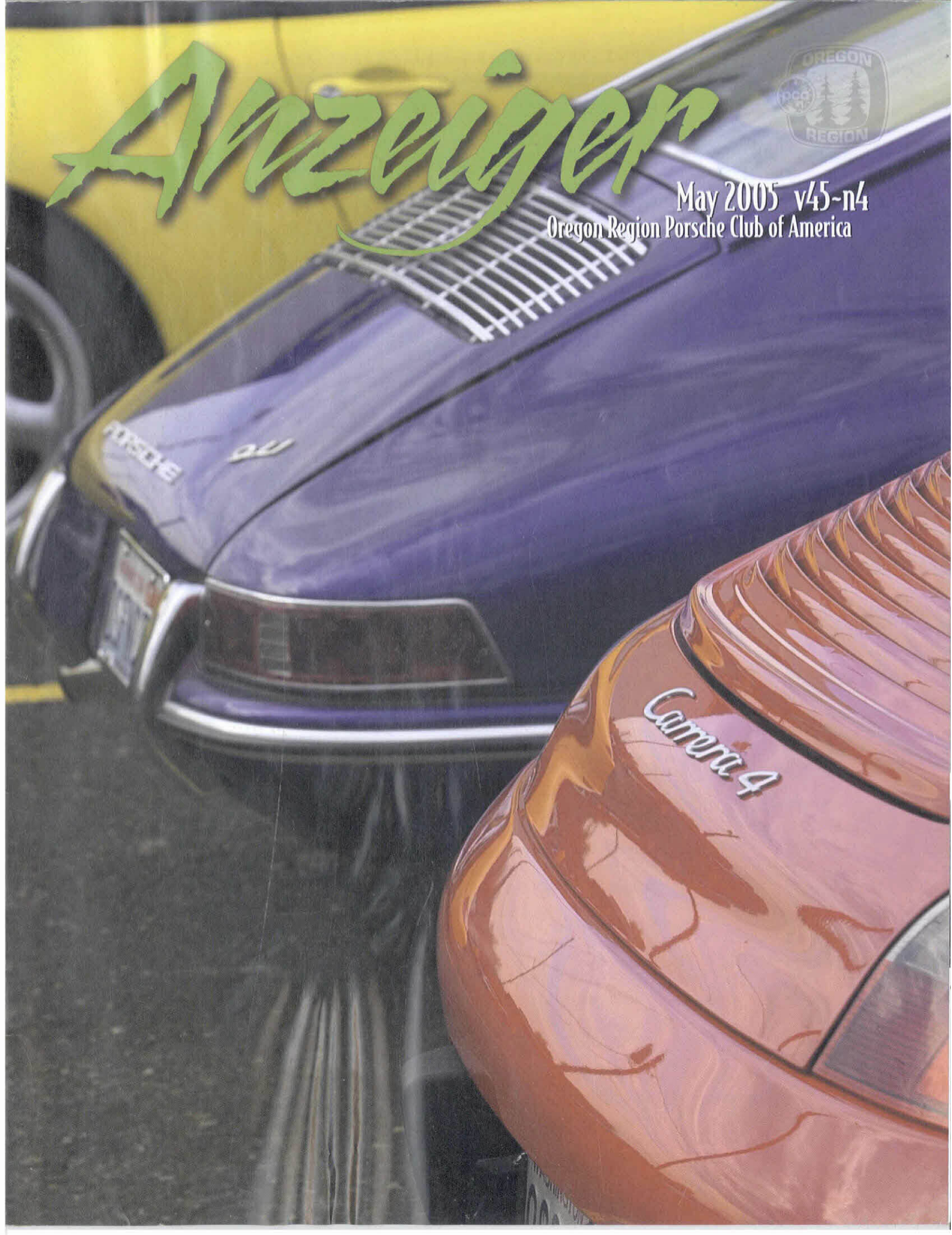


# Anzeiger



May 2005 v45-n4  
Oregon Region Porsche Club of America



*An oasis for people who care about cars.*



Boxster

GT3

Cayenne

**New**

**Boxster**

- 04 Boxster, Close Out Pricing.....Speed Yellow/ Black
- 04 Boxster, Close Out Pricing .....Guards Red/ Savanna
- 04 Boxster S, Close Out Pricing .....Atlas Grey/ Graphite
- 05 Boxster .....Guards Red/ Black Sport Seats
- 05 Boxster .....Seal Grey/ Black Sport Seats
- 05 Boxster .....Black/ Black Sport Seats
- 05 Boxster .....Basalt Black/ Black
- 05 Boxster S .....GT Silver/ Black Sport Seats

**Cayenne**

- 05 Cayenne .....Jarama Beige/ Havana
- 05 Cayenne S .....Prosecco Metallic/ Havana
- 05 Cayenne S .....Titanium/ Black Smooth Leather
- 05 Cayenne S .....Dark Sea Blue/ Stone Grey Smooth Leather

**Carrera**

- 05 Carrera S Cabriolet Tiptronic .....Arctic Silver, Black Full Leather

**Pre-Owned**

- 99 996 Coupe, One Owner .....Glacier White/Savanna
- 01 996 Cabriolet, One Owner, 18,000 miles .....Orient Red Metallic/ Grey
- 01 996 C4 Coupe .....Black/ Black
- 02 996 C4 Cabriolet One Owner, 13,000 miles .....Seal Grey/ Metropol Blue Top
- 03 996 Coupe Aero .....Midnight Blue/ Grey
- 04 Boxster Tiptronic, 1200 miles .....Seal Grey/ Black

**Carrera Classics**

- 87 944 Turbo 15,000 miles .....Marischino Red/ Cashmere/ Black
- 88 Carrera Targa .....Grand Prix White/ Black
- 91 Carrera Cabriolet, Tiptronic, 17" Wheels .....Black/Black/Black
- 95 968 Cabriolet .....Guards Red/ Black



