

Anzeiger



Oregon Region Porsche Club of America
March 2004 v44-n2



YOUR DESTINATION DEALERSHIP **RUF**



An oasis for people who care about cars.



'03 Turbo



'03 Cayenne S



'63 356B

New

'03 Carrera Targa	Silver/Black	\$87,460
'03 Carrera Cpe	Midnight Blue/Grey	\$88,610
'03 Carrera Cab	Silver/Grey	\$86,455
'04 Boxster	Speed Yellow	\$49,150
'04 Boxster	Carmon Red/Black	\$48,605
'04 Boxster S	Silver/Grey	\$58,205
'04 Carrera C4S Cab	Speed Yellow/Black	\$97,485
'04 Carrera Cpe	Black/Black	\$91,035
'04 Carrera Turbo	Silver/Grey	\$93,470
'04 Carrera GT2	GT Silver//Grey	\$96,765
'04 Carrera Cab	Lapis Blue/Grey	Call for price
'04 Carrera Cab	Speed Yellow/Black	Call for price
'04 Carrera Cab	Seal Grey/Black	Call for price
'04 Carrera Cab	Guards Red/Black	Call for price
'04 Cayenne	Black/Black	\$47,195
'04 Cayenne	Prosecco/Havanna	\$54,315
'04 Cayenne S	Jarma Beige/Havanna	\$63,385
'04 Cayenne S	Black/Black	\$67,270
'04 Cayenne S	Basalt Black/Black	\$63,715
'04 Cayenne S	Carmon Red/Black/	\$61,985
'04 Cayenne S	Sand Whitesand/Havanna	\$62,940
'04 Cayenne Turbo	Black Topblack/Havanna	\$96,710

Pre-owned

'84 Carrera Cab	White/Linen	\$18,995
'99 Carrera Cab	Silver/Black	\$58,988
'02 Carrera Cpe	Basalt Black/Natural Brown	\$63,795
'03 Carrera Turbo	Seal Grey/Black	\$119,900
'04 Carrera GT3	White/Black	\$123,500



www.carreramotors.com Bend, OR 541.382.1711

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.

v44-n2

Editor
Kate Ayers
editor@oregonpca.org

Ad Sales
Bob Falleur
adsales@oregonpca.org

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

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

Anzeiger is the official publication of the Oregon Region of the Porsche Club of America, Inc., P.O. Box 5652, Portland, Oregon 97228-5652, and is published eleven times a year. Non-member subscription rate is \$28.00 annually.

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

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

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

© Copyright 2004
Oregon Region
Porsche Club Of America.

All content © Copyright
the respective
contributors.

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

<http://oregonpca.org/>

Anzeiger

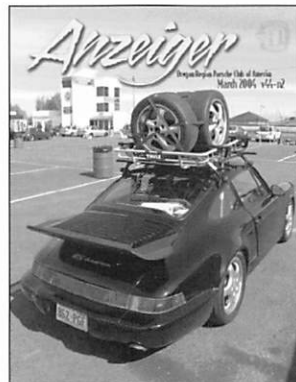
2004
MARCH

Feature Stories

<i>From the President/Editor</i>	4
<i>Still Plays With Cars</i>	8
<i>Around the Region</i>	10
<i>Member Profile: Bob & Lana Grasso</i>	11
<i>A Well Attended Dinner Meeting Kicks Off 2004 Schedule</i>	11
<i>How the Porsche Dealer Finances Our Passion</i>	12-13
<i>On the Shelf</i>	14
<i>A Difference of 65 Years: Monza vs. Boxster</i>	15
<i>A Fevered Pitch Under the Bigtop</i>	16-18
<i>Idiot Light</i>	19
<i>DEQ and You</i>	20
<i>Rev Limiters</i>	22
<i>The Amateur Wrench</i>	24
<i>Autocross 2004: New Rules for a New Season</i>	26

Club Events

<i>Club Calendar</i>	5
<i>Coastal Treasures Tour</i>	6
<i>750 Miglia</i>	6
<i>March Dinner Meeting</i>	7
<i>TSD Rally School</i>	7
<i>Cabin Fever Tour</i>	7
<i>Coming Events</i>	9
<i>Marketplace</i>	28



Cover image: DE/Track Days are upon us. Tune up and tune in because we have an all-new schedule and Saturdays, too!

Photo by Chris Greenwood



Don Stroum

FROM THE PRESIDENT

I retorted it was a Porsche Boxster. He then asked if it was an electric car. Now, I know what you are thinking! He was kidding, right? Well, he wasn't, trust me. He didn't have a clue. I noticed the Oldsmobile 98 and the ubiquitous van in his driveway. I bet there are AAA stickers on front and rear bumpers. How could I be so unlucky? The previous neighbor was a car guy and we spent many hours in each other's garages, doing what real men do.

This got me to thinking about how

lucky we are to have a passion for all things Porsche and generally all things cars. As you are reading this, I have just retired and I can't imagine what I would do without my

mechanical toys. When I get depressed, all I have to do is go into my garage, take a cover off, look to the sky and say, "Thank you." Perhaps it's because I always have something to look forward to: The next tour on a warm day with the top down, in second gear hitting an apex at 5,000 RPM; or buffing the paint in preparation for a concours; or full throttle through the gears down the straight at PIR; or finishing a rally after being lost only once or twice; or, best of all, sharing the experiences with all of you who share the same passion.

I am lucky to have a wife who not only puts up with this madness but actually participates in it. I think at times I even see a little glimmer of the same obsession. I hope so. Sometimes I take the excellence of our club for granted. Maybe having a new neighbor was a good thing after all. I'm feeling a little down. I'm heading for the garage.

I have a new next-door neighbor. I went over to introduce myself the other day and, after a few minutes of small talk, my new neighbor said he had seen a "fancy car" in my garage and asked what it was.

Kate Ayers

FROM THE EDITOR



Ah, March. After the rough beginning to this year, weather-wise at least, the promise that March brings of Spring lurking nearby sounds real good. March also brings us our first real driving events. We've got the DE in the very first week. Plus, an exciting new season of autocross revs up at the end of this month. It really is time, too, to look ahead at your calendar and plan for the Cabin Fever Tour next month. Hotel space is limited, so early reservations are suggested.

And it's not too early to start thinking about the 750 Miglia (yes, 750, not 500!) in early June.

The Half has been incredible these past six years, so imagine what the 750 Miglia will be! Better than half again as much fun, I'm willing to bet.

March is the time we should all be finished with our winter tuning and grooming projects. All, that is, except for our past president, Don Clinkinbeard. The saga of his repairs and

upgrades continues in *The Amateur Wrench*. It should prove to be, at the very least, interesting.

As you may have noted in the January/February issue, Peter Linsky's *Rear View Mirror* has been newly dubbed *Still Plays With Cars*. Only the name has changed; the writing is still as great as ever.

And I thank a couple of our members for their very welcome submissions of articles. BettyLou Koffel found an intriguing tidbit in the *British Medical Journal*, about the frequency of accidents related to car color, and Reggie Gaines has once again penned a stimulating work, this time giving us the inside scoop on how financing works, both for the dealership and the consumer.

Our new president, Don Stroum, kicked off the year with an early January club strategy meeting, bringing together a spirited group of idea makers, many of which you will be hearing about in the upcoming issues of the magazine. The calendar was given a bit of air time at the Old Spaghetti Factory dinner meeting, an event Peter Linsky covered for *Anzeiger* readers. For now, be assured that 2004 is slated to be the Club's best. We hope you will all turn out for many of our exciting events - and let's hope the sun's shining.

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

OREGON REGION EVENTS



2004

March

- 2 Board Meeting
- 6 ORPCA DE/Track Day
- 13 Alfa Track Day
- 14 TSD Rally School
- 17 Dinner Meeting
- 26 BMW Track Day
- 28 Autocross @ PIR

April

- 6 Board Meeting
- 10 Spring Clean
- 17-18 SCCA Races at PIR
- 21 Dinner Meeting
- 23 ORPCA DE/Track Day
- 24-25 Cabin Fever Tour
- 25 Autocross @ PIR

May

- 1 Arrive & Drive (informal tour)
- 4 Board Meeting
- 8 Coastal Treasures Tour
- 15 SCCA Races at PIR
- 19 Dinner Meeting
- 21 BMW Track Day
- 22 Fun Rally
- 23 Autocross @ PIR
- 27 Lotus Track Day

June

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

July

- 2-4 SCCA Races at PIR
- 3 Arrive & Drive (informal tour)
- 6 Board Meeting
- 9-11 Portland Historic Races
- 17 Fun Rally
- 18 ORPCA Forest Grove Concours
- 21 Dinner Meeting
- 23-25 American Le Mans Series - PIR

August

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

September

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

October

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

November

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

December

- 7 Board Meeting.

January 2005

- 3 Board Meeting
- 8 Holiday Party

DRIVERS ED/TRACK DAY

at Portland International Raceway

\$100
\$55/second driver

Club
Event

New
Schedule!

* Saturday *
March 6

Pre-registration Strongly Encouraged

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

- 7:30 am Tech Inspection
- 8:30 am Mandatory drivers meeting
- 9:00 am First car out
- 12-1 pm Lunch
- 5 pm Track closes

Questions?

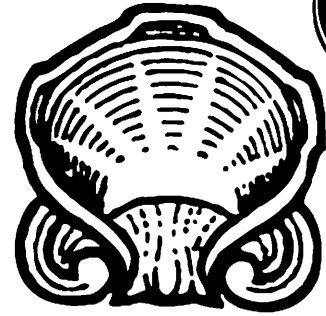
Don Clinkinbeard, 503.356.1764
DE@oregonpca.org

Novice drivers will be assigned an instructor, subject to availability

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

Coastal Treasures TOUR

May 8, 2004



An early morning drive to Depoe Bay will introduce club members to Tradewinds, a charter fishing & whale watching operator. Weather permitting, those who want to board ship to see resident and migrating whales can do so. Others can shop at their leisure.

After whale watching, we'll break for an organized lunch.

Following lunch, there will be an optional, very fun, mini-tour on some wonderful, lesser known coastal roads.

After lunch and/or the optional mini-tour, you'll be on your own to return home or continue on to other destinations.

Fast Facts

7 am - Depart Portland
10 am - Arrive Depoe Bay
10:30 am - Board boat(s)
12:30 pm - Lunch
1:30 pm - Mini coastal tour

Cost: ~\$30 per person
(includes whale watching trip and lunch)

Questions & RSVP:
chris@chrisgreenwood.com

ORPCA Presents THE 2004 750 MIGLIA

THE WILD WEST TOUR

So Big, We Had To Add Another Day!

JUNE 3, 4, 5 AND 6, 2004



Say goodbye to the modern day at the Columbia Gorge Hotel, in Hood River, Oregon. Fill up on their world-famous Farm Breakfast, then hit the road for Oregon's wild west country. This is the premier Porsche Club tour of the year.

\$395 per car includes the tour, the usual Mille goodies, and all meals for two. Lodging is additional.

To register, or for further information, contact the 750 Miglia Registrar:

Don Clinkinbeard (503) 356-1764
drcbike@aol.com

TOUR HIGHLIGHTS

John Day Fossil Beds
Historic Baker City
Historic Geiser Grand Hotel
Winemaker Dinner
Shopping in Bend
Hiking at Smith Rock
Shaniko Ghost Town
Oregon Trail Museum

AND AS ALWAYS

250 miles per day of Twisty Roads,
Great Food and Fine Wine

DINNER MEETING

Club
Event

Wednesday, March 17
A St. Patrick's Day Celebration!

Capitol Coffee House

6446 Capitol Hwy

6pm - Social Hour

7pm - Dinner (limited menu)

www.capitolbistro.com

Reservations are required!

RSVP by March 12th to Nancy Herron
at 503-293-6714 or e-mail at
dinnermeeting@oregonpca.org

Green beer will be served!

TSD RALLY SCHOOL

Club
Event

Sunday, March 14, 10 a.m.

Cost: \$10.00 per person
(Porsches recommended, but not required)

Class will be held at PCC Sylvania Campus in cooperation with Cascade Sports Car Club. This is the kickoff for their Friday Night Rally Series (Mar-Oct), the 3rd Friday of each month.

Morning class runs about three hours and will cover all rules and general instructions for TSD rally. This is a great refresher for the experienced and a must for the beginner/novice.

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.

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

4TH ANNUAL CABIN FEVER TOUR

Club
Event

APRIL 24-25

FEATURING A STAY AT THE HISTORIC HOTEL CONDON

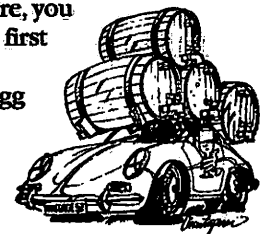
By popular demand, we are returning to the Hotel Condon again this year.

We'll meet at the Doubletree Inn in Jantzen Beach about 9 AM, followed by a trip up the Gorge via Hwy 14. Lunch will be at the Wildflower Café in Mosier. This may just be an improvement over the Baldwin Saloon in The Dalles - and we won't have to compete with the Cherry Blossom Festival as we did last year! They have a fresh, imaginative menu and a great location overlooking the river.

