

Anzeiger

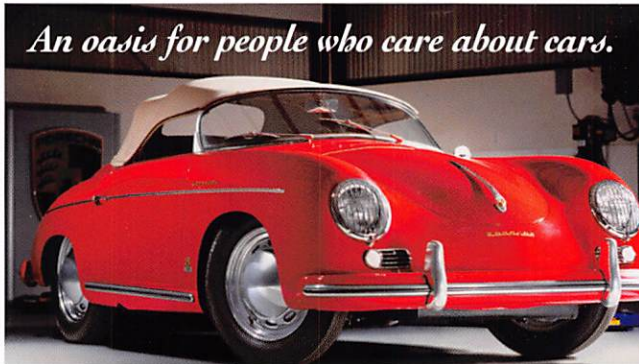


May 2004 v44-n4
Oregon Region Porsche Club of America



YOUR DESTINATION DEALERSHIP **RUF**

An oasis for people who care about cars.



'03 Turbo



'03 Cayenne S



'63 356B

Boxster

'04 Speed Yellow/Black Leather \$49150

'04 Seal Grey/Black Leather \$47805

'04 Guards Red/Savanna Beige \$48985

Boxster S

'04 Arctic Silver/Grey Leather \$58205

Carrera

'03 Cabriolet Arctic Silver/Grey Leather \$Make Offer

'03 Targa Arctic Silver/Grey Leather \$Make Offer

'03 Coupe Midnight Blue/Grey Full Leather \$Make Offer

'04 Cabriolet Lapis Blue/Grey Leather \$85600

'04 Cabriolet Speed Yellow/Black Leather \$85025

'04 Cabriolet Guards Red/Black Leather \$84845

Cayenne

'04 Cayenne S Carmon Red/Black \$61985

'04 Cayenne S Crystal Silver/Black \$70150

'04 Cayenne S Jarama Beige/Havanna/Sand \$63070

'04 Cayenne S Sand White/Havanna/Sand \$63195

'04 Cayenne S Titanium/Black \$62330

'04 Cayenne Crystal Silver/Black \$47505

'04 Cayenne Black/Grey \$47195

'04 Cayenne Prosecco/Havanna/Sand \$54315

Porsche Certified Pre-Owned

'03 911 Carrera Turbo Seal Grey \$99995

'01 911 Carrera 4 Cabriolet Tip \$69995

'01 Boxster S Zanzibar \$39995

Porsche Pre-Owned

'84 Carrera Cabriolet \$18995

'99 911 Carrera Cabriolet Tip \$54995



BMW



Carrera
MOTORS

www.carreramotors.com Bend, OR 541.382.1711

Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

V44-N4

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

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

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Anzeiger

2004
MAY

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Cover image: Springtime in Portland is really wonderful, especially when you can work your Porsche into the scenery. Thanks to Dan Tidwell for the loan of his 356 for this image.

Photo by Chris Greenwood



Don Stramm
FROM THE PRESIDENT

Pacific Northwest, Polar, Silver Sage and, of course, Oregon. The largest is the Pacific Northwest with approx 1,200 Members and the smallest is the Olympic Peninsula with 19 members. Currently, PCA National has 53,170 members. Currently, Oregon Region has approx 825 members. This meeting was a great opportunity for me to learn what other clubs are doing and to share ideas on how to make our events better (read: more fun). This meeting is a yearly event

and, next year, it will be my pleasure to host it here in Portland.

If you haven't heard, due to the efforts of John Draneas, Portland is on the fast track to host the 2006

National Parade. The official announcement will be made this July at Parade in Houston, but it doesn't appear we have any competition.

We have a lot of unique events for your enjoyment coming up during the next several months. All of you should have received a calendar with all of our

events listed and displaying some of our members' cars in living color. Producing the calendar was a monumental effort by the *Anzeiger* Staff and was not inexpensive to publish. I would like your feedback if this is something you would like to see on a yearly basis, or if the club should spend the money elsewhere. The philosophy of the Board is to return any money we receive back to the membership by funding events and other services while retaining sufficient working capital.

I came away from the Presidents meeting with the realization of how lucky our region is. We have a small core of unpaid volunteers who plan and put on more great events with little or no cost to the members than any car club I have ever been exposed to. The vitality of our club depends on you, the members who give us ideas and time. I thank you! If you want to jump in and get your feet wet, call or email me. I can always find something fun for you to do. We will especially need help in the months ahead for Parade planning.

Hope to see you all at an upcoming event. Have Fun!

I hope you all enjoyed our April issue of *Anzeiger*. A lot of work by a lot of talented people went into producing what I thought to be some of the best humor I've read in a long time.

I just returned from a Zone 6 Presidents meeting in Vancouver B.C. Many of you might not know that our Zone encompasses the largest geographical area in the U.S. Our Zone has 12 regions: Absaroka, BC Interior, Big Sky, Canada West, Cascade, High Desert, Inland Northwest, Olympic Peninsula,

Kate Ayers
FROM THE EDITOR



So ... what did you think of the April issue? If you actually read it, you probably noticed we took some liberties with the facts. (Hopefully, you caught on at the right times. Otherwise, we might have some serious doubts about you.) We would like to thank everyone who contributed to our fun. And to those of you who submitted genuine articles, I say: Wow, bad timing.

Our first autocross of the 2004 season was held the end of March, and I almost hesitate to encourage more members to attend since they had such a fabulous turnout. Of course, it was fabulous weather, this March being one of the driest on record. I was sorely tempted myself, but it meant getting up real early on a Sunday and, well, lethargy won out.

One of our legitimate pieces in the April issue concerned the "Arrive & Drive," new to the calendar this year. This event involves not only driving - an obvious favorite for a car club - but also eating (the optional no-host breakfast) and a bit of chat time - a natural favorite for me and many of our food-focused, more garrulous members. That's the first Saturday of this month.

The following Saturday is the Coastal Treasures Tour. See the ad in this issue, and get your reservations into Chris Greenwood ASAP (like now). It sounds like a great outing, with whale watching on the ocean, shopping, lunch (yay!) and, of course, driving on some of those superb curvy coastal roads.

May is also host to our first fun rallye. Earl Green has put together a first-rate collection of them this year, beginning with the Poker Run, a very popular event last season. Jim and I are hoping to defend our title from 2003, where we drew a very nice flush, earning us two 1st Place trophies. Believe me, you would be hard pressed to find a more pleasant way to spend a Saturday. So, take a look at your handsome ORPCA calendars and join in the fun.

OREGON REGION EVENTS



2004

May

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

June

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

July

- 2-4 SCCA Races at PIR
- 3 Arrive & Drive (informal tour)
- 4-10 PCA Parade - Houston, TX
- 6 Board Meeting
- 9-11 Portland Historic Races
- 17 Fun Rally
- 18 ORPCA Forest Grove Concours
- 21 Dinner Meeting
- 23-25 American Le Mans Series - PIR
- 31 Stuttgart Meets Detroit

August

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

September

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

October

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

November

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

December

- 7 Board Meeting.

January 2005

- 3 Board Meeting
- 8 Holiday Party

ARRIVE & DRIVE

Club
Event

Saturday, May 1, 9 a.m.

Miller's Homestead

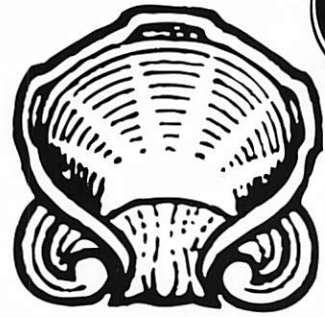
17933 SW McEwan Rd
Tigard, OR 97224

Rendezvous at the Homestead at 9 a.m. for a no-host breakfast. After we take on some fuel we'll depart for a very fun drive on some of Oregon's best roads. Tourmeister John Draneas will lead this first event which repeats every first Saturday through September, with a new tourmeister each time.

Questions? 503.638.0396 or
ATR@oregonpca.org
(See article on page 14)

Coastal Treasures TOUR

May 8, 2004



Club
Event

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

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

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

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

RSVP by May 1 to chris@chrisgreenwood.com (503.460.9494)

This is not a drop-in tour. You will receive rendezvous instructions when you RSVP.

Fast Facts

8:30 am - Depart Portland
10:30 am - Arrive Depoe Bay
11:00 am - Boat(s) depart
12:30 pm - Lunch
1:30 pm - Mini coastal tour

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

Questions & RSVP:
chris@chrisgreenwood.com

We roll rain or shine!



ORPCA Autocross 2004 May 23 - PIR South Pit

June 6 - PIR • August 8 - PIR • September 19 - PIR
October 3 - PIR • November 7 - PIR

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; arrive early and stay until cleanup is done.

Cost: \$25/driver

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.

Club
Event

Kumho has recalled the new ECSTA V710 tires. SCCA has banned the use of the V710 tires for Racing and Solo use. The tires have been recalled by the manufacturer because of safety issues. Details can be found at this address: http://www.scca.org/news/press04_57.html

ORPCA supports the SCCA ruling for this tire and is banning its use in autocross and driver's education events. Tech inspectors will be looking for this tire and will not approve tech for any car that has these tires.

DINNER MEETING

Club
Event

Wednesday, May 19

Bamboo Grove Hawaiian Grill

0515 SW CAROLINA STREET
(just 3 blocks south of John's Landing)
503-977-2771

A-LO-HA!!

Hawaiian Feast of Da Porsche

6PM Social Hour • 7PM Dinner Time

Wear your favorite Hawaiian shirt, mumu or outfit -
and slippas, if warm out!

Buffet Dinner - Chicken, pig and vegetarian dishes

COST: \$15.00 per person (includes gratuity)
Please bring cash if possible.