# Anzeiger

A monthly publication of the  
Oregon Region  
Porsche Club Of America

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

v45~n4

# Anzeiger

2005

MAY

**Editor**  
Kate Ayers  
editor@oregonpca.org

**Ad Sales**  
adsales@oregonpca.org

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

**Graphic Design/Production**  
Nancy Scott, Engrafix Design Group  
503.997.2230  
engrafix@comcast.net

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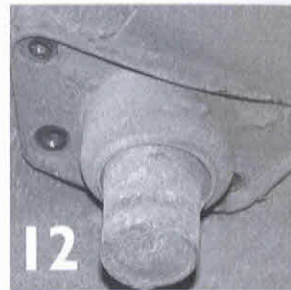
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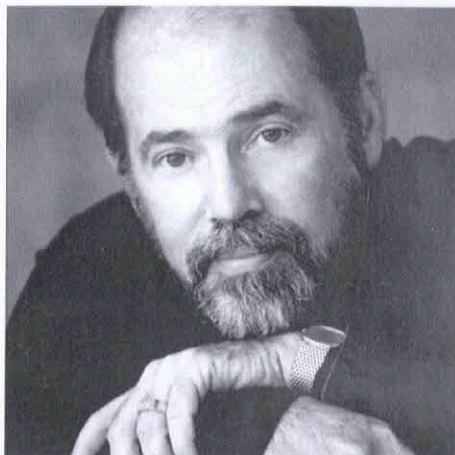


**ON THE COVER** Photo by Chris Greenwood

## FROM THE PRESIDENT

Jeff Gretz

# Multi-region events offer variety



**H**i, everyone. This month, we have our second Arrive & Drive, on the 7th, our Monthly Dinner & Social on the 18th and a Driver's Ed event at PIR on Friday, the 20th. I look forward to seeing many new faces at all of these events.

On the weekend of March 19, I attended a Zone 6 Presidents' meeting hosted by Linda Bein, our Zone 6 representative from PCA. PCA is now the largest car club in the world, with over 53,000 members organized into 13 zones and 140 Regions. Our Zone 6 covers the states of Oregon, Washington, Idaho, Wyoming, and Montana plus the Canadian provinces of British Columbia and Alberta. It's the largest geographical zone but only has about 3,600 PCA members organized

into 15 regions. The Oregon and Pacific Northwest (Seattle) regions have about 70% of the members. Some of the other regions only have about 50 members and, in the case of the Yellowstone region, they have to drive almost five hours to get to a Porsche dealer!

We spent a lot of time talking about multi-region events and how we can keep each other informed so members have time to plan to attend some of

these exciting weekends. They were all aware of Rainbonnet but not that many knew about our 750 Mille. I gave all the region presidents a copy of our 2005 calendar, and to say they were impressed is an understatement. Thanks again to our calendar team!

Some of the multi-region events that other regions are planning and that you might want to attend are:

Bogus Basin Bacchanalia, May 27-30: This event is put on by the Silver Sage Region in Idaho. It includes a TSD rally and the only "Hillcross" in PCA. The Hillcross occurs Saturday on a two-mile road with eight major corners, and includes 500 feet of vertical rise. Info is at [www.pca.org/ss/BBB.htm](http://www.pca.org/ss/BBB.htm).

Whistler 2005, August 26-28: This is  
*(Continued on page 21)*

## FROM THE EDITOR

Kate Ayers



# A week of curves and cabernets?

**I**t's spring once again, although winter sort of inverted with spring this year. Jim and I have recently returned from our 4th annual trip to Sonoma County for the barrel-tasting festivities. (We taste wine, not barrels.) There is a lovely region called Dry Creek that puts on a fabulous three-day party—free—for oenophiles like Jim and myself to indulge ourselves with new and old vintages, coupled with some delectable foods and cheeses.

Due to the, shall we say, acquisitional nature of our journey, we always travel down there in the cumbersome old SUV (we don't own a more curve-savvy Cayenne) to ensure maximum space for carting back cases of the red stuff. After the gala weekend, as usual

we chose another California wine region to explore for a few days. This year, we headed north, to a small valley between Ukiah and Mendocino. Alas, the road to Anderson Valley cries out for Porsches, and there we were in a Blazer. We were further frustrated by the lack of traffic for the 20-ish miles to our B&B—and us without a sports car. We did our best to imagine what it would be like to carve those corners in the 911, but all we could do was vow that next year we will ship all that wine home and drive ESCRGO.

While lumbering along in the Chevy, picturing ourselves in a sleek Porsche, we expanded that vision to an entire line of, say, 30 or so Boxsters, Carreras, 911s, 924s, 914s, etc. We continued to

polish that vision into the beginnings of an idea for an extended club tour, like maybe a week of Curves & Cabernets. So, if anyone is interested in sharing that vision, email me and we might just be able to put it together for Spring 2006. ■

**Editor's Note:** In the Bob & Jeff's Second Annual Bus Tour article in the April issue, Bob Falleur's name was misspelled. We apologize for the error.