The Hotel Condon, in the town of Condon, will be the destination for the night same as last year. Condon is located near Fossil and Shaniko - out in the middle of nowhere. Bring your favorite bottle of wine to share with your fellow travelers 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 (\$80-\$105) 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. We have the whole Hotel to ourselves, by the way, so you might not get a room if you don't! 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!) Gregg says he has worked out some possibilities for the trip home on Sunday. 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. Contact Gregg and Sue Hodge to RSVP at sghodge@bctonline.com or by phone at 503-518-9203.



Still Plays With Cars

By Peter Linsky



I enjoy checking out interesting web sites, particularly those with a Porsche flavor, and I thought I'd share a few in particular that have caught my eye over the past year.

Those of you who traveled to Boise for the Porsche Parade in 2002 will recall that wonderful dark blue 1952 America Roadster that captured the Peoples' Choice Concours award. The car's restoration had just been completed in time for the trip to Idaho, and I recently found the web site of the shop that did the work. Willhoit Auto Restorations (willhoitautorestation.com) is located in Long Beach, California, and its web site contains a long and fascinating article on this unique car, along with numerous digital photos. It's worth a visit, especially for anyone who enjoys early 356s.

I've also been doing some research on the 906, and found a fascinating site at gunnarracing.com that concerns that shop's restoration of a 906. Gunnar's people took a lot of time to thoroughly document the process. It, too, is worth a look. Patience is a virtue in this case; there are lots of installments to view! However, the detail photography and commentary are outstanding.

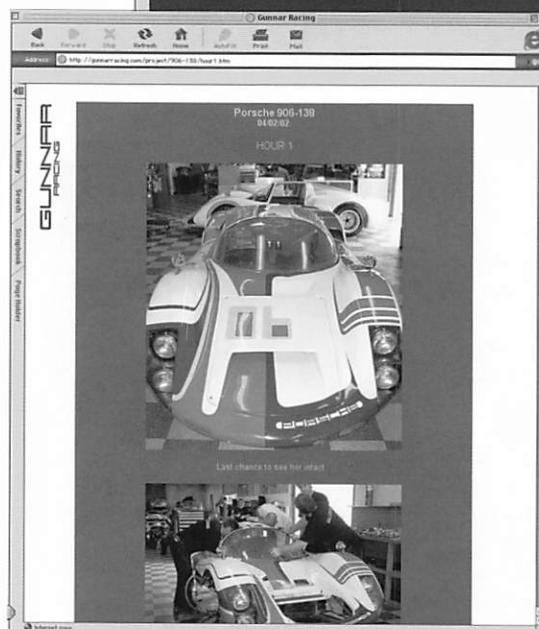
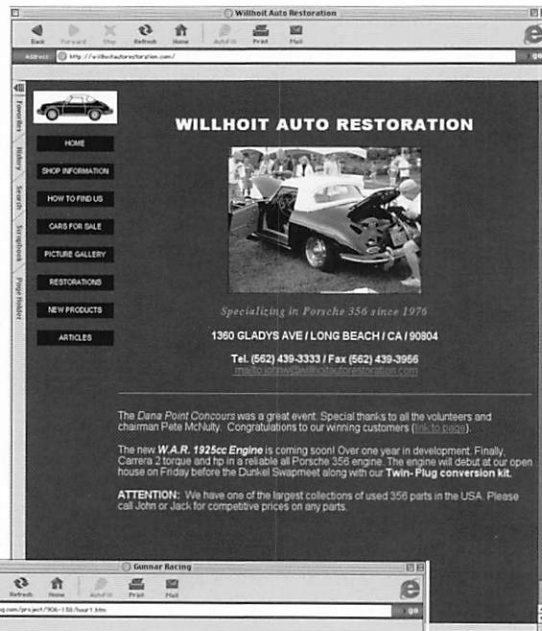
My curiosity about things Porsche has led me down the addictive path of picking up a couple of fine magazines published in England. Both *GT Purely Porsche* and *911 and Porsche World* are worth a perusal. They pay a lot of attention to both current production models and rare and unusual models, some of which have never appeared on our shores. They offer long-term road testing articles, modifications and new products, plus looks at specialty vendors and prep shops. Both offer extensive coverage of Britain's various Porsche GT racing series, which are probably the most ambitious of any European nation. The writing and photography are both equal to or better than anything published in the US. Neither is inexpensive, though. *GT Purely Porsche* costs nearly 10 bucks an issue at US newsstands; *911 and Porsche World* is \$6.55 per copy here. Both can be found locally at Borders or Rich's Cigar Store. *GT* airmail subscriptions to the US cost \$112 a year, while *911* by airmail costs some-

what less. If your budget can stand the heat, both offer a different and enjoyable look at our favorite subject.

Also, though not by any stretch a Porsche-oriented mag, there is a publication entitled *Evo*, which closely follows the European pocket-rocket, rally/café racer, and high-performance market. The most recent issue I saw featured a stunning track test of the first new GT3RS to be delivered in England. Bottom line: Nobody's created a better performance package on this planet today than the limited production GT3RS variant. A crying shame that we won't see it here, at least legally.

Finally, did you catch that little factoid concerning Porsche that appeared in an *Oregonian* "DriveTime" review of the new Volkswagen Phaeton back in mid-December? It mentioned that the German government had asked all its domestic manufacturers to voluntarily limit their products' top speeds to 155 mph. All agreed to comply ... except Porsche. Good for you, Zuffenhausen! Let's see if the others change their mind!

Until next month, drive safely! 🚗



Coming Events



Cabin Fever Tour – April 24-25

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 serve as a wonderful start to the Club's tour season.

Arrive and Drive

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

Rally

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

Fun/gimmick rallies are designed to be entertaining while introducing elements of traditional TSD (time-speed-distance) rallies to the beginner/novice. It's also an opportunity to get out with some great friends, meet some new people and enjoy our cars. We have three events scheduled for this season. For times and dates, watch for the ads on the web site and in the Anzeiger. For anyone interested in TSD rallies, Cascade Sports Car Club

hosts the Friday Night Rally Series which runs March through October. If you have any questions, please e-mail the rally committee at: early.euro@verizon.net.

Dinner Gatherings

The club holds dinner gatherings almost every month of the year for those of you who are looking for an opportunity to get together with your fellow Porsche club members in an informal social setting. They have been so popular that members have requested we have one every month of the year! These gatherings are in restaurants all over the greater Portland area to give everyone an equal opportunity to attend. They are usually no-host and without an "agenda" allowing members to converse among themselves. Look for details as to location and any specifics related to the "venue" each month in *Anzeiger* or on the web site.

Autocross

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

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

Volunteer Recognition Party – October 3

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

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

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



Around the Region

By John Draneas

The PCA National Parade Committee came to town recently to see if we knew what we were doing. I'm pleased to say that we passed the test, and we are set to host Parade 2006! It won't be absolutely official until we make a formal presentation to the Executive Council at the Fort Worth Parade, but it's essentially a done deal.

So, now the work starts! We still need a lot of help organizing the event, and we need to have a full team in place by the middle of June. If

you are willing to help, please contact me ASAP. There are many important roles to be filled. Some are a lot of work, some aren't. Some involve most all pre-event organization, others require effort during Parade week. Whatever your time availability, there's a job that will fit you like a glove.

And, if you're going to Parade this year, let me know, please. I can make the presentation well enough, but I can use the largest possible contingent of Oregon Region members to demonstrate our interest and resolve.

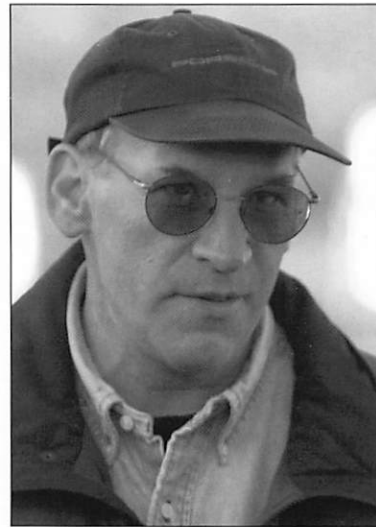
Bob Falleur is getting all excited again about the Speedster 50th Anniversary Event coming up this summer at Pebble Beach. Remember, he was so excited about it when he went last year, only to learn that it was scheduled for this year. Anyhow, his wait may be worth it. Porsche has announced that it will be bringing both the first Porsche made (#356-001) and the Porsche Museum's America Roadster. This is the last aluminum roadster

made, and was specially ordered in 1952 by John von Neumann, who recently passed away. It has not been in the United States since its restoration some years ago.

Richard Puetz, sad to say, is Porscheless the hard (you'll see this is a pun) way. He was headed home on Burnside in his beautiful 911T one December evening when he hit an icy patch and slid into a ditch. He got out and inspected the damage to the side of the car, which was significant but not all that extensive, and figured he had to be pretty lucky under the circumstances. Not so. While pulling the car out of the ditch, the tow truck operator somehow dropped it right

thing, I slipped and fell in our driveway, hit my head, and had a concussion of my own. I got up, walked into the house like nothing happened, and went into tilt mode a few minutes later.

When I woke up the next morning, I knew something was amiss, but I couldn't remember falling, the three hours spent at the hospital, or **Carlyn's** excellent driving that got me there and back. (ProDrive SkidCar class pays off.) The next day was pretty spectacular. It was like living through a movie where the character has amnesia, and slowly regains his memory. Pretty cool stuff, but just read my



Above: Richard Puetz
Below: Dale Rhoney
Bottom: Don Clinkinbeard

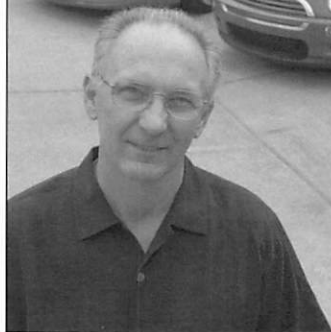
story and don't do it for yourself.

Dale Rhoney has been working so much, he sold off all the fun cars he hasn't had time to enjoy. Gone are the original Mini Cooper, the 1965 Mustang, both MGs and his Boxster. Dale is taking suggestions as to what he should buy next. How about a nice, red Saab, Dale?

And speaking of sob stories, **Don Clinkinbeard** and his 944 Turbo have graduated to bigger and better things. Blown head gas-

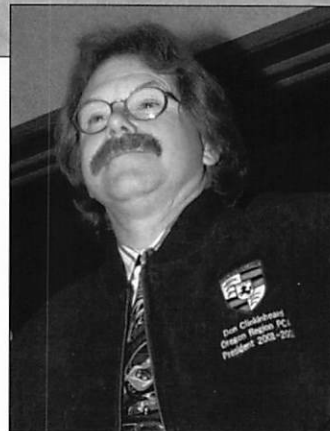
kets are a thing of the past; now it's burnt valves (see page 24).

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 ATR@oregonpca.org.



onto a big rock. The impact tweaked the pan so bad, the car was totaled. The pain of seeing that happen jolted him back to the present, and he noticed that he had a couple of broken ribs. But, later, he forgot about that when the concussion set in.

I seem to relate to the concussion thing pretty well. A couple weeks later, at the start of the big ice and snow



Member Profile: Bob & Lana Grasso

By Jim Ayers

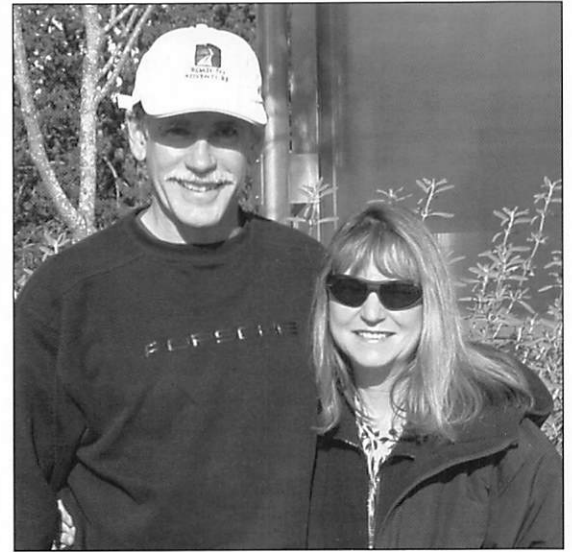
I asked Bob, as he and his wife are new members, to give the Club a little background on the two of them. He said he and Lana have been married for over 32 years. They lived in Houston, Denver, Sonoma County, and Southern California before moving to the Portland area in 1990. Bob's occupation is District Sales Manager for Alstom Power, a French-owned ("Don't hold that against me") manufacturer of power-generating equipment for utility companies and the pulp & paper industry. Working out of his home in Clark County, he covers an eight-state district and sells aftermarket products and services. Lana owns a small custom floral business. She also operates from home. They enjoy traveling, entertaining, gardening, and golf these days, since their camping, four-wheeling, skiing, and tennis days are mostly behind them.