RSVP by May 14 to Nancy Herron at
dinnermeeting@oregonpca.org or call 503-293-6714

ARRIVE & DRIVE

Club
Event

Saturday, June 6, 8 a.m.

Miller's Homestead

17933 SW McEwan Rd
Tigard, OR 97224

Rendezvous at the Homestead at 8 a.m. for a
no-host breakfast. After we take on some fuel
we'll gather in the parking lot, then depart for
a very fun drive on some of Oregon's best
roads. Tourmeister will be selected at the first
A & D on May 1. This event repeats every first
Saturday through September.

Questions? 503.638.0396 or
ATR@oregonpca.org
(See article on page 14)

**ORPCA Presents
THE 2004 750 MIGLIA**

THE WILD WEST TOUR

Club
Event

So Big, We Had To Add Another Day!

JUNE 3, 4, 5 AND 6, 2004



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

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

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

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

↪ **TOUR HIGHLIGHTS** ↪

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

↪ **AND AS ALWAYS** ↪
250 miles per day of Twisty Roads,
Great Food and Fine Wine

Still Plays With Cars

By Peter Linsky



A new book on Porsche police cars was published over the winter. You may have seen the review in the April 2004 issue of *Excellence*. I consider myself fortunate that I've been able to avoid the attention of the heat in recent years (knock wood), but thinking about it dredged up memories of one of the most impressive police cruisers I ever saw.

It was back in the late '50s, when the Los Angeles Police Department figured out that it was time to get some heavy metal for speed enforcement on the fast-expanding network of freeways around LA. The cops' usual street ride back then was a '58 or '59 Ford sedan, while the Chippies drove Plymouths and Buicks. (Remember Highway Patrol with Broderick Crawford?) When the flat and mostly straight Ventura Freeway opened across the San Fernando Valley, kids in hot Chevs, Fords, Mopars, street rods and bikes could jump onto the freeway at night, race for a couple of miles, then quickly bail out and avoid getting busted.

Before the freeway opened, in fact, it was commonplace for some very well known drag racers to haul their roadsters and rails to a finished section and do some "speed tuning" in the middle of the night. They'd be long gone when the cops finally got there. The plain-vanilla police Fords and the like ran out of cojones at 110 or so. A few years earlier, the LAPD had acquired a couple of special '57 Oldsmobiles with the J-2 triple-carb package, capable of 120, but they were pretty heavy and didn't have the legs to run flat-out for very long. If they didn't get you in the first mile or so, they gave up or overheated.

Early one morning on the way to a college class, I dropped my mom off at the hospital where she worked and spotted something new in the parking lot. It was nothing less than a brand-new '61 Pontiac Catalina sedan in black and white, with a huge light bar, loudspeaker, and several radio antennae on the roof. Regular LA



© Hal Thoms

police cars wore a couple of small fixed red lights with a separate siren in the middle, so this beast was clearly out of the ordinary. A closer inspection was even more impressive. The interior was essentially stripped, with a full roll cage of padded three-inch tubing and a pair of thinly-padded aircraft bucket seats with aircraft safety harnesses. A gigantic 160 mph Stewart-Warner police speedometer with locking tell-tale dominated the middle of the dashboard, and a couple of motorcycle-style helmets were resting on the seats. The tires were the biggest I'd ever seen on a street-driven car. Pretty impressive hardware.

A few days later, the LA Times ran a story about the new machine. It said the

city had purchased a pair of 421 cubic inch Pontiac "NASCAR Pursuit Packages" from GM because they were the only thing that could run down the most anti-social of the freeway flyers. Today, I could imagine hearing Clint Eastwood say in his best "Dirty Harry" snarl, "This here is the biggest, fastest, most ferocious police car in the world, capable of blowing you into the weeds and hauling you off to the county slam for eternity. Now, do you

think you want to run for pink slips? Do you feel lucky, punk?"

The first new Carrera GTs to land in Oregon will be in the hands of their fortunate owners any day now. News from the dealers indicates that, as of early February, Porsche had \$50,000 cash deposits on 1,200 of the 1,500 cars slated for production this year and next. Those should fill nearly all the initial dealer allocations. Once those slots are locked up, Porsche will probably accept additional deposits for the remaining CGTs, if any. MSRP remains about \$450,000 in case you got a larger-than-expected tax refund.

Until next month, keep it under red line! ☺

Coming Events



Arrive and Drive

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

Rally

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

Fun/gimmick rallies are designed to be entertaining while introducing elements of traditional TSD (time-speed-distance) rallies to the beginner/novice. It's also an opportunity to get out with some great friends, meet some new people and enjoy our cars. We have three events scheduled for this season. For times and dates, watch for the ads on the web site and in the *Anzeiger*. For anyone interested in TSD rallies, Cascade Sports Car Club hosts the Friday Night Rally Series which runs March through October. If you have any questions, please e-mail the rally committee at: early.euro@verizon.net.

Dinner Gatherings

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

themselves. Look for details as to location and any specifics related to the "venue" each month in *Anzeiger* or on the web site.

Autocross

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

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

Progressive Dinner

House hopping takes on new meaning when June rolls around. The Progressive dinner happens in three different parts of the city, each one a club member's house opened to the owners' fellow Porsche enthusiasts. Each participant brings some dish they've prepared, with appetizers being consumed at the first location, main course at another and dessert at still another. The fun cascades as we drive between courses on a warm summer evening. Down the windows, crank the tunes and bring your appetite.

Volunteer Recognition Party - October 3

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

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

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



Around The Region

By John Draneas

This should be something out of Ripley's Believe it or Not. **Tom and Deb Shilaos** recently had their house painted. On their way out, Tom hit the garage door opener without realizing that the painters had painted the doors shut. Tom sensed something was wrong when the middle door started going up by itself, as he had long before rigged all three to raise and lower together on a single door opener. All of a sudden, there was a loud noise as the paint let go and the doors all flew open, their mechanisms exploded, and eight of the metal roller wheels scattered all over the garage, bouncing every which way off the walls and the floor. Miraculously, all eight bouncing wheels completely missed the Boxster, Ferrari and Jaguar parked in the midst of the mayhem. The painter, who was outside and witnessed the whole thing, must have picked himself off the ground and run immediately to church to pray thanks.

Gregg and Sue Hodge have clear priorities. Although the Club decided not to organize a ski weekend this year, they and several of the past participants scheduled their own date. It turned out to be the weekend after their youngest finished high school a term early. Since they'll have plenty of opportunity to celebrate at the official graduation ceremony in June, they figured, the Hodges saw no reason to miss the ski trip. Their son saw no reason to miss the opportunity to take advantage

of the empty house for a Saturday night bash. It had to be quite a party, judging by the full-sized lawn and leaf bag that was completely filled with beer cans when Mom and Dad returned on Sunday. (Can't kids take out the garbage any more?) Then a neighbor called to complain that one of the guests drove through the neighborhood too fast, scaring her daughter who was playing in the street. The youngest Hodge, apparently destined to become the family's first lawyer,



Steve Dishman

responded, "Why was she playing in the middle of the street at dusk anyway?"

Past prez **Don Clinkinbeard** notched his 50th recently, and wife **Debbie** threw a huge birthday bash



Gregg Hodge

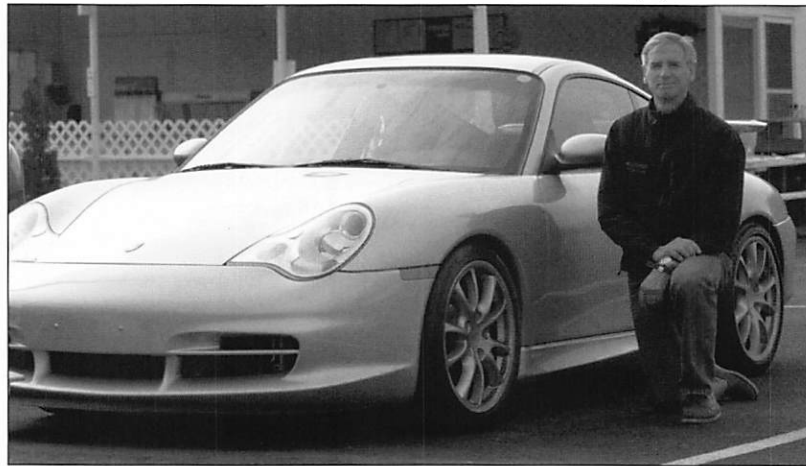
birthday boy was off on an emergency wine run. With nothing to drink while he was gone, the party-goers spent the time gathering up stories for the after-dinner roast. There were lots of funny stories, but also many testimonials from people as to what a caring human being Don really is. I'm afraid we missed it, as we were on vacation at the time, but I'm dying to find out if Porsche was able to fill all of the orders they must have gotten for head

gasket gifts.

Marriage really seems to agree with **John and Lainey Johansen**. They're off sailing in the British Virgin Islands as I write.

There are several new cars in ORPCA garages to report about. **Steve Thayer** is enjoying his speed yellow GT3. **Pat Murphy** is behaving well in his silver GT3, and already gave it a test at our first track day. **Scott Miller**, an ORPCA dual member from Vancouver, just got his Speedster running after 35 years in the garage. (Couldn't find a nice

enough day to take it out for a ride?) I made my color and option choices on my Lotus Elise, expected to arrive this summer. When the **Park Place** representative suggested I might not want to buy the sport package if I wanted the car to be more comfortable on the street, I assured him that the rest of you would razz me unmercifully if I didn't. **Gordon Ledbetter** just purchased a beautiful 1967 327 Nova sleeper car. It's already a fresh

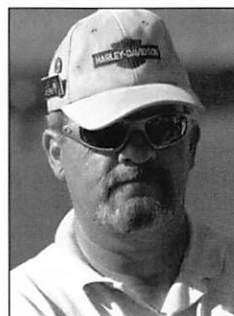


Below: Pat Murphy

frame-off restoration, but Gordon is already making a few "tweaks" to make it his better-than-new other favorite car. And, **Steve Dishman** recently rescued a 1972 Ferrari 246GTS Dino from an over-4-year stint in a California showroom. It should be ready to roll in a few weeks, after he finds a few parts for it. You want to be the one to tell him, or should I?

