

Anzeiger

Oregon Region Porsche Club of America
May 2003 v43-n4



OREGON'S #1 PORSCHE DEALER **RUF**



An oasis for people who care about cars.



'03 Turbo



'03 Cayenne S



'63 356B

NEW

| | |
|-----------------------------------|-----------|
| '03 Boxster Tip Seal Gray | \$48,850 |
| '03 Boxster Black/Black | \$49,340 |
| '03 Boxster Arctic Silver | \$47,050 |
| '03 Boxster White/Black | \$45,815 |
| '03 Boxster Speed Yellow | \$50,835 |
| '03 Boxster S Silver/Loaded | \$60,000 |
| '03 Boxster S Slate Gray | \$58,870 |
| '03 Boxster S Speed Yellow | \$57,145 |
| '03 Boxster S Seal Gray | \$59,175 |
| '03 C4 Cab Seal Gray | \$94,955 |
| '03 C2 Coupe Midnight Blue | \$88,610 |
| '03 C2 Coupe Seal Gray | \$75,390 |
| '03 C2 Coupe White/Black | \$73,645 |
| '03 C2 Targa Silver/Black | \$87,460 |
| '03 C2 Cab Silver/Gray | \$86,455 |
| '03 C2 Cab Red/Black | \$84,775 |
| '03 Turbo Cpe Silver/X50 | \$140,140 |
| '03 GT2 Speed Yellow | \$192,475 |
| '03 Cayenne Turbo Basalt | \$96,450 |

Incoming

| | |
|---------------------------------|-----------|
| '03 Turbo Coupe Black/X50 | \$140,375 |
| '04 Cayenne S Titanium | \$59,550 |
| '04 Cayenne S White/Gray | \$59,425 |
| '04 Cayenne S Titanium | \$61,290 |

Pre-Owned

| | |
|------------------------------|----------|
| '02 Boxster Guards Red | Loaded! |
| '01 Boxster S Silver | Loaded! |
| '03 C4S Midnight Blue | \$79,995 |
| '00 C4 Cab Silver/Gray | \$62,988 |
| '99 C2 Cpe Arena Red | \$49,988 |



BMW



Carrera
MOTORS

Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v43-n4

Anzeiger

2003
MAY

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

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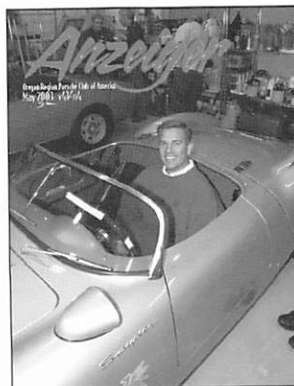
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Cover image:
Richard Griot, founder of Griot's Garage, sits in Mark Green's Beck Spyder. Richard and crew welcomed the Oregon Region to their R & D facility as part of the Auto Appreciation Day Trip. Photo by Chris Greenwood

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



Don Clinkinbeard
FROM THE PRESIDENT

over the Pacific Ocean. There is a carpet of white and fluffy coastal fog that is blanketing the Redwood forests and the San Francisco Bay is reflecting the intense colors of sunset up through my window seat. Truly a beautiful and awe-inspiring sight. It's hard to remember that beauty when we are on the eve of war as a country and a society. The immediacy of today's media brings the reality of the endeavor our leadership has engaged us in home in a real-time fashion. This is a risky proposition for us all from a mortal

Well, I'm sitting on a 737, winging my way back to Portland from the Bay Area. This little business jaunt was just a down and back trip in one day. It makes the day a little long what with the enhanced security at the airport and early departure time forcing me out of the sack at 3am. That's early, even for me. I like to watch the sun rise over the Portland area as I sip my morning beverage but not from the seat of an airplane. Right now, I'm watching the sun set

and a moral point of view, and I'm hoping our boys and girls in uniform all come home safe and sound after this conflict is resolved.

Having this subject on my mind lately, the activities of our club are, for me, a welcome distraction from these cares. The Automobile Appreciation Tour was an outstanding event. Bob Falleur and Jeff Gretz did a great job of setting it up and providing some good fun for us all. And, Bob, despite your advertising, there were several women in attendance. The technical

information at Griot's Garage was worth the trip alone and the LeMay museum was excellent icing on a great cake. Our DE Event in March suffered from a lousy weather forecast, keeping members away in droves. I swear your Porsche will not melt if you drive it in the rain. The day, however, turned out wonderfully. We had rain in only one session and it was great to be able to help my student adjust his driving line mid session from dry to rain. A most excellent opportunity to demonstrate the contrast between dry and wet traction limits and the different braking and turning points on the two lines. Due to the low turnout, Track Chair Craig Dahlgren condensed the run groups to two from three and gave everyone a couple more run sessions. Thanks, Craig. I need all the seat time I can get (right or left seat). The March Dinner meeting was a great time. We had some 50 members in attendance. Nancy Heron did her usual great job of selecting a fun venue with excellent food.

As I mentioned in last month's column, this month is the annual Zone 6 Presidents meeting. We had seven of the twelve region presidents in attendance and our Zone Rep, Dick Grant, did a great job of educating us on policy and procedure. We also took the opportunity to discuss several issues facing the National Club as well as our Zone. One of the

continued on page 27

Kate Ayers
FROM THE EDITOR



May already. Since we barely saw winter - at least until spring should have been arriving - it seems amazing that it could be getting perilously close to summer! May is a fun month with lots going on. While we have already seen one autocross day this year, just about the time the Anzeiger arrives in your mailbox you should be heading out to PIR for the second one of 2003. They are always a hoot, not to mention a personal challenge, and a good value.

I hope you attended the Rally School in March (and I'm told we had a GREAT turnout). If you were there, you'll be just about starved for another rallye, which is slated for mid May. I don't know what the route is - and won't until just about last minute - but it gives you a chance to drive your Porsche, so what difference does it make, really? Plus, this one is, as you'll see in the ad, a Poker Run. That means double fun for the gamblers among us!

Look for a report on the March day tour - Auto Appreciation Day - in these pages and be sure to put the next one, War Birds and Wine, on your calendar. Unfortunately, you have to bring your own lunch, but that just means you get whatever you want - and as much of it as you can eat.

And the really big event - one of the year's biggest - comes at the very end of May, the Half a Mille Miglia. This year it's titled The River Runs Through It tour, taking you on nearly 500 miles of scenic, winding (of course) roads through the Umpqua Valley and surrounds. In this event, however, the price of admission includes food - lots of great food! (And some pretty fine driving.)

Well, I hope you like our new look - the color cover. Our production editor/photographer Chris Greenwood deserves big applause for his creative efforts. The January/February issue cover was featured on PCA's Editors' website as the Cover of the Month. And, speaking of winning stuff, the Anzeiger staff has submitted two of its favorite 2002 issues to the National Newsletter Competition. Cross your fingers for a victory. The Anzeiger has won before; it can win again! While we think it looks pretty darned fine, maybe you have suggestions. We'd be delighted to have them - what you like, what you don't, what

continued on page 30

OREGON REGION CALENDAR



May

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

June

- 1 Portland Karting DE
- 8 Portland Porsche Day Tour
- 13-15 Rose Cup Races
- 18 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 20-22 CART Races
- 27 Tri-Club DE

July

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

August

- 2 Mt. St. Helens Day Tour
- 20 Win Casey Barbecue
- 20 Anzeiger Editorial deadline
- 20 BMW Track Day
- 22-24 Otter Rock Weekend
- 24 Autocross @ PIR
- 24 Portland Karting DE
- 29 Lotus Club Track Day
- 30- Sept 1 All-British Field Meet/SOVREN Races

September

- 12 Audi Track Day
- 12-14 Sunriver Exotic Car Show
- 14 Shelby Club Track Day
- 17 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 21 ORPCA Volunteer Recognition Party
- 21 Autocross @ PIR
- 23 BMW Track Day
- 27 Fun Rally

October

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

November

- 1 Audi Track Day
- 7-9 Rainbonnet 2003 (Including DE @ PIR)
- 16 ORPCA 2004 Planning Meeting
- 19 Dinner Meeting
- 20 Anzeiger Editorial deadline

December

- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline

Fun Rally

details on page 6

Portland Road Tour

details on page 7

Half a Mille Miglia

Registration info and
details on page 9

Autocross @ PIR

details on page 13

Portland Historic Races

Registration info and
details on page 14

Club
Event

FUN RALLY/POKER RUN

Saturday, May 17th 10:00 am

(Porsches recommended, but not required)

Aloha High School Parking lot near the football field (18550 SW Kinnaman Rd., Aloha)

Cost: \$5.00 per person

This will be the first of three fun/gimmick rallies.

No experience is necessary. Instructions will be provided prior to first car out.

The object of a poker run is to take a card at each checkpoint.

After completing five checkpoints, the winner of the rally is the team with the best poker hand.

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



Club
Event

DINNER GATHERING

Wednesday, May 21

TONY ROMA'S

**In SE Portland, across from
Convention Center**

6pm - 9pm

Order off the menu

(18% gratuity added to bill)

No RSVP needed.

