance driving in mind.

Unfortunately, American highways, or at least the laws regulating American highways, dictate you will drive at a reasonable speed. We all probably push the definition of reasonable beyond what your local Law Enforcement Officer would buy off on. I should know, I was one of them for a long time. Enter DE/TRACK DAY: closed course, limited intersections, people who value their car as much or more than you do, no extraneous traffic, and no COPS. What could be better?

Well, now, I thought, how can I go wrong? I have driven fast in cars not designed to take corners with any degree of safety for years. Shoot, I know how to put a 1972 Plymouth, equipped with a 440-magnum engine, into a four-wheel drift and come out of a corner in a somewhat proper angle. Hell — oops, Heck — I was supposed to stay in my own lane when I did this. P.I.R. doesn't have any lanes; it has "THE LINE".

"THE LINE:" the fastest route around the track, the point on the track having the most adhesion, the place you want to be to go fast, the place on track your car will perform its best. Well, now, how does one find "The Line?" It seems easy to define the line when you watch video from the Goodyear Blimp. It's that black strip on the track. I'm sorry, you can't see the black strip from road level. Knowing the track is the way to know The Line.

How do you get to know the track? You take an instructor with you for a few laps.

Instructors know the track intimately. Unfortunately, I had to cut my instructor's time short (I became distracted when my oil temp went up and oil pressure went down), but Ken Tubbs taught me an awful lot in a few sessions around the circuit.

While I am used to driving fast, I found it a little disconcerting to have 20 or 30 other cars driving fast as well, given I was trying to learn the line. Most of the other drivers already knew the line and wanted to drive faster than me. The more laps I got through resulted in fewer cars passing me. Like all things new, getting the feel for your car at speed, learning how to handle it through high- and low-speed corners is best accomplished in a safe environment. Track Day fits the bill. 🚗

**** ** Please pre-register for this event at oregonpca.org ** ****

PCA at Portland International Raceway

DRIVERS ED/TRACK DAY

\$100/driver/full day

\$55/second driver

Pre-registration Strongly Encouraged

Club
Event

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

Craig Dahlgren 503.692.1968

- ORPCA Instructors available upon request.
- Our best driver training is available on a wet track!

Novice drivers will be assigned an instructor, subject to availability

March 14

Featuring: ORPCA driver training program

Instruction provided in your car by the professional instructors at **PRO DRIVE Racing School.**



- 9:00 AM - half-hour ground school + 2.5-hour Skid-Car session (fundamentals of car control).
- 12:00 PM track closed for lunch
- 1:00 PM Pro Drive track instruction begins with assigned Pro Drive instructor.

Cost: a bargain at \$249.

Space is limited. (usually sells out)

Call Pro Drive to register: 503-285-4449

Please register in advance to secure your spot.

(ORPCA track days only. Normal \$100 ORPCA track registration fee is extra. Free ORPCA volunteer instructors still available.)

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

Rear View Mirror

By Peter Linsky



Ever since I discovered sports cars, I've been compelled to have the best headlights possible for my personal transportation. After buying a new Triumph in the mid-60s, I quickly discovered that the standard 7-inch OEM round sealed-beam headlights were totally inadequate, especially when a friend and I began to rally in semi-rural areas of Los Angeles County.

On a dark road, we were out-driving our visibility at 45 to 50 miles an hour. Changing out those stock headlights was illegal at the time and, besides, there weren't many alternatives available, short of hanging some small Lucas driving lights on the bumper.

My buddy figured out a way to install some small, round aircraft landing lights in his Corvette. They were terrific, but gave the 'Vette's electrical system a hernia whenever he switched them on. They drew so much current, even with an extra relay, that he could only use them for a few minutes at a time. That started me on a search for improved lighting of a less complex variety.

After moving to Oregon, I took the first step by installing a pair of French Marchals with separate 65-watt incandescent bulbs. What a difference! The BMW 2002 that followed also had poor (i.e. DOT-standard) original lighting. Since I was again rallying intensively, something better was needed. New on the market at that time was the famous Cibié Biode, the first of the twin-bulb quartz-iodine lamps that could be universally fitted. Much like the Bosch H-1 dual-bulb assembly designed for the early Porsche 911-912, the Biode used a separate, small spot reflector for its high beam. The Biodes were wonderful, especially with 85-watt lows and 100-watt high-beam bulbs. The downside, other than the considerable price, was that they were bulky and required enlarging the rear of the Bimmer's headlight buckets for proper aiming. I augmented the Biodes with a trio of Cibié 5-inch driving lights on the bumper, aimed so that the outer beams crossed and gave me a hot spot about a hundred yards ahead of the car. They were very effective for night rallying, but I had to replace the alternator with one of higher output. Two Fiat Abarths that succeed-

ed the BMW both came with European Carello lighting, which I left alone.

In the late '70s, US auto makers pressed Congress for changes in the law that had mandated those inefficient, round, sealed-beams that had been standard since 1939. Not that manufacturers wanted better lighting; stylists wanted more flexibility in front-end and grille design. A rectangular lamp would in theory allow a lower hood and fenders. The Feds relented a bit and soon we had rectangular sealed-beam lights. Despite the new shape, they produced no more light than their predecessors. Eventually, public pressure brought rectangular lights with integral halogen bulbs. Though a great improvement, these 55-watt units could not be upgraded and were still anemic when compared to what was available on the aftermarket. European units that offered a choice of higher-wattage bulbs became mandatory if one wanted to motor rapidly at night.

As noted above, while Bosch provided European 911s and 912s with the twin H-1 assembly, cars that were exported to North America were equipped with single-bulb, dual filament 55-watt H-4 or H-5 headlights. Since these allowed individual bulb replacement, many US owners upgraded to higher-wattage bulbs. Because these more-powerful bulbs drew more amperage (and associated heat), repair shops were soon doing a brisk business replacing fried high/low-beam switches, especially in 911s and 912s. The cure was an additional, separate headlight relay installed on the fuse block.

Until the late 1990s, a 911 equipped with twin 100-watt H-1s was the hot ticket (no pun intended) for rapid and safe motoring after dark. The advent of high-intensity discharge (HID) lighting changed all that. More on HID's in a future issue. 🚗



Coming Events



Cabin Fever Tour – April 26-27

The Cabin Fever Tour is designed to be a value-priced event, providing a quick weekend get-away to shake off the winter doldrums. There is a no-host Saturday afternoon reception at our destination. Accommodations are selected to be good yet inexpensive, and all meals are no-host so there is no event registration fee for participants.

The tour visits interesting, out of the way places within a 200-mile radius of Portland. The roads are 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.

Day Tours

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

Autocross

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

We have competitors of all skill levels; it runs the gamut from those with decades of experience all the way to those with a shiny new driver's license and 2 days on a stick shift. There's something for everyone, and everyone has a great time! If you ever wanted to improve your car

control, drive fast, or just develop the skills to stay safe in an emergency situation on the highway, this is the event for you. Watch for details on the 2003 schedule, fees and other requirements as they become available here in the Anzeiger and on the website.

Rose Cup Races – June 13 - 15

Connected to the Rose Festival, this is a weekend of racing to really get into. The races are divided up into a number of different classes, based on engine size and modifications and also by age (as in the Vintage class.) The draw for this weekend event is that it is local in flavor. Cars come mostly from BC all the way south to California, and the competition is fierce. Many of the same group return year after year. It is a reasonably priced race compared to the others offered during the summer - with no frills, just good race entertainment. We have a number of our own members who race in this event. Come out to see them race in their Porsches (cars that actually look like the ones we drive down the street everyday) or in other cars that don't look like anything you would want to try yourself (like the Spec Racer Fords). There is also another race during this event that puts all of the different classes of cars on the track at the same time. This is the Rose Cup race which pits Porsche against Corvette and even the big engine American-made cars like the Chevy Camaro. This is always entertaining - although statistically the Porsche is "out-muscled" by a number of other cars traditionally in this one, you never know what is going to happen. Don't miss this event.

Volunteer Recognition Party – September 21

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

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

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



Around the Region

By John Draneas

I'd like to start with a couple of post-scripts to the thorough Anzeiger coverage of the Holiday Party. **Syd and Janet Baker** announced that they are looking forward to their 50th wedding anniversary later this year, and have decided to celebrate it in Greece. Carlyn and I committed to giving them all the travel tips we can. I'm sure Syd will be excited to learn that traffic laws aren't enforced in Greece, and he can drive as fast as Janet will let him. Unfortunately, the Greeks are notorious as being the worst drivers in Europe, so

I'll have to teach them how to say "Aaieeee!" and "Oh ___!" in Greek.

I also overheard at the Holiday Party that it was great to have **John Mazmanian** back. I like John, and it's great to have him back, but anybody



John Mazmanian

know where he went?

Speaking of going places, ORPCA Board member **Bob Falleur** has a sweet trip to Europe coming up. He's joining the LeMay Museum tour of nine, count them, car museums over a two-week trip, with factory tours and all the trimmings. Sure hope to see an Anzeiger article about it.