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

Jim Ayers



to celebrate. No dummy, she enlisted **Gregg Hodge** to cook the appetizers for the event. Apparently not a math whiz, Debbie figured that a case of red wine would handle the 60 party people, and enlisted **Jim Ayers** to stretch it out.

Impossible, with as many ORPCA members present as there were, and 15 minutes later the

Club
Event

PROGRESSIVE DINNER

SATURDAY, JUNE 26

Please join us on Saturday, June 26, for the Progressive Dinner — good food and fun with friends! The cost is \$3/person or \$6/couple.

The theme this year is "Your Favorite Summertime Dish."

Many thanks to the Clinkinbeards who have offered their home (in the SW area) as one of our stops. We are looking for two other volunteers in the SW area to host one of the courses. Your choice — appetizers, main entrée or dessert.

Please call or e-mail Tricia Rogers to volunteer to host a course at your home and to sign up to bring an appetizer, main course, or dessert. Please indicate what dish you would like to bring.

Maps and directions will be on the web site as well as provided at each home.

Soft drinks and bottled water will be available at each home. (Bring your own adult beverage.)

RSVP to Tricia Rogers Home: 503.574-4817

Work: 503.641-2005

E-mail: tricia@dsl-only.net

Club
Event

FUN RALLY/POKER RUN

Saturday, May 22 10:00 am

(Porsches recommended, but not required)

Willamette Marketplace 2000 10th St. West Linn

Take I-205 to Exit #6, then one block south.

Finish: At "Wankers Corner" 8499 SW Main in Wilsonville

Cost: Free

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

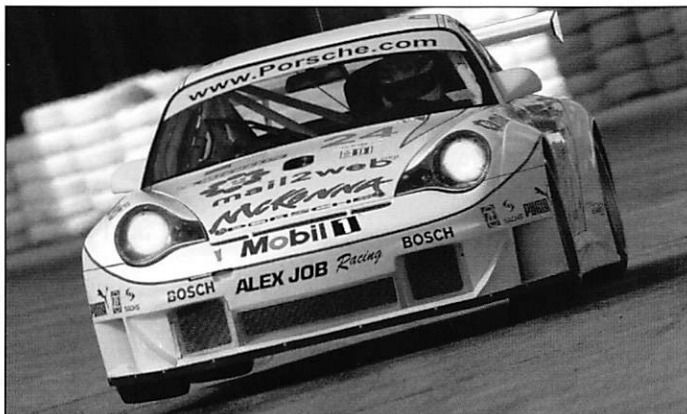
rally committee at early.euro@verizon.net



Club
Event

ALMS Race Packages

The American Le Mans Series is coming back! The Grand Prix of Portland will be July 23-25, at Portland International Raceway. Joining the weekend schedule are the SCCA SPEED World Challenge, Star Mazda Series, and the new STRANA Tonka Super Truck Series.



That's not all. We're adding a special drag-racing event Saturday evening, a Drifting exhibition, and the MAZDA Extreme Street show.

Here are the special Car Club deals:

3-Day Package: \$70, includes \$65 Super Ticket, paddock pass, plus 3-day parking (\$20 savings). Second (guest) ticket is \$45.

Sat/Sun Package: \$65, includes Admission plus paddock and parking (\$35 savings). Second (guest) ticket is \$35

Sunday Package: \$45, includes Admission plus paddock and parking (\$10 savings) Second guest ticket is \$30.

We will provide corral parking for club members Saturday and Sunday, a parade lap Saturday, and a general hospitality tent for car club members and guests where only you can hang out and purchase food and beverages (or bring in from other concession stands). We'll provide driver appearances and have drawings for free stuff.

ORPCA's Goodie store will be open for business in the corral on both days.

Contact or Mail Payment to:

Jeff Gretz

16799 SW McFee Place

Hillsboro, OR 97123

503.628.0629

vicepresident@oregonpca.org



Make checks payable
to ORPCA

Member Profile: Bob & Marlene MacEwan

By Jim Ayers

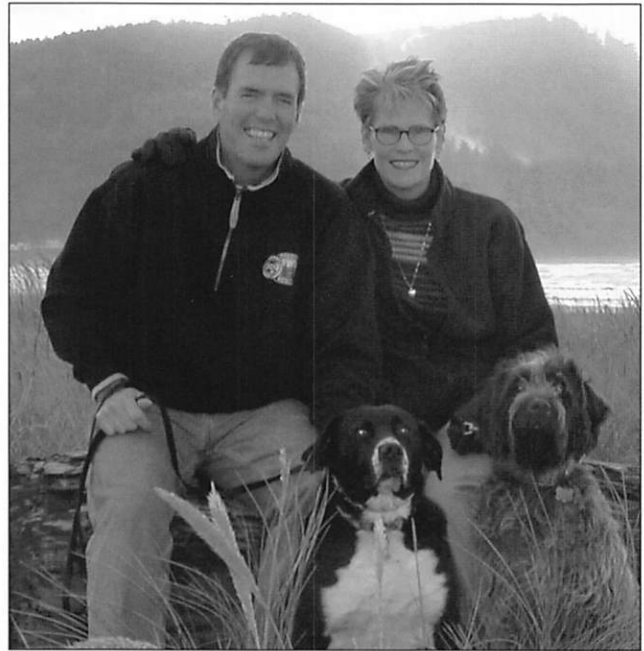
Bob and Carol have been members of ORPCA for almost four years. Bob recently retired after owning a general contracting firm for almost ten years. Prior to that, he was involved in restaurant management with several different companies. Marlene has a very successful tax accounting practice in Lake Oswego. Marlene and Bob are both natives of Lake Oswego, and have lived in the house she grew up in for eleven years. They have four grown children and one grandson.

Fun means travel, attending University of Oregon functions and games, as well as spending as much time as possible at their other home – at the beach, in Seaside. Ah, the pleasures of retirement.

Bob advises they are currently on their second Porsche, a beautiful 1982 911SC Targa. Their first was a 1978 911SC Coupe (love those SC's!). Admitting to being a bit car crazy, Bob says, "I've owned almost thirty cars now, including two 1956 Bel Airs, a 1957 Bel Air (high school cars, wish I had them now!), a 1968 Fiat 124 Spyder, a 1967 VW Bus, a 1993 BMW 525, and a

host of mundane daily drivers. I've been a car nut as long as I can remember, and first noticed a 911 owned by a teacher while in the sixth grade. I've wanted one ever since, and my wife gave me my first Porsche 911 for my 45th birthday. What a gal!"

Bob hopes to start participating on DE days and autocross this summer: "I bought a helmet just before health issues cropped up." He has also volunteered to help with the efforts to organize the upcoming Portland Porsche Parade. 🍷



Board Member Profile: Faryl Ammon, Treasurer

As your newly elected treasurer, let me tell you something about myself. Like you, I enjoy cars and especially Porsches. My interest in Porsches goes back to the late 1950's. However, I did not own a Porsche

until 1988, when I became an Oregon Region member. I presently own a 1965 356SC coupe.

My wife Melody and I have lived in the Portland area for 20 years; before that, 13 years in Eugene. Three years ago, after a 30-year career with the federal government, I retired. Melody still operates a decorating sewing business.

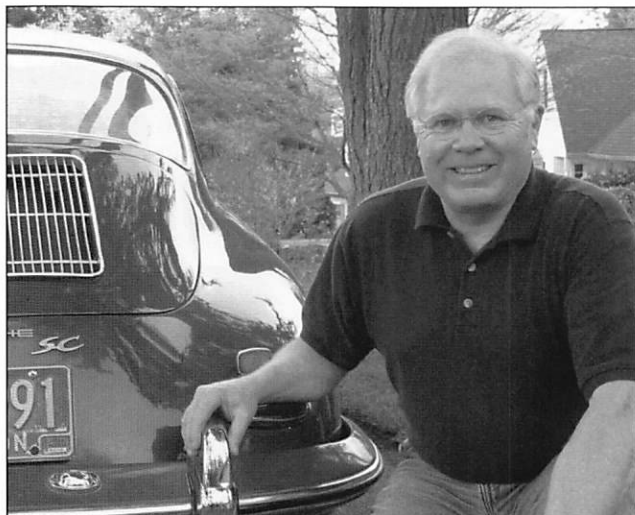
My hobbies include woodworking, amateur mechanic, construction projects and a collection of farm toys. Melody and I enjoy rooting for the Ducks at football and basketball games, some traveling — including a recent trip to England — and, of course, cars and related events. I had always wanted a Porsche since the late

1950s. This started with a ride in a 1957 356 coupe, owned by a friend's father. In the late Fifties, my friends, who were into Corvettes, muscle cars and drag racing, thought my passion for little, ugly Porsches was a bit strange. Funny how that's changed.

Some of my memorable cars over the years (other than several recent 356s) were a '40 Chevrolet business coupe, '48 Ford business coupe, '53 Chevrolet Bel Air two-door hardtop, '56 Chevrolet convertible, and I still own another neat, ugly, little car, a 1973 Saab 96.

I find Porsche people to be passionate about their interests, whether it be cars or various other pursuits. They are never bored. However, what I really appreciate is the friendship of members of the ORPCA.