Club
Event

WARBIRDS



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

This is a bring-your-own-picnic-lunch event. Event cost is \$10 per person which covers admission to the museum. Please bring exact change, cash only.

Saturday, May 10

8:30 am - Rendezvous @ Wood Middle School in Wilsonville (West of I-5 on Wilsonville Rd.)

8:30 - 9 - Pre-tour Meeting

9:00 am - Tour Departs

10 - 12 - Evergreen Aviation Museum
Guided Tour

12ish - Depart for neighboring wineries

Wine

Rally in the Country

By Earl Green, Rallye Chairman

Once again, the Rally School — on March 15th — was great. As usual, it was highly informative and, more importantly, essential for anyone interested in TSD (Time, Speed, Distance) rallying. There were approximately 70 people attending — with five ORPCA members — including myself. I hosted the two ORPCA couples (who did not drive their Porsches), doing my best to answer any questions and help them in any way I could. After the class, a TSD rally was held to let the attendees try out their freshly-learned skills. It started in the Aurora area, directing the ralliers along a scenic, rural route — with instructions on turns, speeds, and a few tricks thrown in to keep the navigators on their toes — and ended in Newberg at Izzy's Pizza, where a number of awards were given.

I ran the course by myself — without a navigator. I didn't pay any attention to the speed or time require-

ments. My goal was to complete the course avoiding the traps. I hit both traps. However, the course was written so that, if you did not make it through either of the traps, you still ended up at the checkpoint (very cool). This saved a lot of aggravation.

The next rally is not a TSD, but one which does not require classroom work ahead of time — a Poker Run!

This is a different kind of fun. Better yet, anyone can do it! The more the merrier. Mark your calendar for May 17th!



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 generating funds for the club's treasury.

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 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.

PORTLAND PORSCHE ROAD TOUR

Club
Event

Tour some terrific twisty back roads within minutes of the city.

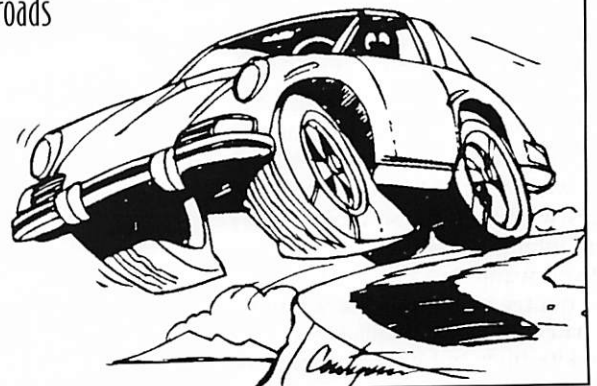
SUNDAY, JUNE 8

- 10:00 am Meet at McDonalds on corner of NW 26th and Hwy 30 (NW Yeon Avenue)
- 10:30 am Begin tour of roads between Hwy 30 and Skyline Rd.
- 12:00 noon Lunch in Scappoose (Ichabod's, Dairy Queen, Main Street Pizza, etc.)
- 1:00 pm Tour back to downtown Portland along Skyline and a few side roads
- 2:30 pm End of tour. Optional - Margaritas at Acapulco's Gold,
2610 NW Vaughn

Cost: Free. Pay for your own food and gas.

RSVP: No! Just show up.

Contact: Dave Nance 503-313-3282 cell



Rear View Mirror

By Peter Linsky



Did you receive an accessory/parts catalog from the venerable firm of JC Whitney (the Warshofsky brothers) earlier this year? Boy, did that bring back some memories!

I haven't been on their mailing list for decades, so I was surprised to find that a) they were still in business back in Chicago, and b) I had somehow landed back on their mailing list.

Whitney's offerings have changed a lot over the years, and not very much, all at the same time. I first sent off for a catalog back when I was still in high school, too many years ago to bother counting. I was into street rods at the time, with only the slightest interest in custom cars. That was the majority view in Southern California at the time, and much the opposite of what was going on back east and in the mid-west. There, kids were very much into customizing, from mild to wild, and the Whitney folks were singing their song.

In California, '49 Mercury coupes and '57 Chevys were cleaned up by removing chrome trim ("nosing" and "decking"), lowering with drop-blocks and cut or heated coil springs, dual glass-pack mufflers with twin pencil-tip exhausts or illegal "shorty" Lakes pipes that could dump behind the front wheels. The brave among us often drove with those diamond-shaped caps partly "cracked" open for effect, something not much appreciated by the cops. Motor officers often stopped cars with side pipes ... and if they were hot, out came the ticket book. There were thin polished horizontal tube grilles and bumpers without over-riders. Before the advent of chrome reverse wheels and baby moons, there were '57 Oldsmobile Fiesta "flipper" and '56 Buick mini-blade wheel covers, nicknamed "flicker-discs". Some guys even installed wheel-well lights that made those little blades flash like crazy at night. Wide whitewalls gave way to thin whitewalls, and then to thin redlines which first appeared on GTOs and Chevelle Supersports. Remember fake whitewall inserts? Right out of old JC's pages. Whitney even sold bleach to keep them whiter-than-white.

If you wanted to know what the rest of the country was doing, the Whitney catalog had the whole magillah. Lighted port-hole kits, huge bubble rear fender skirts,

continental kits, full-length triple-cap "Lakes" pipes (usually fake), chrome eye-brows over the headlights, ugly full wheel covers, sunshades over the windshield, fuzzy dice and stuffed animals with flashing "eye" turn-signal lamps for the rear package shelf. "Dingle-balls"! Chromed everything. ("If it doesn't go, chrome it!") After-market '54 Chevy toothed grilles and replica '59 Cadillac taillights. All absolutely grotesque in hindsight, but still fondly remembered.

What's Whitney selling now? There's still a smattering of chrome skull gearshift



knobs and glow-in-the-dark dashboard knobs, but

I also found dash-caps for Porsche 944s and after-market HID headlight systems, front air dams for pickup trucks and SUVs, car covers, clear and black-out taillight lenses, parts for off-road vehicles, and — YES!! Right there on page 193! Full-length Lakes pipes! Fake, of course. Thanks for the memories, JC.

Parts Obsolete
presents the

All Porsche

CANPOW

2003

June 6-8
McMinnville, Oregon

Register online:
www.356shop.com

503.835.2300

VW + Porsche Swap Meet on Sunday June 8

Coming Events



Autocross

An autocross is a (relatively) slow-speed, timed event, where solo drivers compete against the clock on a course marked with chalk and highway 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 an open area so there is nothing to hit, and only your ego to bruise. Speeds are kept down — generally below 50 MPH — with most of the critical action in first gear and at very low speeds.

Competitors are of all skill levels, running 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.

Half a Mille Miglia – May 30–June 1st

Your Half Mille Team has planned another very special event that we are sure you will enjoy. Because of the route, we nicknamed it “The River Runs Through it Tour.”

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

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

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

The Steamboat Inn is a very picturesque, friendly, cozy establishment. Part of its appeal comes from being small, which means that we will have the entire property to ourselves. The hitch is that many of us will have to share accommodations, as many of their rooms are in 2- and 3-bedroom buildings. The Steamboat Inn has agreed to accommodate our group by taking reservations by the bedroom. The choices, and rates, are varied and range from \$90 to \$140. **Call The Steamboat Inn soon**, as reservations are on a first-come-first-served basis. Their number is (800) 840-8825. Remember to mention that you are with the Half Mille.

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

Sunday will start with an exhilarating drive up the Umpqua, stopping for a short and very enjoyable hike around a fabulous waterfall. The 500-mile tour will end in the Portland area around 5:00 pm with a casual dinner. We promise you will never forget The River Runs Through It Tour. To register, contact Don Clinkinbeard (503) 356-1764 or drcbike@aol.com.

Day Tours

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

Volunteer Recognition Party – September 21

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

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

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



Around the Region

By John Draneas

Keith Martin is pleased with his new job. His previous employer underwent a reorganization of sorts that resulted in Keith being transferred to the Los Angeles area. It took two weeks in the land of eternal sunshine before Keith couldn't stand it any longer and quit. He's now working in Oregon again, selling materials to major manufacturers. His only regret is that he now lacks seniority, and can't expect to get Fridays off to attend ORPCA track days. But if he can find a customer to call on in North Portland, he might be able to kill two birds with one stone. Meanwhile, **Michelle** is very relieved, and thinks it's great to have someone to take out the garbage again.

I asked **Carl Lewis** what he's driving these days, and got a long answer. He and his disposable income are very busy building an airplane, but he did manage to squeeze in some modest modifications to his hot rod Turbo. He's driving an Audi TT Roadster every day, but when the lease comes up soon, he's going to let it go and replace it with something "dull and boring." The passing suggestion that, in today's market, there is very little reason to spend over \$25,000 to buy an excellent early Boxster quickly took care of the "dull and boring" part.

A big crowd of ORPCAers made the March dinner meeting at Billygan's Roadhouse especially fun, and very fertile for member updates. Among the crowd were **Jim and Nancy Neidhart**,

who told us that they were recently vacationing in Hawaii. It was raining heavily, and there wasn't anything to



Mike O'Connor & Mary Chase

do, so they did the best they could to pass the time by getting married. Asked what they were going to do for a honeymoon, Nancy replied, "This is it!" Jim always takes her to the best places!

