

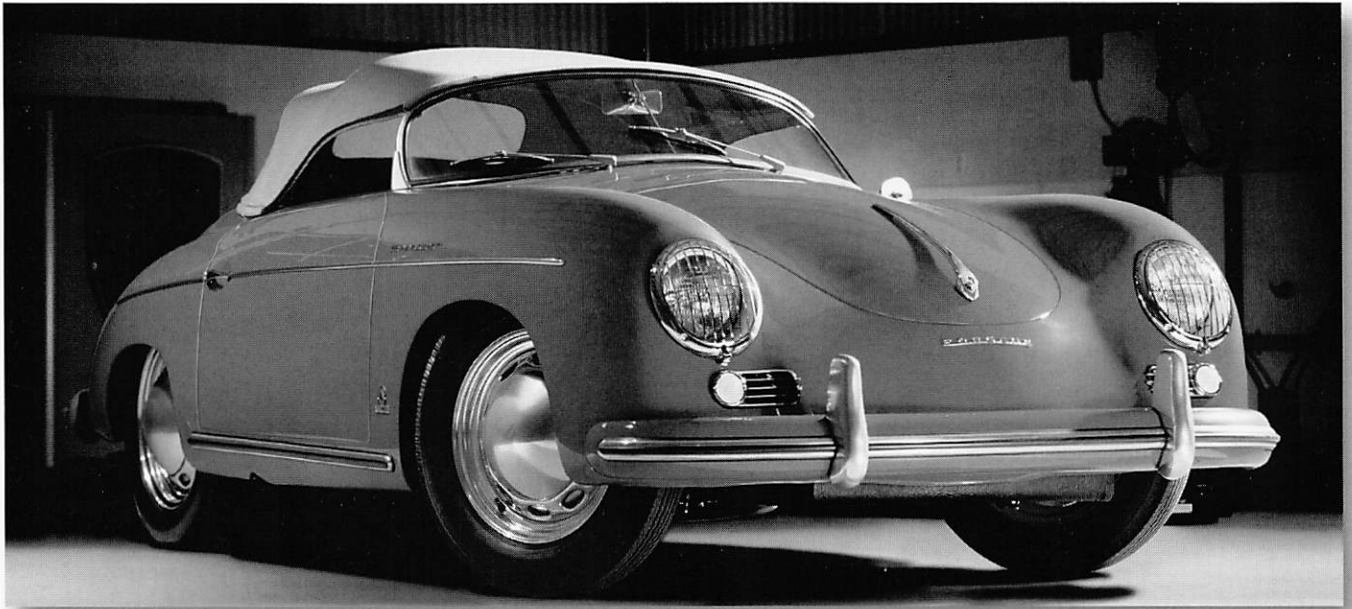
Anzeiger

Oregon Region Porsche Club of America
May 2002 v42-n4





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



OREGON'S #1 PORSCHE DEALER

It's okay.

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

We also understand your need for knowledgeable consultants and impeccable service. Maybe that's why we're the number one Porsche dealer in Oregon. And why we rank among the top dealers nationwide in customer satisfaction, year after year.

We invite you to call or visit our superb showrooms. We'd be happy to help you find your perfect match.

IN STOCK

- 2002 911 Carrera Coupe TIP Lapis Blue/Grey
- 2002 911 Carrera Coupe. Speed Yellow/Black
- 2002 911 Carrera Coupe. Seal Grey/Grey
- 2002 911 Carrera Cabriolet. Carrara White/Black
- 2002 986 Boxster S Guards Red/Black
- 2002 986 Boxster S Black/Black
- 2001 986 Boxster S Lapis Blue/Grey
- 2002 986 Boxster Carrara White
- 2002 986 Boxster Artic Silver/Black
- 2002 986 Boxster TIP Seal Grey/Grey

PRE-OWNED

- 2001 Carrera 4 Coupe 2k Speed Yellow/Black
- 1999 Carrera 4 Coupe 28k Zenith Blue/Grey
- 1999 Carrera 4 Coupe 22k TIP Black/Black
- 1999 Carrera Cabriolet 19k Artic Silver/Black
- 1999 Boxster 24k Black/Black



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.

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Anzeiger

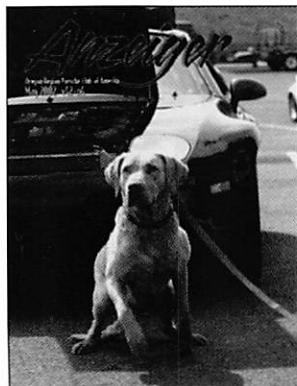
2002
MAY

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Cover image:
Don Hanson's Chesapeake Bay Retriever is an eager boy indeed! DE just has a way of bringing out the animal in all of us.
Photo by Chris Greenwood

Please check our web site often:

<http://oregonpca.org/>



Don Clinckinbeard FROM THE PRESIDENT

I awoke at about 4:30 this morning with the outline of this article running through my head. Progress on my car has been slow but steady. The Flu I got last month delayed me by 6 to 7 days.

I over tightened the manifold fitting that provides the vacuum/boost pressure to the boost controller and had to order it. This took a couple of days, and it arrived just after Debbie and I had left town to go the Zone 6 Presidents Meeting in Vancouver B.C. It took a couple of tries due to some connectors that didn't get seated properly, but I got the car started only to find a small puddle of oil under it and some loud noises from the exhaust system.