Since it's obvious they enjoy cars, I asked if their Porsche is their first sports car. Bob responded, "We acquired our 2000 Boxster in September of 2001 and

joined ORPCA the following January. It is our first-ever true sports car, but we've been fortunate enough over the years to own some really fine automobiles. Great cars are one of life's pleasures, in our view." Touche'!

Now that they have joined the Club, I wanted to know what activities they foresee themselves participating in. Their first club activity wasn't until April of '02, when they participated in the rally training class and afternoon rally, which was more fun than they had expected, especially since they went home with a trophy. (Wow, Kate and I didn't do nearly that well on our first TSD shot!) Since then they have been active in autocross, track days, rallies, and day tours.

In closing, Bob leaves us with this enthusiastic remark. "This club makes Porsche ownership especially enjoyable,



as we can take advantage of so many opportunities to share the fun with other Porsche owners. The members are all such nice people.....so friendly and willing to help or offer car information. ORPCA rocks!" 🍷

Well-Attended Dinner Meeting Kicks Off 2004 Schedule

By Peter Linsky

Judging from the presentation made by ORPCA's Board of Directors at the club's first dinner meeting of the year, January 22nd, at the Old Spaghetti Factory in Portland, nobody can complain that they can't find a reason to drag their Porsche out of the garage and onto the street (or track) in 2004. The club has an impressive range of activities on tap, reflecting the membership's desire for more tours, rallies, and autocrosses. Newly-elected President Don Stroum said a refined calendar would soon be on its way to all members.

Tours, under the aegis of Bob Falleur, will include a special weekend at Depoe Bay for some whale-watching in May. Participants will be able to either drive to the coast and back, or stay the night after enjoying a charter boat ride to view the migrating behemoths at close range. Bob is also arranging Saturday breakfasts fol-

lowed by short day tours on the first Saturday of each month. We'll see another edition of our popular "Half A Mille" weekend tour, becoming this year the "750 Miglia," and the "Cabin Fever" spring tour to Condon and Fossil, in search of very early Porsche wheel ruts on the Oregon Trail.

David Nance and Chuck West have defied the odds and managed to squeeze an astonishing SEVEN autocross dates onto the PIR daybook this year, which should go a long way toward satisfying even the most diehard of the club's pylon killers. Chuck says that, while the average turnout last season was 35 to 40 cars, with perhaps 70 percent of those being Porsches, we're trying hard to attract entrants from other clubs. Perhaps we'll even see progress toward an interstate series with the PNW and Cascade regions down the road.

There will again be three "fun" club rallies this year, with Rallymaster Earl Green also encouraging members to take part in the Cascade Sportscar Club Friday Nighter series so they can become more familiar with TSD rallying principles.

What would PCA be without track days? Competition Director Don Clinkinbeard has three confirmed dates on the calendar and is trying to extend that to five. Because Portland International Raceway is so heavily used, we may wind up with some D/E sessions midweek...but seat time is seat time.

Other "must-do" events this year also include the traditional Progressive Dinner, the Portland Historics weekend, and of course, the annual Holiday party. Look for that schedule when it arrives, visit the club's website once a week for updates, and participate! 🍷

How The Porsche Dealer Finances Our Passion

By Reggie Gaines

The next time you visit one of our Porsche dealers, stand back and gaze upon his multi-million dollar inventory of 911s, Boxsters and Cayennes. As you dream of which five or six of Stuttgart's beauties would look best in your driveway, take a moment to think about how the dealer finances our automotive objects of desire.

Automobiles not only revolutionized transportation, but also created an industry that significantly impacts national and global economies. Its earliest pioneers were enterprising inventors with names like Joseph Cugnot, Richard Trevithick and Oliver Evans. From its embryonic beginnings, men like Charles Duryea, Gottlieb Daimler, Ransom Olds, Louis Chevrolet, William Durant, Henry Ford (and, later, Ferdinand Porsche) nurtured this new-found creation into a consumer good truly worthy of commercial manufacture. As numerous enhancements and improvements were made, the "horseless buggy" progressed from what was perceived as a mere novelty item to a product that spurred public interest, demand and increased production. This industry expansion required large sums of capital, some of which were derived from the forerunners of the retailers that often now rely upon the manufacturer for funding.

Commercial bankers had viewed the early automobile industry with great distrust, and its rapid development soon aroused their positive hostility. They viewed the product as a sign of extravagance, excess and waste, and one that lured families into squandering their savings accounts. The industry was deemed to be in a chaotic condition, with 265 manufacturers producing about 130,000 vehicles in 1909. The ranks of this seemingly overcrowded sector of commerce would soon be drastically reduced, as many of the companies were mere dreams of production without adequate funding. The tremendous amount of capital required by the factories was initially supplied by the various parts suppliers, which allowed the early automakers to divert much of the inherent risk. The entire industry as a whole was undercapitalized, with many companies undertaking and expanding production with a minimum of owned capital. This resulted in massive failures, often at the early promotional stages of these companies.

Sources of working capital soon shifted. The public's increasing demand and new-found passion for the motor vehicle allowed the manufacturers, in exchange for exclusive territorial rights for dealers and distributors, to extract cash deposits of twenty percent and more for all orders, as well as cash on delivery. Cars were shipped immediately upon production, with little or no regard to the dealers' sales rate. Coupled with liberal credit terms from the parts suppliers, the public trading of stock and the sale of securities, this enabled the surviving companies to amass a substantial amount of funds for production and expansion. Sales for 1909 rose 100% over the prior year. Most of this early expansion was centered in the diversion of resources to produce low- and medium-priced cars, with Ford Motor Company leading the way in the marketing of affordable vehicles. By 1912, automobiles retailing under \$1,000 had risen to 43.8% of the industry output, and to 72.3% by 1915.

As industry sales continued to escalate, the importance of the dealers grew. Since the manufacturers possessed neither the physical, logistical, or financial abilities to store and "carry" large inventories of finished products, the dealer became an essential element of the sales equation. Dealers were required to

contract with the manufacturer for pre-arranged schedules of shipments, irrespective of their sales to consumers. These selling agents generally were able to finance themselves from their own capital and through limited banking involvement. Thus, these early entrepreneurs were selected based largely on their financial strength.

As the manufacturers expanded production, the number of dealers increased. However, their average capital resources declined, and adequate financing of their costly inventories, which usually consisted of unsecured notes, could no longer be undertaken by banks. Furthermore, the increasing competition between dealers led to an expansion in the practice of sell-

ing automobiles on retail installment plans. Banks, which were conservative by nature, were apprehensive about this type of loan because of the rapid depreciation of cars in use and the difficulties in investigating the credit risks of the retail borrower, as well as problems with repossession as a result of default. Since the product was one of the most expensive consumer goods, the retailers themselves were forced to extend an increasing amount of credit to their customers. The transaction would usually require one-third of the car's retail price as

down payment, with the principal balance and finance charges due in twelve monthly installments to the seller. While this further stimulated sales and orders, it subsequently placed additional demands on the

"As industry sales continued to escalate, the importance of the dealers grew. Since the manufacturers possessed neither the physical, logistical, or financial abilities to store and 'carry' large inventories of finished products, the dealer became an essential element of the sales equation."

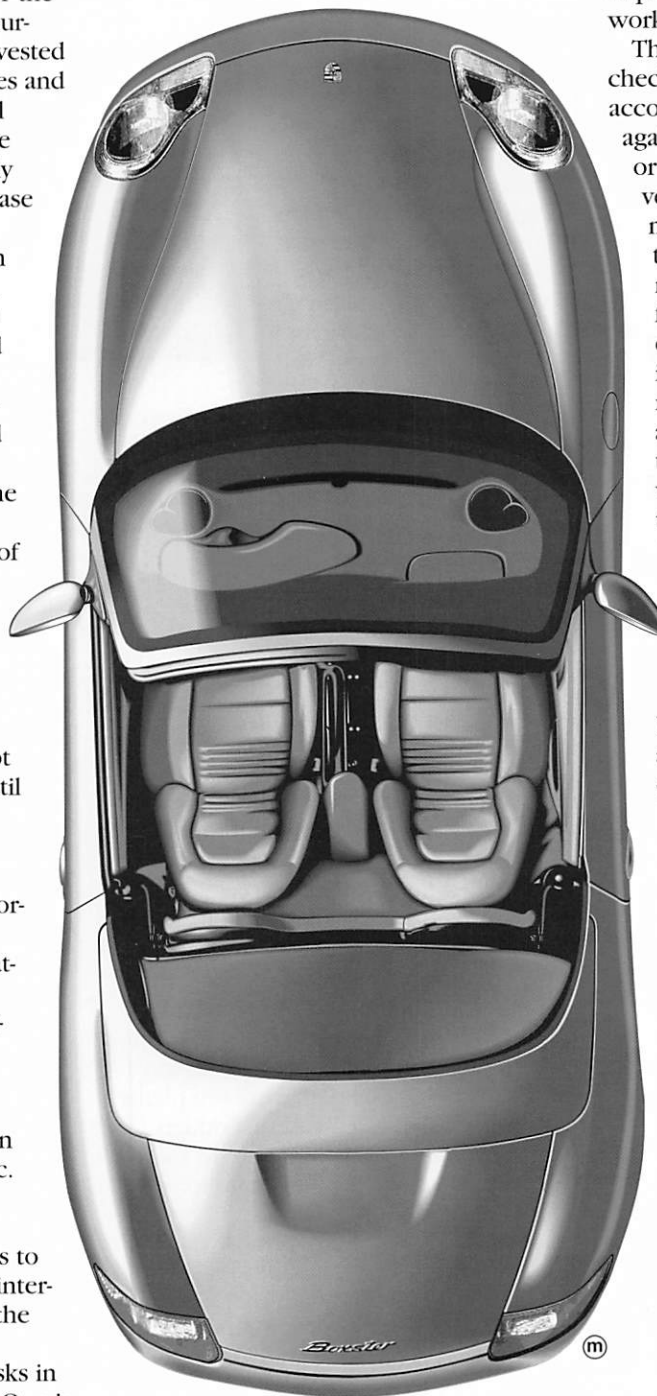
dealer's working capital, diminishing his ability to fund his inventory. This "Catch-22" situation opened the door for a new, specialized credit institution that could serve as an intermediary between dealers and commercial banks.

The resulting automobile finance company provided two very essential needs of the dealer. It supplied funding for the purchase of new cars from the manufacturer or distributor as well as an outlet for the financing of the consumer's retail purchase. Its funds are derived from invested capital, issues of collateral trust notes and direct borrowings from commercial banks. The impact that these finance companies had on the industry early on is exemplified by the sales increase induced by General Motors Acceptance Corporation (GMAC) in the years following its formation in 1919. The U.S. economy as a whole suffered in 1920-21, but saw a rapid and complete recovery, as did GM. Through the successful intermediation of GMAC, and by the increased manufacturing capacity that it allowed, the sales organization of the corporation was greatly improved. This led the way for the formation of other "captive" finance companies, which later would compete with mid- to large-sized commercial banks for the dealers' wholesale and retail business. Ironically, Ford Motor Company, one of the industry's early sales leaders, did not form its captive finance division until August of 1959, but has grown tremendously since its inception.

Flooring, or the financing of the vehicle inventory, is extremely important to our Porsche dealers. While banks and captives are both motivated by the obvious interest income derived from flooring, the manufacturers' finance companies are also charged with keeping the flow of orders coming from dealers, thus keeping the automobile plants open and running. Volkswagen Credit, Inc. is the "captive" finance source that some Porsche dealers utilize. Regardless of whom the dealer uses to finance his inventory, the monthly interest expense is a significant part of the franchise's overhead costs.

The lenders face two inherent risks in floor planning a dealer's inventory. One is market risk, which occurs as a result of the collateral diminishing in value as it remains in inventory. When a unit does not sell as a result of being ordered with the wrong equipment, poor marketing, and competition or because a newer replacement model is imminent, it loses

value. This deterioration of the loan-to-value ratio is usually addressed via the implementation of a "maximum maturity date" for new units. Vehicles that tend to remain longer in dealer stock are demonstrators, the units that are driven by dealership personnel and used for presentation of the cars. Curtailment payments are usually required to protect against loss of value with these units.



The second risk to lenders is fraud. Once a dealer sells a unit that is floored, he is required to pay off the balance in a specified period of time. If this does not happen, the dealer is declared to be "out of trust," a situation that may result in tighter controls

or elimination of the credit accommodation. This is an area where the banks offer an advantage to the dealer, as the captive finance companies require payoffs within three to five days of the sale of the unit while banks tend to allow seven to fifteen days. This extra time allows the dealer to secure retail funding for the sale of the car, be it cash or financing, prior to having to pay off the unit. This can drastically improve cash flow and the amount of working capital available for the dealer.

The most common control is floor checks, an unannounced inspection and accounting of the dealer's inventory against the lender's schedule of collateral or the dealer's financial statement. This verification of the dealer's inventory may occur as seldom as once per year to as frequently as several times per month, usually based on the firm's financial condition. Many lenders also employ a flooring margin analysis to insure that the dealer's cash, inventory and factory receivables exceed the amount owing. If a unit has been sold, the dealer must maintain sufficient working capital to pay it off within terms, regardless of whether he has been funded by the customer's finance source. And remember, that same capital must support used cars, parts and the monthly rent payment.