# Oregon Region Events 2005



## *May*

- 1 Cabin Fever Tour
- 3 Board of Directors meeting
- 7 Arrive & Drive Tour
- 8 Autocross
- 18 Monthly Social & Dinner
- 20 DE @ PIR
- 20 Anzeiger Editorial deadline for July

## *June*

- 2-5 750 Mille
- 4 Arrive & Drive Tour
- 5 Autocross
- 7 Board of Directors meeting
- 10-11 Rose Cup Races
- 15 Monthly Social & Dinner
- 17-19 Champ Car Portland Grand Prix
- 20 Anzeiger Editorial deadline for August
- 24-7/3 PCA Parade – Hershey, PA  
(Potomac Founders' Region host)
- 24 DE @ PIR (Tri-Club)

## *July*

- 2 Arrive & Drive Tour
- 3 Autocross
- 5 Board of Directors meeting
- 8-10 Portland Historic Races
- 16 Progressive Dinner
- 17 Forest Grove Concours d'Elegance
- 20 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for September
- 23 Mt. St. Helens Tour
- 24 DE @ PIR
- 29-31 Grand Prix of Portland (American Le Mans Series)

## *August*

- 2 Board of Directors meeting
- 6 Arrive & Drive Tour
- 14 Club Picnic
- 17 Win Casey BBQ
- 20 Anzeiger Editorial deadline for October
- 26-28 Canada West Region PCA Whistler Weekend

## *September*

- 3 Arrive & Drive Tour
- 6 Board of Directors meeting
- 11 Autocross
- 11 Sunset Imports Swap Meet
- 15 DE @ PIR
- 16-18 Sunriver Exotic Car Show
- 20 Anzeiger Editorial deadline for November
- 21 Monthly Social & Dinner
- 25 Club Volunteer Party

## *October*

- 1 Arrive & Drive Tour
- 4 Board of Directors meeting
- 19 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for December
- 22 2006 Planning meeting
- 23 Autocross

## *November*

- 4-6 Rainbonnet
- 6 DE @ PIR
- 8 Board of Directors meeting
- 16 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for Jan-Feb

## *December*

- 6 Board of Directors meeting
- 21 Monthly Social & Dinner

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

## STILL PLAYS WITH CARS

Peter Linsky



## British enthusiasts explore new technologies

From Britain's fine enthusiast magazine *GT Purely Porsche* comes news that Zuffenhausen is back in the rally game. It appears the factory has assembled at least one 911 GT3-based coupe to contest some European rally series events, beginning with Belgium. In another publication, I spotted a couple of technical items worthy of note.

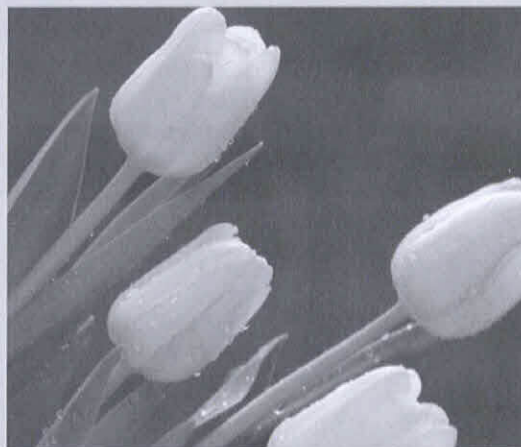
First of all, high-performance brake specialist Brembo has just come out with a new disc that finds new use for some older technology. Since not everybody has slotted rotors, Brembo has manufactured a disc with built-in, or more properly "drilled-in," wear indicators. There are two small dimples in the face of the rotor. When the disc wears to the point that the first dimple disappears, it's time to check thickness. When the second dimple is worn away, it's time to replace the rotor altogether. Look for this to find its way to the mass market quite soon. By the way, if you have drilled rotors on your Porsche, you might take a little piece of round dowselling or stiff wire and poke it through the holes now and again to keep them from collecting brake pad grunge.

And then there's the "Tweel." It's a combined tire and wheel developed by Michelin's US Tech Center in North Carolina. It's an open web design that doesn't need air. It's made of four parts: a hub, a polyurethane spoke section, a "shear" band that surrounds the spokes, and a replaceable rubber tread. The spokes are flexible, like a tire sidewall. The shear band acts to distribute the load, like air pressure would. And, of course, the rubber part hits the road. Advantages? No more flats. And the prototype models offer very good lateral stiffness, for good handling. Engineers are working out the negatives, such as

weight and friction issues, but it's something we may see offered on production cars some day.

This year's Monterey Historic Races take a different twist. Steve Earle's Big Show at Laguna Seca will celebrate America's Racing Specials, those wonderful homebuilt sports cars that demonstrated that hot-rodding is hot-rodding, whether it's stuffing a tiny tin Crosley,

hot VW, Panhard or SAAB—or a great thumping big-block Chevy or Chrysler Hemi—underneath an exotic aluminum or plastic body. Stars of the 2005 show will be Jim Hall's wonderfully engineered series of Chapparals out of Midland, Texas. Four hundred racing cars from the early 1900s to the 1980s are expected to take part in the weekend's *(Continued on page 22)*



## May Dinner Gathering

*Where:* STANFORDS RESTAURANT AND BAR  
1831 SW River Drive, Portland, OR 503.241.5051

*When:* Wednesday, May 18  
6 p.m. Social Hour (no host)  
7 p.m. Sit down for dinner

A 'limited' menu of 5-6 choices will be offered.

It will be a fun night in Portland, visiting with old friends and meeting new ones! Please join us! Please note: Limited to only 38 people only

Please RSVP early, or by Friday, May 13

Call Nancy Herron at 503-293-6714 or  
email [dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org)

**CLUB  
EVENT**

# Autocross 2005



**A**n 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 most of the critical action in first or second gear and at low speeds.

Sunday, May 8  
Sunday, June 5  
Sunday, July 3  
Sunday, Sept. 11  
Sunday, October 23  
Sunday, November 6

All events begin at the PIR South Paddock.

Gates will open at 7:00 a.m.

Registration and Tech begin at 7:15 a.m.

All cars must be through registration and tech prior to 8:30 a.m. Mandatory drivers meeting at 8:45 a.m. Course walk at 9:00 a.m. First car on track at 9:15 a.m.

Loaner Helmets available for first time drivers.

Instructors available.

Cost: \$25/driver.

**CLUB  
EVENT**

## ORCPA's 750 Mille The Seas the Moment Tour June 2 - 5, 2005

Announcing The Seas the Moment Tour, ORCPA's 2005 running of the 750 Mille.