Turns out that I had not tightened the oil cooler lines adequately. These are really hard to get to with the headers on the car so I had to modify a wrench and loosen the steering rack, after removing the anti roll bar and then do some very interesting calisthenics to get the fitting tightened properly. Next I tackled the exhaust leak. Did I mention the complexity of the exhaust systems on this car? Well I had to remove the waste gate to get the missing gasket from the crossover pipe to the waste gate installed. While I had this off I noticed there were a couple of bolts that connect the torque tube to the bell housing that were

loose. As a matter of fact the factory manual tells you to leave them loose until after you get the transaxle installed. I guess I forgot to tighten them after we got the tranny installed. So I had to pull off the waste gate bracket to get a torque wrench on the bolts ... well you get the idea. This put me up against the track day that Friday, and the car hasn't been into the shop to have a real Technician take a look at it (after all, I'm going to drive it very fast) to see if I left anything off that really needs to be there. This meant I had to wait until the next track day to give it a go. Projects like this always involve much more time and effort than you thought when you first started.

Speaking of the Zone 6 Presidents meeting (I did in the last paragraph) this is an event organized by our Zone Rep, Dick Grant. I got to meet my fellow Zone Presidents and we spent Saturday talking about issues facing PCA nationally as well as locally. It was good to discuss the issues and get a geographically dispersed opinion from the other presidents. Zone 6 covers about half of Canada as well as 5 northwestern states with 14 regions. 10 were represented at the meeting. One of the interesting things we covered is new member retention. There is a trend seen nationally where a significant percentage of first year members do not renew for the second year. Some feedback was that it's hard to get "into" the club as folks tend to gravitate towards their old friends and this leaves the new

members feeling like they are ignored. The next meeting you go to, look out for a new face and go over and introduce yourself. Find out who this new person is. We are, after all, connected by the cars we drive, so you have at least one thing in common. Another trend is that about 20% of the membership actually participates (active members) while 80% are inactive. While this isn't new, it would be nice to see some more of the 80% come on out and join in the fun (of course we can't handle all of you at once.) There was a lot of discussion around how to include the Cayenne in our Driving events. Do we

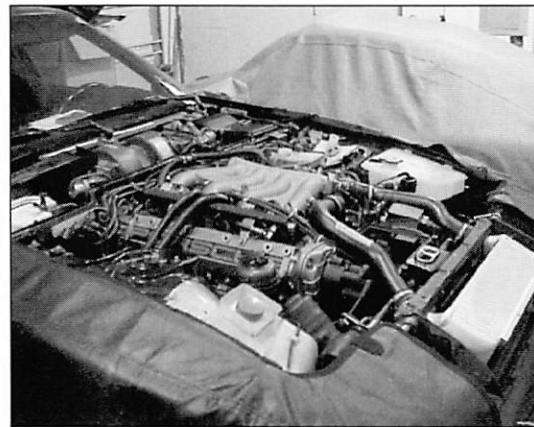
allow them out on the track? Autocross? Our friends in the Polar region (Edmonton, Canada) have a winter driving skill school on a frozen lake and have found that the SUV type vehicles have a pretty hard time stopping or turning as well as the smaller and more nimble 4WD and

2WD cars on a sheet of ice. On the other hand the Cayenne has run a very fast lap at the Nurbergring demonstrating that it can operate safely on a race track at speed. There is some food for thought here.

Well, I've run on long enough and need to leave some page space for our other contributors.

-drc-

PS. Sue Hodge is taking a brief respite this month, but will return to the pages of *Anzeiger* next month.



The engine actually started after only two tries. Wow, now if it only runs longer than a few minutes!!!

OREGON REGION CALENDAR



May

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

June

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

July

- 2 Board of Directors Meeting
- 12-14 Portland Historic Races
- 20 TSD Rallye
- 20 Anzeiger Editorial deadline
- 21 ORPCA Concours at Forest Grove
- 21 Autocross - PIR
- 25-27 Oregon Romp
- 29 Corvette Track Day
- 28-31 Parade 2002

August

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

September

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

October

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

November

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

December

- 3 Board of Directors Meeting
- 7 ORPCA Holiday Party

Rose Cup Races June 7-9

A 3-day pass will cost \$35 per person. There will be a corral and parade lap on Sunday only. Sunday BBQ lunch included. Additional gate admissions are \$10 per person.

Click through oregonpca.org for late-breaking information on this event.

Club
Event

MAY DINNER GATHERING

Date: Wed. May 15

Place: Portland Brewing Company
(Fireside Room)
2730 NW 31st Ave
Portland, OR

Time: 6:00-8:00 pm

Cost: \$12/person, incl. gratuity
Beer & wine not included

Menu: 1) Chicken Caesar Salad
2) Roasted Chicken with potatoes and vegetables
3) Pot Roast with potatoes and vegetables

*** You must RSVP by Monday, May 6 WITH DINNER CHOICE to: Nancy Herron at 503-293-6714 or bonvoyages@msn.com

You are invited to join other members of the Porsche Club at the Portland Brewing Company. It will be a fun and cozy get-together in the Fireside Room. Come and spend time with your fellow Porsche members and make some new friends. Get more info from the web.



Willkommen

NEW MEMBERS

Jack & Lois Roberts2000 911
Portland, Or
Barry & Judy Valder1999 911
Salem, Or

Transfer
Stephen King2000 911
Portland, Or

Anniversaries

MAY

5 Years

Tom & Bobbie Adams
Richard & Patricia Corder

Larry & Debby Barnum
Walter & Connie Luse
Tim & Jorie Ellis
Michael & Karen Holder
Sherri Roberti

10 Years

Craig & Linda Laughlin
Vartan Varoujean
Reynold & Barbara Watt
Willard & Linda Bradshaw
Michael O'Neil
Bob & Peggy Gilder

15 Years

Bart & Sally Locanthi Jr.