Back to holiday parties, the Car Addicts Club had its normal doozy at the world-infamous Blue Darter Lounge, located in the basement of **Ted and Shirley Anderson's** northwest Portland home. ORPCA Past President **Dennis Brookshire** was there, sporting his great new minus-50-pound look. He says he's been saving all the money he would have spent on food and wants to use it to get back into racing.



Bob Falleur

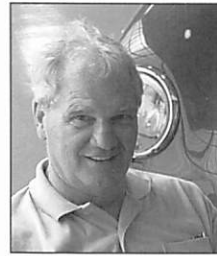
Jack Hogan was still suffering from the loss of his mother, but gave it his all as the evening's official bartender. Great apron! The high point was when **Rick Tiplady** stumped ORPCA trivia nerd **Peter Linsky** with the question how one shifts into reverse in a Messerschmidt. Peter was totally stumped and the look on his face was precious. The answer is to shut it off, flip the switch that reverses the battery polarity, and everything then works backwards. Apparently, Peter's never driven a golf cart. Other ORPCA members in attendance were **Paul and Ginger Aragon, Fred Bowman, John and Lois Mitchell**, and others too numerous to remember.

I'm glad to report that **Craig Dahlgren** has recovered from his badly broken leg well enough to go skiing again. He celebrated by flying to Texas and coming back with the keys to a gorgeous black Ferrari 355 Berlinetta. Now he's officially multicultural.

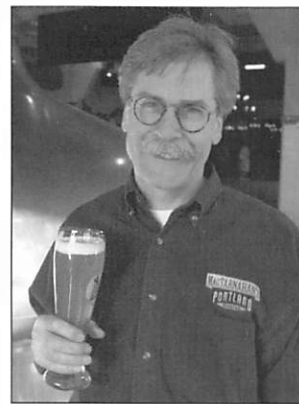
Also new to the ORPCA garage is Vice President **Don Stroum's** recent acquisition of a beautiful black Shelby Cobra replica, the culmination of a life-

long dream. Asked what it's like to drive, he reported that it takes quite a lot of getting used to. He has to stand up in the car to get in and out without burning his legs on the side exhaust. The gas pedal is where one would expect the clutch pedal

to be - offset that much to make room for the very wide 427 motor. He always thinks the engine is missing because he can only hear the exhaust on the driver's side of the car. It's really windy inside, the top is useless, and people are always staring at him. "OK, OK," I said, "forget the petty details, do you like it?" "Oh yeah," he answered, "when you're cruising along at 70 mph in third gear and stomp the throttle, it burns rubber." 'Nuff said!



Jack Hogan



Fred Bowman



Don Stroum

In January, Carlyn and I made our second annual trip to Arizona for the car auctions. This time, we stayed 10 days and caught both weekends' activities. The eBay/Kruse auction really wasn't very much of an affair. The Silver Auction was quite good, all things considered. The RM auction was

quite reserved. Not a lot of excitement, and quite a few major cars didn't sell. Once again, the Barrett-Jackson auction proved why it's the best. An awesome location, huge crowds, and the world's largest concentrations of fabulous automobiles and silicone implants. Always something to watch!

Like last year, American muscle cars were where the action was. Bidding was fierce on every nice-looking muscle car under \$100,000. High-end sports cars were down and, as you probably already know, the star-of-the-show Jaguar XK-SS and Reggie Jackson's cars didn't sell. Porsche owners knew what was coming, and only about five Porsches were entered the whole weekend. One of them was entered by ORPCA supporter **Dave Bingham**,

owner of Bellevue's Park Place Motors, who sold several cars. And Portland detailing legend **Dave Martindale** continued his B-J hot streak by buying an Alfa Spider for next to nothing, giving it nothing more than one of his spectacular detail jobs, and then selling it for \$16,000.

There were a lot of ORPCA'ers in attendance. Those I ran into included **Jeff and Jeannie Gretz, Billy Morgan, Kevin Neary, Brooke Myers, and Dave Schroeder**.

And last, but certainly not least, the infamous Draneas-Martin Saab should be back on the road by the time you read this. Thanks to **Fred Ankeny at A-n-T Tires**, the replacement motor is in transit as I write and perhaps the car will even have a new home by the time you see this.

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

Meet The New Rally Master

By Earl Green

I can't believe how nice it is outside right now. It's the middle of January and looks like it will be the nicest day so far this year. I was up early to beat the Saturday shoppers and got a great drive out of my recently acquired 1973 911S. I love Porsches!

I have not ridden in or driven any Porsche that felt the same as another. Each car has been uniquely different. I had the pleasure of riding in three 356s last summer: A 1954 with a Super 90, a 1959 Cabriolet and a 1963 SC Coupe. All of them had a completely different feel. Each one was surprisingly more modern than the last. Anyway, I just find the marque fascinating and, like many other club members, spend a great deal of time indulging in it.

I have been a member of the club for a year and a half. I originally joined so I could park in the car corral and drive the parade lap at the Historic Races. My first

club event was the tech session at Rothsport last January. Since then, I have gone on tours, participated in autocross, done the go-kart thing, worked the car corral at the Historic Races and attended Rainbonnet (including drivers ed). I definitely got my money's worth.

Last year, I got involved with the club's rally program. I was one of the volunteers who helped Bob Ellis develop and put on three club rallies. This year, Bob and his wife, Kathleen, have assumed other responsibilities with the club and I have become chairman of the rally committee. The rallies are going to be a blast this season! We are planning three fun rallies for



the summer. Each one will be very unique with the emphasis on fun. Keep an eye on the *Anzeiger* calendar and watch your e-mail for more details.

In March, there will be a TSD rally school instructed by Simon Levear. This will be the kickoff for the Friday Night Rally Series which is hosted by the Cascade Sports Car Club. I participated with this group last season and really learned a lot. They are very open to newcomers. They run four classes of competition with the majority of participants in the novice class.

Well, it is still a beautiful day and I don't need any excuses to take another drive. I have seen a lot of wonderful cars and met a lot of great people in the club this last year and I look forward to the many good times ahead. Have fun and get involved! 🏁

PKA On Track

The **Portland Karting Association** has invited experienced DE folks to run some track sessions during their races this year. Last year, we carefully selected some test drivers and it worked out very well. This year, they might give us access to their transponder system to record our lap times.

Unfortunately, there is no instruction available. This opportunity is really targeted for drivers with advanced skill levels. Folks with two to three years of DE experience may be eligible. The primary qualification is that you are responsible safe and predictable on the track. Passing rules are more liberal than most of the DE programs at PIR, but rely on drivers to use good judgement. Attendance is limited to 20 cars. This event is really fun and, if you are inclined to try it out, give me a call (503.356.1764) or e-mail (drcbike@aol.com) to ensure you are accepted at registration. This program has some insurance issues so, when we get closure on these, we'll let you know.

TSD Rally School & Rally

Saturday, March 15

(Porsches recommended, but not required)

- Class will be held at PCC Sylvania Campus in cooperation with Cascade Sports Car Club. This is the kick-off for their Friday Night Rally Series.
- Morning class runs about three hours and will cover all rules and general instructions for TSD rally.
- Class will be instructed by professional rally driver Simon Levear.
- After class there will be an hour lunch break followed by a final exam/TSD rally.
- Cost, classroom number and time will be sent with an e-mail reminder notice prior to this event.

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

Club
Event

My Other Favorite Car

By Duanne Luckow • Photos by Chris Greenwood

I purchased the 1965 Corvair Corsa in 1995 in SW Portland with 65,000 original miles. The car was in storage since 1982. I have twice performed a full restoration on the car. In 1998 the Corvair was rear ended at a stop light. It took two years to locate all the new-old-stock parts (NOS) and repair the damage. The 'Vair now has 93,000 miles. It is a Corsa model with a 164 cubic inch 140-hp 6-cylinder air-cooled engine.

This Corsa is completely stock. Some highlights are: Four-speed with posistraction, factory quick steering, and the first year for AM/FM stereo with multiplex and four speakers. Strato ease headrest seats are a rare option. It has a wood wheel on a telescoping column and tinted glass all around. The car has been shown at Forest Grove in 2001 scoring 96 points and this year went to Flagstaff Arizona to the International Corvair Convention and was judged at 94 points. Lots of cleaning when you drive them.