So enjoy the pleasure that our beloved marque brings, while appreciating the fact that being a Porsche dealer is not as easy as it looks. Let's be thankful that the respective owners of Sunset Porsche Audi and Carrera Motors have honed the art of entrepreneurship to sell and service this proud brand. 🌀

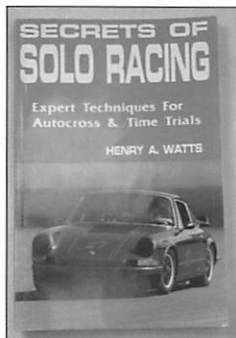
On the Shelf

Secrets Of Solo Racing

Henry A. Watts

1989, Motorbooks International

Henry Watts' *Secrets Of Solo Racing* is still a worthwhile read for the autocross enthusiast as well as anyone wishing to gain an understanding of driving skills. While nothing beats on-track experience for direct learning, Watts' book is chockful of information, diagrams and practical suggestions to aid the development of driving ability. It is written to impart information to the neophyte as well as the experienced autocross driver, starting with the basics of preparing yourself as well as your car for the event. There is a good amount of information related to turns and apexing, heel and toe downshifting, proper vehicle setup and equipment. He goes into the expectations the sponsoring group will have for the drivers and even for spectators.



Whether you are intent on improving your basic driving skills or planning to become "top dog" at the autocross, this book is worth the time you spend reading. A quick perusal is easily accomplished as Watts has blocked certain important comments. In-depth reading will take a great deal more time due to the myriad technical issues he covers. Chapters pertinent to specific aspects are well laid out with multiple chapters of related information following in line. Limited bouncing around of topics makes studying one aspect of driving skills much easier.

The vast majority of the book is related to driving skills. However, one section of the book relates to modifications to the car for purpose of autocrossing or time trial driving. Time Trial is similar to ORPCA's track days, the major difference being that it is a timed event with no wheel-to-wheel racing. Watts addresses everything from camber setting to torsion bar or spring changes. Tire pressure, tire heating and the benefits of different types of tires are explained in some detail.

This book is currently available on Amazon.com and may be in stock at your local bookstore.

Jim Ayers

Keith Martin on Collecting Porsche

Keith Martin

2003, Motorbooks International

I confess that I've not been a subscriber to Martin's popular Sports Car Market Magazine, because I'm not actively looking for another car, but I do see used copies on a regular basis to get a sense of where the exotic car market is going. Still, I looked forward to buying this volume when I learned it was due to be published this spring.

The title may be a bit misleading. Most of us are not Porsche collectors, in the accepted sense of the term, but rather Porsche enthusiasts with one, or perhaps two, examples in the garage if we're lucky and have an understanding spouse. We might like to know what our car is worth when it comes time to sell, or perhaps what a particular model's current value may be when it's time to go shopping.

I would somewhat liken sports car collecting to buying stocks. There's the buy-and-hold school, the true long-term investor in high-quality, well-managed companies; there's the speculator, hoping to pick up a bargain at a distressed price and then turn it for a quick profit; and there's the sucker, attracted to a shiny prospectus by a razzle-dazzle salesperson who carefully hides the bad news. The difference between stocks and cars, of course, is that one share of a particular stock traded on the open market always has the same value as another share of the same class of stock, high or low, whereas every example of the same make, year, and model automobile is different in terms of past care and current condition and, therefore, has a different value. And just like the stock market, there are plenty of beaters, "fright pigs," and rust-ridden dogs with pretty paint out there to snare the unwary who acts on his emotions instead of his common sense.

That's where this book is most valuable. *SCM's* resident Porsche expert Jim Schrage makes it abundantly clear that, like buying shares of stock, the purchaser had best do his or her homework to avoid getting taken to the cleaners.

A thoughtful reading of Schrage's collected commentaries (The book is really a compilation of articles, auction results, and Q & As from past issues of *SCM*) had me rethinking plans to buy an early 356 that needs restoration as a retirement "project." Schrage bluntly peels the rose-

tinted glasses away to make it clear that very few of us will ever find a basically sound old car that needs a complete restoration, do what work must be done properly, and come out ahead or at least break even. At best, it will be a labor of love for which we will never recoup all the materials costs. At worst, the hapless

owner will have spent many thousands of dollars more than the finished product (if it's ever finished) will ever be worth. The best "project," therefore, is someone else's; someone who did, or had done, all of the basic metal repair to a high standard, then ran out of cash or interest. Otherwise, the best choice is to buy a completed car that was fully and correctly restored ... metal, paint and interior

... by a reputable shop that knew what it was doing, and for which the seller has the car's history and all the receipts for work done. Minor finishing details such as correct knobs and switches are not budget-busters and can be taken care of over time.

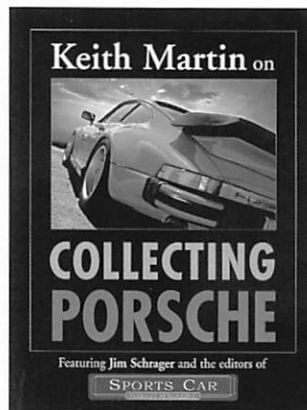
If the work was done to the highest standards, no matter the year and model, you should expect to pay for it. The book makes plain that many "restorations" are neither thorough nor correct, and a buyer paying top price for what appears to be a great car may find that the underlying work was incorrect or substandard and must be redone at considerable extra expense. "Bargains," then, usually aren't, and Schrage also pointedly notes that you must tread warily at auctions, where you have little or no opportunity to thoroughly examine the merchandise.

Martin and Schrage cover the entire range of Porsche's production, carefully explaining why certain models maintain their value or appreciate; which are most desirable, which models should be avoided and why; the fact that non-original components and aftermarket modifications almost always hurt the value of the car, and one critical issue with older 911s that I'd never read about before.

If purchased directly from *SCM*, the \$19.95 cover price includes the book, a CD-ROM full of hi-resolution photos of Porsches and one complimentary issue of *Sports Car Market* magazine.

This is a volume that should be on every Porsche enthusiast's bookshelf, and be re-read on a regular basis. Better to learn from someone else's mistakes than add another chapter of your own.

Peter Linsky



A Difference of Sixty-Five Years: Monza vs. Boxster

by Warner Lowe

In January, 1931, when Herbert Hoover was President of the United States and Germany was a republic, Professor Ferdinand Porsche, following his tenure at Daimler Benz, launched his consulting firm, 'Dr. Ing. h.c. F. Porsche GmbH Konstruktionsbüro Für Motoren, Fahrzeug, Luftfahrzeug, and Wasserfahrzeugbau' (Motors, Vehicles, Airplanes, and Boats) in Stuttgart.

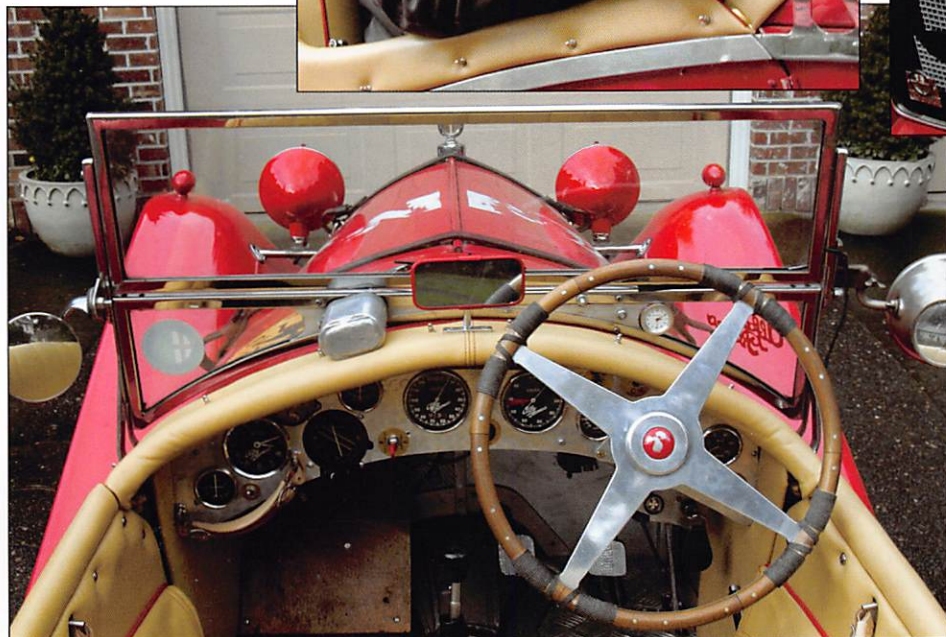
The following year, 1932, in a modest factory at Portello, a suburb of Milan, where cars had been built since 1910, a red Alfa Romeo Zagato bodied "Monza" 8C2300 Chassis Serial Number 2111014 was completed. It is one of only 40 built to the Monza configuration out of a 188-vehicle production run. Today, three of these vehicles are believed to be in the USA with a total of less than twenty remaining worldwide.

The car first appeared in 1931 in the Mille Miglia. The first of many successes was achieved in the Targa Florio later that

year. In the 1932 Targa Florio, Tazio Nuvolari set the fastest circuit lap, covering 576 km in seven hours, 15' 50" at an

average speed of 79.297 km per hour to win the race. The car won at Le Mans, a victory repeated for the following three years. In the 1931 Italian Grand Prix at Monza, two Grand Prix 8C2300s finished first and second, providing an everlasting designation for the car. Prior to World War II, Alfas were the fastest production cars on the road.

Fast forward to 2001. Rand Wintermute, a 20-



year PCA/ORPCA member residing in Lake Oswego who has owned over 25 Porsches since 1970, is at a business conference in England. He becomes acquainted with the owner of the 6C Alfa Monza, Major Michael Kingery, a WWII RAF pilot who had purchased the car from the Sir Henry "Tim" Birkin family. Following an exchange of title, the car was shipped to the Port of Tacoma. "Tim" Birkin raced the 8C as a private entry in the 1932 Spa-Francorchamps 24 hour Grand Prix de Tourisme Endurance race, competing with two similar factory entrants. He competed in the 1933/1934 Mille Miglia, Grand Prix de Picardy, Isle of Man race and the 7th

continued on page 26

A Fevered Pitch Under the Bigtop

By John Drummond

Photos courtesy of David Slama, Scott Featherman and Barrett-Jackson web site

My new goof-off job made me one of the presenters at the Sports Car Market Insiders' Seminar at the Barrett-Jackson Auction in January. It seemed that the only thing the audience wanted to talk about was Lucky, the famous Saab.

Well, they also wanted to talk about the absolutely crazy prices at the auction. If you missed the action on TV, it was simply unbelievable. A very nicely restored and then slightly used 1961 356 twin-grill roadster went for \$88,560, and there was no evidence that the door pockets were filled with cocaine. And a very nicely restored 1964 356 SC Cabriolet went for \$91,800. Absolutely unworldly prices, but not isolated. At the RMAuction, another 356 twin-grill roadster went for just over \$100,000, and the buyer was jumping up and down for joy that he "won" a car for his wife!

Those were the big Porsche stories, but the rest of them didn't do all that well. Barrett-Jackson saw a \$4,644 '86 944S, a \$5,508 '75 914, an over-restored and over-built, ready-to-race 911 RSR Clone that brought only \$43,200, and a '90 RUF Yellowbird CTR 911 Coupe that brought only \$59,400 when it had been recently advertised nationally for \$125,000.

With the notable exception of the beautifully restored 356s, Porsches were not where it was at in the desert this year. The flavor of the month was Detroit muscle cars and Resto Mods. What's a Resto Mod? It's an old car that has been over-restored, with the addition of modern-day drivetrain and running gear. You know, the kind of stuff our own **Bob Falleur** does for a living. Why are these so hot? Seems that the older baby boomers want really nice-looking old American cars, but they want them to be fast and comfortable like a

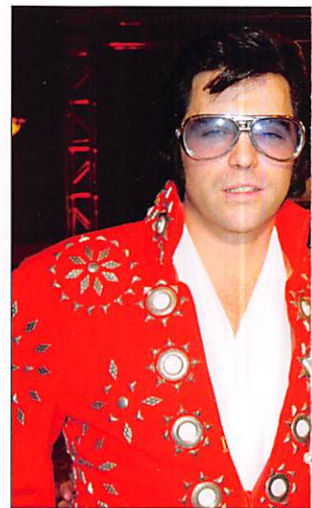
modern-day car. And with an automatic transmission, too.

But what got into these people? An over-restored '53 Corvette for \$210,600? A '55 Bel Air for \$226,800? A '55 Nomad Resto Mod for \$143,000? A '63 Chrysler Pace Setter convertible, worth \$20,000 every day of the week, for \$87,480? A '66 GTO convertible for \$68,580? And the star of the auction, a '39 Lincoln Zephyr V-12 Retro Mod for \$432,000, which rumor had it was very recently purchased by the seller for less than half that amount?