30 Years

Don & Sonjia Smethers

TSD ROAD RALLY & SCHOOL



Saturday, May 11

\$5/person for school • \$15/car for road rally
(Porsches recommended, but not required.)

Meet at PCC Sylvania Campus, Room HT 223 for registration at 8:45 am. Rally school starts at 9:00 am.

Morning class covers all the rules and general instructions and techniques on how to drive a successful rally.

Professional road rally instructor uses state-of-the-art teaching aides. Student learning guides will be provided and written instructions for the afternoon rally.

After class we will take a short lunch break and then regroup and send first car out at 1:00 pm.

Any questions can be e-mailed to the rally group at RallyPCA@Go.com.

AUTOCROSS - MAY 19 - PIR

Club
Event

Autocross is back!

Location: PIR pro pits

Time: first car out at 9 am

**Cost: \$10 (plus \$10
entrance fee to PIR)**

**What to bring: helmet, some-
thing to drink**

Future dates (all at PIR):

June 30, July 21, and

October 20.

***Please note that some of
these dates differ from what
has already been published.**



M A Y 3 1 - J U N E 2

Club
Event

2002 Half A Mille Miglia

This year's theme for our premier tour event: **Historic Northwest Hotels**, with exceptional food and wines, to complement the usual 500 miles of perfect roads.

Start Friday evening with check-in at the historic Columbia Gorge Hotel.

Saturday, travel the Columbia Gorge, with possibly a time out for a hill climb, to Walla Walla. You will be welcomed at the recently restored Marcus Whitman Hotel by several top Washington winemakers pouring their wines for you, in a complimentary tasting sponsored by our friends at *Sports Car Market* magazine. After a dinner to remember, you should easily find a way to party until bedtime.

Sunday, lunch at the recently restored Hotel Condon, finishing with an early dinner in the Portland area.

\$295 per car covers the event, most meals for two, and assorted extras and keepsakes. And a route to remember.



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

Vintage Iron Tour IV

By Aaron Hues

Well, this was my first tour with the Porsche Club, and what a blast! We met at Stark Street Pizza and although the morning got off to a chilly start; there was an excellent turnout with nearly 30 cars in attendance. Somehow, we managed to avoid any downpours and enjoyed fair weather. This tour combined the best of spirited back-road driving with three stops, to view some wonderful car collections.

First we headed out to Evie Brim's garage. Mrs. Brim was kind enough to show us her collection of cars assembled by her late husband Gene—approximately 20-25 cars. This was the last 'official' viewing before the cars were to be separated, since all but three of the cars had new homes waiting for them. The primary presence was Studebaker including the oldest remaining gas powered example, circa 1904, as well as the last model produced before the factory ceased production in the mid 1960s. The car that I found myself especially drawn to was a 1932 Hupmobile, yellow with the fenders and trim accents finished in a rich tan. It was clear that Gene had a real love for old Studebaker's and old cars in general. What an opportunity it was to see these cars together.

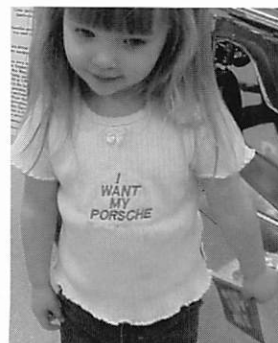
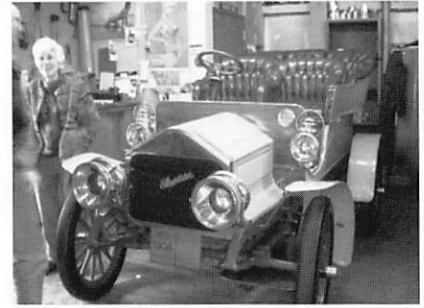
Next, we took a nice brisk drive along highway 224 to a Plymouth collection belonging to Bill Call. Bill started the local Plymouth club just one year ago and in that time it has already grown to 120 members. Bill began collecting after retirement in 1991 and has since accumulated a total of 11 cars, including a recent 1936 4-door sedan 'barn-find' awaiting restoration. Bill's car of choice is his 1939 blue Plymouth cabriolet with tan interior and top—everyone else seemed to like it a quite a bit too.

Then it was off to lunch at Clancy's Irish Pub & Restaurant in Sherwood. The drive over took us by some excellent scenery consisting of both natural landscape and interesting building architecture. However, if not for my co-pilot, I would never have known since my attention was primarily fixed to the rear bumper of a white 993 while taking tight corners at a spirited pace. The road provided us with some great switchbacks and hairpin corners. Once safely at Clancy's Pub, we experienced a great opportunity to have a nice lunch and Irish beer while

at the same time becoming better acquainted with other PCA members and their friends/family.

Last stop on the list was the collection by Ken Austin. Ken has assembled several varying types, years, and models of early transportation. Everything from old fire engines and log trucks to vintage racecars and American classics—a very broad and interesting ensemble. Each of the cars were an example of the type of car dreamed of during his high school days (likely did not include either the fire or logging trucks). His is the only show in town that produces a special intake manifold for the early hot rod style cars. His pride and joy was quite obviously a metallic green custom rod that won best of show both in the late 1950's and second in the most recent Roadster Show. Since his early teen years Ken has been working on this car either artistically, or directly in fabrication, and now has a final example of his early dream.