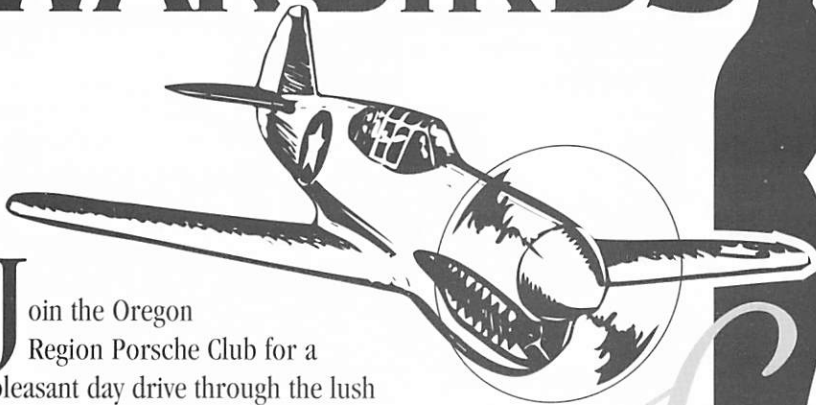
Amazingly, the car traveled 3,400 miles and averaged 27 mpg. I have obtained mileage as high as 32 mpg. The car uses AMSOIL products throughout. I really enjoy both my air cooled automobiles. They both have their place in automobile history.

Duanne is a highly skilled craftsman with many years in the automotive restoration business. He performs his own restorations, including custom fabrication and paint work. He fabricates unique parts for vintage automobiles of many sorts. Recently, he has been on assignment making AC Cobra bodies for automaker Shelby.

CG



WARBIRDS



Join the Oregon Region Porsche Club for a pleasant day drive through the lush Willamette Valley, and a guided tour of the Evergreen Aviation Museum. Afterward, we'll visit some neighboring wineries.

This is a bring-your-own-picnic-lunch event. Event cost is \$10 per person which covers admission to the museum. Look for more information in the next issue of *Anzeiger*.

Saturday, May 10

8:30 am - Rendezvous in Wilsonville

8:30 - 9 - Pre-tour Meeting

9:00 am - Tour Departs

10 - 12 - Evergreen Aviation Museum

12ish - Depart for neighboring wineries

ET Wine

ORPCA Autocross 2003

March 30 - PIR Pro Pits (inside track, cross at start/finish)
(NHRA drags on track)

May 4 - PIR Pro Pits (Cascade Club on track)

July 20 - PIR South Pit Area (Motorcycles on track)

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

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

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

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

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

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

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

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

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

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

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



ORPCA Annual Report for 2002

2002 Event Summary

Highlights:

When the year started, the BOD was anticipating a possible drop-off in event participation given the state of the economy. In fact, over the 2002 event year, some of this has occurred in a few areas.

Specifically, our DE program saw an impact in the average number of drivers attending the events. We went from an average of 75 cars per event in 2001 to about 70 cars per event in 2002. Despite that, we got lots of good feedback on our program.

The Half a Mille Miglia saw a solid increase in participation with some 70% of the attendees from the Porsche club and the remainder from the other Marque clubs. Rainbonnet attendance was flat, even though we were expecting a drop. I feel this was primarily due to the strength of the program including Vic Elford as the featured speaker, some great presentations by the national tech committee, bringing back the autocross on Sunday and adding parade laps and the driver skills clinic to the DE session. All those bolstered the value.

Our Dinner Meeting program added a dinner in every month based on attendees' requests and we have been averaging about 30 members attending per month. Our event communications have improved through the Anzeiger and email messages on upcoming events. We have re-established our autocross program and seen about 30 to 40 drivers per event participating. We have also developed a fledgling Rallye program that is making some progress in attracting members to the events.

We added a new event, the Volunteer Recognition Picnic, organized by your BOD to thank the club volunteers for their contributions. This event was a great success with nearly 70 volunteers turning out to have the BOD cook their lunch.

Lowlights:

An event we have struggled with for the past several years was our club race, the Oregon Romp. Despite the event staff's best efforts, this event had a low turnout of racers. The event strategy was to align it to the Start of Parade in hopes of attracting some of the Club racers from east of the Mississippi and Southern California. This strategy proved to be unsuccessful and the Club Race chairman

has recommended that we discontinue to offer this event in 2003. The 2002 BOD has accepted his recommendation.

Financial Performance

Profit and Loss Statement 2002 ORPCA Financials Income Statement Through December 31, 2002

| Income | |
|-----------------------------|-----------------|
| 4000 · Meeting/Events | \$24,030.50 |
| 4100 · Track events | 71,383.05 |
| 4160 · Rainbonnet Revenue | 24,255.18 |
| 4200 · Anzeiger | 12,907.25 |
| 4400 · Membership | 20,118.00 |
| 4900 · Miscellaneous Income | <u>79.25</u> |
| Total Income | 152,773.23 |
| 5000 · Cost of Goods Sold | <u>1,408.73</u> |
| Gross Profit | 151,364.50 |

| Expense | |
|---------------------------------|-----------------|
| 6000 · Meetings/Events expense | 22,999.96 |
| 6100 · Track expense | 64,366.36 |
| 6160 · Rainbonnet | 19,903.89 |
| 6200 · Anzeiger expenses | 29,825.57 |
| 6400 · Membership services | 3,802.26 |
| 6600 · Business Operations | 4,655.85 |
| 6950 · Charitable Contributions | <u>5,872.00</u> |
| Total Expense | 151,359.43 |

Net Income 71.53

Balance Sheet Through December 31, 2002

| Assets | |
|----------------------------|-----------------|
| Current Assets | |
| 1100 · Checking | \$25,582.41 |
| 1200 · Accounts Receivable | 4,154.64 |
| 1205 · Inventory | <u>3,635.33</u> |
| Total Current Assets | 33,372.38 |
| Total Fixed Assets | <u>553.28</u> |
| TOTAL ASSETS | 33,925.66 |

| Liabilities & Equity | |
|-------------------------------|--------------|
| Equity | |
| 3000 · OPENING BALANCE EQUITY | 26,097.09 |
| 3800 · Reserve | 25,703.50 |
| 3900 · Retained Earnings | -17,946.46 |
| Net Income | <u>71.53</u> |
| TOTAL LIABILITIES & EQUITY | 33,925.66 |

BOD Operations

Highlights:

The BOD has been operating this year strongly despite the loss of our secretary early in the year. Rather than distract ourselves looking to replace this position, we redistributed the work around the existing BOD and continued on. We have been

tracking our budget forecast to actual monthly and we tracked pretty well. The team has worked well this year, performing to our organization model that we set out at the beginning of the year. The BOD managed about 50 events over the past year while looking to start developing the future leaders of the club.

This year we spent our focus on improving the communications with the membership. We have invested significant energy in driving the magazine operations model to one of contribution by a multi-member team rather than two to three as in the past. This has borne fruit in improved content and operations cost reduction this past year.

Lowlights:

Even though we started the Nominating Committee in the June time frame, they struggled to identify qualified candidates for 2003 BOD positions and, as a result, were not able to meet the deadline for publishing the Ballot in the Anzeiger. Seizing the opportunity, the BOD tried an email ballot. This has determined that an email ballot is an effective means of both improving voter turnout (2001's total was 20 votes) and relaxing the required publish date for the Ballot as the Anzeiger lead time is some two months.

The BOD ceased to publish the Meeting minutes early in the year and never refocused on getting this happening again. This turns out to be an issue for at least a few members based on some feedback.

President's Summary

Overall, I feel the Club has run pretty effectively this year. The BOD has enabled and driven the initiatives we developed at the start of 2002. While there were some rough spots, overall the team has performed very well. The Club events have run pretty smoothly and at a break-even financial performance (after all, we are a not-for-profit organization). The Charitable Trust has grown in both contributions to the community as well as the value of the asset. Now having claimed all of this is the BOD's responsibility, the simple fact is that everyone who contributed a single minute as a volunteer also contributed to our club's success in 2002.

On Behalf of the 2002 Board of Directors, I submit this report to the membership,

Don R. Clinkinbeard
President ORPCA
3/1/03

Half A Mille Miglia 2003

The River Runs Through It Tour

Your Half Mille Team has planned another very special event that we are sure you will enjoy. For the theme, we have given it the nickname "The River Runs Through It Tour."

We start with a hosted dinner on Friday night at the **Salbageon Suites in Corvallis**, catered by **Iovino's Restaurant**. Call for room reservations at (800) 965-8808. Mention the "Mille" group code, and you will be given special rates.

On Saturday, we will follow the **Willamette and Umpqua Rivers** south and east, finishing the day with an optional 3-mile hike through an old-growth forest along the Umpqua River. Our evening destination is the **Steamboat Inn**. Nestled among the towering firs of the Umpqua National Forest, the Steamboat Inn is famous as the home of some of the most challenging steel-head fishing in the world.

Dinner will be the Inn's famous **Fisherman's Dinner**, served family style. At the dinner hour, guests gather in the library to sip an aperitif, enjoy the evening's hors d'oeuvres and exchange views of what made their day special. The main dish is followed with savory side dishes, fresh vegetables, and home-made bread. Oregon wines will be poured by the winemaker from **Abacela Winery**. The meal is brought to a gracious conclusion with a tempting dessert made specially for the occasion. Vegetarian diets can be accommodated.