Nadine Lowe was overheard talking with **Carlyn Draneas, Signa Palmer and Mary Chase**. Asked how she liked her new red Mercedes, Nadine exclaimed, "You won't believe it - it's a dude magnet!"

There were a good number of new members in attendance at Billygan's. We met for the first time **Karl Jacobson, Thomas Dunbar** (who now owns the **Pascoes'** old Porsche), **Don and Denise Peterson, and Dave, Tara and Sandra Lubbers**. They didn't know it, but the Petersons and the Lubbers have something in common. Denise and Tara are the Porsche drivers, and Don and Dave are both pit crew.

Ken Blanchard reported that his new job is going very well.

He's out of town a lot, but his company takes the sting out of the heavy travel by letting him stay in nice hotels and eat good food. Still, he was glad to be home long enough to attend an ORPCA event. Asked what she thought about her husband's heavy travel schedule, **Sue** replied, "Hmm, let me see. Ken could travel and make money, or stay home and not make money. I think it's great!"

Mike O'Connor has been on an investment spree. He started by buying the perfect property in Tigard — one that sports a big, detached garage for one's Porsches and other motorized toys, and a rental house to pay the bills. His first addition is a very nice condition 1974 911S, which he is expecting to

resell at the swap meet, no doubt to raise funding for garage improvements.

If you've attended the ORPCA Holiday Party in the past, you should know that one of the regular hot items in the silent auction has been a weekend at our Cannon Beach vacation home, with the spirited bidding usually won by **Randi and Gordon Ledbetter** and their group comprised of the **Blanchards, Puetzes and Clinkinbeards**. That tradition may need some new protagonists, as the Ledbetters have purchased their own Cannon Beach home.

Paul Stein and **Chuck West** are planning to campaign Paul's 9146 on the SCCA

Solo Racing Circuit throughout the Northwest. Best of luck to them.

Margaret Jacobson is going to be leaving soon for Uganda, to work as a volunteer for two weeks. She will be working with Aids-



Eric Freedle & Cheryl Carpentier

affected orphans in that country. That should be a very rewarding adventure.

If you're a regular in the Portland restaurant scene, you know that one of the current hot trends is high-quality, high-cost steakhouses. But here's a twist on the typical steak house experience. Recently, ORPCA's official optometrist (you get that kind of notoriety when you write for *Anzeiger*) **Eric Freedle** proposed to **Cheryl Carpentier** — on bended knee, no less — at Portland City Grill, high up in the US Bank Tower. Obviously, he has good taste, both in food and companions. Those of you who are single may want to frequent or avoid this restaurant, depending upon your view of marriage.

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

ORPCA Autocross #1 - March 30, 2003

By Dave Nance • Photos by Chris Greenwood

The season's first event turned out 44 contestants of all levels from former national SCCA Solo champions to novices.

Below: Pam Eames scrubs extra grunge off the tires before turning top time in Ladies class.

Despite a few early morning glitches, I think everyone involved will agree our first ORPCA Autocross for 2003 was a success. We had a great turnout with a lot of participants from other clubs, and the weather was perfect.

The first autocross of the year is usually the most challenging to organize, but Chuck West and I were confident we had all the bases covered. Heading to PIR, it looked like it would be a perfect day with clear skies and forecast for 70 degrees.

to get the course set up and Joel Siegersma did a quick repair of the timing reflector using a tire block and some duct tape.

There was nothing that could go wrong! But those gremlins always try their best. We met delays getting the PIR gates open, and then our key to the storage trailer didn't work so the cones were being held hostage inside. We thought about setting up a barrel race, using the blue trash barrels that surround the PIR pro pit area but, since no one brought their cowboy hats, Jim Ayers volunteered to go buy a bolt cutter to open the trailer instead. While waiting, everyone had time to discuss their winter projects, get registered, and bask in the morning sun.



Top: Chuck West, Tom Kotzian and Ed LaPlante remark at a fellow driver's improvement.

Left: Bill Maitland tosses the blue family 914 to the delight of the crowd.

Below: Jim Daniels finishes first in 2.5 liter.



Jim returned from his hunt for a bolt cutter. Driving in with a valiant smile, he drove straight over one of the timing light reflectors, crushing it to pieces! Letting nothing stand in his way, he quickly jumped out of his car and thrust a three-foot-long bolt cutter into the air like a sword of victory. Needless to say, everyone was rolling with laughter. Everyone quickly pitched in

The rest of the day was smooth sailing (or should I say autocrossing?). Chuck West laid out a fast and challenging course. A high level of finesse was needed

to get through the first corner and finish line areas clean. The finish line was especially fun to watch as drivers tried to cross the line quickly as they entered an extremely tight right/left finish box. Many locked brakes and ran over or through the cones as their steering became ineffective. The value of ABS or very good threshold braking skills really showed here as those cars simply steered through the finish box while decelerating rapidly. A fast sweeper in the middle of the course also provided spectator appeal with well-controlled power oversteer, producing a cloud of burning rubber. Everyone got a lot of seat time with five timed runs each plus some fun runs after.

Prizes were awarded to the fastest driver in each class. Winners each received a miniature coilover shock absorber keyring flashlight. For complete results, go to www.oregonpca.org.

| Class | Winner | Time |
|----------|-------------------------------------|--------|
| 2.5Liter | Jim Daniels, 1994 Mazda Miata | 49.322 |
| 3.5Liter | Chuck West, 1974 Porsche 914-6 | 47.576 |
| 4.5Liter | Steve Germany, 2002 Porsche 996 Cab | 52.394 |
| 9.9Liter | Tom Kotzian, 2001 Corvette Z06 | 47.446 |
| Ladies | Pam Eames, 2001 Boxster | 50.141 |

My Other Favorite Car

By Jeff Gretz • Photos by Chris Greenwood

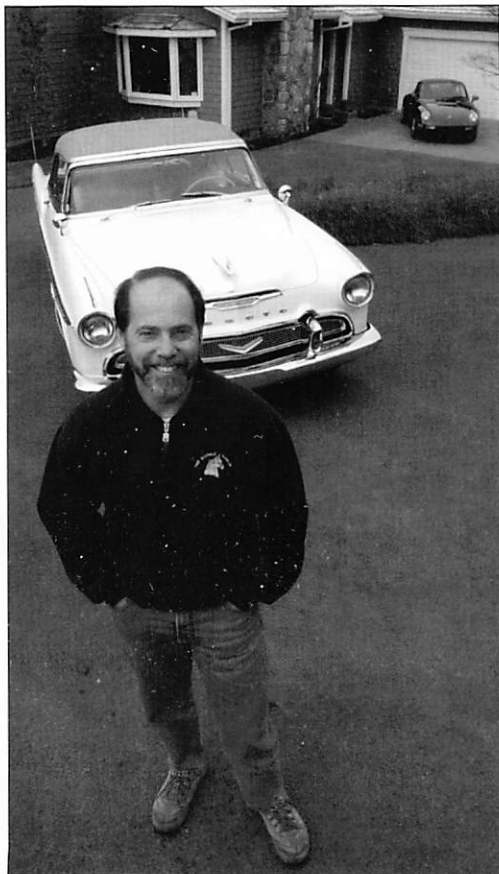
1956 Desoto Indy 500 Pace Car Convertible. Desoto made 390 Pace Car replicas to commemorate their pacing of the 1956 Indy 500 race. This was the first Indy pace car to lead a pace lap at over 100 miles per hour. Only 16 have been found and restored. Ours has been totally restored and has won 1st in class at the Forest Grove Concours D' Élegance and 1st in class at the Portland Rod and Custom show.

Specifications:

- 330 CI Hemi
- 255 HP
- Push Button Automatic
- Power steering, brakes, windows and seats

Special Options:

- Self-Winding Clock mounted in the Steering Wheel hub.
- HighWay HiFi - shock mounted 16 2/3 RPM record player. We have the original 8 records that came with the car. They include The Pajama Game, Percy Faith and his Orchestra, Cole Porter, Gene Autry, The Ballad of Davy Crocket, etc. - and it still works!





We are happy to welcome Mr. Merlan to our team. From Hollywood, CA, he is a certified specialist with 18 years of experience working exclusively on Porsche cars.



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Progressive Dinner



SATURDAY, JULY 26

Mark your calendars for Saturday, July 26 and plan to enjoy a scenic cruise in the Vancouver, Battle Ground, and Camas areas along with good food and good friends!!

\$3/person or \$6/couple.

Our first stop for **Appetizers** will be at the home of Martin and Bette Bowes, 1500 SE 79th Court, Vancouver. 360.750.8866.

The **Main Course** will be held at the home of Jon and Kim Friedemann, 11716 NE 266th Street, Battle Ground. 360.687.5585.

Desserts will be held at Paul Novitt's home, 3040 NW 2nd Avenue, Camas. 360.834.1708.

We have a **Mexican theme** this year. Please call Cheryl Carpentier to sign up to bring either an appetizer, main course, or dessert.