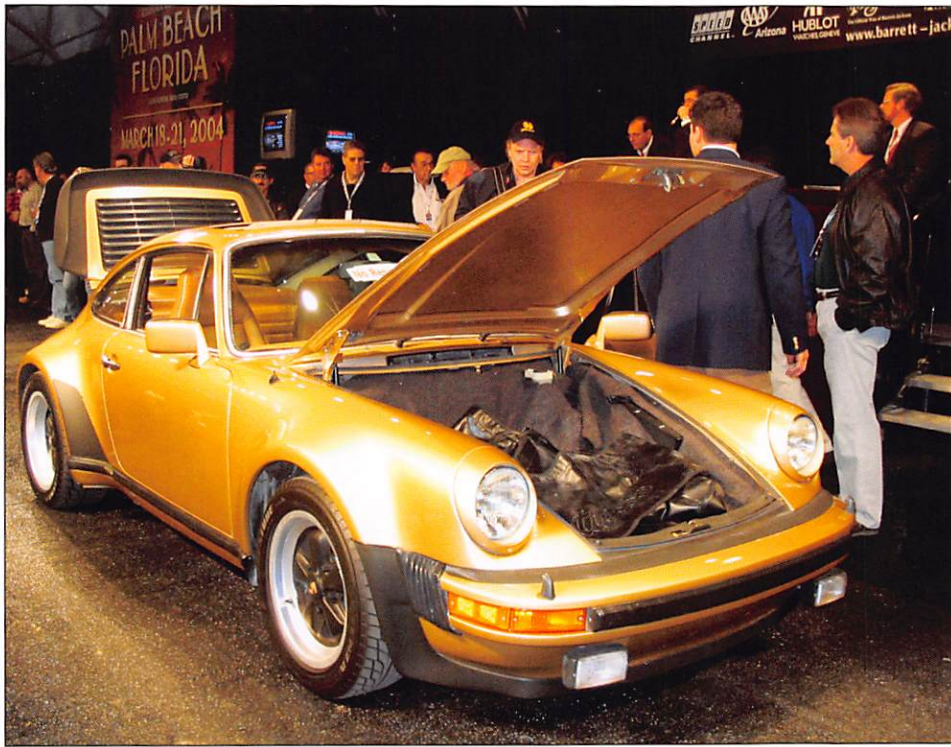
It had to be something in the air conditioning system. People had to think they were bidding in Lira. One buyer took home 42 cars. One buyer bought all of the Callaway cars, and all at very strong prices. Many went to Europe, but the dollar/euro difference only accounts for about a 20%

collection, or just wanted something very pretty, shiny and fun to park in their garage and maybe drive for a mile or two. And who spent money in hundred-thousand-dollar increments.

But is this a sign of anything to come? Of course not. To appreciate this amazing example of phenomenal capitalistic success, you have to be there. The crowds, the glitz, the glamour, the electricity in the air, the anatomically impossible bartenders, the vendors, the side shows, the constant displays of creative plastic surgery, the men in their 60s and 70s accompanied by their loving "nieces," and the unstoppable urgency to not go home empty-handed. You have to hand it to him - Craig Jackson has created quite a machine. There is now a certain cachet to a "Barrett-Jackson car," worth an ever-increasing premium over one that was purchased just anywhere. Sort of like Tiffany and diamonds. If you've never been to this, it's well worth the trip. Just don't buy a car there, unless you're really sure. ☹



"discount." These were not car people. Just people with a lot of (probably new) money that wanted to start an instant car



Above: Lot 110, a 1979 Porsche 930 crosses the stage and fetches \$19,980.

Far left: Barrett-Jackson auctioneer signals the warning before closing a round of bidding with his gavel.

Left: Cindy Banzer, Keith Martin's wife, with long-thought-to-be-dead Elvis.

Below: A Mercedes gull-wing coupe crosses the stage, surrounded by an organized chaos including potential buyers, auction staff and media. Several hours of the auction were broadcast live on Speed Channel, our own friend Keith Martin providing commentary for the event.



Some Porsche Results from B-J Scottsdale 2004

1. Lot 166: 1956 Porsche 356 A Speedster Convertible (VIN 82573) No-reserve auction - hammer price \$48,600.
2. Lot 1026: 1964 Porsche 356 SC Coupe (VIN 126122) No-reserve auction - hammer price \$12,420. Described by one appraiser as perhaps the worst fright pig of the show. To paraphrase, it looked like someone recovered it from a swamp, drained it, put in new carpet & seats and hastily painted it.
3. Lot 724: 1990 Porsche Ruf "Yellowbird" CTR Coupe (VIN WP0AB2966LS450200) No-reserve auction - hammer price \$59,400. Once dubbed by *Road & Track* magazine as the fastest sports car in the world.
4. Lot 418: 1955 Porsche 356 Speedster Recreation (VIN WA89151187) No-reserve auction - hammer price \$24,840. From the description, more money went into the sound & entertainment system than into any other aspect of the car.
5. Lot 4: 1986 Porsche 944S 2-door Hatchback (VIN WP0AA0944GN458631) No-reserve auction - hammer price \$4,644. Fine example of a well-maintained car with local service records and recent paint.
6. Lot 758: 1977 Porsche 911 RSR Clone Coupe (VIN 9117202734) No-reserve auction - hammer price \$43,200. Description purports \$125,000 in parts & labor to build this car. Recently raced.
7. Lot 393: 1986 Porsche Gembella 2 door (VIN WP0ZZZ93ZGS000145) No-reserve auction - hammer price \$70,200. Car cost \$300,000, plus extras when new.

All results can be viewed at www.barrett-jackson.com



1



2



3



4



5



6



7



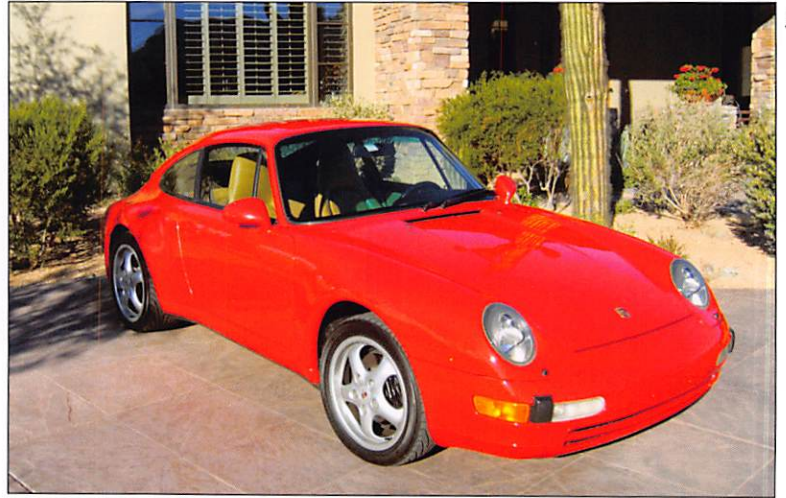
1

More Porsche Results from B-J Scottsdale 2004

1. Lot 778: 1955 Porsche 550 Spyder Replica (VIN P257881) Reserve auction - hammer price \$30,780. A copy of James Dean's "Little Bastard."
2. Lot 659: 1961 Porsche Roadster (VIN 89111) No-reserve auction - hammer price \$88,560. Complete rotisserie restoration by Classic Showcase of San Marcos, CA.
3. Lot 167: 1997 Porsche 911 Carrera (VIN WP0AA299XVS321618) No-reserve auction - hammer price \$30,500. An original car, well maintained.



2



3

The Oregon Region Grille Badge

Now Available at the Goodie Store!

\$24.95 at oregonpca.org



NEW PORSCHE BOOK!

"I, of course, read each word as if it were **heart attack nitroglycerine tablet instructions!**"

—Jerry Seinfeld

Keith Martin on
**COLLECTING
PORSCHE**



Featuring Jim Schrage and the editors of

**SPORTS CAR
MARKET MAGAZINE**

Foreword by Hurley Haywood. Profiles, market reports, price guides, 356/911 Q&A, and more. 112 pages, full color.

BONUS: Mention *Anzeiger*, get CD with 200 photos of collectible Porsches and a complimentary issue of *Sports Car Market* magazine.

Book, CD and complimentary issue of SCM, just \$19.95

Orders: 24/7, toll-free 800.289.2819, online at www.sportscarmarket.com.

The Idiot Light

This month's Idiot Light features two consumer awareness issues, the kind of issues that may affect purchasing decisions.



White, Silver or Statistics?

BY BETTYLOU KOFFEL

There's no doubt that it is best to avoid being in a crash with one's Porsche. Globally, motor vehicle accidents account for 3,000 deaths each day. Is there anything you can do (besides improving your driving skills) which may improve the chance that you can live to tell the story to other PCA members?

Research has long suggested that white (or other light-colored cars) are less likely to be involved in a crash. New research from New Zealand shows that, while this may be true, the incidence of serious injury in a crash is 50% less likely in a silver car compared to a white car. 571 crashes with serious injury were examined and compared to a sampling of drivers not involved in crashes. White cars were equally represented in both groups. Silver cars were significantly underrepresented in the serious-injury crash group.

The relative protection of a silver car was true even when adjusted for a host of factors including: driver's age, alcohol and recreational drug consumption and time spent driving. Vehicle factors such as speed, age, engine size as well as external factors (road type, weather and ambient light) were also examined with multivariate analysis and did not explain the decreased risk. Increased risk (above that of a white car) was found in black, brown and green cars. The risk of serious injury in yellow, gray, red and blue cars was not significantly different from that in white cars.

Like many articles in the British Medical Journal, this one drew its share of comment mostly with suggested confounders not addressed in the original research. They make for interesting reading at bmj.com. I don't think this evidence is strong enough to suggest painting either the arena red or the technoviolet car in our garage. I'm likely to consider it when making my next purchase, however.

The multivariate odds ratios and confidence intervals can be found in the original report in the *British Medical Journal* 2003;327:1455-6.

Thieves' bright idea: Porsche headlights

BY SUSANNAH A. NESMITH OF THE MIAMI HERALD

The first thing Scott Rhodenizer does every morning is check to see whether the headlights on his car are still there. Last Saturday, Rhodenizer woke up to a familiar and frustrating sight — the empty eye sockets of his black 1999 Porsche Carrera. The lights had been swiped for the second time in as many months.

"Now they know where I live," he said. "I'm going to have to turn my [car] lease in. It's no good for me to have that car."

For Porsche drivers, the story is a familiar one. Criminals, ever on the cutting edge, have started what could be a national epidemic: stealing headlights from Porsches. Coral Gables police have investigated more than 60 thefts in little more than a year — and some owners have been hit three or four times. Rhodenizer's car was one of eight hit in the first five days of this year. While regional figures were not available, Countach repair manager Abraham Echeverry said he gets as many as 10 blinded Porsches a week at his Coral Gables shop. Bob Varela of Wellington, who has been in the Porsche business for more than 30 years, has heard about similar thefts "all over the country."

"It is more prevalent in Dade, not as much in Broward and somewhat in Palm Beach, but it is everywhere," said Varela, president of the Southeast U.S. chapter of the Porsche Owners Club and owner of Foreign Affairs Motorsports in Deerfield Beach.

The headlights, called high-intensity discharge, or HID, throw a bluish light on the street and are the rage with car enthusiasts who soup up less expensive cars such as Honda Civics and Acura Integras. The lights cost \$1,400 or more when new, but the replacement and repair costs after a thief pries them out with a crowbar can reach \$7,000.

"The problem is, eventually, the way the insurance industry is, it turns into all of us paying more," Coral Gables police Sgt. Ed Hudak said. He has mounted a special investigation into the thefts, arresting six people so far. Miami police have arrested two others.

The lights themselves don't fit anything but Porsches, but thieves are removing the bulbs and a transformer that makes them so bright and installing them in headlamp casings for other cars. "When you see a Chevy Impala with these lights, you know they didn't come with it," Hudak said.

Porsche's North American headquarters in Atlanta said it only recently began

to hear about the problem. Porsche spokesman Bob Carlson said removing the lights would require breaking into the car and popping open the trunk, which is in the front. But Hudak said local thieves have found a way around that. "I don't want to kill Porsche sales, but the reality is all you need is a flathead screwdriver," Hudak said.

OTHER COMMUNITIES

Miami, Key Biscayne and Pinecrest police have seen the same trend in recent months. Hudak suspects that, instead of one large, organized ring of thieves, he is chasing several small groups.

The HID lights are also standard features in other luxury cars, but repair-shop owners say the Porsche is the car of choice for Coral Gables thieves. "They're going after the Porsche because they're easy to take out," said Oscar Sicile, owner of the European Connection. "Mercedes has [the lights], but you can die of old age trying to take them out."