The Steamboat Inn is a very picturesque, friendly, cozy establishment (check it out at www.thesteamboatinn.com). Part of its appeal comes from being small, which means that we will have the entire property to ourselves. The

hitch is that many of us will have to share accommodations, as many of their rooms are in 2- and 3- bedroom buildings. The Steamboat Inn has agreed to accommodate our group by taking reservations by the bedroom. The choices, and rates, are varied and range from \$90 to \$140. **Some accommodations are already taken, so call The Steamboat Inn soon, as reservations are on a first-come-first-served basis.** Their number is (800) 840-8825. Remember to mention that you are with the Half Mille.

Given the unusual situation of shared accommodations and the necessity that we fill the lodge, there are three rules to be aware of regarding your reservations:

1. You may reserve only one room per couple (two OK if two singles).
2. Your reservation will be subject to cancellation by us if you do not register for the Half Mille within 30 days after making the room reservation.
3. Reservations are non-cancelable if the room is not rebooked.

Overflow accommodations will be available at the Dogwood Motel, (541) 496-3403, located 11 miles down the river from the Steamboat Inn. Transportation back and forth will be provided.

Sunday will start with an exhilarating drive up the Umpqua, stopping for a short and very enjoyable hike around a fabulous waterfall. The 500-mile tour will end in the Portland area around 5:00 pm with a casual dinner. We promise you will never forget The River Runs Through It Tour.

**To register, contact Don Clinkinbeard
(503) 356-1764 or drcbike@aol.com.**

Concours Car Indeed

By Don Strow, Jr.

It was a hot Friday afternoon following a long workweek with heavy traffic. I was stuck in the Terwilliger curves with a few minutes left on the cell phone battery. I decided to touch base with co-worker and fellow PCA member, Bill Henry.

Bill has a ruthless sense of humor and claimed that he could no longer associate with me because I had recently sold my '83 SC Cabriolet. Someone please remind me to ask if there is a harassment grace period if you are between Porsches. The call became serious after he threatened to report me to the PCA police! I relented and asked for his assistance to find a replacement.

As luck would have it, Bill had already spotted a modestly priced 1986 944 Turbo in the paper that claimed to be concours-worthy. A concours car in *The Oregonian!* Doesn't that mean it's "a runner" and has a new muffler? I called the owner despite substantial skepticism.

Buying a Porsche is like getting married. To ensure success, one must explore her personality and history to avoid unnecessary

surprises. Porsches need maintenance and commitment. We talked for ten minutes about the records before focusing on the car itself. \$5,000 in maintenance and only 46,000 documented miles! Such a claim would scare away many buyers. So far so good.

The seller claimed to be the third owner and had bought the car from the original owner's son. I was told that it was never really purchased by the original owner, James D. Bede of Cleveland, Ohio. James Bede, an aircraft designer, apparently had a wind tunnel facility and performed services for Porsche here in the U.S. As the story goes, Porsche donated the car for wind tunnel services rendered. I have yet to confirm Bede's relationship

with Porsche but it seems more credible than if he had claimed prior Elvis ownership.

The car was located an hour south of my residence (two hours in Friday traffic) and I was secretly hoping to uncover a problem with the car to avoid the drive. After the seller repeatedly promised the car as "concours" I turned the discussion to price, something I normally don't discuss over the phone. I was surprised to

Next came the window sticker with option list. Even the window sticker was carefully kept. Everyone wants performance options on their Porsche and this car didn't disappoint. Options listed include limited slip, heated leather sport seats, sport suspension (Koni shocks), electric sunroof, cruise, central locks, Monterey cassette, sport steering wheel, and Kalahari Metallic (Gold) paint with color matched Fuchs.



hear that he was willing to reduce the price in excess of 30% to expedite his purchase of a new motor home. I arrived at his door in about thirty minutes. Please forgive me if you were on Interstate 5 that evening.

The car was garaged and safely stowed under a fitted cover. Viewing a car this way is a bit torturous, especially if the seller is methodical and unwilling to simply rip the cover off. I hadn't felt such suspense since prom night over a decade ago. The exterior (the car's) appeared perfect and I knew there had to be a problem. Surely the aggressive price reflected mechanical issues. As the saying goes, "If it's too good to be true, it is." Not this time.

The car exceeded my every conceivable expectation and I purchased it that night. I usually experience a degree of buyer's remorse after an auto purchase, especially with those emotional non-practical purchases for which this car certainly qualifies. No remorse this time.

Subsequently, I upgraded the car with 17-inch FRH wheels. FRH happens to be co-owned by Gary Shultz, a local PCA member who manufactures and imports quality Porsche, VW, and Mercedes wheels.

Oh, and regarding the suspense from prom night I neglected to describe. She was also concours and well optioned. I married her, too! 🍀

The New Face In The Goodie Store: A Portrait Of Liz Green

By Katie Ayers

Liz, you've just taken over management of the Goodie Store, a position that has been vacant for some time. What background do you have that will assist you in this endeavor?

I am a partner in a local Business Forms Brokerage (Millennium Graphics and Forms). I have been in the business since 1993. In 1999, a salesman for my previous employer and I decided we would be best suited going into business for ourselves. We were able to do it and have been growing ever since. Our main bread and butter comes from selling business forms and printed goods. We expanded our product line to include promotional products and clothing, and it's actually been a great market and a great learning experience. With the background behind me, it made it possible for me to volunteer into a position I was comfortable with. It also allows me the opportunity to broaden the scope of what we sell and, hopefully, bring a much more attractive price to the members. Lord knows we all like wearing things embellished with the "Porsche" logo. I hope to make that a much more attractive ensemble by making it affordable also.

Do you have a plan for how you wish to run the Store?

I have only seen the Goodie Store operated twice in the past. The first time I saw it was at the Historic Races in 2001, which is where my husband, Earl, and I registered as members with the PCA. I helped run the Goodie Store at Rainbonnet, and that was a great

experience. It showed me that we need to bring in more types of clothes and other goods that carry the Porsche name or crest. I hope to make smaller the quantities we carry and expand the types of products we carry. I think we would be better to offer only 2 or 3 of any one

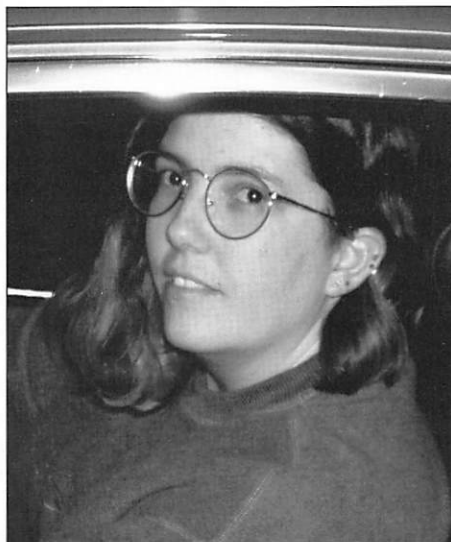
given thing and be able to offer twice as many "things" to browse. I also hope to be able to set up catalog shopping. My intent would be to bring catalogs of different wearables so people who say, "I like that shirt ... if only it was a different color/size," would be able to order what they want in their size/color. The delivery time would be longer than the "instant gratification" we all like when shopping, but it would give them a broader selection while keeping the price affordable. I've also been browsing other PCA regions' web sites and have seen several that have an online goodie store. They don't offer sales online, but they do show the products and people can e-mail their orders. This is some-

thing I would love to see happen as it would increase Goodie Store sales by keeping it open 24/7/356 (oops, that would be 365, must be my Freudian desire for that car Earl hasn't bought for me ... yet) and it would also drive more traffic to the ORPCA's web site to keep people informed and interested in upcoming events.

This past year, the Store was open only at a few of the Club's large events. Do you intend to have merchandise available through-

out the year for members to buy between events?

Having it available is my main goal. I think we have only 3 scheduled appearances of the Store on this year's calendar. Those dates have yet to be determined, and I would hope a note would be added



to the website to let people know when they can find it "live." But, as I said, my goal would be to either place a page on the ORPCA site, or maybe a link to a page I can build myself. I like shopping from home. More importantly, I like shopping when I can afford it. I know a lot of people come to events and come prepared

for the Goodie Store but find something they can't live without and have already spent what they planned to. My hope is that people will be able to see things they're interested in and order it at their leisure. The Goodie Store has always been a great financial boost to the club, and I would like to see the sales grow, while making it easier for club members to really get what they would like.

Can members contact you any time or do you have limited hours/days you wish to receive purchase requests?

Members can contact me anytime, via e-mail, at liz@millennium-graphics.com. I am there every other day, so my response time won't be instantaneous. This e-mail comes directly to me, so just make sure the subject line mentions something about the PCA. (Not that I ignore my business e-mail; it's just not always high on the priority list.) I hope that I can have enough information put together as to how much things cost, how much different embroidery (whether it's a sewn logo or crest) costs, etc. that the members will have it readily available and not have to ask too many questions. I must admit I shop a lot, and I hate not knowing or finding things that are vague. But, if anyone has any questions about anything, from clothing to other promotional goods, I welcome the e-mail. Just be advised that I have to answer it during my working hours, but I will answer it.