Maps and directions will be provided at each home along with soft drinks and bottled water. (Bring your own adult beverage.)

I want to thank our gracious hosts in advance for opening up their homes to us for this event and hope to hear from you soon!

RSVP to Cheryl Carpentier and indicate what you'd like to bring. 503.384.0453 Home • 503.469.0505x30 Work
 Cherylcarpentier@aol.com



ORPCA Autocross 2003



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

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

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

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

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

When: Registration 8:00 am, First Car out at 9:00 am. Typically finished by 1:00 pm w/4-6 runs each.

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

Cost: \$15/driver + \$6 entry to P.I.R.
 Fun Runs \$1/run as interest and time allows.

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

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

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

PORTLAND HISTORIC RACES

JULY 11-13, 2003



The Portland Historic Races is a great event for all. This event features a spectacular display of more than 600 types of collector cars including street rods and motorcycles. Also you will find wonderful automotive art, books and other paraphernalia. The cost of this event is \$35.00 for a 3-day admission for two people, corral parking and dash plaque. Parade laps will also be available Saturday and Sunday (LIMITED TO 25 CARS EACH DAY)

**** DEADLINE IS MAY 25, 2003 - NO EXCEPTIONS ****

LATE REGISTRATIONS WILL NOT BE ACCEPTED!!!!

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

Mail your Check and Registration Form to:

Don Stroum

4040 Imperial Dr.

West Linn, OR 97068

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

(TICKETS WILL BE MAILED)

Historic Races Registration Form

Parade Lap: (Choose One)
 Saturday or Sunday

Name _____

Address _____

Phone # () _____ E-MAIL ADDRESS _____

3-Day Ticket (Includes Friday) \$35.00 _____

Additional Tickets: Saturday - \$25.00 _____

Sunday - \$25.00 _____

Total Amount Enclosed \$ _____

(Photocopy this page & send with your payment)



Wineding Roads

By Kate Ayers

From Sonoma to Santa Cruz, Porsches were plentiful on the wine roads. Old ones, new ones, hard tops, soft tops, turbos, you name it. In the Dry Creek region on the 25th Anniversary Barrel Tasting Weekend, the driving was easy – slow, but easy.

With 88 wineries open for tastings of both their current production and their futures, the area was one large serpentine of autos, SUVs, limos, bikes, motorcycles, even tour buses. But with a Porsche and some of the best wine in the country, it just whet the appetite for those days when the curves are there but the traffic isn't.

We found those days in the hills around Santa Cruz on a Monday and a Tuesday in earliest March. Of course, the wines there aren't nearly as tasty as Sonoma or Napa Valley, nor the wineries as abundant or closely grouped – which means, of course, more driving in between. How bad can that be?

Particularly on corkscrew roads with delectable names such as Ice Cream Grade, an especially rhythmic stretch of pavement for a 911S, or Empire Grade, an asphalted goat path meandering up, then down. A dream come true for ESCRGO. Redwoods hug the rights and the lefts and the hairpins, a common occurrence on the path to Bonny Doon, our destination for some very affordable yet quite respectable wines, where the labels are nearly as much fun to read as the roads are to get there and the syrahs are to drink. With some kicky names – like Heart of Darkness, so deep red you can barely see light through it (right up our alley); Old Telegram (BIG JAMMY FRUIT STOP NOT FOR THE WINE WUSS STOP); Big House Red, so named because the vineyards are just outside the walls of Soledad – plus spaceships, aliens and assorted odd art sketches gracing the colorful labels, it's hard not to have fun when you stop at Bonny Doon. Of course, when

you leave in your Porsche, the fun just continues.

We found a lovely Bed & Breakfast tucked high at the top of a local lane in a tiny village called Felton, less than ten miles from the Boardwalk at Santa Cruz (open only on weekends so we missed the roller coaster ride.) After touring (I use that word loosely) the area wineries

throughout the course of the evening. His sign on the stage warned that "We dance when we want". Indeed. And where they want. We first spied the black-leather-clad guy on the counter just outside the door to the kitchen, with the waiters ducking his flailing feet – which were festooned in 6-inch platform boots – as he sang along to "Little GTO" (This is not a young man!). Soon thereafter, he performed a few acrobatics on a Tarzan swing hung over one table – said table's guests wisely inching away. He actually did dance on stage, accompanied by a couple of the Ciao Bella waitresses. They joined "when



At the top of super-curve Bear Creek Rd. sits Byington Winery, with sweeping views over the Santa Cruz Mts. to the Pacific.

for part of the day, our hostess steered us to an Italian restaurant just three miles up the highway in the even smaller village of Ben Lomond. As we pulled into the lot in front of Ciao Bella, we did a double take and backed out of the first parking spot after seeing the "Reserved" sign. When we saw who it was reserved for, however, we nosed back in. We figured Marilyn Monroe wouldn't be showing up that evening. The outré exterior merely foreshadows the weirdness of the interior. Could this really be the place our sedate, 60-something, German divorcee had suggested? We entered, with more than a little trepidation. We secured a table without having a reservation. Despite it being a Tuesday, the place did a rocking business. Who would have guessed? No doubt it had something to do with the owner's peculiar antics

they wanted". Apparently we missed his strip down to a G string. Maybe he saves that for late-night entertainment. Anyway, I've said all this by way of illustrating there's plenty going on in the small burbs just north of Santa Cruz if you ever care to drive their superb sports car roads. (By the way, the food was excellent, too.)

This could rate among our Favorite Drives – at least in the spring when the bulk of the tourists are still in Hawaii or Florida. The heat, and thus the seasonal horde, hasn't come to Santa Cruz yet, so the climb up Highway 9 is pretty much all yours. You and the car can get quite a workout upshifting and downshifting, riding through the U curves and S curves. Granted, it's a long way to go for some good switchbacks, but it truly is a dream drive for a Porsche owner. ☺

A Mountain Man's Impressions of the Auto Appreciation Day Trip

By Andy Jacobson • Photos by Chris Greenwood

When Bob Falleur and Jeff gretz described the Auto Appreciation Tour at the January dinner meeting, I was so excited that I signed up right then and there. It didn't disappoint. Here are some of the highlights.

The luxury Prevost Charter bus pulled up at the appointed hour and location, stocked with juice, coffee and vitamin-enriched, low-cal/high-energy sweet rolls of various shapes and flavors. The weather was rainy and it was hard to imagine how to more perfectly spend a day such as this with fellow Porsche enthusiasts.

We cruised up the Interstate, the miles rolling by smoothly while we were engrossed in eating and conversation. This must be the easiest way possible to travel to the Seattle area.

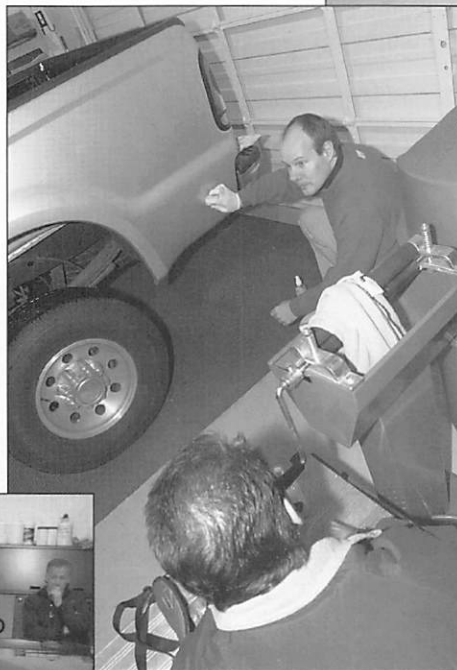
Soon, we arrived at Griot's Garage R&D area where we were greeted by the staff, who had the coffee on as well as a plentiful supply of things to eat. Before everything got started, it was enjoyable to just wander around the building, looking at all the cars that have appeared in all the Griot's catalogs: The F-1 Ferrari, the F-2

many demonstrations, in small groups where we could literally see and ask questions, and even try it ourselves. Although I have



At the Griot's Garage R&D facility we were greeted by friendly staff and the fabulous cars that have graced the cover of the mail-order catalog.

Staff did product demonstrations and allowed us to try everything they had on hand.



Although the size of our group at first overwhelmed the staff - and area - they quickly learned how to cope and in no time, we were loading back onto the bus, bounty in hand, with visions of handsome Porsches implanted in our heads!

I think what impressed me about that part of the tour was how genuinely enthusiastic both Richard and his team were about their products. Richard said to us that he personally didn't understand when people sold a product that had, say, a 30-day warranty. "Does that mean they think that is all the longer it will last? We



been using their products for a year and a half, I was personally pleased to pick up many good tips that should make my yellow car look a lot bet-

ter!

McClaren, the Bimmer sedans, a pristine 993, as well as a couple of go-karts, F-250, and an MV Agusta motorbike - which made me feel right at home!