What I intend to bring to the Treasurer's position is a continuation of the great job Jeff Gretz did as Treasurer for the club. Thank you for your confidence in me to serve as your treasurer. 🍷



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January 20, 2004

D. Ben Henzel
Oregon Region Porsche Club of America
PO Box 5652
Portland, OR 97228-5652

Dear Mr. Henzel:

Thank you very much for the Oregon Region Porsche Club's gift of \$2,500.00. Through your support, we have formed an important partnership to provide hope and healing to the women and children coming to Raphael House for help. In addition to providing life-saving crisis intervention services, we are focused on expanding our self-sufficiency and prevention programs. These programs provide lasting solutions for eliminating domestic violence.

The Raphael House board, staff and volunteers are dedicated to providing the most effective programs possible. As we grow into our 26th year of service, we are humbled by the continued and generous support of our community. Without you, our work would simply not be possible.

Thank you again for joining with Raphael House to end domestic violence in our community.

Most sincerely,



Mitchell Jacover
Executive Director

*No goods or services were exchanged for this gift.
To conserve resources please use this letter as your receipt.*

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"Providing a foundation of hope for victims of domestic violence."

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Protecting Your Investment

By Kurt Leipzig

Winter is coming to an end and you have decided to bring your car out of wraps and start driving again. You have done all the preparation; checked the tires, the fluid levels, wiped out the spider webs, and called the insurance company, if needed, to reinstate the car. But do you really have the coverage that you thought you did?

There are lots of nice cars out there that are 15 to 20 years old, and older. Some have notably low miles and are in impeccable condition. The services are up to date; the paint is still as shiny as it was when you bought it. Or you have spent some serious capital and time restoring this special vehicle. Maybe this is the car of your dreams and it has a new engine or transmission. You have invested in some upgrades, nice seats, sweet steering wheel, awesome suspension or whatever makes this car special to you. Let's not make this dream car become a nightmare.

If your car was caught in a fire while in storage, some jerk stole it while you were away on vacation, or it was involved in a major accident; would your insurance company really reimburse you for the actual worth of the vehicle? Not only your Porsche, but also any fine collector car that you might own. A vehicle appraisal can be a very valuable tool to stand behind a claim. Hopefully, this will never happen but, if it does, you need to be prepared. In the event of a loss, the insurance company is going to look in a book and try to settle for some predetermined number that is a statistic from a chart. I know you will not be happy with that number.

A complete and full appraisal can support your claim and help settle the matter quickly and effortlessly. In a case of fire or theft, there is little to no evidence left to

support your story of how nice your car was. Good documentation with pictures, a qualified appraisal and history of the vehicle will bear witness and substantiate any question about the quality and condition of your prized car. In the event of an accident, the appraisal will be priceless, especially if you have to prove to the offending driver that your car was really what you say it was.

The first step is to find a qualified appraisal person or service. Here in Oregon, the state has a simple license that an appraiser can get for certification. It is pretty minimal but the fact that they took the time to apply may show that the appraiser is on the right track. You need to check for qualifications, inquire about the years of experience. Other questions to ask are if this person or service specializes in Porsches or other collector vehicles. Will this appraiser stand behind you if you have a claim and assist you in your support documents? Do a little homework and ask for referrals, and check with other car owners who have had appraisals done.

When you have found a service you are comfortable with, be sure and supply them with as much information as possible: Service history, repair invoices, pictures of the car (inside and out; even before and after shots, if needed), any awards the car has received, anything that

can be used to create a formal document for the appraisal. Once the appraisal is completed, get together with your insurance person and submit all of the paperwork. With that done, you can finalize the value for your car in the event of any type of loss. Be sure and keep a copy of the documents for yourself as well. Trust me, the time and money will be well spent. It is a dreadful experience to lose your prized possession, but trying to recreate the paperwork is a formidable task.

True story: One of our customers purchased a 993 with moderate damage to the body. He spent many hours working side by side with the guy doing the body repair and some of the mechanical repair. We worked for him and replaced the transaxle. Being very talented, he performed many tasks, repairing many mechanical items and sorting out numerous electrical issues. Months later, his son asked to take the car for a short drive after it had been completed. Driving out of the city on some side roads, the son lost his bearings. He pulled over off the road quite a ways, so as not to expose the car to any traffic, being careful not to hurt this beauty. He got out of the car and took a few steps away from the car to look around, turned back towards the car to see flames coming out from under the engine. The tall dry grass had caught on fire from the hot exhaust, and there was no way to stop it. The car was burned all the way up to the driver's seat and basically destroyed. We spent many hours and letters convincing the insurance boys of the value of the car. The owner finally won. He was very lucky he kept pictures of the repairs and receipts. An appraisal or evaluation would have saved him countless hours and frustration.

ORPCA Institutes Saturday Morning "Arrive and Drive"

For some time now those who like to drive their cars for no better reason have been cogitating on a casual Saturday morning get-together we could do once a month. Well, now it's here and it's called Arrive and Drive.

On the first Saturday of each month through September, we will gather at Miller's Homestead at 08:00 hours (on

May 1 only we'll meet at 9 am due to a typographical error). After breakfast on your own, we will depart the restaurant for a drive on the best roads we can find (and there are lots of them).

Each month a new volunteer will host the drive, planning the route and preparing route instructions as necessary. We probably won't go much more than a

hundred miles and we won't be going anywhere in particular. The drive is the point. Think of it like a mini mystery tour once a month.

The first Arrive and Drive on May 1 will be led by 2006 PCA Parade Committee chair John Draneas. The next is scheduled for June 5.

My Other Favorite Car

By Foster Finch • Photos by Chris Greenwood

I bought the car initially to have my first ragtop. My first car when I was sixteen was a 1968 bug, which I proceeded to work on and change constantly. A friend had a 1971 Ghia hardtop which I always loved the lines of. I planned on doing a quick cleanup on the Ghia but one thing lead to another. I was frustrated at the length of time it was taking, so to satisfy my urge for a ragtop I bought a 1963 Buick Skylark, which was a lot of fun. But once the GHISTR was nearly done, the Buick was sold. I have always been an admirer of custom cars and motorcycles and just can't seem to leave anything alone. So this is what I ended up with. The name GHISTR evolved as a result of staring at the car and discussing how the interior and exterior should look with my good friend Dave Schroeder, who has a 1958 Porsche speedster. We both decided that it was half Ghia, half speedster from a styling standpoint. Hence GHI from Ghia and STR from speedster.



A few of the specs:

- Porsche 901 close-ratio 5 speed gearbox with modified axles and frame rails
- Porsche 911T 4-wheel disc brakes with cross drilled rotors
- Fuchs wheels widened inside lip to 7 inches and restored
- Fiberglass dash bonded to car, replica of early speedster, restored early 911 gauges
- Emergency brake replaced with line lock located behind passenger seat
- Recaro seats recovered with leather with perforated centers
- German wool carpet
- 356A steering column with wood steering wheel
- Relocated fuel filler to center of hood
- Handmade nerf bars
- Custom prop rods in trunk and engine compartment
- Fabricated heater vent covers and heater lever
- Custom cloth top with custom sized rear window
- Porsche 911 headlight buckets installed in modified fender tunnels, turn signals installed in headlight buckets
- License plate lights machined out of stainless rod stock
- New wiring harness modified to accept Porsche components
- Dropped spindles
- Porsche trumpet horns
- Nickel plate deck lid hinges and all hardware
- Car took 3 years to complete working on it part time.

Sun Shines on Autocross

By Chuck West • Photos by Chris Greenwood

We said, "Rain, rain, go away" — and it did! Rain is not a stranger to the first few autocross events of the season, and generally attendance reflects it. This year, we're off to a great start as Mother Nature cooperated with us and gave us clear skies and seventy degrees.

Over 50 drivers participated in our first autocross of the year, including a number of ORPCA members out for the first time. Also, for the first time in several years, the ratio of Porsches to non-Porsches was about 80%.

At the end of a very successful autocross year, several of us autocross stalwarts got together. We decided that, based on the growth we had realized in 2003, we needed to divide up the responsibilities for staging the events. There is now a core group to assure that, as we continue to grow the autocross program, there are new course designs, folks to help with registration, insurance, tech inspections, back-up timers, and a host of other small items that make up a good and safe event.

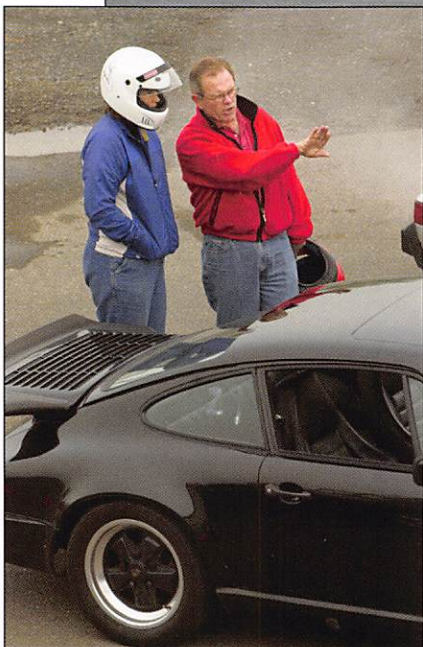
As usual, there were a few SCCA SOLO II ringers in attendance, and they definitely set the pace. I used to finish well, but now these pesky Boxsters are eating my lunch. I can't even get to "bridesmaid" status anymore. The course was fast enough to get your attention, but had enough gates positioned to keep everyone in second gear. As usual, there were a few of us who weren't sure which end of the car should be pointed toward the next gate, and performed 180s to see which approach we liked best. It didn't help our times, but the "pucker factor" was incredible.