Kenneth Gorin, co-owner and president of The Collection luxury-car dealership, said Porsche's new SUV, the Cayenne, has bolts holding the lights in tightly. "I don't think really Porsche is at fault in their design," Gorin said. "Anytime you need to replace something and the repair shop says, 'Oh, it's going to take four hours to replace this,' you'd say what kind of ridiculous design is this?" Unfortunately for the new Cayenne buyers, Countach's Echeverry said he has already seen several of the new SUVs robbed of their headlights. "We've had six or eight of them already," he said. "Those are bolted on."

EXPERIENCE COUNTS

Echeverry said the thieves seem to be getting more adept. "The first cars, they would demolish the fender. Now they seem to know how to pop them out without doing too much damage."

Detective Chris Rios, a Miami police officer and owner of a Porsche 911, decided not to wait for a design change. "I took out the \$4,000 headlights on my car and put in [older] headlights," he explained. "I kind of downgraded the headlights on my car to avoid the theft and damage."

Hudak said he knows one Key Biscayne Porsche owner who did that and even put a sticker on the lenses announcing that the lights were not high intensity. Thieves pried them off, anyway, then dumped them. "These guys can't read," Hudak said.

Posted on Mon, Jan. 12, 2004

© Miami Herald

DEQ and You

By Kurt Leizig, Marquee Motors

The DEQ of Oregon (Department of Environmental Quality) was formed when the federal EPA basically told the states to start cleaning up the air quality from automobiles in the larger cities and areas of concern.

There are a lot of very dull legal words, sentences and paragraphs that I won't bore anyone with. In other words, the states will comply or lose their federal funding for highways. Quite an incentive, isn't it? In the long run, we all breathe better, because it truly has improved the air quality.

Back in the early years, DEQ testing for automobiles was a pretty basic science. The test station had an exhaust analyzer and the attendants would position the probe in the exhaust pipe and take a reading at idle and at 2500 rpm. Pretty simple and basic; either you passed or you didn't. Usually a slight adjustment to the fuel mixture and retarding the timing would make just about any car pass the test as long as the engine was not too worn out.

Times have changed and now we have a whole new ballgame. In Oregon, the cars are broken down into different categories for testing. Vehicles that are 1974 and older (plus some farm vehicles, motorcycles, snowmobiles, ATVs and a few other special vehicles) are all exempt from the DEQ emission test in order to register the vehicle in the state of Oregon. Cars with year model 1975 to 1980 are required to still have the "basic test", which is just sniff the tailpipe at idle for 30 seconds and 2500 rpm for 30 seconds. The specifications are different depending on whether the car was equipped with a catalytic converter. Still not too stringent if the car is in decent running order, oil is clean and tuning is correct.

The next segment of vehicles is 1981 to 1995, which now have to take the "enhanced test". This is the IM240 test with the guidelines passed down through the EPA. This test involves the test inspectors driving the vehicle on a dynamometer at speeds ranging from 0 to 30 mph four times. You will not be allowed to participate, but are welcome to observe from the passenger seat or go to a waiting room. This test is more complex in that it measures and analyzes the pollution from the engine while simulating the vehicle on the roads. (A portion of the results depends on the expertise of the driver on

the dyno). It is important that the engine be in good running condition, warmed up to operating temperature to improve your chances of passing the test. Since this test is much more accurate, a lot of things can affect the final outcome. The usual adjustments to fuel mixture or timing may not be the cure-all for the newer fuel management systems on today's cars. It may require an experienced technician and sophisticated testing equipment to evaluate the cure for a DEQ pass.

One word of caution. These dynamometers are for two-wheel-drive cars only. If you have an all-wheel-drive car, please let the test inspectors know before the car jumps off the dyno and becomes a missile out of control. They are pretty well tuned into the different all-wheel-drive cars and normally are aware if it is. There is a waiver for these cars since the dyno test cannot be performed and the basic test is performed. If you have a vehicle that is lower than stock, or special wheels (you folks know who you are), sometimes you can politely dispute the car being put on the dyno. Their insurance is bad enough without damaging cars, especially expensive ones or rare vehicles. Usually a phone discussion with the DEQ office prior to testing might be in order rather than just showing up and starting an argument.

The latest and greatest test for 1996 and current cars is the OBD (On Board Diagnosis) test. The OBD test consists of a special connector, called a DLC (Data Link Connector), that comes from a scan tool and plugs into your vehicle. Don't you just love this new language to talk about cars? The tool interrogates the vehicle and checks to see if the emissions and all the related parts it controls are in working order. If not, then the car will communicate to the scan tool a DTC (Diagnostic Trouble Code) and print it out on the fail slip with the trouble code numbers. These are only generic codes, so we don't always use them to diagnose for the problems.

Another note about this OBD testing. The 1997 and 1998 Porsche 993s have a heck of time setting the "ready codes" for

DEQ testing. It is advisable not to shut off the engine when you get to the DEQ test center, and let the inspector know this. The computer can lose the information and the car will need to go through a series of drives to reset the codes. Been there, done that!


All these late model cars have an almost intelligent engine management system that oversees all the systems on the vehicle. Everything from the stereo to the ABS braking system are combined into the inner workings of the automobile. It is a wonder the darn things don't have more problems. Just kidding! They actual do quite well, considering how many cars are on the road today.

Notice the little light on the dash with a symbol of an engine with a lightening bolt through it. That is the "check engine light", or MIL (Malfunction Indicator Light) in OBD terms. If that light is on, you will not be allowed to have the car even checked at DEQ. Also, don't try taking the bulb out. The system will "know" it and tell the scan tool that the light is not working. Pretty scary, huh?

Communicating with these newer cars can be a trip in itself. Depending on the area of the problem, it may take a manufacture-specific scan tool to communicate with the car in order to locate the problem and make the correction. Some of the quality shops have the factory tools plus other scan tools to diagnose the cars and make the proper repairs. Don't misunderstand this concept. Just because the car can memorize when the failure occurred and the frequency of occurrence doesn't mean that it tells the technician what is actually wrong. It takes an individual with some experience to evaluate the cause of the problem and to make the suitable repair. The On Board Diagnosis system is good but not always specific to the actual problem. As a result, it can take some time and lot of testing to isolate the cause of the problem. Back in the 60s and 70s, we could check, test and repair just about anything on the car with a test light and simple volt/ohm meter. My, how times have changed!

The next thing you will see, maybe by this summer (2004), is the self-test DEQ in Oregon. DEQ is working on a simple kiosk station that the customer can drive

continued on page 24



Alloy Wheels:

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

Family-owned & operated
62 years combined experience

503.641.8001

Skip's
WheelWerks

PORSCHE 911s WANTED

TOP PRICES PAID FOR
NICE CLEAN CARS

Monte Shelton MOTOR COMPANY



SAAB

Quality classic and
collectable automobiles

1638 West Burnside • P.O. Box 5545 • Portland, OR 97228
503/224-3232 • FAX 503/224-4310

Please Support Our Advertisers

They help make this quality
publication possible.
When you see them around, tell
them you saw their ad in the
Anzeiger and patronize their
businesses when you can.

The SuperSyn™ anti-wear system in Mobil 1 was developed not just to meet vehicle manufacturers' standards, but to exceed them. Which is one reason why every Porsche rolls out of the factory filled with Mobil 1. And the manufacturer recommends you continue using it. So while some may believe one oil is as good as another, the people who built your Porsche seem to think only Mobil 1 is Mobil 1. For more information, call 1-800-ASK-MOBIL or log on to www.mobil1.com. Nothing outperforms Mobil 1.



**THE MORE YOU KNOW ABOUT MOBIL 1,
THE BETTER IT IS FOR YOUR PORSCHE.**



OIL, EVIDENTLY, IS NOT JUST OIL.

You can find Mobil 1 at these fine dealers.

Stuttgart Autotech
17263 SW Pilkington Rd.
Lake Oswego
503-635-3098

Louie Lube
162nd & 15th
360-892-9800
Mill Plain Center
360-896-9206
Vancouver

A & P Specialties
707 SE 82nd Ave.
Portland
503-254-7310

Mobil Command Performance

For dealer inquiries,
please call



800-888-5048
www.albina.com

Rev Limiters

Jim Ayers, Tech Editor

Watching IRL, CART and Formula One car races provides all of us with a basic knowledge of rev limiters. Race drivers have an inherent competitive nature which, for safety sake, needs to be bridled when entering and exiting the pit lane.

Penalties imposed on teams and drivers are costly and sometimes means the difference between a podium finish and being an also-ran. Engine builders and race teams adopted electronic rev limiters, which effectively eliminate the driver's ability to exceed the speed limit in the Pit Lane. Rev limiters are also used to prevent racecar engines from exceeding a maximum RPM level during a race, ensuring teams stay within the formula.

Rev limiters, or governors, are nothing new; they have existed in one form or another since the advent of the internal combustion engine. Safety has often been the primary reason for their use. Motors used to operate machinery need to be governed to ensure the speed at which the machine operates does not exceed the safety factor established for the people operating the machine. Employers with fleets of vehicles want to insure against their drivers operating the vehicles at too great a speed.

Protection of equipment is another generally accepted purpose for limiting an engine's output. Enter the Porsche mechanical rev limiters found in the 911 series vehicles using Bosch distributors up through model year 1977. The Bosch Rev Limiter is a relatively simple design; a weighted spring is incorporated into the top of the rotor. The greater the RPM of the rotor causes the weight to move to the outside edge of the rotor and, at a prescribed RPM, make contact with a metal tab, causing the rotor to directly short out the ignition system. The Bosch rotors come with three different Rev Limits: 6,500, 7,100 and 7,300 RPM. These rotors are interchangeable. The desire for more

revs leads some people to bend the contact tab out further, thus increasing the RPM range. These rotors are generally available and the cost is around \$25.

Newer Porsche cars with the motronic ignition system have software controlled rev limiters as well as top speed limiters. Both of these limits can be raised by the installation of either chips or software, which modify the original program limits. Reviewing the various software packages available, I found this to be a fairly expensive modification. Prices ranged from approximately \$500 to nearly \$2,000. Ah, the price of new technology.

Scattering a Porsche 911 engine is more likely to occur as a result of a downshift-related over-revving of the engine rather

dynamic, which is not easily corrected. By the time the driver realizes the error, the damage has often been done. The inertia created in this situation is going to cause something to break, something really big and really bad. If nothing else, your checkbook will suffer a major loss.

Porsche had another reason to limit the RPM of their vehicles: warranties. If you allow Porsche cars to run without limit, engine failures go up, as do warranty costs. Just good business sense.

Wayne Ditsworth of Motor Sports International related a story about the father who had allowed his son to drive his new 912, some years ago. Seems the son, while traveling at high speed, downshifted into third gear rather than up to fifth gear. Apparently, the young man wasn't one of God's brighter creatures, so he left it in third. According to Wayne, numerous significant components were destroyed. The young man's father was highly irritated when told by the dealer-



© Chris Greenwood

than an upshift under acceleration. Most over-rev failures on upshift are the result of a blown shift when the driver has his foot to the floor. Obviously, when upshifting, the driver is more able to quickly recover from the over-rev and is more likely able to save the engine. The rev limiter will aid in this as the engine is going to cut out and power will be lost. In the downshift over-rev, failure to select the proper gear for the speed sets up a

ship the engine would not be covered by warranty. Wayne advised that Porsche had tables and charts with which the RPM of the engine could be calculated. This engine had run in excess of 11,000 RPM prior to failure.

The one activity where I hear the most comment on rev limiters is Autocross. Because most autocross layouts are relatively short and tight, most drivers never get out of sec-

continued on page 24



~ 356 ~ 911 ~ 912 ~

The largest combined
new and used parts
inventory on the planet.

Over 30,000 sq. feet

Building, Maintaining & Supporting Race Cars and "Outlaws"

Emory Motorsports



ARRIVE & DRIVE: Rental Race Car Program

- Family-Oriented Race Group
- Full-Service Race Shop
- Transporting
- Track Support
- Hospitality

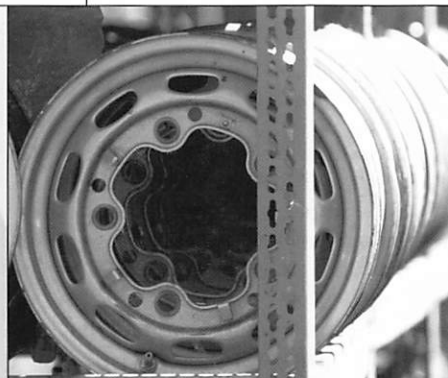
McMinnville, OR • 356shop.com

rod@partsoobsolete.com

503.835.2112

Recently added 378 tons of new
and used parts to our
ever-expanding inventory.

Now covering 911 through 1989.



gary@partsoobsolete.com

Parts Obsolete

503.835.2300 • FAX 503.835.4000 • 356shop.com • 13851 SE Eola Village Rd. • McMinnville, OR 97128



**Steve's
Imports**

Since 1976

**Steve's
Collision and
Restorations**

Full repairs on your early and late-model PORSCHES

Services

- All maintenance requirements with follow-up reminders.
- Bosch authorized Service Center.
- Certified Technicians.
- Engine repair and rebuilding.
- Transaxle repair and rebuilding.
- Early model experts.
- All brake and suspension repairs.
- Air conditioning service.