Spend a weekend with a group of like-minded sports car enthusiasts who are passionate about driving perfect Porsche roads to get from one gourmet meal to another. It's a rolling party that you'll never forget.

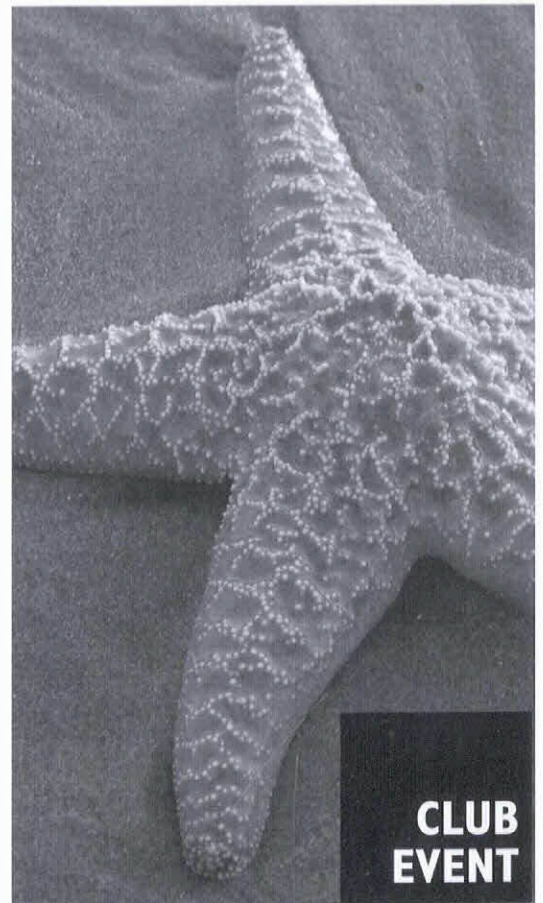
The Seas the Moment Tour highlights include:

- |                           |                       |
|---------------------------|-----------------------|
| Southern Oregon Coast     | Dune Buggy Rides      |
| California Redwood Giants | Casino Gambling       |
| Winemaker Dinners         | Oregon Caves          |
| Applegate Trail           | Historic Jacksonville |


and, as always, 250 miles per day of unforgettable scenery and appropriately twisty roads.

The \$395 entry fee covers the tour, the usual Mille goodies and keepsakes, and meals for you and your favorite navigator. Lodging is extra. Trust us, it's a bargain.

To register or for more information, contact the Mille registrar, Richard Puetz, at 503.642.2777, or email [RLP2CJP@aol.com](mailto:RLP2CJP@aol.com).



**CLUB  
EVENT**



## Announcing the Anzeiger Cover Photo Contest!

Your Chance to Gain Fame and Fortune

**G**rab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of Anzeiger, the Oregon Region's award-winning magazine. Enter as often as you like.

*Details:*

**Picture Format:** Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

**Film Pictures:** Send any size print, but the bigger the better. If you want us to return it, write your name and address on the back—in pencil.

**Digital Pictures:** Most digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, please follow these guidelines:

■ Before taking the photo, set your camera for its highest resolution. That's the one that uses the most memory.

■ E-mail the photo to us directly from your camera, without saving it to your disk first. That is, when you load the photo and your computer asks what to do with it, choose "e-mail," not "save."

*The fame:* Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are.

*The fortune:* If we use your photo on the cover, you will receive one free year of Oregon Region dues.

Send your entries to Kate Ayers, [kateayersis@comcast.net](mailto:kateayersis@comcast.net).

## Crown Isle Retreat

May 13-15



**T**he Vancouver Island Region of the Porsche Club of America invites you to join us for our premier event of the year May 13-15 at the exquisite Crown Isle Golf Resort in Courtenay, British Columbia

**FRIDAY**

11:30am to 5:00pm - Golf

5:30pm to 9:00pm - Registration and Reception

**SATURDAY**

8:30am to 2:00pm - Concours Car Show & Turbo Challenge

2:30pm to 5:00pm - Driving Tour

7:00pm to 10:00pm - Banquet

**SUNDAY**

9:00am to 11:00am - Driving Rally

11:30am to 2:00pm - Brunch

This exciting weekend promises to be the highlight of your year. Surround yourself in the opulence of one of Vancouver Island's premier resort getaways and enjoy a round of golf, fabulous meals and the spectacular Porsches in the show field. Crown Isle also offers its own vintage car museum, day spa, cigar room and more. You don't want to miss this event!

Get details at <http://members.shaw.ca/gj.glover/VIR.html>

## MEMBER PROFILE

Gregg Denning

# Paul & Ming Kust

Awards, activity and most of all fun during 25 years with ORCPA

The love of all things Porsche—and for sports cars in general—started early for Paul. He recalls with vivid memory how, at age 17, while driving his '55 Bug over the Marquam Bridge, he declared to his girlfriend of that time when a 356A passed by in the other direction, “See that? It’s a Porsche 356 and I’m going to get one of those someday!”

Well, it didn’t take long. Less than two years later, just a month after his 19th birthday, Paul purchased a '62 356B for a whopping \$925.

Paul estimates he has owned more than 50 cars over the years. Before the 356A, there was a Karmann Ghia, which he believes could be classified as a “sports car,” and an Austin Healey Bugeye Sprite. Currently in the garage are: '55 Austin Healey 100; '57 Porsche 356A; '60 Morris Minor Traveler; '61 Austin Healey Bugeye Sprite; '73 Porsche 914; '79 Ford F-350 (that is NOT a sports car, Paul!); '81 Porsche 911SC; '93 Mazda MX-6 LS; '01 Audi A-4. And more would be “in the family” if there was just enough room. The one car that Paul would like to have return to his family of cars is his '56 Chevy. Indeed, this car is on the top of his shopping list and, if the right '56 comes along, room will be found in the stable.