Then it was on with the Vintage Iron Tour. This was approximately 25 minutes of exuberating driving at its best on twisty, turning backcountry roads. Again, my co-pilot tells me there was some great scenery out there—I wouldn't know, I was driving a Porsche. In conclusion, I would encourage anyone to come out to these tours and to the track days; these are what owning a Porsche is all about! Steve Knepper and Duane Luckow did an excellent job organizing this event—thanks... 🍀



Coming Events



Autocross

The autocross season for ORPCA is upon us, and promises to be a good one. Our opening event took place at a smallish theater parking lot, and gave us the opportunity to brush up on old skills and/or pick up some new ones. After the April event, all of our autocross events will be held in the pro pits at PIR. It doesn't get any better than this as we can have a variety of courses to challenge us all. We expect good attendance at our events, but if the field is not filled by Porsches by 8:30 am, it will be opened up on a first come, first served basis to other drivers. Participants need to bring a helmet and something to drink. Future dates for autocross are: May 19, June 30, July 21 and October 20. More details available on the web site. Please note that some of these dates are different than what has already been published.

Rallies

TSD Rallies offer a unique opportunity for both driver and passenger/navigator to perform as a team. Each team receives written instructions for driving a predetermined course. The game plan consists of Time, Speed, and Distance to various checkpoints throughout the course. Scores are based on how close teams come to reaching these checkpoints on time. This all takes place on public roads, mostly on scenic country roads, and at legal speeds.

Afterwards, a relaxing debriefing takes place, a time to relay exciting or tall tales of road adventures. Prizes and trophies will be awarded for individual events in various categories. Additionally, points will accumulate throughout the year and will result in a champion award to be presented at the club holiday party.

Mark your calendar for the following rally dates: May 11, July 20 and August 24. All skill levels (especially novices) are encouraged to attend on May 11 when a professional rally instructor will conduct a class for participants prior to hitting the road. Training will be comprehensive and will include the what and how and why - the basic essentials of rally driving.

Half a Mille Miglia - May 31 - June 2

You bought your Porsche so that you could experience driving in its purest form, but it's hard to find the time to do it. And when you do manage to find the time, you get frustrated by the constant traffic that hems you in, and by the

difficulty of finding someplace that's really worth driving to. Don't despair, here's your solution.

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

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

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

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

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

Volunteer Recognition Party - September 7

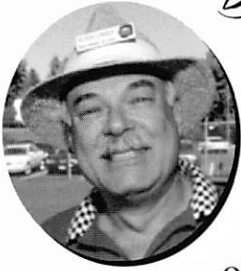
ORPCA could not exist without the time and energy that Club members devote to making our events and activities function well. Every year, the Board of Directors has recognized Club members who have assisted in these efforts. While the VIPP plates, wine glasses and coffee cups have served our Club well,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

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

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

Bring in the Clones

By Peter Linsky



Fellow members Dave Nance, Paul Kust and I were chatting at the February dinner meeting about tweaking older street cars for better performance. Mine has been old enough to vote for some time, but I've been working on performance and handling improvements for the past few years as time and budget allow. Dave's Carrera is a decade or so younger, and he's been looking at another car for track work or autocross.

I suggested that buying a play car that's had the heavy work done at someone else's expense is better than tackling that work yourself, assuming it's been done properly. Our conversation drifted to the subject of our appreciation of older cars. Our marque is unusual in that many older cars perform just as well, or in some cases better, than new models - especially when initial costs are taken into consideration. A 996 is a lovely car, and it goes like a bat, but it's evolved into a plush Grand Tourer. It's possible to create an older, lighter 911 that goes as quickly, and is faster, for a fraction of the price.

Excellence magazine addressed this matter few months ago, comparing a real

'73 911 RS to a new GT2. Both of those rank highly, if not at the top, of most Porsche enthusiasts' lists of "what I'd buy if I just won the lottery." The GT is quicker and faster and a whole lot more civilized, but the RS is more fun to drive; more tactile, more emotional, more Porsche. But since real RS's have grown prohibitively expensive (and don't even ask what a GT2 costs), we find a growing number of RS clones emerging from home garages and preparation shops. It reflects the popularity of Cobra and Shelby GT 350 clones, as the real things became too valuable for most owners to risk in everyday driving. We'll ignore most Cobra kit cars, but if you start with a clean '65 Mustang

fastback, and accumulate all the original and replica parts now available, soon you can have a lookalike that will pass the 30-foot rule. From 30 feet away, it's the real deal. Similarly, you can build your own RS with a clean and rust-free lightweight 911T and work from there. The tub is essentially identical, fiberglass body parts are reasonably priced, real Fuchs wheels are out there, and replica trim can be had for a price. Voila, you have an "RS" that you can drive on the street or in many vintage events without fear of trashing a 100-thousand dollar showpiece. And with the 30-foot rule in effect, nobody can see that your clone lacks the thinner sheet metal, lighter glass, or the 210 hp MFI 2.7 of the real thing. Under the ducktail lid can be a hot 3.0, a 3.2, or anything else in the air-cooled family. You can't claim it as an original at the Concours...so what? Having the real thing is great, but they are a finite and costly breed. Clones offer a much more affordable alternative and are just as much fun. ♻️

BURRITO RUN

SUNDAY MAY 5

COST: FREE

Leaves from Sunset Imports
Gather at 11:00am
Leave Sunset at 11:30am

A fun run through the coast range to Manzanita for a no-host lunch at Left Coast Burrito. A great way to meet new people and have fun with your fellow Porsche amigos.

Questions call Rick Sironen 503-257-9912 or Tom Beutz 503-521-9413



ClearBra™

"Ending Rock Chip Rage, One Car at a Time"

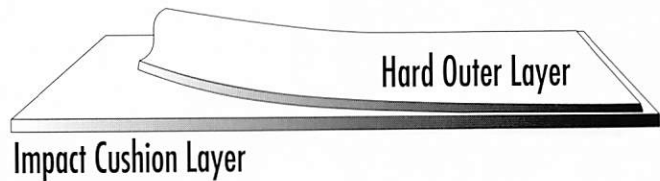
What is ClearBra?