Top: Jeff Gretz releases drivers for their 30-40 second thrill ride.

Above: Drivers walk the track beforehand to familiarize themselves with the layout.

Left: Chuck West offers some advice to an autocross novice.



'bout a motor like J.P.'s? Joel and Katie encouraged the "old man" to do a couple of fun runs in the "Weapon." Ask Joel about the "old man's" times.

Thanks to Dave Nance, J.P. Stein, Bob Grasso, Joel Siegersma, Kevin Neary, Harry Danberg, and all of the others who have helped to organize our autocross program. The results were apparent this weekend.



J.P. Stein has allowed me to drive his 914/6 again this year. WOW! 2,100 lbs. & 210 hp.

Do the math! Yee-haa! Joel and Katie Siegersma materialized with a healthy "Green Weapon." Joel and his crew rebuilt the transmission the day before and there were certainly those of us who crossed our fingers and held our breath. It ran great, so the "Weapon" has a new lease on life, although a heart transplant will probably happen at the end of the season. How



Spring: A Return to Autocross

By Jim Ayers

Snow was nice this year. It had been awhile since we really had a good winter. Rain was nice for a little while. We need it to keep our wonderful state green. Sunshine, on the other hand, is a Godsend in the later part of March. We need it to make our autocross excellent.



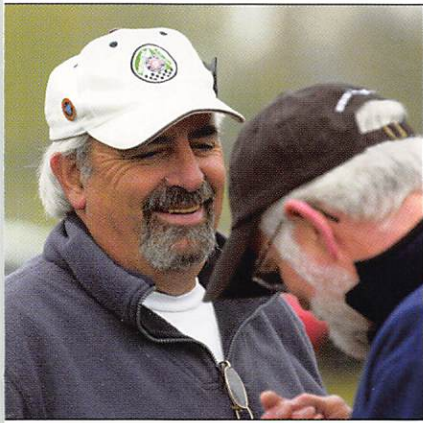
A couple months ago, the autocross committee met and formulated some new rules and protocols in order to make the events more enjoyable and trouble free. Trial by fire was Sunday, March 28th. By all accounts, the changes were for the better. Registration went smoothly, tech seemed to work well, and new timing equipment and a new computer with up-to-date software worked with few hitches. As a result of the changes enacted, a total of 50 drivers were able to get in six timed runs and as many fun runs as they wanted. Not half bad for the first event of the year.

The course was set to be reasonably fast and uncomplicated. Fast proved to be true, with a few people turning times in the 31-second region. Uncomplicated to most drivers, except perhaps your author who missed two gates on his first run. A few first timers showed up, and at least one did very well ... we will remember you, Jeff Gretz. It is always fun to watch the first timers with that initial fear followed by a major

rush of adrenaline, elapsed times improving each time through. What more could one ask for?

ESCRGO decided to get a bit frisky (I suppose it could have been me), and we nearly took the concrete Jersey barrier during a spin. Numerous people thought I might be in need of some new underwear. I advised them I was fine and should not be emanating any odd odors. I did suggest I would have been in dire need of blood donations had I hit the wall and then gone home to face my wife.

Read results on p. 26 and see complete results at oregonpca.org. Find out who placed at the top and won the prized Chocolate Easter Bunnies.



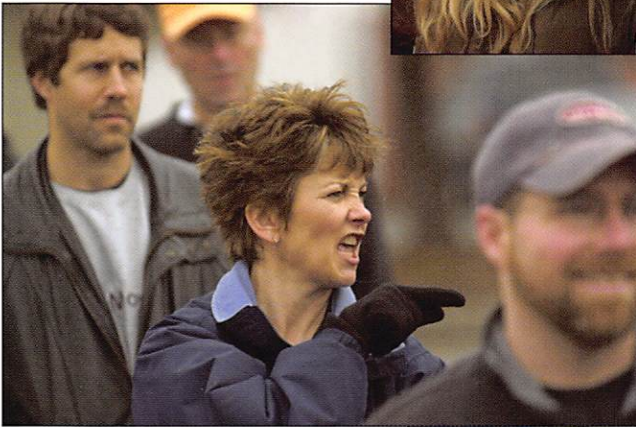
Above: Doug Barrett

Right: Some of the usual suspects plotting strategy.



Left: Trash talkin'

Below: Crag Laughlin debuts his 914 V8 conversion.



Left: the quick course still had a few challenges, even for 914s.

Below, left: Paul Stein and Chuck West shared the recently improved "GreenWeapon Light."

Below: Perhaps a record turnout for the first autocross of the year.



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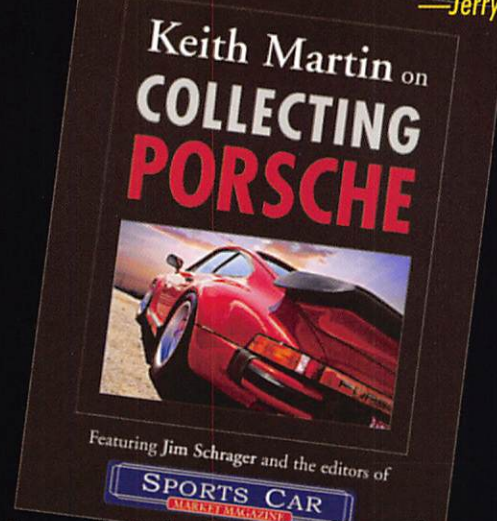
As seen at the last autocross...



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The Amateur Wrench

by Don Clinkinbeard

So I got all the various nuts and bolts tightened and the hoses clamped tight. The car started, albeit with some effort. The new cam and intake/head combo yields very low manifold vacuum at low RPM (as expected) and so the cold idle is nearly nonexistent.

I will need to see if I can adjust the idle RPM up a bit. Above 1,000 RPM, the manifold vacuum improves and the car idles better.

Since Debbie and I have different body proportions — she has shorter legs and a longer torso and I have longer legs and a shorter torso — we are having trouble finding a seat setting that will accommodate both of us. When she can operate the pedals correctly, the seat is so close to the steering wheel that her helmet hits the top front cross bar of the roll cage. This is clearly unacceptable. To fix this, we adapted some pedal extenders to get the seat back a few inches. The accompanying photos show the blocks I crafted with a saw and a sander to extend the pedals. On top of the blocks, I have bolted some billet aluminum pedal plates purchased commercially. When Debbie pushes the clutch to the floor, her knee is still slightly bent, avoiding locking the knee joint. This is the ideal position, leaving some extension left over. This will cause me to move back some for my seat position relative to the steering wheel but I can still drive the car with my arms slightly bent.

Performance at the DE day, when the rubber hits the road: The car ran well after I got all of the nuts and bolts tightened. Even with the increased airflow from the

high lift cam, the new intake and ported head, it didn't take any adjustment of the MAF system. While the engine pulled hard

all the way past the redline, the extra lift on the cam moved the power band up into a space that was less useable with the stock gearing I have in the car. Before these changes, the boost would hit the maximum limit at about 3,700 RPM. Now the waste gate opens up at 4,200 RPM.

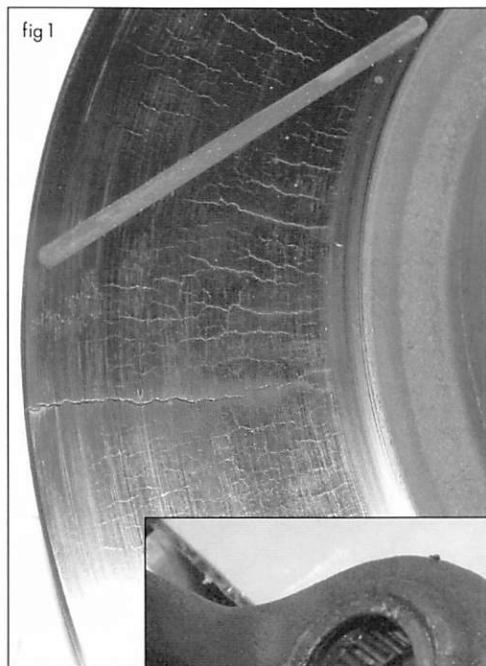


fig 1



fig 2

This is not really desirable as the gearing I'm running puts me at around 3,500 RPM on a couple of the critical corner exits. I was running one run session with a WRX and he was pulling me on the corner exit due to less turbo lag. I'd catch him in the straights near the end and could corner a little faster, but that was a bit frustrating for me.

Not all was roses, though. I did run into a couple of issues during the day. First, a brake rotor cracked across the friction surface. I had to run home for a spare part. Needless to say, this will get added to my checklist of stuff to bring to the track.

These rotors are over a year old and there is heavy checking in the surface (fig. 1). I will be contacting the vendor to try and understand why it failed the way it did. My clutch quit working going down the back straight at about 100 MPH shifting from third to fourth. This was inconvenient, to say the least. Fortunately, I had enough momentum to get to the track exit and back to my parking space in the paddock without having to be pushed very far.