Are you taking requests just by e-mail, or are there other ways members can contact you?

They can also send me physical mail if their heart so

continued on page 24

Old Cars And Fuzzy Strips

Jim Ayers Tech Editor

Having just recently been appointed, anointed or just directed to be the Tech Editor for Anzeiger, you will have to learn to tolerate me or give me ideas for good Tech articles. My thought has been to have readers send me questions; I will contact the knowledge base of advertisers and try to write concise answers to those questions. (Contact me at jimnkater@attbi.com.)

Given I have just recently enmeshed myself in the process of restoring the "Fuzzy Strips" in the window frames of ESCRGO, a young 26 year old Porsche, I have decided to make this the first Tech Article. To anyone who is driving a newer car this will not be an issue, to the many of us driving cars beyond their adolescence, it is a serious issue.

Do your windows not roll down after a rain, or for that matter, after you have washed the car? Chances are your Fuzzy Strips aren't so fuzzy anymore. Actually they are probably not even strips anymore. A number of issues can play into to this malady; the channel felts in the outside frame of the window track, a bad regulator mechanism or those simple little fuzzy strips below the visual window line. What may appear on face value to be a simple little fuzzy strip is in fact a bit more complex fix. In order to remove and replace the offending mass of decomposed fuzz, you must first dismantle the door. The door does not need to be taken off of the car, but nearly everything must be removed from the door.

The trim strip with the outside squeegee must be lifted off the door (it actually just clips on, so use a small screw driver to carefully lift it off (Fig. 1 & 2), roll the window down and do this from inside the car to avoid paint damage.)

Next comes the door panel removal. This is somewhat more involved. Remove the window wind lever by lifting the plastic cover and unscrewing the center screw. Don't put this lever too far away, as you will be using it later. Now you have to remove the top panel of the door panel assembly,



Figure 1



Figure 2

This usually involves removing two screws, one on the top front of the panel cover and one on the inside rear portion

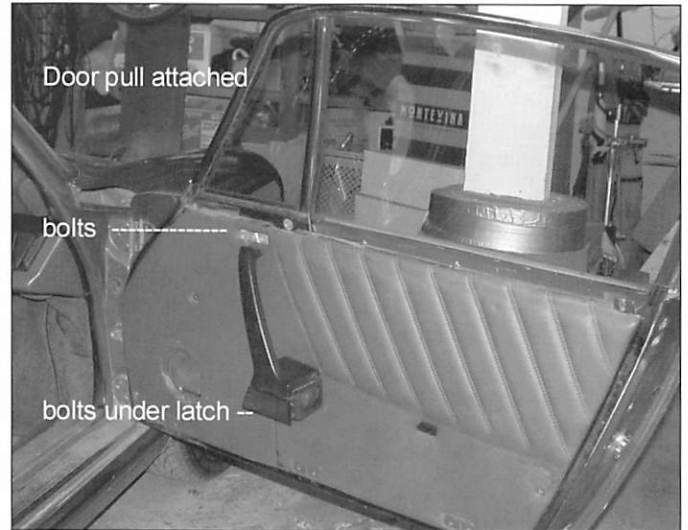


Figure 3

covered with a black plastic cap. You will also need to remove the plastic lock plunger. Once all of these items have been removed you will lift the door panel top off (Fig. 3). If you have an electric mirror you will have to remove the wire leads from the switch (Porsche has been very good about color-coding the wires and the switch has a color code diagram to help in reconnecting the wires.)

The removal of the door handle and armrest assembly is your next step. You will need a set of metric sized Allen wrenches and a Phillips screwdriver for this process. Reach behind the plastic inner door handle and push the rod which connects to the handle up and out of the receiver on the back of the handle. Be careful to not lose the white plastic

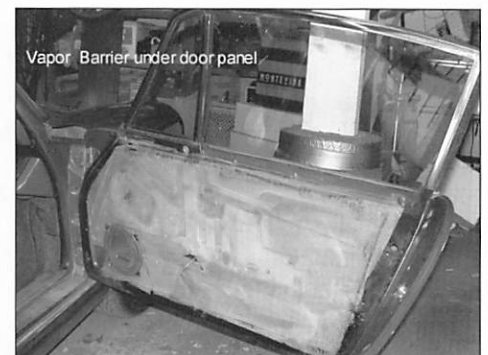


Figure 4

seat from the handle. Using the screwdriver, remove the screws holding the storage box portion of the armrest. The armrest pad will also be removed at this point. Your next step will be to remove the four

(4) bolts from the grab bar-door handle assembly, using Allen wrenches (Fig. 3). You must also remove the plastic brackets to which the storage box is screwed. Door mounted speakers will also have to be removed.

Carefully remove the plastic vapor barrier from the door. You will probably have to reapply it using contact cement, which comes in a spray can and can be purchased at any auto parts store (Fig. 4).

Depending on the year of your vehicle you will have 7 or 8 bolts to remove in order to be able to take the chrome window frame out of the door. The bolts are located on the ends of the door and are covered by black plastic body plugs. Lift out the body plugs and using an Allen wrench remove 3 bolts from the rear side of the door, 2 at the top and 1 at the bottom of the door (Fig. 5). Again, depending on the year of your car remove either 2 or 3 bolts from the front side of the door. The last 2 bolts to be removed are one at the base of the rear wind wing trim and one in the middle, inside of the door near the bottom. The inside bolt has a locking rectangular piece of metal, which holds the channel frame in place (note how the piece is located in the channel).

At the front and rear channels you will have a black plastic or rubber seal around the base of the window frame, gently peel this loose from the frame with a razor knife (you will re-attach it later using contact cement).

Re-attach the window roller, roll the window down approximately half way and begin lifting the chrome window frame out of the door. It may become necessary to roll the window all the way down.

After removing the frame you can remove the window by sliding the window forward on the regulator arms, then moving the glass off the regulator and pulling up to take it out of the door. You may be able to get away without removing the glass. Just don't use the glass as a



Figure 5

fulcrum when applying pressure to install the outside fuzzy strip.

Using a small flat bladed screwdriver or a putty knife remove the outside fuzzy strip by popping the snap insets out of the door (Fig. 6 & 7). Clean up all debris from inside the door, particularly from the window regulator. Installation of the new outer fuzzy strip is a simple matter of plugging in the snaps making sure the snap is located on the bottom portion of the strip. It will take some pressure to seat the snaps. If you did not remove the win-



Figure 6



Figure 7

dow make sure to not use it as a pry point to apply pressure or you will be replacing the glass.

The inner fuzzy strip is a pull off/push on item and can be removed and replaced easily. I did note some of the replacement strips have a lip, which extends over the top of the door panel top piece; this did not work on my '76.

While you have the window frame removed from the door, inspect the channel felts in the frame. Replacing these felts, if needed, is easier now than repeating the process later.

Re-assembly of the door is the reverse of the above procedure with one exception. When installing the bolts into the chrome window frame just start the bolts then follow the below tightening procedure.

Beginning at the bottom rear bolt, tighten either the 2 or 3 lower bolts across and toward the front of the door. Tighten the middle rear bolt, then the top rear bolt. Move to the front middle bolt then the top front bolt and finally the bolt at the top base of the wind wing. Ⓢ

"Born to be Wild:" La Carrera Panamericana 2002

by Forrest Hatch

Editor's Note: Forrest and his wife Bonnie are long time members of PCA. They currently live in the hills near Medford, OR. Forrest has been a piloto/copiloto in the LaCarrera Panamericana for the last 5 years including a first-place finish in 2001 in a 912 Porsche. What follows is the second installment of the story surrounding the 2002 race in Mexico.

Day 1, Friday, Tuxtla Gutierrez to Oaxaca: 6 velocity—70k, 8 transit—458k

Day one was filled with the promise of an exciting race. The start line was filled with hundreds of spectators and all the racecars and drivers were decked out in their new and finest colors. Neither the cars nor the drivers would look this good again. The starting arch was inflated and there was a ceremonial start with each car being flagged off the podium. There was a lot of excitement. The pilotos (drivers) were nervous, the copilotos (navigators) were carefully checking and rechecking the official times, the route, the transit time calculations, and a state of high anticipation was experienced by everyone. The TV interviewers were running amuck and cameras were going off everywhere. All the beautiful people were being seen and the politicians were jockeying to be seen with the best-looking cars and women. Semi-controlled confusion was everywhere. Finally at 8:00 AM the race began. The cars were moving, the crowd was clapping and screaming, the engines were at full song, raucous and impatient to be let out. And we were away.

The day was a great day through four speed runs and we were well into our sixth transit when Peyton said quietly, "I think we have a problem." Words to put fear and remorse in any copiloto's ears. "I just pushed on the clutch and it went to the floor," said Peyton. We were still moving and the car could be shifted by matching the engine RPM to the transmission RPM but, if we stopped, we had no way to get into first gear. This was not good news.