ClearBra is an "RGD" (Ricochet Graduated Density) film. It is clearly the logical alternative to traditional naugahyde bras which can "protect" only a portion of your car's paint. ClearBra actually does protect the paint and lets you see all of it, all the time.

Originally produced to military specifications, ClearBra now covers the consumer market, and is used on RVs, race cars, horse trailers, boats & boat trailers, semis, motorcycles and much more. ClearBra provides the ultimate protection for hood, headlights, fenders, quarter panels, parking lights; virtually any vehicle surface that is at risk from rock damage.

ClearBra is composed of 2 layers, yet is still gas-permeable. That means that your paint can still breath and age naturally. At 12, 20 or 40 mils thick, ClearBra's hard outer layer bonded to a soft inner layer produces a trampoline effect for objects striking the surface. ClearBra's impact resistance is many times greater than single-ply films. And, ClearBra is the only material designed for abrasion resistance.

Accept no substitutes. Call us today for an estimate of your priceless vehicle.



This owner wrapped the nose and complete hood of his M5 with ClearBra.



The ClearBra Advantage

- Custom fitting covers surfaces much more completely than pre-cut template material
- Large sheet sizes ensure seamless coverage of complete hoods and body panels.
- Enhances the beauty of your car
- Minimizes chipping, scuffing and abrasion
- Longer headlight and paint life
- Preserves the appearance (and value) of your car
- Reduces maintenance cost
- No thermal cracking
- UV inhibitors resist yellowing and cracking

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

503.439.9031

Congratulations to Wayne Wallace, Winner of Our March 22 ORPCA Drawing

1.888.439.9031 (toll-free in Oregon)

My Favorite Drive

By Gregg Hodge

In an effort to increase input from you, the membership (and the fact I was sitting too close to the table at the last Anzeiger committee meeting) I have been volunteered to submit the second in what we hope will be a regular column. The idea is for members to submit road stories for the column whenever the spirit moves them.

Now I can tell you I'm no writer. What I like is that no matter how poorly I write, Sue the Editor, will make it appear as though I can. The rules she imposes are simple: It must be a story about a road trip or great road and that I e-mail it to her. I always follow the rules because I have to, no make that "love to live with her." I believe there are some rules that I should set for myself; i.e. "Does she know about this?" "What is the statute of limitations in Mississippi?" etc. With that said, I will begin my story.

It was the summer of '78. My lovely wife suggested: "Let's go camping on the 4th." I had a problem with this. I didn't want to say no, but I didn't want to fight the crowds either. The year before we had gone to the coast and it was like a parking lot. If I were to go camping again, it would be no people, no traffic, and no campers. So I decided if everyone was going to the beach, I would head east.

In my childhood I had spent a summer in Huntington, Oregon. Huntington is situated at the confluence of the Burnt and Snake Rivers, and is a Mecca for upland bird hunting (and great fishing too.) I remembered a clear blue lake in the desert with big fat Kocanee trout. I knew this place to be called Willow Creek Reservoir, and had never seen another person there. With this as our destination my concerns about crowds were over. I began to pack our TR-6. There's more room in the trunk without the spare, and the beer cooler fits nicely behind the seats. We took our Rottweiler; he did a long down atop the cooler. Sue and our 3-month-old daughter got in, and we were off.

We took the old road out of Troutdale, stopping at Crown Point and Oneonta gorge. With a mix of old road and freeway we worked our way into The Dalles. By the time we reached The Dalles, the day

was really warming up. The forecast for Portland was a high of 101. It was time for some 280 air, so with the windows down it was 80mph into Pendleton. The car was running good at this point but the wife and baby were a little hot. It was time to stop for a sandwich and a beer.

Now there was something I had not told Sue, and that was just exactly where we were headed. Hey, I knew where it was; it just wasn't on the map. I knew I couldn't tell her that, so when we got back to the car I assured her "We're almost there." Three hours later we reached Huntington; now where is that old drugstore? I needed to make a right turn there. The old building was still standing. It's just a quarter mile from the turn where the road becomes gravel and stays that way for 28 miles.

Not far out of town we came across a herd of Antelope. I noticed my darling bride had gone strangely silent, but I could tell the dog was digging it. A right turn at the fork in the road took us to the lake. I had returned to my childhood. Bounding from the car I declared, "We'll make camp here." As I headed toward the lake, fishing pole in hand, I heard a fisherman's wife behind me. I had to make a good cast now, for I knew it could be my

continued on page 18

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Cayenne Commotion

If you haven't seen or heard much about Cayenne, you're about to. Porsche has released these first images of their new "SUV," developed for the American marketplace. This luxury rally car extraordinaire was due for delivery in November.

Current indications are that the first allocation will arrive in August.

Carrera Motors in Bend has been working closely with Porsche to develop off-road rally instruction and a unique web site called Club Cayenne. The uniqueness of the Central Oregon terrain made them a perfect partner for such endeavors.

The Cayenne S and the Cayenne Turbo will debut simultaneously and prices will range from the mid-60s to around \$120,000. Interested parties can plop down earnest money at some dealers.