One of the staff members then introduced Richard Griot, the man who founded the company in 1990. They made us all feel welcome and were truly enthusiastic about being there to show us how and why their products are the best for making our favorite car look good! They gave

At the end of the session, there were some door prizes won by some of the group. We each received a bottle of their excellent Speed Shine. Then we decided that we would like to visit their retail store a few blocks away to perhaps purchase some of the things we had seen.





to reinstall the benches and give the workers their ride home. Knowing that WWII was not going to last forever, he felt the need to diversify, and exchanged the flatbed for a box which he then used to collect people's garbage. He successfully built this business into the sixth-largest private refuse collection

business in the country. Although there were a lot of very neat and interesting cars - a '58 Buick standard sedan with the drawer pull grille texture, or a '55 Dodge tri-color coupe - I mean, who cares about these? There were 15 or so fire engines outside, rusting and fading away next to a few well-battered old U-Haul trucks. The fire trucks weren't the neat American LeFrance, the truck of many a boyhood fantasy, but just regular Ford- and International-based machines.

On the other hand, there was a very neat candy apple red (with ghost flames) '50 Merc four-door lead sled with a chopped top. Then there was a Stanley Steamer in the same area as a stainless steel DeLorean, next to a rather tatty Bricklin, with a pristine four-door Frazer convertible fairly close by. Yeah, I guess one could call it eclectic, though the "B" word came to mind quite often for me. However, I am glad that I saw it!

The ride back home was uneventful and we arrived just before the scheduled time.

Many thanks to Jeff Gretz and Bob Falleur, who did an outstanding job of organizing all the details and logistics for

guarantee our product for life and, if at any time you are not satisfied, return it for a refund or exchange." That is a confident and proud statement, for sure!

We next took a quick break for lunch, where we had a choice from a multitude of fast food places. (This wasn't a health tour, after all, and I'm sure a few of us needed more ballast in our cars anyway.)

From there, we went on to see a portion of the LeMay car collection. The part that we saw was housed in and around a set of buildings that, in their former lives, formed a military school run by Catholic nuns. The collection of cars and artifacts was amassed by Howard LeMay, himself apparently an interesting man. We were told by his grandson, Eric, that his grandfather started out in business in 1942 by purchasing a 1941 Mack truck. To that, he added a flatbed on which he would attach benches to give dock workers a ride to the shipyards in the morning. After delivering his customers, he would remove the benches and collect scrap iron the rest of the day until it was time



Top: Cars were discovered in unusual places, including a shower room and over a swimming pool.

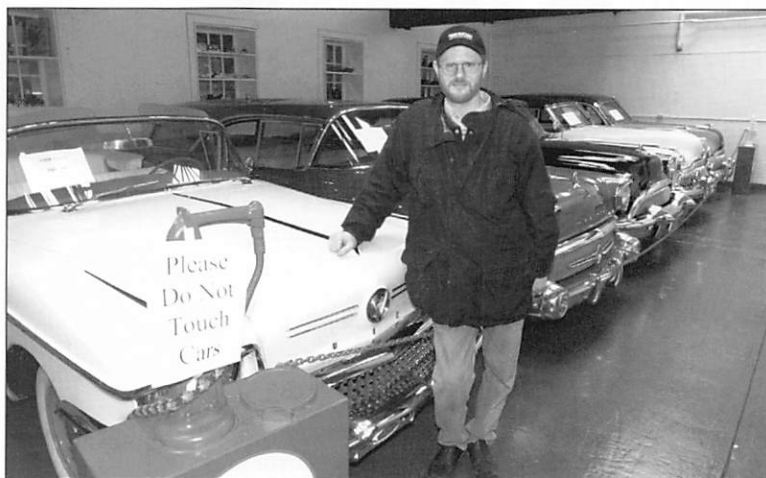
Above: This Mack truck was like the one Mr. LeMay used to start his business in 1942.

Right: 1963 Elite "replica" of Porsche's 917

Below: Eric LeMay, grandson of the collector, welcomed us with history about the collection, staying as long as we did answering questions and providing color commentary.



the trip. It was a great way to spend a rainy Saturday. ☺



Drip, Drop, Splat: Oil leaks and other fun

By Jim Ayers

Last month's article, related to the pleasures of changing the oil thermostat in a 911, indicated a follow-up article regarding my other oil problem, "The Leaking Oil Syndrome." Well, grab your eye goggles, rubber gloves, jack stands and trouble light; you'll need them and a fair amount of patience for this task.

Few things are more frustrating than having a pool of oil develop after a hot lap on either the track or at an autocross, shy of trying to figure out where the oil is coming from. Experience will tell you that oil, like a roof leak, can come from one area but show up in an entirely different location. Having a new motor installed in your car would seemingly ensure you should not have any oil leaking from the engine. The oil system in a Porsche, unlike the majority of other cars on the road, is a semi-dry sump unit and usually has a remote oil cooler. All of these things combine to provide a number of outlets for oil leakage. In my case, the source of the leak was simply the area around the drain plug (figure #1).

Unlike the oil pan on most cars, the oil tank on a Porsche is a rather fragile item. It sits, snugly placed, in the right rear quarter panel of the car. At this location it is rather well protected except for a potential impact from something coming up off the right rear tire or a collision to the right rear quarter of the car. The only other issue is the nipple on the base of the tank into which the drain plug is seated. The nipple itself is subject to over-stressing when the drain plug is removed and replaced during oil changes.

Amazing how some people will overtighten the plug to try to stop the oil leak

rather than put a new gasket on the plug. Overstressing the plug over a period of time will cause the nipple to break free from the tank or at least fracture areas around the seat of the nipple. The fracture or break will of course allow oil to leak from the tank.

the nipple to stop the leak (figure #1). Again, time and, in this case, hopefully the normal stress of removing and installing the plug broke the putty loose. Putting the car under stress and heating the oil exacerbates the leak, causing great fear after you finish a hot lap and find a cup of oil running out from someplace.

After having changed the engine oil thermostat at MSI, Wes and I noticed, when the engine had warmed up, there was a fairly consistent drip of oil — "drip, drop, splat" — coming from the base of the oil tank. Further inspection revealed the putty surrounding the base of the nipple and the fact that it had fractured. After a short conversation with Wes and Wayne regarding the cost of a new part, I felt the "drip, drop, splat" coming from my checkbook. A new replacement tank is just under \$900.00 plus labor to install. Time to search for a good used tank and do a little backyard mechanic work. I was able to come up with a used, like-new; tank for less than \$100.00.

Two things need to be said right off the bat: I live on a dirt road, and my car is 27 years old. In addition, it is unlikely the oil tank had ever been removed from the car. Needless to say, a significant amount of dirt and grime had managed to

become lodged around the oil tank, thus the need for a pair of goggles.



Figure 1



Figure 2

Somewhere along the line, with my car, some enterprising individual had decided to apply some form of metal putty around

The car needs to be jacked up and placed on jack stands and the right rear wheel has to be removed to gain access to the oil tank (figure #2). Place the jack stands under the shock towers. Additionally, if using a floor jack to raise the car, place a piece of metal plate or 2x6 lumber across the lift platform to reach beneath the exhaust headers to avoid damaging

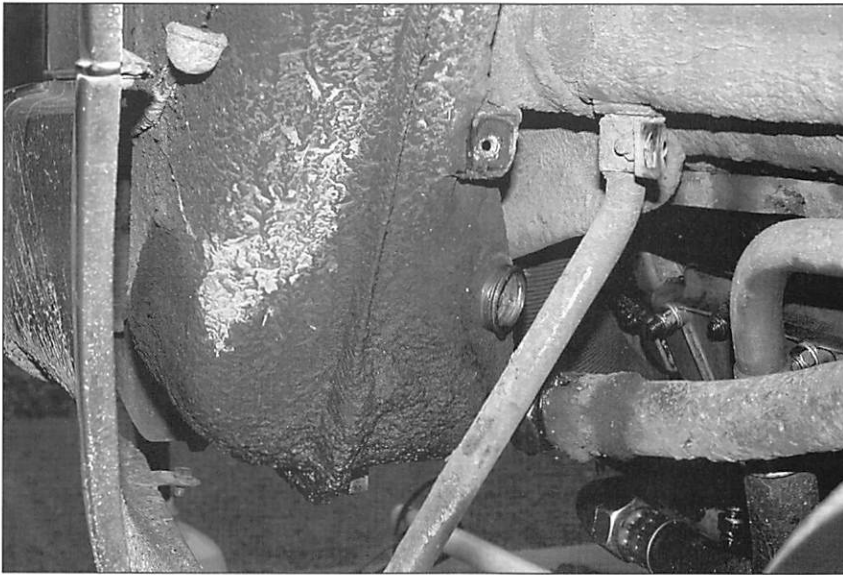


Figure 3

the engine case. Once you have gained access to the tank, you will need to remove the oil lines from their tank connections and drain the oil from the tank as well. You will also need to remove the

bolt located at the base. Remove the bolt and move the canister.

The quarter panel support bracket also needs to be rotated completely away from the tank. This rotation is in the direction of the brake rotor and toward the engine. It takes a bit of pressure to break the bracket free and rotate it.

The only thing left attached to the tank at this point are the two wires for the oil level-sending unit. Remove the wires, marking



Figure 4

oil filter. This is best done when the engine has been allowed to run for a period of time to get the oil up to temperature.