The car had a hydraulic throw-out bearing on the clutch and we needed to see if it was a fluid problem or a seal/o-ring problem. So we pulled over in a small town and popped the hood, talked to a local who sold us some fluid, filled the reservoir and proceeded to bleed the

clutch hydraulic line. The fluid dripped from the bell housing and we knew that we were essentially dead for the day.

Where we stopped there were, within minutes, about a hundred school kids. Having nothing else to do, I got out some of our 'car cards' and was about to give out a few when I was instantly mobbed. Hands grabbed me and the cards. I was almost knocked off my feet from the



crush. I quickly put away the cards and grabbed some suckers and threw them away from the car. The kids pounced on the candy and I rushed to put everything away and got back into the car.

When I told the kids that we needed a push, about 200 willing hands pushed on the car and we were able, with the small amount of clutch we now had, to get into gear and the car roared off down the road, leaving our willing hands waving and the kids laughing about their great adventure for the day.

We managed to get to the next Z-control (check-in point) but, because there is a timed flag start at each speed section, we were once again dead. Luckily, we had come to a stop just in front of a small shop so we bought a beer/fresca and talked to the officials. We even got a push to the start line but they eventually ordered us away from the start. We could

do nothing but wait for our support crew to come with the hauler and parts.

Meanwhile, the Suburban with the car hauler was in transit to Oaxaca, the parts van following. As Will in the Suburban was going over a small bridge, a large 18-wheeler drifted over the centerline and the semi wheels rolled over the wheels and tires of the car hauler. This slammed the trailer into the side of the bridge, flattened three tires and demolished the trailer. It, however, stayed attached to the Suburban.

The semi never slowed down and quickly disappeared. Will got the rig safely stopped after plowing a nice furrow

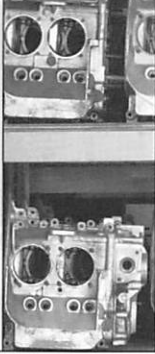
down the pavement of the highway with the trailer. Pictures were taken and a damage assessment made. A 'Green Angel' showed up and decided he wanted the trailer delivered to his shop; apparently a side business. So they took a winch cable from the trailer and ran it under the trailer and over the front brush bar of the 'Green Angel' truck and actually suspended the trailer between the Suburban and the 'Green Angel.' Like this they drove down the road and to the shop.

Will knew nothing about our problems and we knew nothing about his. Cellular service exists in Mexico but US phones usually do not work there and we had no communication between the racecar and the support vehicles. We were now down to no car hauler and two support vehicles with parts.

Peyton and I were sitting at the restaurant when another team's service vehicle came by and told us that our trailer had been destroyed but that the people were unhurt. About the same time, the service vehicle for an early Corvette came by and offered to haul us into town. We jumped at the offer and were soon on our way.

The day had started great but we were out for the day. However, we were hopeful and anticipated getting the car fixed and ready for the next day's race. Day one concluded with a DNF (Did Not Finish), with maximum times for the last two speed stages. Later, we were to find out that the first place car was over 12 minutes ahead of us and third place was over nine min-

continued on page 22



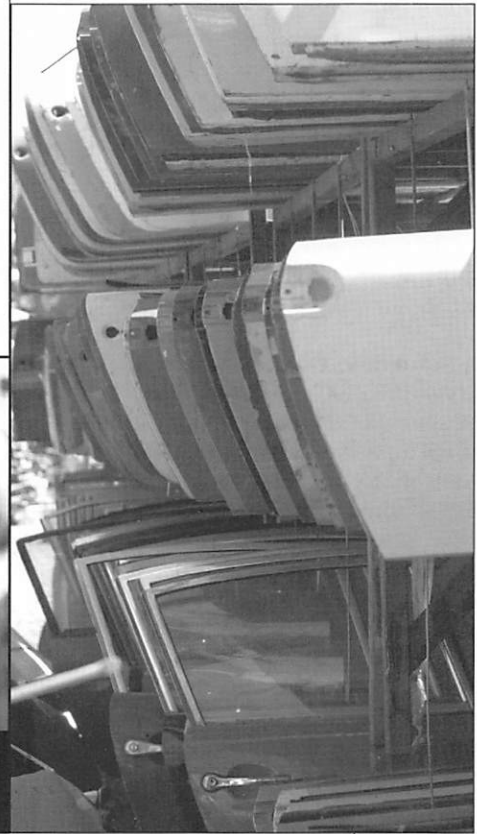
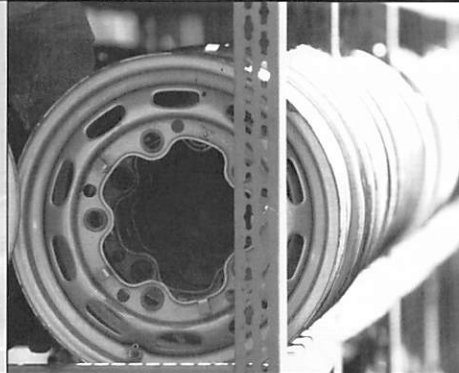
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La Carrera

continued from page 20

utes ahead. Our hopes for being on the podium at the race's end were not promising.

We missed the finish arch and went straight to the Hotel, where we found our service crew. They went straight to work pulling the transmission and getting at the hydraulic throw-out assembly. It was a late night but the car was fixed and ready for day two.

Day 2, Saturday; Oaxaca to Puebla: 5 Velocity—80K; 8 Transit—363K

Because of our DNF on day one, we had to start in 65th position. This meant that we would probably have to pass slower cars all day. In addition to our mechanical problems, we also had this added penalty to deal with. I talked to the drivers ahead of us and they all knew that we were faster than they were and they would be looking for us. We agreed ahead of time that we would pass only on the left and give them light and horn notice of our presence.

It turned out that we did pass several cars but they were all very courteous and we passed them with a minimum of impact on our times. After our eighth section, we drove to the Zocalo (Main Square) of Tehuacan where there was a huge celebration. The cars blasted down the cleared streets right into the Zocalo where they were immediately surrounded by hundreds of people. We had a wonderful time playing *Born To Be Wild* and other songs while signing 'car cards', shirts, skin, etc and dancing on the rear deck of the car. We handed out suckers to the kids and enjoyed a hero's welcome. Quite a reception for a small-town lad from Oregon. This was Peyton's first experience with the Mexican crowds and he was in hog heaven. We then drove on to Puebla and the finish arch where another huge crowd greeted us. At the drivers' meeting, we were on the podium with a second place finish and trophy. The team was ecstatic and we were rockin', baby!

Day 3, Sunday; Puebla to Morelia: 3 Velocity—47K; 5 Transit—420K

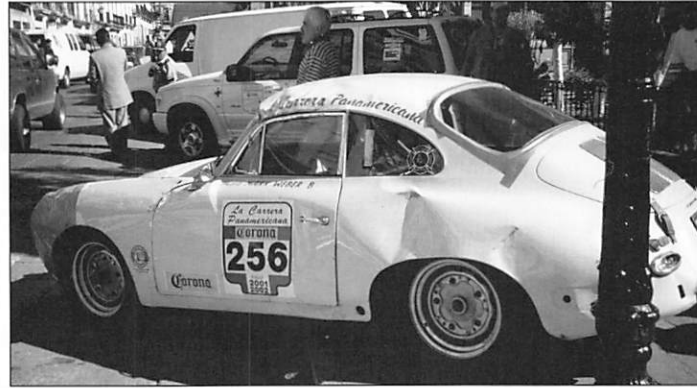
Based on day two's performance, we now were in 13th position and were again near the head of the pack. Today we had to get through Mexico City so route finding would be challenging and check-in times would be critical. Also today we would have our first shot at the famous section of road known as Mil Cumbres.

We really cooked the road. No route-finding problems and no penalties. Mil Cumbres was wonderful, and Peyton was now driving with his usual silky smooth hand. He knew that the next day we would drive Mil Cumbres the opposite direction and he was as happy as a puppy with two peters.

We drove into Morelia with the lead cars and were greeted at the finish arch by Jan and Lyn. Peyton's wife and her girl friend had come down for the celebration and fun. At the drivers' meeting, we were awarded first place, and the girls and crew went crazy. Everyone was feeling good. Of course, we belted out *Born To Be Wild* with unrestrained enthusiasm. Changing the carburetor jets made our car really strong at this higher altitude.

Day 4, Monday; Morelia to Aguascalientes: 7 Velocity—106K; 10 Transit—468K

Based on day three's performance, we moved up to 11th position. We were told



that the last stage at the Autodromo (race-track) would not be run and so we started an hour later in order to help keep the morning sun out of our eyes on the run back up Mil Cumbres. This was a welcome notification as this was the run where two fellow racers had gone off in a prior La Carrera and were killed.

We roared back up Mil Cumbres and it was fantastic. Adrenaline and testosterone was heavy in the air and everyone was having a blast. However, just before the service stop, the clutch failed again. We were moving, but we still had 14 stop-lights to go through with no clutch. We talked about killing the engine, putting it in first gear, then using the starter to move and start the car. This was to be a real test. Luckily, the police were clearing the way for us most of the time, but on three occasions, we had to stop and use the starter technique. Would the battery/starter hold out?