A big thrill came Paul’s way lately when an Austin Healey 100, which he had a large role in restoring, was sold at auction for the large sum of \$57,000. It was the first Gold Certified 100 in the USA when he and Rob Phillips showed it at the Austin Healey West Coast meet in 1989. Along with Rob, he also restored a Fiat Abarth “Double Bubble” Coupe that sold in Europe for \$73,000. The restoration and historic value of this auto brought it a price more than double the average sales price in the USA.

ORCPA first became known to Paul about 1975, but he did not join until 1980. He was introduced to ORCPA at



the Porsche Corral at an IMSA race at PIR, where, if memory serves him correctly, Doris Dickson convinced him he would have some fun with a “somewhat crazy group of Porsche nuts.” Since that fateful day, Paul has been a significant participant and contributor to ORCPA. The abbreviated litany includes: participation in most events; Track Day Instructor; Autocross Organizer; Membership Committee;

HE WAS INTRODUCED TO ORCPA AT THE PORSCHE CORRAL AT AN IMSA RACE AT PIR, WHERE, IF MEMORY SERVES HIM CORRECTLY, DORIS DICKSON CONVINCED HIM HE WOULD HAVE SOME FUN WITH A “SOMEWHAT CRAZY GROUP OF PORSCHE NUTS.”

Goodie Store (which he hauled around in the back of his VW Camper); Treasurer (with an annual budget of just \$30,000, for you old-timers); Secretary; Vice President; Executive Secretary; Board Member at Large; Anzeiger Editor (in the cut-and-paste era with 40 pages); Rainbonnet Judge; and currently Paul is a Forest Grove Concours d’ Elegance Porsche Judge.

Also on the “must mention” list are: in '95, Chair of the National Technical Quiz at the 40th Porsche Parade in Portland; Recipient of the Gear of the Year Award in an unremembered year; President of the Cascade Region for

two years; Porsche Family of the Year (both sons were brought home for the first time after birth in Porsches, one in a 356 and the other in a 924); and more, ad infinitum! Several awards have come Paul’s way, including a trophy for him and Ming at the Parade in the '98 Steamboat Springs Rally.

After 25 years of part-time dedication to not only the Porsche marque but to sports cars in general, Paul is now a full-time auto restorer. Career changes have taken him from the chemical industry (28 years) to Network Engineering with an AAS degree.

Ming, who Paul describes as his “wonderful and understanding wife” (this comment has to have something to do with the car addiction, don’t you think?), is an accountant at Sulzer Pumps International and is supporting Paul’s dream of doing something that he loves and has been doing as a hobby for the last 35 years.

After all his contributions to ORCPA and the Porsche marque, Paul remains

grounded and humble. He comments, “I want to thank you for the opportunity to tell you all a little about myself. Many of the older members (you know who you are) know all this stuff. But for 85% of the membership that just doesn’t take the time to go to events, come on out and meet many of the interesting people who are fellow members of Oregon Region Porsche Club of America.” So, to you, Paul, a hearty “Thank You” for your contributions and for being there! ■



# backfire

## Chris Greenwood's Legacy

ANDY JACOBSON

Just a short note to say that I just got my new Anzeiger. I was knocked out by the cover. Chris's best yet! Your article that mentioned his leaving, Kate, very well done indeed. And, Jim, your article/story on him was excellent, captured the true spirit of who he is and what he stood for. You wield a pretty mean pen yourself, wild-man!

## April Was Fun!

KIM FRIEDEMANN

LOVED THE APRIL ISSUE!!!! I laughed until I couldn't laugh anymore! My husband thought I was NUTS!

## April Issue Tickles Members

ANDY JACOBSON

I thought the April issue was great, and especially had me laughing out loud when I was sitting on the deck a little while ago, smoking a nice cigar, drinking a little single malt, enjoying the much needed rain, and imaging the scenes that your article Jim, conjured up in my mind ... really fun!

# MAY ARRIVE & DRIVE

## Saturday, May 7, 8 a.m.

Miller's Homestead  
17933 SW McEwan Rd.  
Tigard, OR

Rendezvous at The Homestead at 8 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 at around 9:15. This event repeats every first Saturday through September, with a new tourmeister each time.

Questions?

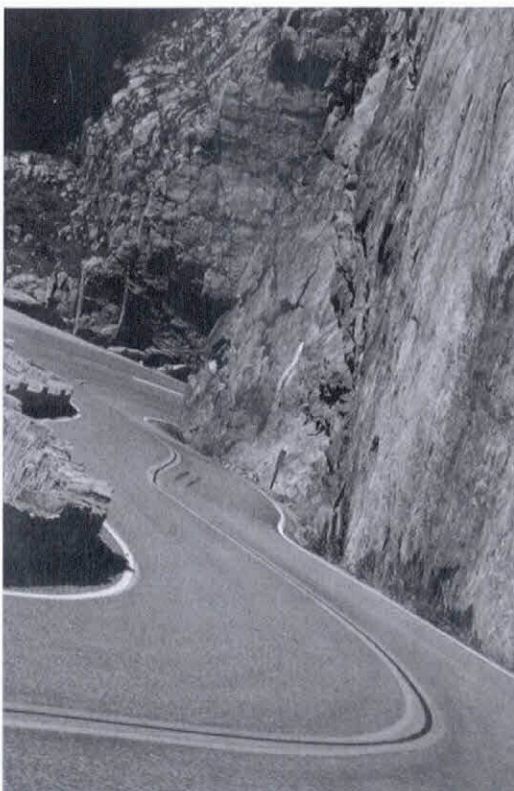
Contact Bob Falleur, 503.653-7691

ATR@oregonpca.org

**CLUB  
EVENT**

## Bogus Basin Bacchanalia! May 27-29

**T**he Silver Sage Region (Idaho) will again host the Bogus Basin Bacchanalia (BBB) weekend that includes PCA's only hillcross. The 2005 version is a multi-region event that includes the hillcross, a rally and a mystery event on Memorial Day weekend, May 27-29, 2005.