The tank itself is secured by three bolts in the engine compartment and one which connects to the quarter panel support bracket (figure #3). One nut is located on top of the frame rail area directly beneath the oil filler tube (figure #4) and has a lock type washer, which needs to be bent out of the way to remove the nut. The other two bolt areas are located on the inner quarter panel to the left and right of the oil filter location. The nut on the left side of the oil filter location is located behind a pollution control canister (figure #5), which must be moved out of the way to access the nut. This canister is secured by a metal strap, which has one

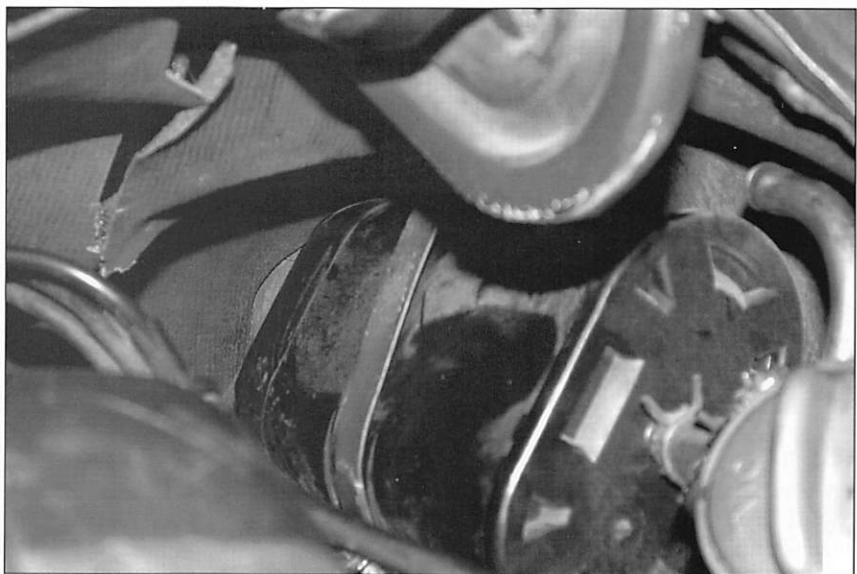


Figure 5

which goes to which connector for later reference.

By this time, the oil you have drained into your oil pan has been totally corrupted by dirt and debris. I would not recommend attempting to reuse it. \$30 for a case of oil versus thousands for a new or rebuilt motor — you be the judge.

Getting the oil tank out of the car is a little tricky. I determined it was a matter of holding my mouth just right, squinting with one eye and jiggling the big toe on my left foot, at which point the tank came out smooth as glass. This combination of actions may not work for everyone. Unless your luck is better than mine, it will take a little

wiggling the tank in just the right way to hit the one spot it will come out. I thought more than once the tank would never come out. It does.

Having removed the tank, you are halfway there. Before installing the new tank, make sure all openings to the tank are taped over and sealed, including the oil filter attachment area. The last thing you want is to get debris in the new tank and risk ruining your motor.

Installation is the reverse of removal and does include squinting, holding your mouth just right and wiggling a toe. Once you do get the tank back in place, reinstallation goes smoothly and takes very little time. Total time for this project was eight hours. I suspect, if I did another tank, it would be down to four hours. ☺

LeMay European Museum Tour

By Bob Falleur

What do you do with more than 2,800 automobiles and over 30,000 artifacts of 20th century Americana after the collector passes away? If you are the family of the late Harold LeMay, you create a museum to preserve and interpret the history of the automobile and its influence on American culture.

Thus the plans to build "America's Car Museum" on nine acres of land in Tacoma, Washington, were set in motion. "A once-in-a-lifetime opportunity to help design America's car museum."

As a "car guy" and auto restorer, I was invited to travel to Europe to view existing auto museums for ideas. Our 19-member group included Harold LeMay's widow, Nancy, and his youngest son, Doug, as well as the architect, several board members of the LeMay collection and interested auto enthusiasts.

We met at the Frankfurt, Germany, airport at 7 a.m. and loaded on a bus with a German interpreter. We motored about 3.5 hours south to the VW Autostadt in Wolfsburg. Here, on 65 acres of ground, VW built a \$550 million new car delivery center where a thousand new cars are handed over daily to their new owners. A hotel, six restaurants, pavilions for Audi, Bentley and Lamborghini and a massive socioeconomic environmental center completes the Autostadt group of buildings.

Nearby is a brick VW factory that employs 50,000 workers. The original bricks for this building were laid by Dr. Ferry Porsche. After our two-hour tour and lunch, we had a four-hour bus ride to Heidelberg.

Day 2 started at the "Auto and Technik" Museum Sinsheim. This privately-owned museum houses an amazing collection of trains, planes and automobiles, surrounded by a century of automobilia and memorabilia, and was my favorite of the entire tour.

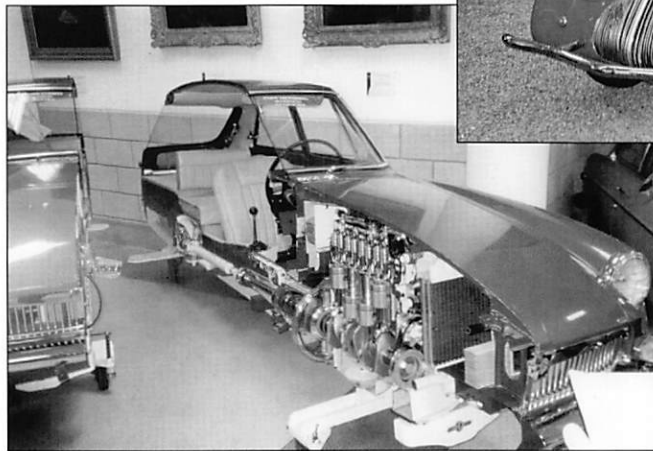
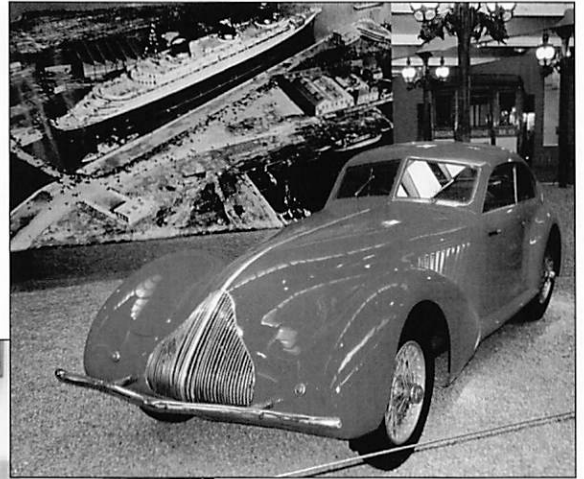
The huge "Department of Military History" was one of the highlights of this museum, focused on the motorization of armed forces in the second World War. Contributions to this display were American as well as German. Several reunions of American and German soldiers from WWII have taken place at this museum. Dozens of aeroplanes from old to new are "in-flight" either suspended

over the museum building or over the displays within.

On the bus again to Necarsulm, home of the NSU Car and Bike Museum. This small museum focused on motorcycles. The unique building's widely used skylights flooded the interior with natural light, a feature we all liked. Next door was a Steuben glass

museum, but our tour director said, "No time."

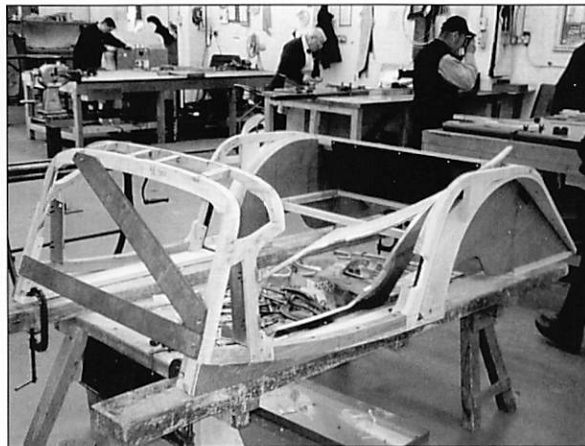
The much-anticipated Porsche museum was next. Driving through the town of Ludwigsburg, we came upon a factory with buildings on both sides of the road. An enclosed catwalk connected the two buildings. On a conveyor within the cat-



Top: Alfa Romeo

Above: MG cutaway

Below: Morgan factory with modern-day car chassis hand-built from wood.



walk were two 996 bodies going from one building to the next. Around the corner was a building housing the new car delivery center, Porsche Museum and goodie store. The museum was very small, housing 30 to 40 cars, several of which we'd seen at the Laguna Seca Historic Races in 1998. With cutaways of a Cayenne, a complete Porsche "Indy" motor and Dr. Porsche's first 356, it was a religious experience for me.

By now, the group isn't counting the days. It's, "What's the next stop?"

The Mercedes Benz Museum is a four-story building with a car representing each one of their 115 years of production, including the first car built there and some very significant vehicles in the history of road racing. Many of these can be viewed on their web site, www.mercedes-benz.com/classic.