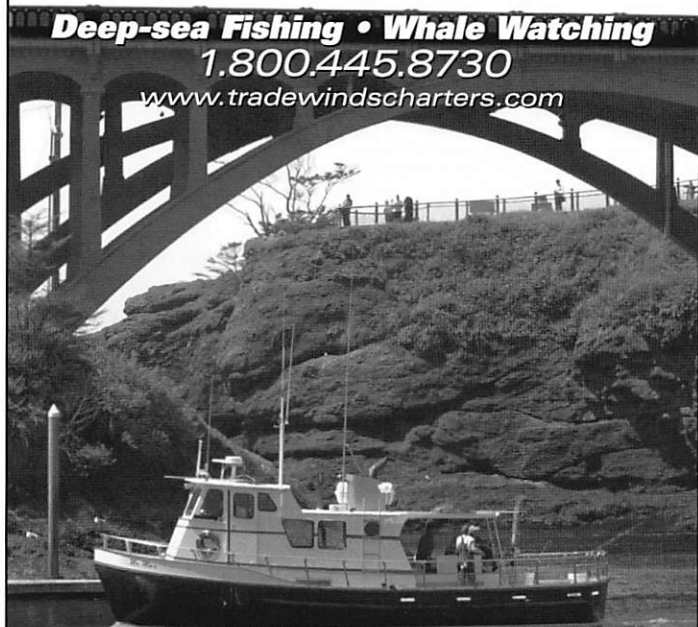
So my first thought is that I boiled the clutch fluid, as the pedal came back a bit in the paddock. Hey, bleeding the 944's hydraulic clutch is not an activity for the faint of heart. The slave cylinder is right above the very hot exhaust pipe (I have a 3-inch system vs. the factory 2.5-inch system) and, if you're not careful, you can fry your arm. I chose to wait a few minutes so that the pipe was just uncomfortably hot before attempting to get the fluid out of the line. Well, this is easier said than done, and I was unable to get the line refilled enough to work properly at the track. A vacuum (which I left at home) or a pressure bleeder would have been very helpful. (Yet another item for my checklist.) So I was basically out of luck.

After I got it back home and got the system bled, the clutch still didn't work. An inspection mirror, a flashlight and a little help from one of my boys revealed that the clutch lever arm was not moving in a consistent manner when the pedal was depressed. Bummer! I ended up yanking the transaxle out of the car, moving the torque tube back and unbolting

the clutch housing. This allowed me to pull the lever arm, only to find it was broken and the needle bearings were toast (fig. 2). I got this done on Saturday morning with about six minutes to spare in contacting Sunset's parts department and ordering the spare parts I needed to fix this. Looks like next month's article will be on replacing the limited slip clutch packs in the transaxle. If you'll recall, I mentioned that they were worn and slipping more that they should in a previous installment of this column. Since the tranny is out from under the car, an opportunity calls. ☹

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Convertible Window Repair Part II

By Jim Ayers, Tech Editor

Embarking on some projects always strikes a bit of fear into my soul. As I alluded to in the first article on this topic (April, 2004, issue), I figured if worse came to worst I could always use my utility knife and cut the rear window out of Kate's convertible top. You want to talk about a bit of fear; the prospect of messing up the window in her car had me stalling in every possible manner to avoid the task at hand. I used excuses like, "It's too hot outside," or too cold, insufficient light in the garage, too much light outside. Well, you get the point.

Following the directions included with the repair kit seemed fairly straightforward and simple. First, you wash the window inside and out with water and a mild detergent. After cleaning the window, the manufacturer suggests you mask the area around the window to prevent the rubbing compound from getting on either the top or the body work of your car. Being a bit of a minimalist, you will note in the photo, I only used one sheet width of newspaper to mask the top and car.



Once you have done this, I would suggest you mask the entire trunk, most of the rear of the top and move the car out-of-doors. Make sure to park far away from any other vehicles, foliage or other things

you will be in the line of fire. (My green shorts and blue shirt looked like I had been sprayed with drywall compound.)

The next step is to apply the rubbing compound to the window surface and, using the buffer with light pressure, work the surface of the window, making sure not to keep the buffer in one place too long. One thing to avoid is the over application of rubbing compound as it will not clean off properly. After completing the buffing process, you wipe the window down with the clean flannel rag supplied with the kit. The second step to the process is the application, by hand, of the polishing compound with another clean flannel rag.

Much to my surprise — and to Kate's delight — the rear window of her car is no longer opaque. Night driving is enhanced now that the glare from the headlights of vehicles following has been significantly reduced. It is truly amazing how far rubbing compound goes when applied at 3,000 rpm with a buffer. It might not be a bad idea to also mask yourself, as

you don't want to have rubbing compound spread onto. It is truly amazing how far rubbing compound goes when applied at 3,000 rpm with a buffer. It might not be a bad idea to also mask yourself, as

and to Kate's delight — the rear window of her car is no longer opaque. Night driving is enhanced now that the glare from the headlights of vehicles following has been significantly reduced.

The final step in the restoration of the window was probably the most difficult. I had to wash both her car and mine (as well as my garage door). Like I said, it is amazing how far rubbing compound can travel when propelled by a good buffer.

One other item of note: While in mid-project, I determined the vinyl window in Kate's BMW is designed to be zipped out and replaced. Oh, well, I needed a tech article anyway. 🍷

Tech Tips

Do the carpets of your 911 get wet when it rains, and you can't figure out where the leak is coming from? Once you are certain that the problem is not a damaged or ill-fitting door, windshield or window seal, take a close look at the tubes that carry runoff from the drain holes just beneath the engine lid, below the rear

window. These tubes run through the body, allowing water to drain beneath the car. If the plastic tubes are cracked or broken, water can escape to the interior. — *GT Purely Porsche*

Owners of early soft-window Boxster convertibles often struggle to fold their tops so that the windows are not damaged in the process. Here's a helpful hint: When it's time to drop the top at

home, make sure the plastic is clean, then use an electric hairdryer to soften the stiff plastic before folding. — *GT Purely Porsche*



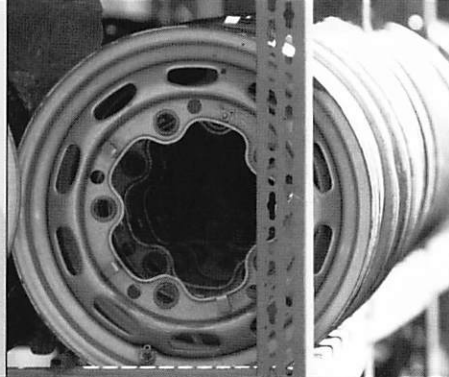


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Changing the Oil in an Early 911 Transmission

By Harry Danberg

As part of routine maintenance on 911s, changing the transmission oil is pretty high on the list. After all, this oil is the lifeblood of your transmission, and an unhappy transmission can make driving your car a terrible experience.

My car, a 1973 911T, has a "915" transmission. This is an upgrade from the original "901" transmission. The 901 transmission has a race-inspired "dogleg" first gear and then the H pattern for gears two through five. The 915 transmission is designed for a stronger engine and the shift pattern is the familiar H pattern for gears one through four that is seen on most cars. Both of these transmissions also feature a Porsche-designed synchronizing system that works somewhat differently than what we see on most other cars. I am not an expert, so I cannot explain the differences. I will say that the design requires a different timing for shifting than the more conventional systems.

Because of the unique synchronizing system, early 911 transmissions have lubrication requirements not seen in other manual transmissions. In conversations with experts, like Steve Weiner at Rennsport Systems, I have found out that SWEPCO 201 is the transmission oil of choice. The lubricating properties of this particular brand of oil allow the unique Porsche Synchronizers to work very smoothly.

Anyway, enough history.

To change your transmission oil, you will need the following:

- 3-plus quarts transmission oil of your choice (Most people get a 1-gallon container)
- A 5-plus quart pan to catch the old oil
- A hand oil pump or 3 to 4 feet of 3/4-inch tubing and a funnel to refill the transmission
- Wrench to remove the drain and fill plugs on the transmission. Depending on your transmission, you will need a 17 mm hex wrench (if your plugs are an "innie"), or an appropriately sized socket or wrench (if your plugs are an

"outie"). Look and measure before you buy any tool.

- Car jack and suitable jacking plates
- 4 jack stands
- Shop towels, kitty litter, etc, to clean up any spills
- Eye protection (nothing worse than getting something in your eye when you are under a car)
- Latex or nitrile gloves. They are optional but they make cleaning yourself afterwards a snap.

Drive your car for about 30 minutes to warm the oil in the transmission. Remember how your transmission feels.

Fig. 2



Jack the car up so that it is even. You will need to use the four jack stands to do so. Figures 1 and 2 show how I supported my car. Once the car is on jack stands, push it sideways to convince yourself it will not fall off the stands when you are underneath the car yanking on your drain and fill plugs. Take your new gear oil and

put it in a pan of HOT water to help it flow more easily.

There are several ways to transfer the new oil into the transmission. You can buy a small hand pump or do what I did, which is to get a funnel and some 3/4-inch tubing. Heat the end of the tubing to slip over the end of the funnel (Figure 3). Get under the car. Place your drain pan under the transmission. You want to remove the FILL plug first. The reason for

this is to avoid draining the oil only to discover that you have no way to add oil to the transmission. Without oil in the transmission, you cannot roll the car or otherwise move it without a dolly.

If your plug is an outie, you

just put the correct size wrench on the plug and pull. (Remember: Righty tighty, lefty loosey.) If your plug is an innie, be sure to clean out all of the crud that is in the hole. Place your allen wrench in the hole and tap it in with a hammer to ensure it is fully seated. Once properly seated, turn and remove.

Once you have the fill plug removed, verify that the drain pan is under the drain plug and remove the plug. The oil will take what seems like ages to drain. While the oil is draining, check the temperature of the fresh oil you are pre-warming in the pan of water. Warm it some more if needed.

Look at the drain plug. You should note that the drain plug is magnetic and will contain bits of metal from the transmission. The presence of fine filings is normal and not a reason to panic (Figure 4). However, if you see chunks of metal on the plug (Figure 5), these are usually pieces of the dog teeth in the synchronizers and indicate that you have a rebuild your future. Clean the filings off of the plug(s).