The BBB weekend starts with registration and a get-acquainted dinner on Friday evening in the Pioneer Lodge at the Bogus Basin ski area, 16 miles north of Boise, Idaho. Saturday is for the hillcross, where you can drive your Porsche as it was meant to be driven: safe, fast and on a beautiful stretch of winding mountain road. If you want to be challenged by the BBB hillcross, be sure to register early since the number of entrants in the hillcross is limited. Saturday ends with dinner and partying in the lodge. Sunday is reserved for rallyists to tour scenic parts of southwest Idaho. The day ends with the awards banquet at the lodge. Sometime during the weekend, a mystery event will take place. Since it's a mystery, that's all you get to know for now.

You can learn more about BBB and get an application form after April 1 by visiting the Silver Sage Region's web site at [www.pca.org/ss](http://www.pca.org/ss). Information is also available from Registrar Walt Thode, 547 Balmoral Rd., Boise, ID 83702, 208.363.9169, [wthode@rmci.net](mailto:wthode@rmci.net).

# Porsches at the Forest Grove Concours d'Elegance July 17

**H**ave your pre-1980 Porsche judged, while celebrating "The Return of the Classics" at the 2005 Forest Grove Concours d'Elegance.

ORPCA will have a designated area for as many as 25 Porsches and space will be filled on a first-come, first-served basis. Only cars before 1980, however, will be judged and be eligible for Concours awards. Newer Porsches are welcome to be displayed but will not be judged. Whether "vintage" or not, whether exhibiting your car for display or for judging, you must complete the entry form available on the Forest Grove Concours d'Elegance web site: [www.forestgroveconcours.org](http://www.forestgroveconcours.org).

There is no fee to enter your vehicle but you must complete the form and return it as soon as possible to the Concours d'Elegance. There will be no exceptions and no drop-ins are allowed.

Bring your own picnic lunch for a splendid affair in the cool of the oak grove. Join fellow Porsche Club members for a completely unique event in a beautiful setting.

For more info, contact Kathleen Ellis: [Kathleen@kelandscape.com](mailto:Kathleen@kelandscape.com) or 503.649.7940.



## Portland Historic Races July 9-10

**T**his year's featured event will be a celebration of the Shelby Mustang GT350R.

Cost: \$40 -Two-day admission for entrant & guest. Includes corral parking, dash plaque and parade lap.

Deadline to order tickets: May 31 and must be ordered through Bob Grasso of ORPCA.

Goodie Store: Open for business!

The Club Autocross will be back this year! \$5 per run with all the proceeds going to the Children's Cancer Association. Trophies for top three finishers overall, along with a trophy for the fastest club and for the club with the highest donations.

To Order Tickets, send check, payable to ORPCA, to:

Bob Grasso  
2506 NW 159th Circle  
Vancouver, WA 98685

[rowbare47@yahoo.com](mailto:rowbare47@yahoo.com)

Or call Bob with your credit card info at (360) 573-1110.

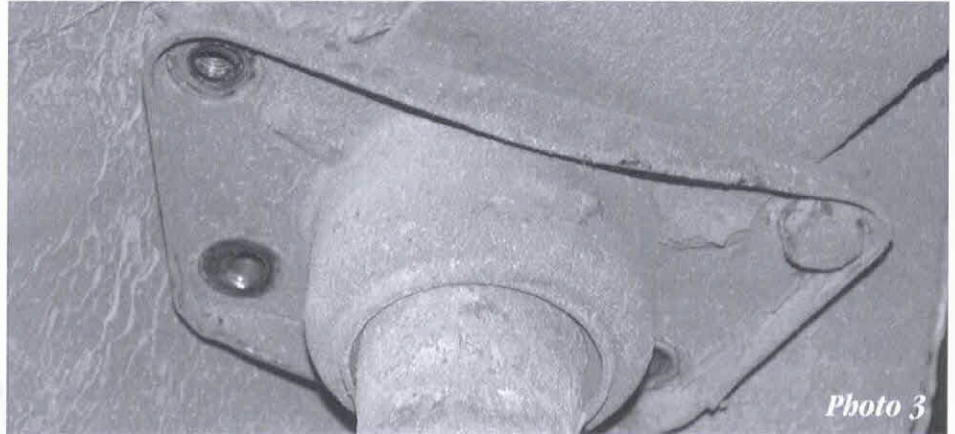
# 911 Torsion bar upgrades

Story and photos by Jim Ayers, Tech Editor

Stock torsion bars on your Porsche were developed with performance and comfort in mind. Generally, they provide good handling under normal aggressive driving on the highway and allow decent creature comfort for the passengers.

Moderate size increases can be made to the torsion bars, which will improve road handling without seriously detracting from passenger comfort. For owners who primarily intend to involve themselves with either autocross or driver's ed events, greater increases in the size of the torsion bars will provide significant improvement to the car's handling on the track. Needless to say, this added stiffness to the suspension creates a much harsher ride during street operation.

The following chart lists the stock size torsion bars from 1965 through 1989, when Porsche abandoned them for coilover springs.



Year	Model	Front (mm)	Rear (mm)
1965-1968	911/912	18	23
1969-1977	911/912 & E	18.8	23
1978-1985	911	18.8	24.1
1986-1989	911	18.8	25
1975-1989	930 Turbo	18.8	26

Upgrading from stock sizes with the intent of improving street handling generally is limited to a maximum size of 21 mm on the front and 26 mm on the rear. This modification will still provide a reasonable ride on the street and will provide an approximate 60% increase in spring rate, naturally increasing the stiffness of the car. 22 mm and 23 mm front combined with 26 mm to 30 mm rear torsion bars are generally considered to be for track use only (or for those who want to have their tooth fillings replaced regularly, after a leisurely weekend jaunt).