After a guided tour, we were treated to a nice lunch in their executive dining room. After

continued on page 22



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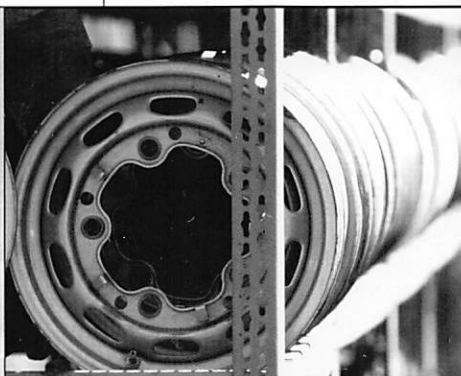
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European Museum

continued from page 20

lunch and a short drive, we entered the Mercedes restoration center. This stand-alone business caters to customers from all over the world. The lobby held 20 restored cars with retail values from \$60,000 to \$1.5 million. In back, the restoration shop held two 300 SLs, several vintage race cars and a "Popemobile", a parade limousine that had been traded in for a new model. This car had an overstuffed armchair built in as the back seat.

On to Mulhouse, France, near the German border to a grand old hotel for dinner and lodging. The next morning to The National Automobile Museum which bills itself as the "biggest automobile collection in the world." With 400 cars, its claim is invalid in comparison to the LeMay collection. Be that as it may, the National Automobile Museum has the largest Bugatti collection worldwide, with 100 cars, one of which is reported to be worth over \$12 million. The highlight of this museum for me was

a very long and narrow room staged with Porsches, Ferraris, McLarens, etc. lined up as if for the start of the 24 Hours of LeMans race. The walls were covered with pictures of the crowds at LeMans in the stands and, as you walked through the room, sound recordings from actual past races followed on a unique sequential speaker system.

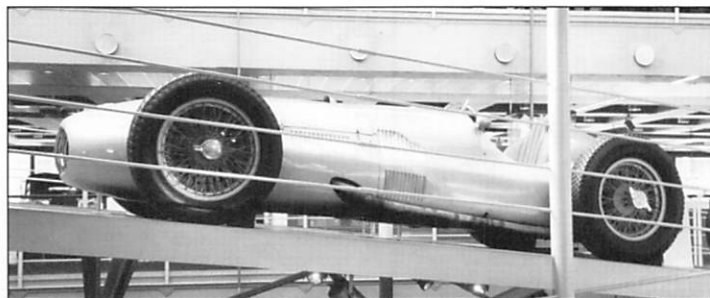
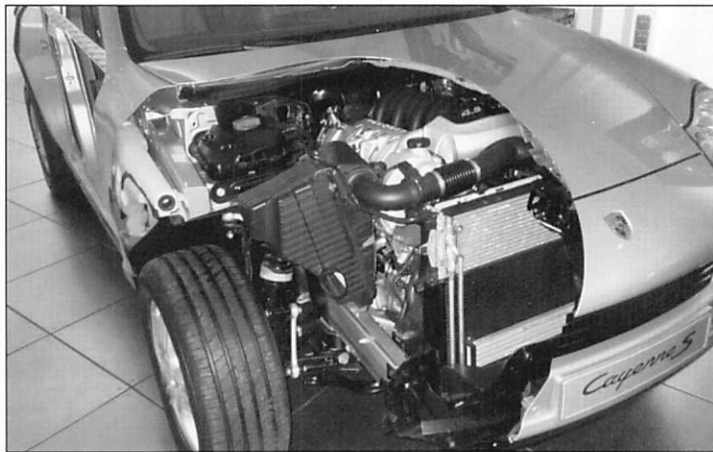
Back to more bus riding, wine, cheese and dinner.

Early the next morning we went back to Frankfurt for a flight to London. Once in England, we had a newer bus, no interpreter, and started at Beaulieu at Lord Montague's 7,000-acre estate. His car collection started in the 1950s in the front hall of his house and, by 1972, moved into its own building and recognition as Britain's national motor museum. Many turn-of-the-century cars plus more modern examples include a couple of land speed record cars. The "most fun" car was a 1930 supercharged Bentley the curator started for us. This car is shipped around the world for rallies and will go to Africa in April, 2003. Lord Montague himself drives the car in these rallies.

We spent two nights in a hotel that was once a boys' school. The old part of the

building has a moat around it and looks like a small fortress. We wouldn't have been surprised to see Harry Potter in the hallway.

The nearby National Motorcycle Museum is privately owned by a very gracious gentleman that "loves America," houses 800 motorcycles, and boasts ownership of one example of every model built by most of the major manufacturers in the world. There are 300 more bikes in storage, waiting for construction of a new



building. The owner said he values his collection at around \$25-30 million.

On to Gaydon, England, to the Heritage Motor Centre. By now the cars and bikes, no matter how exotic, are becoming commonplace. We are paying attention to buildings, parking lots, lighting, restaurants and anything else that contributes to a museum's economic survival. This museum happens to be located on an old Royal Air Force base and shares the grounds with the Land Rover factory. The Land Rover driver skills course with lots of hills, water and mud is located next to where we were and easily viewed.

On to Coventry, at one time the unquestioned home of England's transportation industry. There have been 300 bicycle manufacturers, 130 car manufacturers and 90 motorcycle manufacturers in Coventry over the years. In the 1950s and '60s, over 65% of the working population of this city was directly or indirectly employed by a transportation company. A city-supported museum featuring this history displays

many exhibits of manufacturing around Coventry through the years. The best display for me was the current land speed record holding jet-car. The simulator put us behind British Air Force pilot Andy Green as he set the current record of 741 mph. It was, needless to say, very stimulating. The car and its Mercedes support vehicles were all on display, as well as the command center, a high tech mobile trailer.

Bus, dinner, sleep, bus, and we drove into Malvern Link. This sleepy small town is home to the Morgan Motor Car factory. This stop was probably the most fun for me. The little Morgan company hand-builds 475 cars each year and clearly sets the standard for hand-built vehicles. There are no modern tools to be seen. Wood is cut and treated for the body support, sheets of tin are formed with hammers and dollies, gas tanks are hand

rolled and soldered. No robots, no spot welders, no conveyor belts, but one large bulldog mascot. A two-year-old paint shop reduced delivery from order to ship down to one year. When I asked about getting a job there, I was gently told I was probably too old for their target apprenticeship program. We finally had to leave. Except for the wood used in the body structure of the Morgan cars, I felt I could have been in a Porsche factory circa 1948.

A visit to Warwick castle for a little English social history and another bus ride to a hotel by Heathrow airport, and our tour was over. Now home to write our reports about how we perceived each of the museums, considering buildings, lights, cars, displays, etc.

By now the ground lease with the City of Tacoma should be signed, the architect has his notes and is designing our building, and the LeMay Collection CEO is soliciting corporate sponsors. Within the next five years, a car museum should be open near the Tacoma Dome. Whether full of Harold LeMay's collection, Fords, Ferraris, Bugattis or Saabs, it doesn't matter. What is important is how do you feel while visiting here, will you return and will you tell your friends to come see this museum?

If the answers are good, yes, and yes, then we've made a contribution from knowledge gained on this trip. ☺

Top: Cayenne cutaway

Above: One of the fine examples at the Mercedes-Benz museum.

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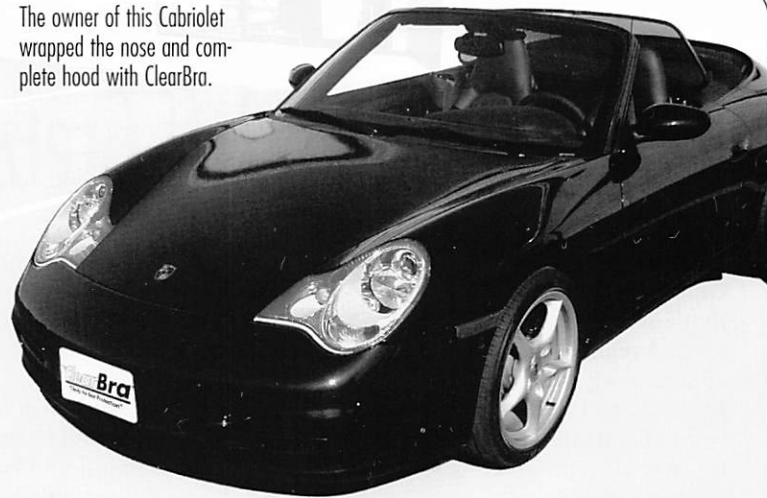
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Meet the Board: Jeff Gretz

My name is Jeff Gretz and I am currently serving my second year as club Treasurer. My wife, Jeannie, and I have been PCA members for over 20 years and enjoy the social gatherings and tours that ORPCA offers. I've been asked to tell a little about myself including Porsches, past and present, so here we go.



back from there. A black 1974 911 Carrera followed (should have kept it!), then two 1985 928s (wish I still had that black one), and our current 1997 Arena Red 993.

Jeannie and I live on Bald Peak (just west of Scholls, Oregon). I'm in the software business and have my office at our home. We recently became grandparents for the first time! Our hobbies are our horses and our cars, which include mostly '50s and early '60s Chryslers and Fords, with some sports cars too. Of course, nothing comes close to a Porsche on the great country roads in our area.