Conveniences

- Ask about our shuttle.
- We'll pay half your rental car cost.
- 90 days same as cash or easy monthly payments. oac.
- Visa, Master Card, Discover and Diners Club.

It's not just a car, it's a relationship!

Collision Repairs

- We work with all the Insurance companies.
- Just give us the insurance company name and the claim number and we will make all the arrangements for you.



- I-Car Gold Class repair facility.

Integrity/Professional

- Accurate price quotes.
- Friendly, courteous staff.
- 18-month, 18,000-mile guarantee on all repairs.
- Lifetime guarantee on all collision and refinishing repairs.



*Memories relived in
your reconditioned
Porsche*

We at Steve's Collision and Restorations do the full reconditions, from all the mechanical to body and refinishing to interiors. You can do just a little at a time or everything all at once.



Come see our new collision and restoration facility!

Just Give us a call and we'll be glad to answer any questions.

503.771.6701
7273 SE 92nd Ave
Portland, OR 97266



The Amateur Wrench

by Don Clinkinbeard

By popular demand, I continue this column, albeit renamed, since Don Stroum has the task of doing the president's column this year.

This will leave me some more room to add some of the technical stuff that I am learning to these pages.

Let's see. We left off in December with a decision to make on whether to lighten the car or add power. After Rainbonnet, the decision came very easily. Near the end of the day, (just before Hurley Haywood was going to run with me) the car developed a miss. It was severe enough to pull the car into the pits and take a look. After about 15 minutes of cool-down time, Ian and I worked over the ignition and fuel systems and found nothing wrong. Hm, may be more serious than a simple fix could take care of. And it was. I pulled the head off the engine (in less than 2.5 hours this time; last time it took almost 3 hours). The good news was the head gasket looked very good. The bad news was I discovered that the exhaust valve for cylinder two had a rather large hole in it, measuring some 6 MM at the edge of the valve (about the size of the end of your index finger). Well, that explains the miss pretty well. Zero compression will definitely have a negative effect on the engine's ability to function properly.

So what can cause this kind of failure? I got several opinions and suggestions from my network of technical support folks. Seems like the valve was burned or broken but I'll need to complete the disassembly of the valve from the head to really get a good view of the valve and the seat to see if there are any signs of melting. More good news: It doesn't look like the missing chunk of metal from the valve got into the cylinder as there are no gouges or scoring in the alu-sil coating in the barrel. If it did break and jumped out

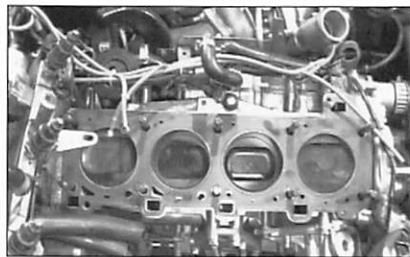
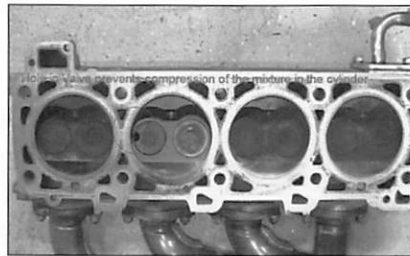
through the exhaust port, it could still be in the exhaust cross-over pipe, so I suppose I'll have to take that off to make sure there is nothing in there. It would not be a good thing for the turbo charger to ingest. Of course, this a painful proposition as the cross-over pipe bolts are a tough reach, with one of the clamp bolts around behind the turbo. Oh, well. With some patience, some good luck and multi-jointed tools (and arms), it will come off.

So rather than "fix" this head, I just decided to go ahead with the purchase of

a ported and flowed head, intake manifold and a cam shaft to complete the top end mods that I started on my first engine. This was not inexpensive but I think I'll be happier with the new parts than the old. The new cam will make the car less streetable, better breathing on the top end but less port velocity lower down the RPM range, but then this is not really a street car anymore. The plate expired in

December and there is no way this car is going to pass DEQ inspection this year (or any other year for that matter).

So the next installment will include the new head, intake and camshaft install. I also did some checking on the limited slip differential and it appears that the clutches are a bit worn. This can explain the tendency of the rear end to wander around under extreme braking from high speed (like braking for turn 1 and 10 at PIR). Looks like a future installment of this column will include an LSD rebuild and a custom oil cooler installation for the tranny. ☺



Rev Limiters

continued from page 22

ond gear. The pursuit of faster times often has drivers pushing the engine up against the rev limiter. The 911 engine is capable of 8,000 RPM before floating the valves. Mind you, this is a top end for this engine and is not a recommended RPM goal. Red line is set at 6,250 for a reason. Tweaking the rev limiters will accommodate higher revs and thus allow for a little faster time. One factor, however, is that simply increasing RPM may actually decrease horsepower and be counterproductive.

As a practical matter, it is probably wiser for most of us to pay attention to our tach, avoid missed shifts and recognize the hazards of downshifting.

DEQ and You

continued from page 20

up to, read the instructions, connect their car to the station and test the car. If it passes, you just insert your credit card and out come your tags and verification of registration. Don't worry about it trying to figure which car you have or try to cheat, because the car knows its own vehicle identification number and will "talk" to the testing station, communicating all the information. These little "black boxes" can record crash data also, but we will save that story for later.

Kurt Leipzig is the owner of Marque Motors, located on Macadam Blvd. in Portland. Kurt and his staff are Porsche repair specialists and an advertiser in Anzeiger

Ed.

When Service Counts...

Motor Sports International

- ENGINE
- TRANSMISSION
- SUSPENSION
- TUNE-UP
- OIL CHANGE
- MAINTENANCE

ESTIMATES GLADLY!

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



**Bosch
Authorized
Service**

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

SPECIALISTS IN SERVICING THESE BOSCH SYSTEMS:

- GASOLINE FUEL INJECTION
- DIESEL FUEL INJECTION
- ELECTRONIC SYSTEMS
- ANTI-LOCK BRAKE SYSTEMS
- HYBRID IGNITION
- ACCESSORIES

643-2656

Wayne Ditsworth, Owner/Operator

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

(Old Cedar Mills Fire Station)

A-n-T TIRE AND WHEEL

Serving PCA for over 25 years

Trackside Motorsports

High-performance street and track applications

TIRES • ALIGNMENT
SHOCKS • BRAKES

437 SE MLK Jr Blvd
Portland, OR 97214

503-236-2106



photo by Angela Sample

Valley Glass Co.

RICK ELLIS

Architectural Aluminum Products

Storefronts • Entrances • Glass

CCB# 122135

(503) 656-9343

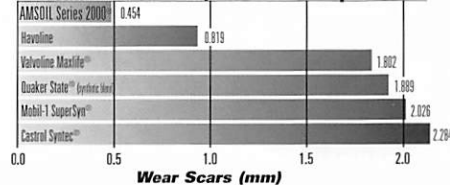
FAX (503) 656-1778

875 Molalla Avenue • Oregon City, Oregon 97045

Not all synthetic oils are created equal.

Consider these facts:

The smaller wear scar, the better the protection



Four-Ball Wear Test (ASTM D4172), 60 kg pressure @ 150°C, 1800 rpm, for 1 hour duration
As tested by an independent lab in 2003

While you can buy less expensive synthetic motor oils, you do get what you pay for. AMSOIL was the first. Their technology has always been the best and continues to be so today. If its performance *and* value you seek, look to the industry leader.



ORPCA FUND RAISING PARTNER

1-800-722-1092

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



REALTY SOLUTIONS, LLC

Gabby Tyer, CRS, GRI

Principal Broker

8142 SW Beaverton Hillsdale Hwy • Portland

(503) 292-4336 office

(503) 330-5227 cell

(503) 292-0991 fax

(800) 903-0770 toll free

<http://www.allaboutportland.com>

E-mail: GabbyTyer@aol.com



Monza v. Boxster

continued from page 15

Lyon-Charbonnieres classic rallye in France. The car ran without fenders in its early days and now is equipped with civilized fenders, a 6C engine and other equipment. (See below.)

That fall, driving past his house, emblazoned with Porsche flags, I spied the car. It was into heavy restoration. A 70-year-old racing car, absolutely beautiful, and in running condition.

Fast forward to 2004. The car is restored. Rand has just found one of the first 5-speed 1997 Porsche Boxsters delivered on the West Coast, and has purchased it with 9100 original miles on the clock. The 986 has 17-inch wheels, is triple black, and features both a factory Tonneau cover and a hard top. A gold "Boxster" strip is on each side panel. The Boxster is a fun car, even driving at modest speeds around the Lake; but the Alfa is Motor Sports as it was meant to be in the 1930s.

In early February, on a brisk and cloudy day, my wish is fulfilled. Rand, a Lieutenant Commander in the US Coast Guard with 23 years of service, has just been recalled to active duty assigned to the Homeland Security Agency. He takes me for a ride around the Lake: Open cockpit, cold, windy, noisy, harsh ride, uncomfortable. I love it! Oh, for the days of the "skinny-tired, open-cockpit cars," little traffic and the open road.

Rand's Alfa was entered at the 2003 Forest Grove Concours, where Rand is a Porsche judge, and at the Lake Oswego Heritage show. Last August, Rand and spouse Debbie entered the 634-mile Monte Shelton Rally. The Alfa was the oldest car entered. Rand had his mechanic in a support vehicle in trail for the entire trip.

Additional technical information:

The Alfa Romeo 8C 2,300 cc eight-cylinder-engined sports car, Spider Sport, was indisputably one of the most brilliant feats of 1930 engineering. The 1930s were the golden age of motorcar manufacture worldwide with regard to both styling and technical specifications. Designed by one of the world's leading engineers, Vittorio Jano, this car immediately conjures up the pilot who made it world-famous, Tazio Nuvolari. It features a 2,300 cc inline eight-cylinder engine. The engine is actually made up of two four-cylinder engines with cylinders aligned in a row. The ohv layout is actuated by overhead twin camshafts driven by central gearing. The combustion chambers are hemispherical.

Autocross 2004 - New Rules for a New Season

With the increased popularity of autocross events last year, most of us noted a need to get some rules laid down to ensure everyone has a safe and enjoyable experience. The increase in the number of participants had bogged the process down, beginning with registration and ending with getting the grids set to start the event. The obvious result was a reduction in the number of laps run and oftentimes the elimination of fun runs at the end of the day.

The autocross committee met in early February and established an initial set of rules for the upcoming season. Hopefully, everyone will understand the need for these rules and will comply with them.

P.I.R. gates open at 7:00 AM, we need people at the track to assist with setting up the course. If you plan to drive, plan to work.

Tech Inspections will begin at 7:15 AM as will registration. Cars will have to be inspected, drivers will have to provide their driver's license and proof of insurance for the vehicle and sign the event waiver. When you register, you will be given a job assignment.

Registration will end at 8:30 AM. If you plan to drive, you should be at the track early enough to ensure you can be registered before 8:30 AM. If you show up at the track at 8:25 AM, you probably will not be driving that day.

8:45 AM, mandatory drivers meeting.

9:00 AM, walk the course.

9:15 AM First car on track.

By strictly adhering to these times, we should be able to get 4 runs per group as well as fun runs at the end.

During the Tech Inspection and registration, drivers will have the opportunity to indicate their desire to have an instructor ride with them. Potential instructors will also be identified at this time. Car numbers will be assigned and will need to be marked on the driver's side of the vehicle as usual.

At the end of the event, participants will be expected to assist in the breaking down of the course.

If anyone knows of a large piece of asphalt, free of obstructions (light stanchions, etc.), that might be available for rental, please let Chuck West or Dave Nance know about it. We are always looking for an alternate location for the autocross events.

We are also looking for volunteers to assist with Timing, Tech Inspection, Registration and Course Safety Officer. While we have a core group assigned to these positions, we need backup people to fill in at times the core group member cannot make the event. If you can assist or are willing to learn the process, please contact Chuck West, greenweapon@aol.com; Dave Nance, DMNance@armstrong.com; Bob Grasso, robert.grasso@power.alstom.com; Jim Ayers, jimnkater@comcast.net; Harry Danberg, harry@danberg.com; Steve Germany, sjgermany@hotmail.com, or Kevin Neary, kneary@erac.com.

Here's hoping your times are fast, the cones don't fall, you get all the runs you want and, most importantly, you have a great time at the autocross.

Technical Specifications: 8C

Engine: four-stroke, eight-cylinder

Displacement: 2,335 cc

Maximum power: 142 hp at 5,000 rpm

Top speed: 170 km/h

Chassis: Zagato Spyder Sport-type

Weight: 1,000 kg

Rear wheel-drive

Gearbox: four-speed plus reverse.

Restoration Configuration: 6C

Engine: 1960s Alfa 6C

2,584 cc (83x79.6 mm) dohc straight six

with 130 bhp @ 5,900 rpm (comp. ratio

8.5:1) or 145 bhp at 5,900 rpm (compression

ratio 9.5:1) in Spider version

Triple Solex Carburetor.

Hydraulic Brakes.