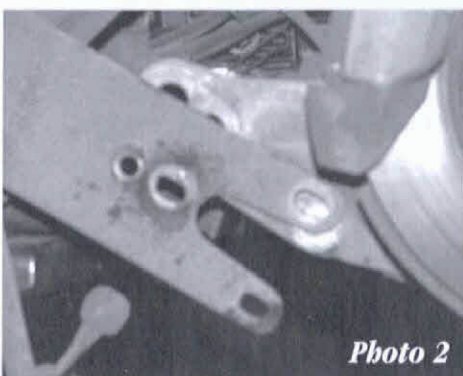
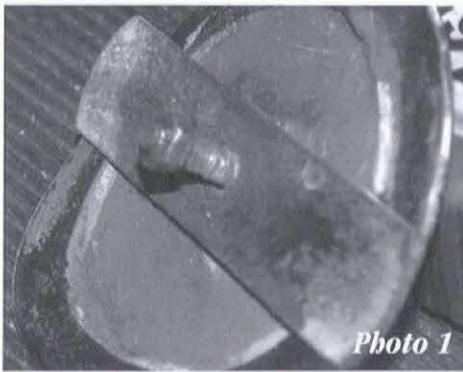
Changing out torsion bars can be accomplished in one's garage with a moderate amount of work. I found it would be much easier to go someplace that had a lift rather than using four jack stands and laying on my back. As a result, I ended up at Motorsports International, getting in the way of one of my favorite mechanics while I helped him with my project. The benefit of the lift is being able to bring the car to a height at which you can comfortably work on the suspension. It also affords you the ability to raise and lower the

car with a lot less effort when you go to set the ride height.

Torsion bar removal on the rear of the vehicle requires removal of the deco rocker panel trim, which covers over the round torsion bar access panel at the front of the rear wheel well. The deco rocker panel is affixed to the car by a series of bolts, which are concealed behind the rubber. Removal of the rubber strip is relatively easy; putting it back in isn't. When removing the round access cover, be careful to not over-stress the bolt affixed to the cover as it is only brazed onto the cover, making for a costly repair or replacement of the cover (Photo #1).

You will need to remove the lower shock bolts and, if you have sway bars, you will need to remove the drop links. A floor jack should be used to support the weight of the control arm assembly, which will need to be lowered to its low point to take pressure off of the spring plate. Remove the retaining and eccentric bolts from the spring plate (Photo #2), then remove the four bolts from the torsion bar cover (Photo #3). You should use a pencil and outline the position of the upper spring plate and use this as a basis for resetting the plate.

Pry the spring plate loose from the torsion bar, which will expose the bar. Most bars will be firmly set in position (Continued on page 13)

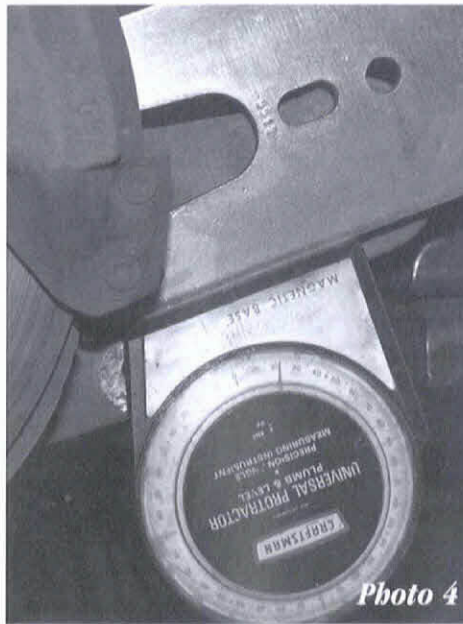


## TORSION BAR UPGRADES

(Continued from page 12) and require a fair amount of effort to remove them. If the bar has become rusted, squirt penetrating oil into the tube to free the bar. The bar is then removed through the access hole in the body of the car.

Prepare for the fun part now. You will be setting the ride height of the vehicle. Before inserting the new bars, liberally apply a coating of grease to the entire bar. Be certain to not scratch the paint on the bar, as this will allow rust to form and bar failure to follow. The torsion bars have splines on each end; the inside end of the bar has 40 and the outer has 44. Changing the position of the spline by one will modify the height of the car by approximately 7 mm up or down.

Using a magnetic protractor (Photo #4), we established an angle of 21 degrees as the basis from which to work. It was my intention to lower the vehicle significantly. Work both sides of the car and establish the same angle on the spring plates. You will have to secure all bolts, shocks and sway bars, then lower the car to the ground. Sharply apply pressure to the rear of the car a



couple of times to allow the shock absorbers to assume a normal position and then measure the car height at both sides of the rear of the vehicle. Adjusting may take three or four attempts before you obtain the height you are looking for. Realize that you need to leave ade-

quate clearance for the tires you intend to use within the wheel well. Normally placing your hand on top of the tire, the bottom of the fender should just touch your hand. After having obtained the ride height you desire, it will be necessary to have your car aligned. This will need to be a four-wheel alignment as you have altered the setup of the rear of the vehicle.