To learn more about Porsche's newest platform, log on to porsche cayenne.com



Cayenne Turbo Overview

Materials Alloy block and cylinder heads
Displacement . . . 4,511 cc
Configuration . . . V8 Biturbo
Horsepower 450 hp
Torque (max) . . . 460 lb-ft at 2,250 - 4,750 rpm
0-62 mph 7.2 seconds
Top Speed 165 mph
Permanent All-Wheel Drive



Cayenne S Overview

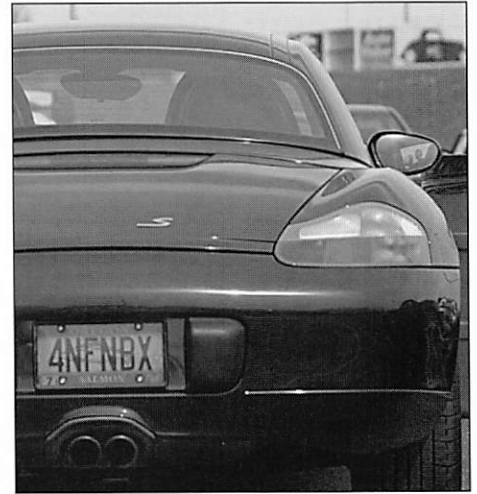
Materials Alloy block and cylinder heads
Displacement . . . 4,511 cc
Configuration . . . V8
Horsepower 340 hp
Torque (max) . . . 310 lb-ft at 2,500 - 5,500 rpm
0-62 mph 7.2 seconds
Top Speed 150 mph
Permanent All-Wheel Drive





Dinner Gathering @ Restaurant Russia

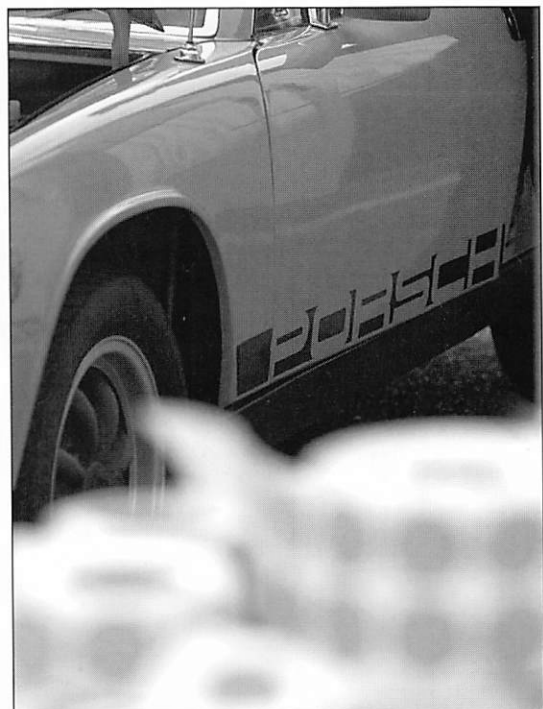
It was a dinner gathering sort of crowd with an appetite to match. The Beef Stroganoff was off the chart, as was the Vodka. The restaurant's owner, Sergei, and his lovely daughter, Anya, (below) even found time to serendade Porsche club diners. What wonderful hosts.



Scenes from March 22 Driver



Education at PIR



New Member Profile

By Susan Falleur

Introducing New Members: Andy and Margaret Jacobson

At our February dinner meeting we were pleased to meet Andy and Margaret Jacobson, who drove 100 miles from Trout Lake, Washington, to join us.

Andy worked as a design engineer for Ford in Detroit, until retiring to the northwest. The artistic skills Ford valued are now applied to automotive art, landscapes, and other subjects Andy enjoys. Margaret likes to spend time with their five grandchildren and surfing the net.

He likes anything with a motor, and has a special fondness for two wheeled Italian vehicles. Currently, he and Margaret drive a 996 yellow Turbo, and have had a 928 and a Speedster replica. We understand their home site was chosen in part for the curving roads that lead to it; welcome a dedicated driver to ORPCA!

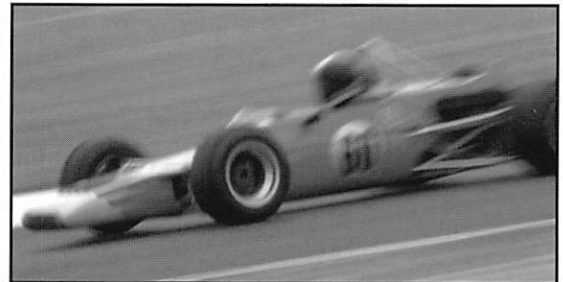


Portland Historic Races

July 13 & 14, 2002

***** Event Registration Deadline: May 25 *****

The Portland Historic Races is a great event. It features a spectacular display of more than 600 types of collector cars, including street rods and motorcycles. You will find wonderful automotive art, books and other paraphernalia. The cost of this event for our Porsche Club members is but \$35 for a 3-day pass for two people, corral parking, and a dash plaque. Parade laps will also be available Saturday and Sunday (**limited to 25 cars each day**).



For more information contact:
Don Stroum 503-722-1350

Historic Races Registration Info

Parade Lap (indicate first choice): Saturday OR Sunday

Name _____

Address _____

City, State Zip _____

Phone(_____) _____

2-Day Ticket (1 car, 2 people, incl. Friday admission) _____ @ \$35.00 _____

Additional Tickets: Saturday _____ @ \$25/person _____

. Sunday _____ @ \$25/person _____

Total Amount Enclosed \$ _____

Make checks payable to ORPCA. Please include your Name, Address and Phone Number.