200+ years worth of car parts and car nuts, Rand Wintermute and Warner Lowe suit up for a drive around the lake.

Stuttgart Autotech

Words of Wisdom:

Mechanical Specialists in

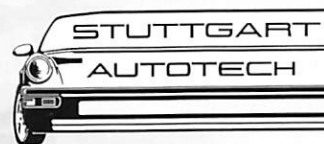
PORSCHE

AUDI

BMW



Maintenance is the key to long life.



17263 S.W. PILKINGTON RD.
LAKE OSWEGO, OR 97035

635-3098

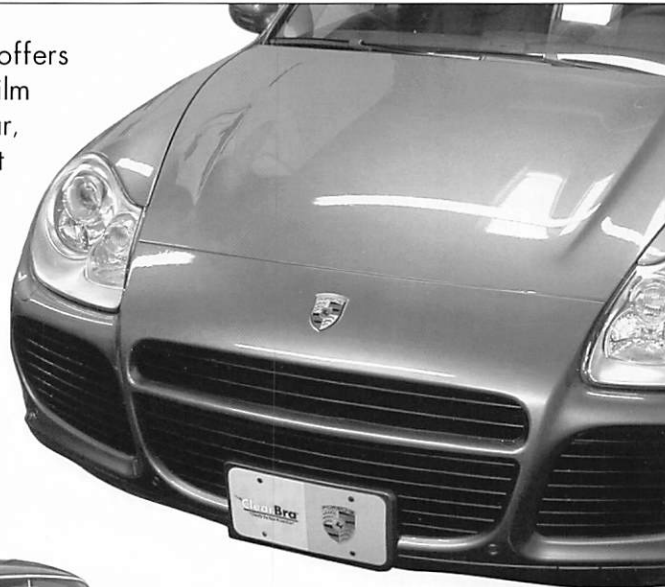
stuttgartautotech.com

Rock Chips

The Clear Advantage

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

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



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



ClearBra™ of Oregon, Inc.
2020 NW Aloclek Dr #118
Hillsboro, OR 97124

503.439.9031 1.888.439.9031 (toll-free in Oregon)

Marketplace

Cars for Sale

911

1999 Carrera (996), silver with black, new tires, 18,600 miles, 6-spd, 15K service, meticulously maintained local car with all records. \$45,500 OBO call 503-701-9144 or e-mail msherman@teamdms.com 01.04

1998 911 C2S, ocean blue/tan, 6k, 6-spd, sunroof, lsd, 18" hollow spoke wheels with color crests, 4 brand-new Bridgestone SO2's, motor sound, am/fm cd, hi-fi sound, full power seat package, supple leather, aluminum gauges, aluminum door sills, mats, stoneguard, books, records. No accidents or paint work ever, concours quality. (503) 781-8987 01.04

1973 911T (cis). Sepia brown/ black-brown. 5-spd, sunroof, Fuchs, rust-free. S-options. Many upgrades: Carrera tensioners, SSI exhaust, air box flapper, New black Recaros w/belts, H-4s, New: Carrera distributor w/ignitor, clutch, brakes, suspension, both window regulators w/felts, turbo tie rods, much more. Beautifully original. \$13,000. **Vartan** (541) 756-0791 vartanv@earthlink.net 03.04

Parts

Four beautiful Porsche ATS wheels. These wheels are from my 1973 911T. I have changed the wheels on my car, and I am selling the original ATS wheels. They are in excellent condition, and have Yokohama 205/60R 15, ES100 tires, with 800 highway miles. Tires are like new, and are included in the price. \$650 obo. **Bill** 503-582-1229; aggie88@pcez.com 10.03

Pair of seats from my 1973 911T. These black seats are in excellent original condition, no tears anywhere, fully functional. All seatbelt hardware is included (all functional as well). I have done an engine upgrade in the car and needed better support seats (I also figured that, since the car is no longer "original," I could live with new seats!). \$650 obo. **Bill** 503-582-1229; aggie88@pcez.com 10.03

Announcements

My name is Allan Lanng and I am the Concours Chairman for the Pacific Northwest Region. We are going to be hosting the 2nd Annual Concours de Elegance at Chateau Ste. Michelle winery in Woodinville, Wa. again this year.

This event is a charity fund raiser and we would like to invite the members of your region to join us this year. This event is a euro-multi-marque event exclusively for European automobiles. Last year's event was a tremendous success and we learned a lot. We had intentionally not spread the word about the event because we wanted to go through our learning curve before inviting others to join us. Well, we learned and would like to extend an invitation to your membership to join us as either entrants, workers (we will need judges) or simply to come and enjoy this event.

If you have never been to Ste. Michelle it is simply a wonderful site which lends itself to this type of event. Information will be posted on our web site in early February and registration will open on March 1st.

The date for the event is Sept. 11, 2004. For questions, please contact me by email at Ameridan50@aol.com or at 425-823-3894.

ANZEIGER ADVERTISING RATES

Black & white Color

Outside back cover . . .	\$1,750/yr (159.09)	.. \$3,150/yr (286.36)
Inside Front cover . . .	1,650/yr (150.00)	.. 2,970/yr (270.00)
Inside Back cover . . .	1,520/yr (138.18)	.. 2,736/yr (248.73)
FP premium position .	1,520/yr (138.18)	.. 2,736/yr (248.73)
Full-page inside	1,390/yr (126.36)	.. 2,502/yr (227.45)
2/3 page	1,180/yr (107.27)	.. 2,124/yr (193.09)
1/2 page	920/yr (83.64)	.. 1,656/yr (150.54)
1/4 page	635/yr (57.73)	.. 1,143/yr (103.91)
1/8 page (business card)	315/yr (28.64)	.. 475/yr (43.18)

(These prices do not include the cost of production for ads that are not computer-ready. Production services for your display ad are available for an additional fee. Contact our production manager for details: Chris Greenwood, 503.460.9494.

Please send all classified ads to:

Classifieds Editor
classifieds@oregonpca.org

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 contacting the Classified Editor.

Non-members may place one non-commercial classified ad, 50 words or less, for \$12.50 each issue. Include a check made payable to Oregon Region PCA with the ad text. Placement of non-member classified ads depend on the availability of space after all member ads have been included. All ads must be submitted to the classifieds editor by the 15th of any given month.

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

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

800.767.7250

Tel 510.782.0354 Fax 510.782.0358
www.partsheaven.com

PARTSHEAVEN

Fund-Raising Partnership

Your Porsche Club has entered into a strategic fund-raising partnership with synthetic lubricant manufacturer AMSOIL. This is an effort to craft a win-win relationship that provides our membership greater access to superior-quality motor oils while deriving funds for the club's treasury. Similar partnerships have proven their worth all over the country and ORPCA is pleased to announce its own unique program.

How it works is simple. When you purchase AMSOIL products directly or through one of the ORPCA Fund Raising

Partner Service Shops, the Porsche club receives a percentage of the

total purchase price and you enjoy the many benefits of synthetic lubrication in your automobile. What could be better?

To get started with this unique partnership and help your Porsche Club, simply look for the **ORPCA Fund Raising Partner Service Shop** designation on

ORPCA FUND RAISING PARTNER SERVICE SHOP

the service shop advertisements inside this magazine. Call today to set up an

appointment to have your vehicle serviced with AMSOIL's superior quality synthetic lubricants. Make sure to identify yourself as an Oregon Region Porsche Club member so our partners can track the effectiveness of our program.

Do-it-yourselfers can also participate in this special program. Purchasing AMSOIL products directly through the local participating dealer enables the same benefit for the club. Contact Greenwood Marketing for assistance with direct sales at 1-800-722-1092.

To learn more about the many benefits of synthetic lubrication,

visit the manufacturer's web site: www.amsoil.com.

Bill Shores

PORSCHE SPECIALIST Since 1971

Matching buyers and sellers

Other exotics available
Shown by appointment only

(503) 644-4640

bill@billshores.com

Distributor for Toughguard®

The Patented Never Wax Process



OREGON PLATING COMPANY

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

Linda Pitts

"Polishing and Plating Since 1908"

GUY'S

INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION
DYEING AND COLOR MATCHING

The Finest
Upholstery
for Your Car

Guy Recordon

Jim Enger

503/224-8657

431 NW 9th Avenue
Portland, Oregon
97209



Over
250 years
combined
experience.

Factory-
trained
mechanics.

Air-cooled
specialists.

2327 SE Powell Blvd
Portland, OR

503.233.4809

Board of Directors

President

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

Vice President

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

Secretary

Kathleen Ellis
503.720.0184
secretary@oregonpca.org

Treasurer

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

Past President

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

Board Members at Large

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

Chuck West

503.720.2037
competition@oregonpca.org

PCA Zone 6 Rep

Linda Bein
porsha@bendnet.com

Membership

Debbie Clinkinbeard
membership@oregonpca.org
503 356-1764

Kim Friedemann
911mom@starba.net
503-781-6401

Goodie Store

Liz Green
goodiestore@oregonpca.org

Webmaster

Larry Rinehart
503 849-6948
webmaster@oregonpca.org

Anzeiger

Managing Editor

John Draneas
503.638.0396
ATR@oregonpca.org

Executive Editor

Kate Ayers
503.292.5743
editor@oregonpca.org

Assistant Editors

Sue & Gregg Hodge
503.518.9203
assteditors@oregonpca.org

Production Editor

Chris Greenwood
503.460.9494
production@oregonpca.org

Ad Sales Manager

Bob Falleur
503.653.7691
adsales@oregonpca.org

Contributing Editor

Peter Linsky
503.644.2709
contributor@oregonpca.org

Technical Editor

Jim Ayers
503.292.5743
techeditor@oregonpca.org



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

Consult oregonpca.org for the
latest information and location

Need to update your contact info in our database?

Missing Your Anzeiger?

Moved Recently?

Please contact ORPCA membership chair to update your information or receive details about the club.

ORPCA Membership
PO Box 5652
Portland, OR 97228-5652

Kim Friedman - 911mom@starband.net

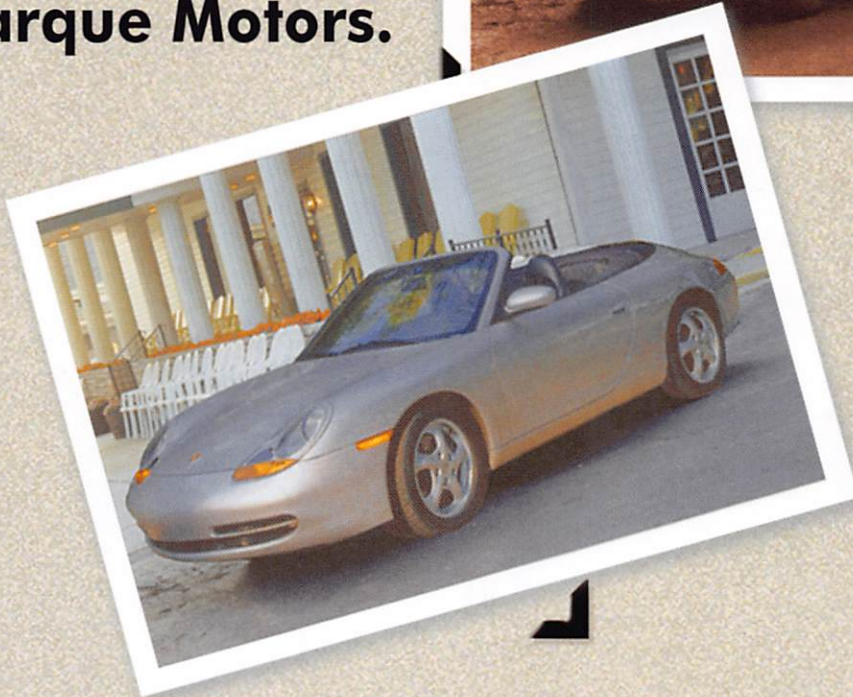
Have an idea for a story?

Contact the editor!

Kate Ayers - kateayersis@comcast.net



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



Marque Motors has the tools and the talent to communicate with your car, classic or contemporary. We keep up with the times—356, 911, 928, 944, 930, 964, 968, 996. At Marque Motors we don't just specialize in Porsches, we live them; we understand them.

Porsche • Audi • BMW • Volkswagen

At Marque Motors, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information, and more: www.marquemotors.com

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



Marque Motors
PORSCHE • AUDI SPECIALISTS

503 293 5386
www.marquemotors.com

ORPCA Fund-Raising Partner Service Shop

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

Classic Porsche



Class Service

At the Northwest's first exclusive
Porsche only dealership.

Porsche only sales.

Porsche only service.

Porsche only parts.

Only Porsche spoken here.



4030 SW 139TH WAY BEAVERTON, OREGON 97005 503.641.8600 or 800.346.0182 www.sunsetimports.com MON-FRI 8:30AM-7PM SAT 9AM-5PM SUN 12PM-5PM

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

FARYL AMMON
2391 SW FERNWOOD CIRCLE
LAKE OSWEGO, OR 97034

Prsrt Std
U.S. Postar
PAID
Hillsbor
Permit