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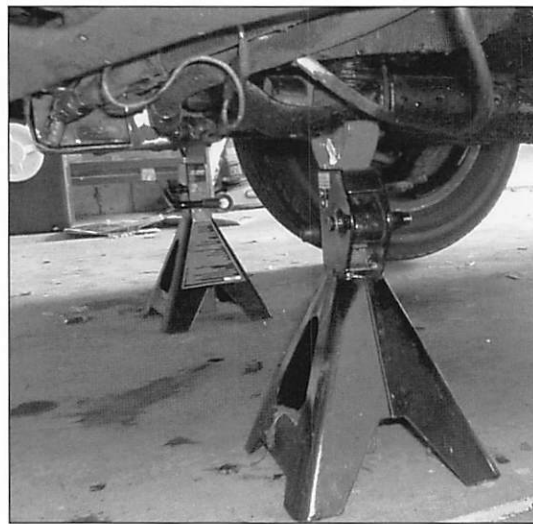


Fig. 1

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Transmission oil

continued from page 24

Hopefully by now the transmission has drained. Leave the drain pan under the transmission. Once drained, put a bit of anti-seize on the drain plug and replace it. You do not need to tighten it very much (18 ft-lbs is sufficient) as the system is not under any great pressure.

We are now ready to refill the transmission. Insert the end of the fill hose into the fill hole in the transmission (Figure 6). If it is a pump, put the business end of the pump into the bottle of new oil and pump. If you are using the funnel method, hold the funnel above the fill hole and pour the oil into the funnel. Continue adding until you have added about 3 quarts. You will know when the transmission is full when you see oil coming out the fill hole. When it stops running out, you can now reinsert the fill plug (coat it with anti-seize also) and tighten. While the car is up in the air, this is a good time to lubricate any moving parts underneath the car, like the throttle linkage and clutch mechanism.

Once you are done filling and lubricating, lower the car. Put your used oil in containers for recycling. Start up your car and move it away from your work area. Clean up any spilled oil. Clean yourself up and take your car for a well-earned ride. Note the shifting improvements. ☺

I wish to thank Steve Weiner at Rennsport Systems and the folks at the Pelican BBS for their help and advice. I also want to thank my wife, Stephanie, for

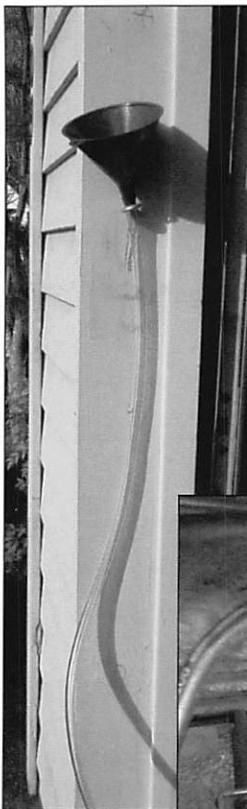


Fig. 3

Fig. 5



Fig. 4

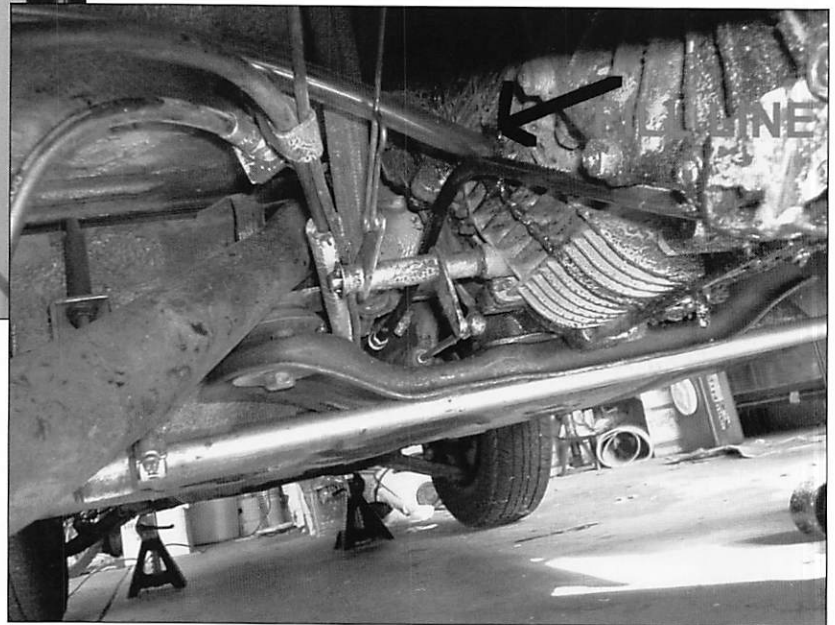


Fig. 6

her patience in letting me track oil into the house and taking the pictures. ☺

Autocross Results: 3/28/04

Car #	Driver	Car Model	Time	Difference	From 1st	26	3.0l	66 Mark Goldby	1988 Mazda 323	35.438	0.127	4.126
1	3.0l 94 Curtis Eames	2001 Boxster	31.312	0.000	0.000	27	9.0l	5 Kevin Neary	2002 Porsche 996	35.462	0.024	4.150
2	3.0l 31 Gary Hayes	2004 Boxster	31.475	0.163	0.163	28	3.0l	27 Chris Keith	2002 Subaru WRX	35.640	0.178	4.328
3	3.0l 14 Chuck West	1974 Porsche 914	32.172	0.697	0.860	29	3.0l	23 Doug Potter	1972 Porsche 91	35.957	0.317	4.645
4	3.0l 40 Brian Doyle	2004 Subaru WRX	32.290	0.118	0.978	30	3.0l	37 Jim Ayers	1976 911S	36.100	0.143	4.788
5	3.0l 2 Joel Siegersma	1966 911	32.820	0.530	1.508	31	3.0l	8 Bob Schatz	1977 911S	36.208	0.108	4.896
6	3.0l 6 Andy Lee	1993 Toyota MR2	32.964	0.144	1.652	32	3.0l	26 Jeremy Burress	2004 Subaru WRX	36.346	0.138	5.034
7	4.0l 87 Don Thompson	2004 BMW M3	32.996	0.032	1.684	33	4.0l	22 Andy Chenoweth	2001 Boxster S	36.408	0.062	5.096
8	3.0l 4 Paul Stein	1974 Porsche 914	33.201	0.205	1.889	34	3.0l	36 Evan Chenoweth	1997 BMW 328IS	36.747	0.339	5.435
9	4.0l 21 Chris Chenevich	2004 996 C4S	33.256	0.055	1.944	35	3.0l	43 Chuck Jarvie	1994 Porsche 968	36.757	0.010	5.445
10	4.0l 25 James Paulson	2004 Subaru WRX	33.271	0.015	1.959	36	2.0l	20 Bill Maitland	1973 Porsche 91	36.928	0.171	5.616
11	3.0l 34 Bill Spalding	1972 911	33.386	0.115	2.074	37	3.0l	91 Jon-Marc Crawford	1990 Honda Accord	36.948	0.020	5.636
12	4.0l 54 Doug Barrett	2001 Boxster S	33.529	0.143	2.217	38	2.0l	80 Burt Smith	1994 Honda Civic	37.000	0.052	5.688
13	3.0l 39 Pedron Douraghi	1988 BMW M3	33.603	0.074	2.291	39	2.0l	16 David Hunt	1974 Porsche 91	37.142	0.142	5.830
14	lady 3 Katie Siegersma	1966 911	34.273	0.670	2.961	40	3.0l	35 Jordan Barth	1972 Datsun 510	37.607	0.465	6.295
15	4.0l 41 Scott Huck	2000 BMW M Roadster	34.505	0.232	3.193	41	2.0l	38 Mark Han	1993 Honda Del Sol	37.723	0.116	6.411
16	4.0l 30 Jason Bluth	2004 Subaru WRX	34.512	0.007	3.200	42	3.0l	17 Don Peterson	2002 Boxster	38.211	0.488	6.899
17	4.0l 24 Steve Germany	2002 996 Cab	34.535	0.023	3.223	43	lady	29 Cherie Oldenburg	1984 911	38.452	0.241	7.140
18	4.0l 61 Eric Freedle	1986 911	34.620	0.085	3.308	44	3.0l	10 Jim Chambers	1974 Porsche 914	38.653	0.201	7.341
19	4.0l 1 Dave Nance	1985 Porsche 911	34.648	0.028	3.336	45	9.0l	19 Craig Laughlin	1975 914 V8	38.913	0.260	7.601
20	4.0l 13 Tom Pavlik	2001 Boxster S	34.671	0.023	3.359	46	3.0l	42 Jim North	1980 911 SC	39.227	0.314	7.915
21	3.0l 60 Bob Grosso	2000 Porsche BO	34.686	0.015	3.374	47	lady	125 Donna Hayes	2003 VW BEETLE	39.422	0.195	8.111
22	4.0l 28 Gregor Mitchell	2001 BMW M COUP	34.687	0.001	3.375	48	2.0l	728 Bob Kivisto	1986 Mazda RX7	39.437	0.015	8.111
23	4.0l 11 Jeff Gretz	1997 Porsche 993	34.977	0.290	3.665	49	lady	32 Kathleen Ellis	2002 Boxster S	39.563	0.126	8.111
24	2.0l 88 Forrest Seitz	2000 Mazda Miata	35.258	0.281	3.946	50	lady	18 Denise Peterson	2002 Boxster	40.405	0.842	8.111
25	2.0l 81 Alex Knies	2001 Acura Integra	35.311	0.053	3.999	51	4.0l	33 Bob Ellis	2002 Boxster S	41.686	1.281	8.111