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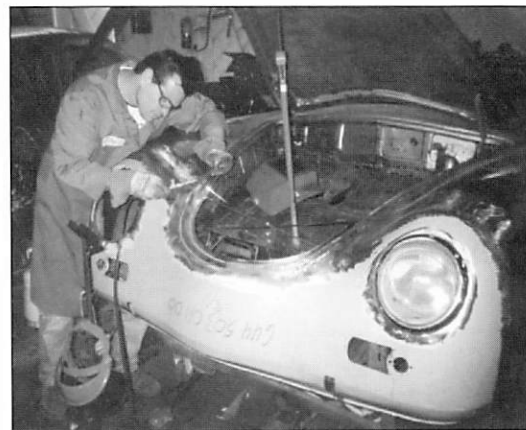
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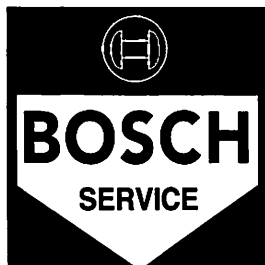
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Wayne Ditsworth, Owner/Operator

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(Old Cedar Mills Fire Station)

My Favorite Drive

continued from page 12

last. After placing my rod in a rook of rocks, I returned to the car to set up camp. While I finished pitching the tent I noticed my rod tip bouncing. Rushing back to the bank I retrieved the fish that was exhausted from being hooked for 20 mins. I made another cast before returning to camp to set a fire for dinner. As the light of day faded and the fire grew I again noticed my rod tip bouncing. The fish were soon on the grille. At the completion of our meal two things were apparent; Sue resented the fishing, and if I wanted to play Huck Finn again it would be a solo play. I'll always enjoy the memory of this trip because I came away knowing I had found a true keeper.

Postscript: TR-6s are in limited supply and this trip is not for everyone. The new Porsche SUV will be available soon, and I'm sure it would do well in this place. You should know that the lake was renamed Malheur Lake in the '70s. All the roads to the lake are gravel. The Kocanee were killed off by a chemical spill in 1984. The lake has been restocked with rainbow and the fishing is still great! To avoid another one of my stories you should submit yours today. ☺

BOGUS BASIN BACCHANALIA May 24-27

Despite the fact that Boise is the site of the 47th Porsche Parade this summer, the traditional events will go on as usual. The Silver Sage Region will host the Bogus Basin Bacchanalia weekend that includes PCA's only hillcross.

This is a multi-region event that includes the hillcross, a TSD rally and a mystery event on Memorial Day weekend, May 24-27, 2002.

You can learn more about BBB and get an application form by visiting the Silver Sage Region's web site at www.pca.org/ss. Information is also available from Registrar Marcy Myers, P.O. Box 6335, Boise, ID 83707, (208) 333-0369, rainbowtees@rainbowtees.com.



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anzeigerclassified@earthlink.net

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

PLEASE NOTE: Ad will run for two issues. Renewal of ad may be made by calling the Classified Editor.

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

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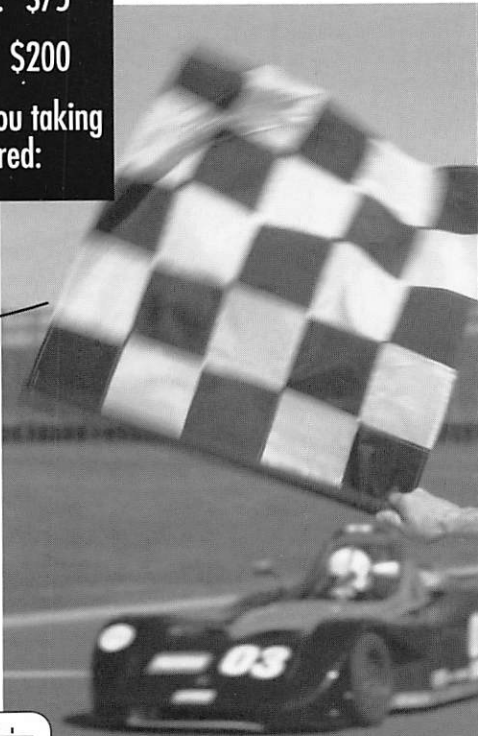
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OREGON REGION PCA
Board Meeting Minutes
March 5, 2002

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

Consult oregonpca.org for the
latest information and location

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

1. ATTENDANCE

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

1.3 Also in attendance were: John Draneas, Debbie Clinkinbeard, Mike Jacobsen, Jeannie Gretz, Sharon Pascoe, and Sue Hodge.

2. LOCATION

2.2 Vista Springs Café, 2440 S.W. Vista, Portland, OR.

3. MEETING

3.1 President, Don Clinkinbeard presented the agenda and called the meeting to order at 6:50 PM.

3.2 Membership Report

3.2.1 Sharon Pascoe presented the membership report. As of February 1, we have 750 members according to PCA national, and 816 in our database. 40 letters were sent out to members whose membership had expired. 2 responses were received and one member dropped.

3.2.2 There seemed to be some confusion with new members on the dues to PCA and the ones to ORPCA. Maybe there can be clarification on what the \$12.00 is for.

3.2.3 There are 785 on the Anzeiger mailing list.

3.2.4 Although inquiries have been sent out, few members have joined because of the mailing.

3.2.5 Need to order more 5 and 10-year pins. Need a larger budget to bring in new members.

3.3 Communications Report

3.3.1 Ken Blanchard handed out a revised budget that included event card mailing and website costs.

3.3.2 The first edition of the Anzeiger from the new printer was well received, and there is progress being made on the website. Photos are being updated also.

3.3.3 Ken said the e-mail reminder notices (about 600) have had a positive review. No one wants to be dropped from the list. This venue has been good for reporting any last minute changes. Care will be taken to not overuse this venue. With reminders and information about the next two upcoming events, 2 or 3 e-mails a month would be sent.

3.3.4 Sharon Pascoe needs more Anzeigers for new members.

3.3.5 Rick Sironen mentioned the submission cut-offs for Anzeiger articles and that there is a need to stick to the schedule to not delay the publication.