I've very much enjoyed my position on the Board and look forward to many years of fun and friendship with ORPCA members.

My first Porsche, a 1970 911T, was purchased two years after my college graduation. I'd been innocently driving a Volkswagen when a friend suggested I take his Porsche for a spin. No turning

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Tech Tips: Waterspotting

By Tom Rennie

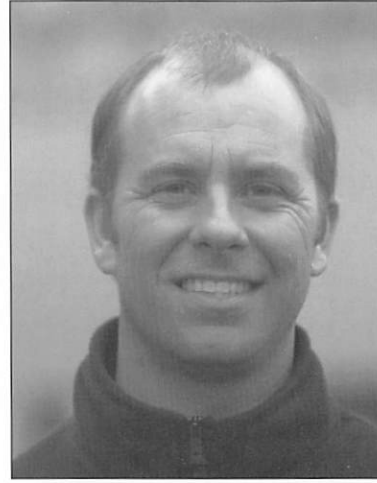
Water spotting can occur on any porous surface and especially painted surfaces. Because paint emulates skin with its micropores that expand and contract with temperature fluctuation, dissolved minerals in water can accumulate in certain conditions. Hard water with high mineral content spots the most. Water dispersed from commercial sprinkler systems, besides having the occasional well-water component, may also have emulsifiers & calcium. This can be very destructive if left on the paint for a prolonged period of time. It can etch the clearcoat or the topcoat and require some fairly aggressive compounding or even in extreme cases, colorsanding to remedy the situation.

Similar effects can occur on glass, although water spots on glass are a bit tougher to remove. Cerium Oxide, a jeweler's lapidary polish, can be used effectively to eliminate water spots on glass (\$9.95 for 1 pint at Simon Golub & Sons 2820 SE 8th off Powell 503-230-9010). Try vigorous

rubbing with the compound on a soft towel first. If that fails, use the polish with triple ought steel wool; it is a bit more aggressive and will not scratch the glass. Machine polishing is used for unusually heavy spotting, but not unless you have experience; the glass can heat up to the point where you cannot touch it.

To help prevent water spotting from occurring initially, the best defense is a heavy coat of carnauba wax, a highly durable wax with the highest melting point of all natural waxes. Apply it generously to paint and glass.

If you get caught under a commercial sprinkler with your wax down, the baking soda method can provide immediate rem-



edy for moderate waterspotting. Under shade, wet the vehicle and dust the spotted areas with baking soda. Let it work for 15-30 minutes, then wash the car normally. The baking soda neutralizes PH anomalies on the surface and most of the spotting should disappear. If spotting isn't caught in time, the treatment is usually more time-consuming.

Tom Rennie is the owner/proprietor of

Autobella, an automotive detailing shop in NE Portland.

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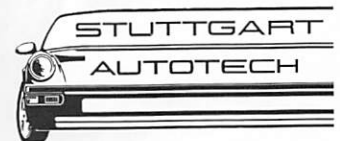
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From the President

continued from page 4

more controversial issues we discussed is how we make the Cayenne welcome. Of course, it will be a very nice touring car but its performance on the track is also undeniable based on the factory data from the Nurburgring. Can we accommodate this rather large vehicle at our DE days? How about autocross? Fortunately — or not — our National Board has left these decisions up to us at the local level. I, for one, have not developed any opinion one way or the other. Your BOD will be addressing these questions as well as whether we create special events tailored to the Cayenne as we move through the year and see what the interest level is. I'd like to hear from you if you have an opinion on any of these questions. Being an engineer, it's always easier to convince me that your opinion has merit if it is backed by data rather than emotion (this certainly has been an emotional issue to this point).

Okay. The moment you have all been waiting for — or not. The 944 Turbo didn't make the whole DE day either at the Alfa Day (Debbie had a bit of an adventure in the goose grease) or ours. Fortunately, the issues we had are understandable and, hopefully, easily correctable. The first is it overheats when you get on it hard. The symptoms are that the engine has a bunch of steam in the cylinder head but the radiator is cool. I thought this might be the water pump or thermostat but I changed both, to no avail. I'm using water to cool the engine rather than anti-freeze (safer for the other guys on the track if you blow a hose) and I'm of the mind that, even though the cooling system is pressurized, I need to increase the boiling point of the water a bit more. To that end I've added some Red Line Water Wetter to the cooling system. It's supposed to raise the boiling point and reduce the temperature at the same time. The problem is there is nowhere I can test the system under these loads while driving but the racetrack. It's just too dangerous to try to run the car under boost for the time it takes to get hot on the street. The local police take a dim view of driving 140+ around town. Looks like I may be taking a trip to the local chassis dyno shop soon. Of course, I also need to do some fine-tuning on my wonderfully adjustable fuel injection system anyway.

The other issue I ran into was an oil leak as I was heading out for the third run session. When I pulled off the track and took a look under the hood, there were several quarts of synthetic oil coating the engine compartment. Oh, what a bummer! This stuff really sticks to the surfaces (that's what a good oil should do) and it's going to be a real effort to get the compartment clean again. Anyway, when I was prepping the car for this DE day, I put a wrench on every bolt and fitting of the oil system that I could. Everything was tight with no leaks in sight. It turns out I missed the most obvious oil connector on the car. The oil filter had loosened enough to allow the ring gasket to slip out under pressure and this is what caused the big dump. Ching, one more item to add to the checklist of things to touch in preparation for DE days. You'll all notice that I have not had to replace the head gasket yet. Knock on wood. Ouch!! It hurts when you knock on your head too hard.

Laptop battery's gettin' low so I gotta go.

-drc-

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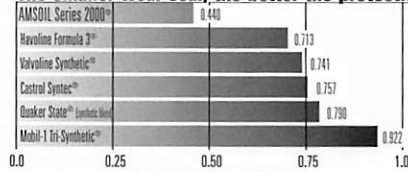
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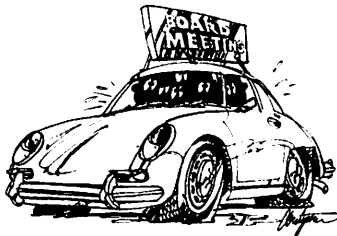
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Mick & Laura Taylor1989 911
Scappoose, OR
Daniel Wyland1970 914
Molalla, OR
Transfer:
William Slaughter1998 Boxster
Gleneden Beach, OR

From the Editor

continued from page 4

you'd like to see. We'll even print them in our Backfire column, which we love to feature when we get your feedback.

And if you enjoyed the Member Profile in the April issue, send in your own ideas on a worthy new - or long-time - member. If you secretly want to see your profile written up, send me an email - under a pseudonym or from your boss's computer or your mother-in-law's. I don't care; just send me some candidates. We aim to introduce interesting folks in these pages - which pretty much encompasses our entire membership - along with showcasing the cars they drive.

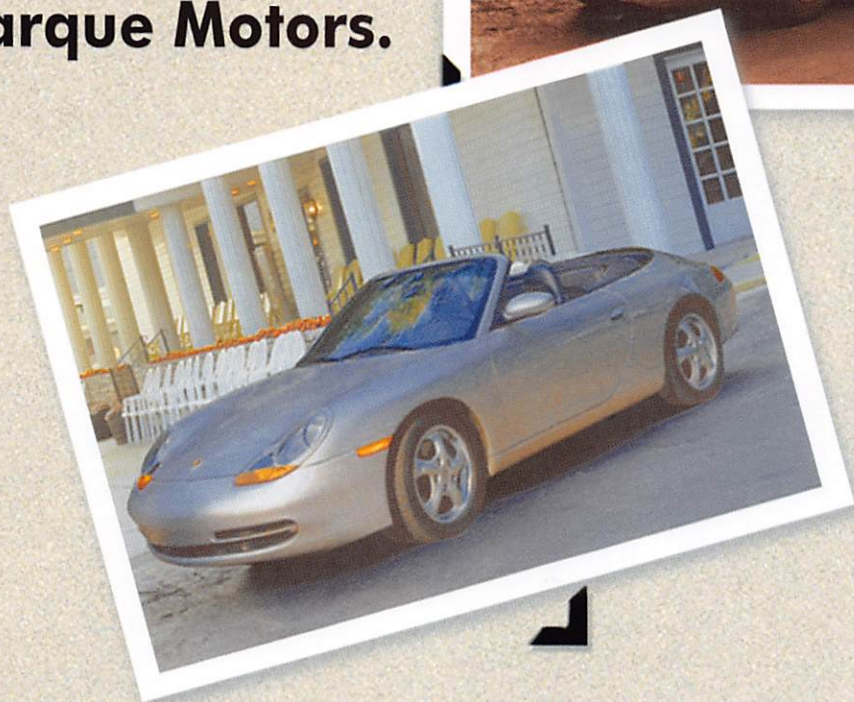
Leaf through our magazine and see what fun we've been having - hopefully with you - so far this year. Gear up for all the upcoming fun and get revved!

Moved Recently? Missing Your Anzeiger? Non-Member Looking to Join?

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

Russ & Sharon Pascoe
ORPCA Membership
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