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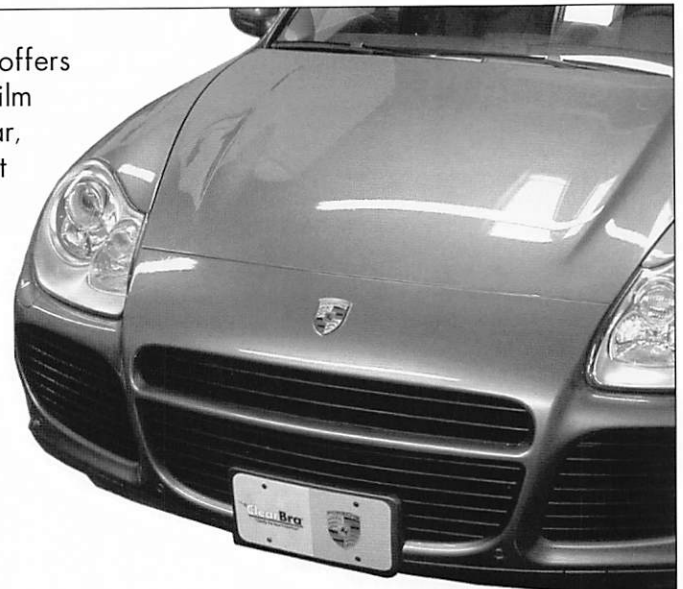
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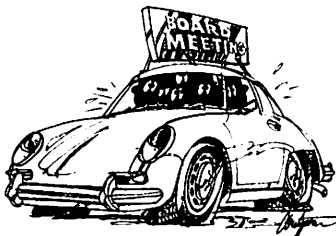
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Board meetings of the ORPCA will be held on the first
Tuesday of the month at 6:30 pm

Consult oregonpca.org for the
latest information and location

Anniversaries

MAY

5 Years

Matt & Karan Reid
Mark & Susan Rodenbeck

10 years

John & Karen Lacko
Nguyen & Ouynhdung Lulu
Nguyen

15 years

Philip & Jessie Hammond

20 years

Arthur & Doreen Balfe

30 years

Monte & Susanne Shelton



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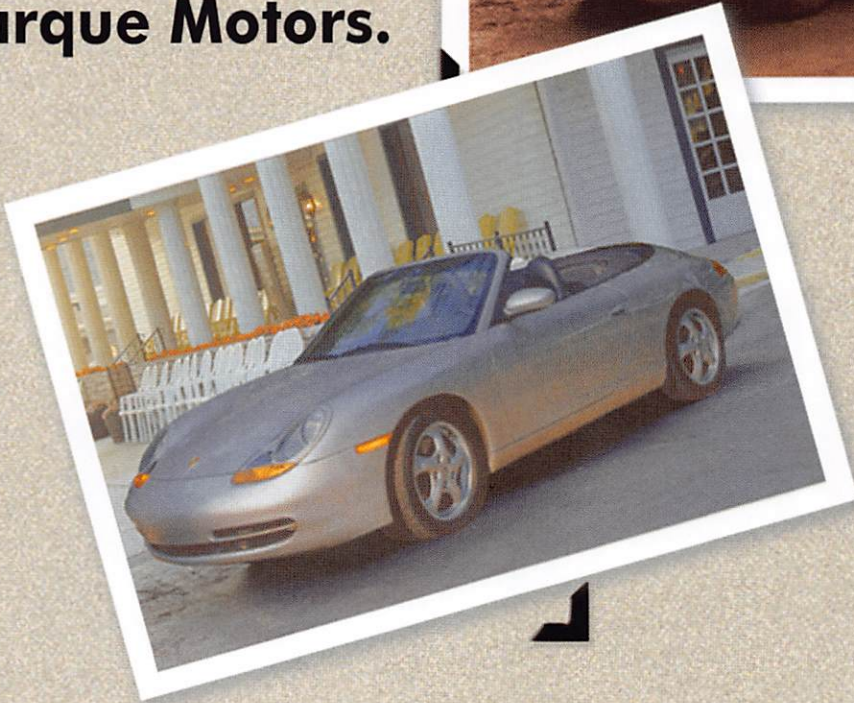
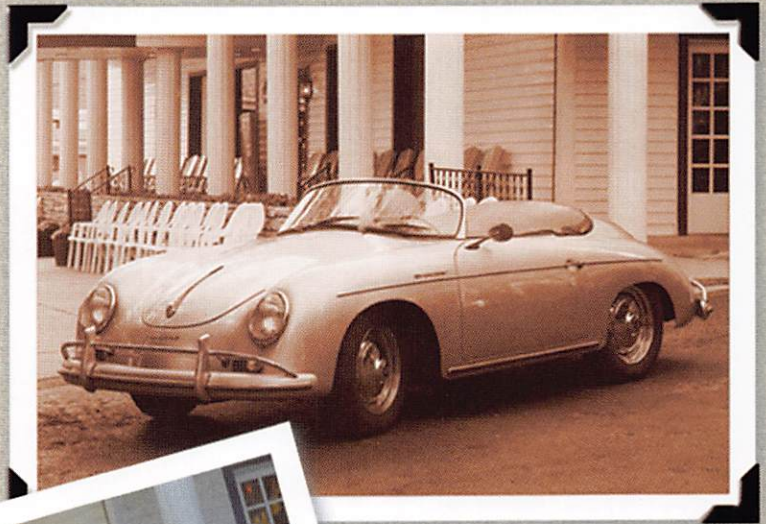
NEW MEMBERS

Tom & Kathy Mears2003 911
Vancouver, WA
Scott D. & Scott Miller1957 356A
Vancouver, WA
Christopher A. Rycewicz2003 911
Lake Oswego, OR
Matthew W. Flier1979 911
Newberg, OR
Ian K. & Eden Ehrlich2004 911
Portland, OR
Frank J. Foti2004 Cayenne Turbo
Portland, OR
Alfred Haller & Colleen Mihalik ..1999 911
Oregon City, OR
Timothy & Carolyn Miller ..2004 Boxster S
Portland, OR
John Nelson Judy Nelson ...2000 Boxster
Portland, OR
Steve & Kim Schoenfelder1987 944
Portland, OR
Chris Sturla & Melanie Wu .2002 Boxster
West Linn, OR
R. G. & R. B. Wong1978 911 SC
Portland, OR
Tim & Diane Hayford1968 912
Wilsonville, OR
Stephen N. & Cheryl Emory ...1993 911
Newberg, OR
Scott C. & Alenka Grealish ...2003 911
Portland, OR
Robert Hill1982 911 SC
Salem, OR
Joe & Pat Hughes1999 911
Portland, OR
Robert E. Kilkenny ...2004 911 Carrera
Vancouver, WA
Steve T. Marquardt1982 911
Salem, OR

Transfers:

From Cascade
Charles & Debbie Tragesser ...2001 Boxster S
Lake Oswego, OR
From Golden Gate
Scott Soutter & Sharon Urry ...1988 911
Portland, OR
From Connecticut Valley
Jacob & Christina Wieselmann ..1973
Lake Oswego, OR

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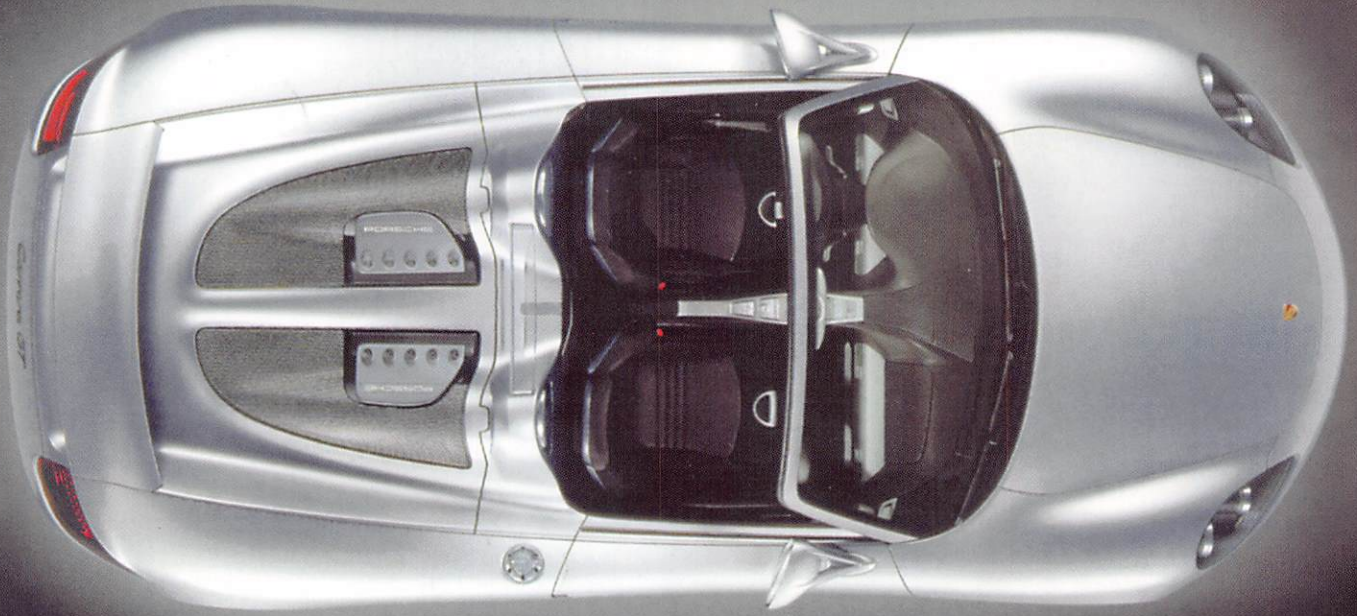
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