After making it all the way to the service entry where they made us stop for food and beverage, we couldn't get the car to move. The battery was too weak.

Luckily, our crew had gotten there ahead of us and they came running and pushed us into a parking place. We had 40 minutes maximum at the Service stop, so the guys pounced on the car. They filled and bled and tried everything. They finally announced that it was no use; the o-ring seal had again failed. We had a little clutch but it was fading fast. It then started to rain. It had spritzled off and on but now it was serious rain. We put up the pretend top. I told the guys that, if we could somehow get the car to the next Z control, they just might cancel the two remaining speed sections due to rain and slick roads. We decided it was a no-lose situation and the crew would follow behind us in case we needed a push if we got stalled. We had 16 lights we had to go through with no clutch. We took off. Again, we were lucky and the police had the road cleared.

We pulled up to the Z control with a smidgen of a clutch. It was raining so hard that the control workers were in yellow rain coats and under plastic.

They recorded our time and, when we went to the Control A start, we were told that the stages were canceled and we should go directly to the finish arch. We remained quiet until about 50 meters from the start line and then we started yelling and hollering with joy. The gamble had worked. Now all we had to do was get to the finish arch, which was about 50K down the road in the center of Aguascalientes — through another 15 lights.

Once again, the police cleared the way for us and a traffic cop with lights flashing even pulled directly in front of us and led us through the town to within coasting distance of the arch. We rolled right up to the arch where we got a beverage and our finish medallions and handed in our time card. When they waved us through with the crowd cheering and the music playing, we simply said that the car was dead and we needed a push. The crowd loved it and jumped behind us and pushed us right into a parking place in the Zocalo. Wow! What a day. We were both totally emotionally drained, but it had worked and we had finished.

At the drivers' meeting, it was announced that we were once again first for the day, even though we had finished the day without a clutch. The boys got busy and changed out the entire throw-out mechanism, and again the car was ready for the next day. It had been a tough day for all of us but we were still running and our spirits were high.

To be continued in the April issue.

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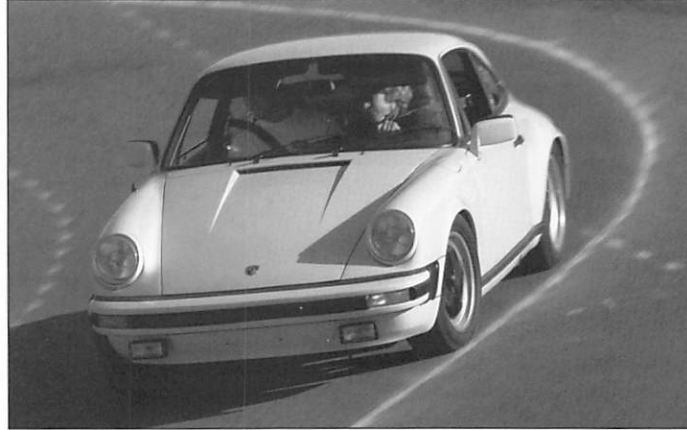
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Meet the Board: Kathleen Ellis

Hello, my name is Kathleen Ellis. I am your newly elected Secretary for ORPCA. Given some of the longevity in the club, Bob and I are relatively new members, joining ORPCA in 1999. My passion for the Porsches began in the late sixties, when I had the good fortune to meet a ski instructor at Lake Tahoe who just happened to own a little black Porsche. It was quite the experience cruising around the lake in that car. I was hooked, although I didn't believe I would ever have the opportunity to own one. As fate would have it, in 1998 a good friend of mine decided to sell his "first wife," a 1979 911 SC, due to an overload of toys. We bought the car and joined the club the following year.

Since joining the club we have had great fun exploring the different venues and are still amazed at the variety of club activities available. They all have the common denominator of great people and super cars. I have worked and driven

Autocross, participated in Rainbonnet, Sunriver Exotic Car Show and Concours, attended some social functions, tried out Drivers Education and even attended the



national Parade in Boise. This year I served on the Auction Committee for the holiday party and also worked the three TSD Rallies. The Porsche was also a good excuse to attend other club's events such as Spring to the River put on by the

Vancouver Island Region. In short, I enjoy the versatility of the car in the different events and the people who share an interest in the Marque.

As secretary, my first duty is to record the minutes of the BOD meetings. This year the minutes will be posted on the Website for all of you to review. Along with the task of recording minutes, my general area of responsibility is Communications. Currently, we have the Anzeiger, the Website and email as our vehicles to provide information to all of you. I encourage you to explore the information available. Additionally, I encourage you to respond to the information and let us know what events you would like to see on the agenda, etc. Also, if you have suggestions to enhance the system, please let me know. My goal for this year is to work to ensure that all club members

are informed of the activities of the club in a timely manner. Armed with the information, perhaps you all will be able to participate in more of the events. I look forward to meeting more of you this year as I participate in various events. ☺

Liz Green

continued from page 17

desires. I can be reached at Millennium Graphics

Attn: Liz Green ORPCA
1635 SE Enterprise Circle
Hillsboro, Oregon 97123

Hopefully, if I get a web system implemented, it will also contain all of the contact information. My partner has been gracious enough to let me use my time in ordering and producing the goods for the store; I would hate to defer so much of my "business" time to something my partners don't see a return on. Later, I will

include my personal e-mail address as well as phone number, as then the questions would undoubtedly be unresolved with the information they have in hand.

Do you have some new and/or novel merchandise this year?

This year, we're bringing back fleece blankets. They seemed to be a GREAT hit, but they sold out quickly and were gone. I've also brought in some reversible vests (waterproof on one side/fleece on the other), travel bags and some different styles of shirts. We'll always have dress shirts, t-shirts, hats ... if anyone has any ideas of products they would like to see (i.e. a style of shirt, coat, aprons, sweats) I

would love to hear from them — soon. It takes several weeks to get all of the product ordered, delivered and embroidered, but we can do just about anything.

Can you give us some other examples?

I know how people shop: they're out, they see something they like, they buy it.

It would be great if they could find something they like on the Internet, send me a link to it and I could track it down and order it. What would also be interesting to see is the response to me taking "custom" orders. I wonder how many people out there would like to have the "Porsche" word or crest embroidered on their favorite coat? And would people be willing to surrender their favorite coat for 2-4 weeks to have it embroidered? As for examples, I don't have off the top of my head, but I have a whole catalog full of them. I don't know what men like to wear these days, and I will never be a fashion queen. I will rely on the input of the members to find out what they want to wear, what colors are "in" and what they find as new/refreshing.

I hope to bring a new breath to the Goodie Store and open it to people who may never have seen it. I know members don't always attend the events, so I hope to bring it to the region as a whole. Any comments, suggestions or advice on how to do that and keep as many people happy as possible are MORE than welcome. ☺

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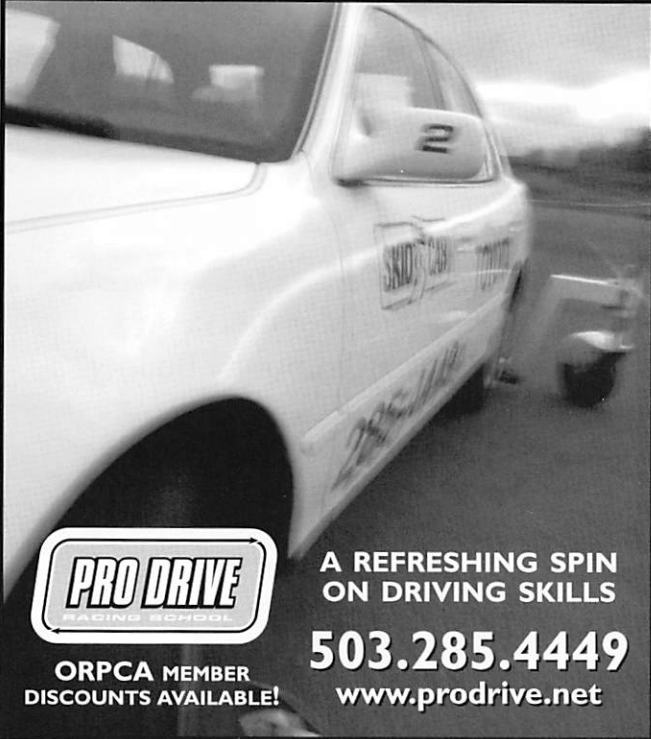
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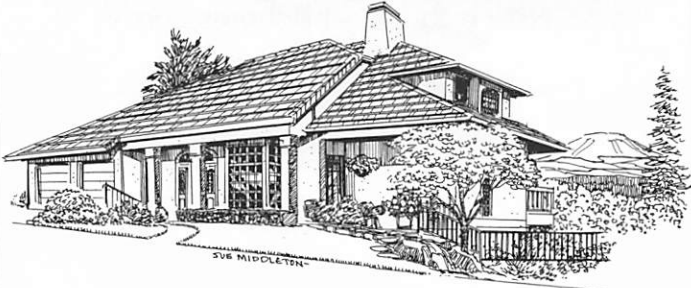
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From the President

continued from page 4

to take a look and get a test drive. I made a deposit on the spot and purchased it the next day (got a verbal update from the mechanic that maintained the car). While I probably could have found one for a lower price if I had waited, I really needed the car right away to support my son Brandon's transportation need for college.