3.3.6 John Draneas said that there has been approval by some advertisers to charge more for color ads.

3.3.6.1 John suggested billing advertisers ahead of the Anzeiger issue, and possibly providing a discount for pre-paid ads. Also in 3-6 months the ad rates will change.

3.3.7 John needs to get more letters to the editor for the column. E-mails are okay. Suggested topics include, club comments, magazine comments, or other thoughts.

3.3.8 Sharon Pascoe mentioned the need to have an updated membership directory. The old one was from 1999. Sue Falleur will be working on the updates. She will need a hard copy of the database.

4.1 Board Liaison Report

4.1.1 Tours and Rallyes - Don Stroum - Don handed out a Rallye budget.

4.1.1.1 The first tour was on Saturday the 9th. Insurance for events needs to be done through Peter Linsky.

4.1.1.2 Volunteers are needed at each event to work at checkpoints.

4.1.1.3 Don asked for assistance on the Mille and Don Clinkinbeard volunteered to assist.

4.1.1.4 Don discussed having a Rallye in conjunction with the Club picnic. Sue Hodge had some suggestions on picnic locations. A budget needs to be done to account for trophies, etc.

4.1.1.5 Don mentioned that the Sports Car Market magazine would like to sponsor a caravan to Parade - possible gas money and stickers, etc.

4.1.1.6 Historic Races cut off is May 25th, for 25 cars each day and a parade lap. Don was checking on whom the sponsors are this year.

4.1.2 Track and Driver's Ed Events - Rick Sironen e-mailed a budget showing a surplus of \$14K, that he thought might change because of PCA's new guidelines. Don Clinkinbeard said this should not be affected. The Rainbonnet budget is included.

4.1.2.1 Still need someone to run Rainbonnet this year.

4.1.2.2 March 22nd track day - track costs should go down because of the Carting club joining the event.

4.1.3 Social Events - Don Clinkinbeard - budget total about \$1,300.00.

4.1.3.1 Spring Clean no budget yet.

4.1.3.2 Volunteer Recognition Party - about \$2K.

4.1.3.3 Rainbonnet budget - need more data.

4.1.3.4 Holiday Party - needs to be added as soon as more information is obtained.

4.1.4 Competition Events - Pat Jolly - submitted the Oregon Romp budget to Treasurer.

4.1.4.1 Oregon Romp has an estimated in profit. Track Day registrations are already starting.

4.1.4.2 Autocross budget still in process with Chuck West. If event is held at PIR, there will be an admission fee per car. An updated calendar will have to be submitted to let everyone know about autocross in March. Submit schedule to Anzeiger staff.

4.1.5 Special Projects - Carol Beutz - none in progress.

5.1 Treasurer's Report

5.1.1 Jeff Gretz handed out the Year-end closing statement, with the balance sheet, P&L, and the Charitable Trust. After payment of the March Anzeiger, the balance in the checking account was \$22,306. All is reconciled.

5.1.2 Jeff asked when taxes are due. Mike Jacobsen confirmed the date to be May 15, and we usually use an accountant.

5.1.3 Jeff asked about the invoices that need to be sent to the advertisers. A spreadsheet needs to be set up and help can be enlisted from David Williams and Bob Falleur.

5.1.4 Costco bonus check will be used to purchase picnic supplies. There also needs to be a supply inventory done.

5.1.5 There was an officer name change on the Charitable Trust to update.

5.1.6 The Summary and Detail sheet for old outstanding invoices was examined. There is a need to collect off write off \$3,900 of overdue invoices.

5.1.7 Sue Hodge volunteered to contact the owners of the old accounts before consequences would suggest referring to a collection agency. She will work with Jeff on this.

4. OPENS

4.2 Holiday Party - Debbie Clinkinbeard is working on the details. One being about having the party in December or January. Prices at the Mac Club are going up, so a different location is being researched. January would be better for some locations. It was suggested that a letter be sent to the editor of the Anzeiger to get ideas from the members.

4.3 John Draneas asked about 2005 Parade information to make a pitch for it to be held in Portland for the 50th anniversary. Seattle and Utah are in the bidding. This is a possible moneymaker for the region.

4.3.1 A call from the President may help gain information.

4.3.2 John volunteered to chair the event if we are selected..

4.4 Jeff - year-end close statement for last year needed for the Anzeiger. He and Don Clinkinbeard to work on.

4.4.1 Jeff would like to organize a Porsche corral at Forest Grove on July 21st.

4.5 Mike Jacobsen stated that Cart tickets would be \$6.00 more per ticket than last year. He will be turning in an ad to Sue Hodge for the Anzeiger. He is also working on the Otter Rock budget.

5. OLD BUSINESS

5.2 None discussed.

Meeting adjourned at 7:57 PM
Respectfully submitted by:
Patricia D. Jolly
Secretary
March 20, 2002

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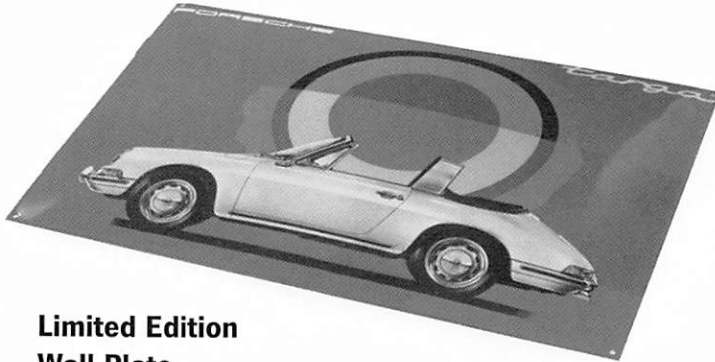
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