So I got this great car home and started to drive it to work immediately. The Monday of the second week, the fuel pump died. Hey, some incentive to put the 944T back together. Ian and I put in about 4.5 hours to get it bolted back together after changing the blown head gasket from Rainbonnet. It drives great and is nearly ready for the AROO DE day on March 1. This will be followed by the ORPCA DE on the 14th and a TC DE on the 15th. Portland Karting Assoc is tentatively offering (pending insurance issue closure) a DE for Advanced drivers (see more about this in this issue of the Anzeiger) on Sunday the 23rd and BMW ACA has a day on the 28th. Hey, you can get lots of seat time (and probably some rain time) before the end of March this year.

All for Now,
-drc-

From the Editor

continued from page 4

them throughout the year. Then, early February, a small, but ambitious, number of intrepid skiers headed to the second annual ORPCA Ski Weekend. Unfortunately, Jim & I missed it, but I hear there was good food and wine involved there, too, plus snow and a multitude of outdoor activities. Another recipe for success.

March, as you'll see in the Region Calendar, begins to fill up with club events. I hope by now you've made your reservations for Auto Appreciation Day. From what I'm told, it is a terrific event. First, you have a tech session, then lunch (of course), but ultimately, you get a chance to ogle some gorgeous cars. Midmonth, we have a TSD Rallye School scheduled. Jim and I went last year and learned more than we dreamed there was to know about TSD rallies. We loved it! A bit later, on the 22nd, we have a Day Tour. Read about it in the Coming Events, and check out the web site for specifics as they become available. It's one of the first chances of the year to get out and motor along some great Pacific Northwest roads with a string of sportscars frisky after the winter hiatus. The other driving events this month, Track Days - many people's favorite - come early and late in March, so you just can't miss.

In the January/February issue, I reiterated the request that all submissions be sent to past editor Sue Hodge (sghodge@bctonline.com) AND to me (kateayersis@attbi.com or kateayersis@comcast.net, depending on the timing of the ATTBI/Comcast merger). Now, just as we're trying to get everyone accustomed to this dual mailing, Jim and I are bug-ging out for the month of April. We decided to take advantage of Lufthansa's special introductory fares and will celebrate his birthday somewhere in Germany - hopefully in a romantic castle on the Rhine, or maybe the Mosel. Although we haven't had a flood of members sending articles (thus the above appeal), submitting material to both of us helps ensure it will get the attention it deserves, particularly in a month that I'll be traveling. So send lots of stuff to Sue! (Copy me on it just to get used to the idea.)

Well, that's all for now. Get out and drive yourselves happy this March.

March 2003

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1978 911 SC. Great car with all updates (chain tensioners, turbo tie rods, etc), fantastic interior with sport seats and alpine CD, 16" fuchs, H-4 headlights, complete records from 1995, much factory sales literature. \$11,995. (503) 730-1010 or (503) 636-7089. bobnmar@msn.com. 03.03

1983 911 SC Race Car. 1974 tub, Weber carbs, fresh gearbox, new GT LSD, MSD ignition, headers, custom exhaust, custom roll cage, C2 front calipers, full race suspension, two coolers, excellent paint and body, chrome Fuchs, 5 watt radio system, Recaro seat. PCA E class winner. \$29,000 **Jim Coshow** (503) 671-2317 04.03

1983 911 SC Kiln Red metallic, brown leather, 3.0 litre, factory spoilers, polished fuchs, power sunroof, a/c, cruise, new tires. 82K original miles. Always owned in Oregon, all owner history. Engine rebuild Dec. 2000 by Marque Motors, less than 1,000 miles since re-build. Meticulous care. 503-242-0228 \$20,000 OBO 04.03

1988 911 Carrera Coupe. Best year of Carrera. Dark blue/dark blue leather. 17" 993 wheels with new tires. 90K miles. Power seats, locks, mirrors and sunroof. CD Changer. Second owner. Never been smoked in. Excellent condition. Maintained by Motor Sports Intl. \$25,500. (503) 399-8333 (Salem). 04.03

1993 911 Carrera 2 Black/Black, new tires, brakes, battery. 17" Turbo wheels. 31K easy miles. Sheepskins included. Garaged. \$35,900 OBO. **Jim** 503.245.8133. 503.704.2385. 03.03

1997 911 Carrera Coupe, 6-speed, arena red/cashmere, 18,000 miles, 18" technology wheels, limited slip, sound package, tips, RS tail and front splitters, H&R springs, records, impeccable. \$49,000. **Pat Murphy,** 25343 NE Butteville Rd., Aurora, Oregon, 97002, 503-780-2927, pat.murphy@pacoast.com. 04.03

914

1972 914 2.0 dual 40 IDA Webbers, \$9,000 in receipts, \$4,500, excellent condition, no rust. 503-635-6048 or laughline@hasson.com 03.03

928

1995 928 GTS coupe, black ext, camel int. 345 HP V8 DOHC, 5-speed manual trans. rear wing spoiler, power roof, AM/FM radio cassette w/remote CD changer and 10 speakers. all options except lumbar support. 31,500 mi excellent condition no dents or scratches. \$48,000 **Dick Helser** 503/228-4449 E-Mail dick@helser.com 04.03

986 (BOXSTER)

1998 Boxster, Arctic Silver, Black/Black, Hardtop, Tiptronic, after-market stereo upgrade, windstop, carbon fiber door sills, excellent condition, all service records, 29,400 miles \$29,900 **Jerry** (503) 691-0445 or gbonnington@attbi.com 04.03

1999 Boxster, \$33,500/obo. **Rick Stehno** 503.439.8469 04.03

996

1999 Carrera 2 996 Arena Red, with Savanna Beige interior, Tiptronic, Sunroof, Full Leather, Heated/Memory Seats, Remote 6 CD Changer, Fully Loaded, Excellent Condition. 46k Highway Miles \$49,500, or OBO. 503-292-3701 03.03

PARTS FOR SALE

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Brand new, in box, Custom Colgan Bra - Fits 1985-1989 930 non-factory slant nose. \$65.00 **Russ Pascoe** 503-365-1145 or russpascoe@hotmail.com 04.03

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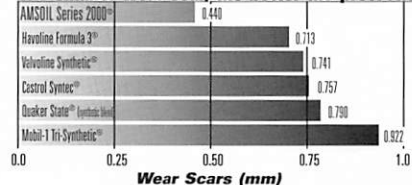
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Consult oregonpca.org for the
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Portland, Or

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Portland, Or

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Portland, Or

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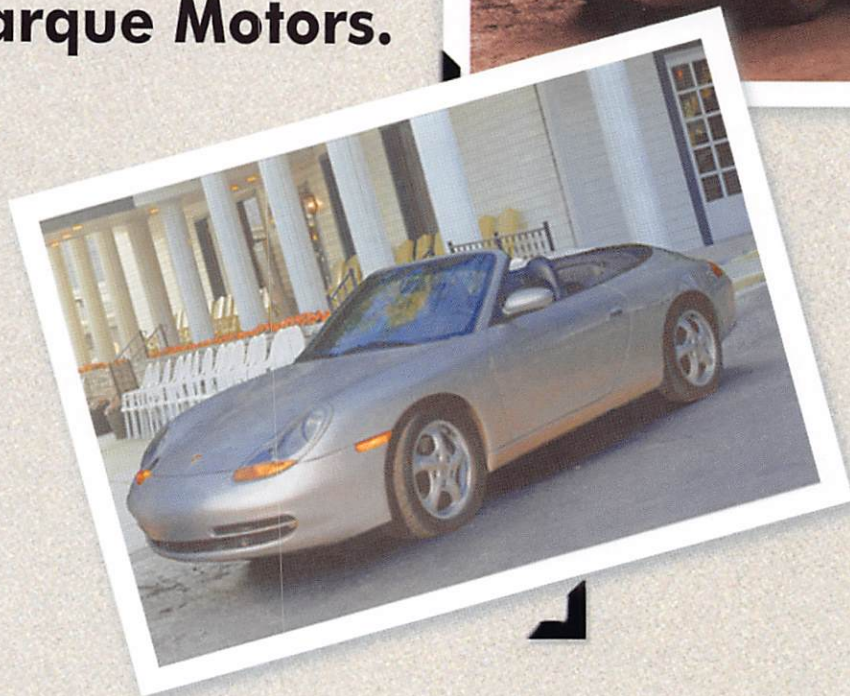
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