Over the next several months, I will have additional articles related to adjustable spring plates, four-wheel alignment and corner balancing, all of which will aid in the better handling you want in your car. ■

## DE Day May 20 and May 22

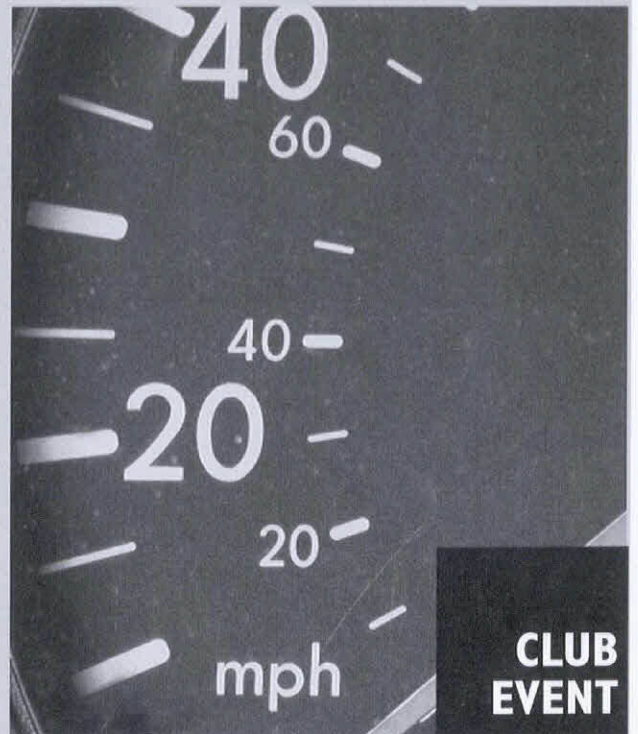
**W**e are excited to present two Driver Education Days in May. The first is on Friday, May 20, starting at 7 a.m. and finishing at 4 p.m. The second will be on Sunday, May 22, starting at 11 a.m. and running until 8 p.m.

There is a 90 DB noise limit after 6 p.m. for the Sunday event. Cars exceeding this noise level will not be allowed on the track after this time. There is a race event in the morning on Sunday, so come out a little early and check out the competition.

This single-weekend event is a great chance for you to work on your skills on Friday and then continue to refine them on Sunday, with a day of rest in between. Instructors will be available both days on request.

The fee for each day is \$100 if you pre-register, and the pre-registration deadline is May 14 for both events. Walk-in registration at the track is \$150.

Come on out and have some fun with your car while legally and safely exceeding the speed limit.



**GET  
INVOLVED**

Tom Pavlik

## Calling all drivers! Come see what your car does at its limits

**R**emember this quote from the April *Get Involved*: "The transition from an Anzeiger reader, living vicariously through articles by guys like Chuck West, to a newbie at the track is an article for another day"? Well, it's another day (month) so here goes ...

Anzeiger has published many autocross articles, most of them by Chuck West. One major problem with Chuck's articles is obvious if you have ever seen Chuck drive—he has been doing this for a long time and is way too good for most of us to relate. Now, if you have ever seen me drive ... let's just say you shouldn't feel intimidated following my lead and going from Anzeiger reader to autocross addict/junkie.

After three years of contemplating going out to the track, I finally did it in March 2004. I received the encouragement I needed from Doug Barrett and Harry Danberg when I attended my first ORPCA monthly dinner last February. As luck would have it, my wife Ann Marie, was out of town so I was on my own. I must admit to being a little unsure about attending a Porsche club gathering. While I had enjoyed reading the

I WAS WELCOMED WITH OPEN ARMS BY SEVERAL PEOPLE WILLING TO DISCUSS ALL MY CONCERNS ABOUT TAKING THE CAR TO THE TRACK. I LEFT DINNER KNOWING I SIMPLY HAD TO AUTOCROSS.

Anzeiger for three years, tinkered with my car often and loved driving, I just wasn't sure I would fit in with Porsche owners. My concerns were: a) too young; b) poser v enthusiast; c) 911 snobs; d) will they consider my water-cooled car a real Porsche? Well, I was being ignorant. I was welcomed with open arms by several people willing to discuss all my concerns about taking the car to the track. I left that dinner knowing I simply had to autocross.



I was so impatient I didn't wait for the Porsche Club's next event, instead, opting to give it a go at the March 21, 2004 SCCA event. I'll be frank; I enjoyed myself but it was definitely humbling. The SCCA is a great forum to autocross, but it's not ideal for a newbie. I didn't get to check in until after all the SCCA members did. Then I ended up barely getting my car inspected in time to make the first run, and I never did get to walk the course. Plus, I had to buy the official rulebook, so the \$30 event

ended up costing \$55. (See what a bargain the ORPCA autocross is?)

During my first run, I missed two gates, one of which put me WAY off course and caused enough concern for several people to approach me and ask if I needed a co-driver. (I recommend attending SCCA events after getting in a few autocross experiences in a more relaxed atmosphere, such as ORPCA's.) Fortunately, I didn't give up after my initial experience. The following Sunday, I attended the ORPCA autocross. What a night and day experience! Everyone there was very helpful, offering all kinds of tips and giving me encouragement on my mediocre times. Gary Hays, who is always in the Top 5, let me ride in his passenger seat—a great way to learn the lines, not to mention an incredible rush! *(Continued on page 22)*

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# Sunset Porsche 997 Tech Session

Story and photos by Alex Guletsky

Last December, at the annual planning session, it was agreed that we would contact Sunset Porsche about the possibility of arranging a late winter Tech Session. Sunset Porsche, a long-time supporter of ORPCA, has run many successful tech sessions in the past. Jim Ayers selected a mid-March time frame for the event, penciled it into our planning calendar and asked me to help organize the event.

In discussing our options with Sunset, we decided that the new 911 "Carrera" and "Carrera S" (type 997) models would be an excellent topic for our session, set it up for March 26 and asked Harry to send out a request for RSVPs to help Sunset arrange for the necessary facilities layout, food, presenters and cars.

Over 100 RSVPs were received and over 75 ORPCA members showed up at 6:00 PM on Saturday evening. After enjoying the food and drink, we were given a thorough technical overview of the new car. Here are just a few of the new generation 911 highlights covered by Porsche Premier Technician David Barnes:

- Stiffer Chassis and wider body coupled with increased track dimensions for better balance and stability.
- Totally redesigned interior.
- Lower drag coefficients (down to .28 and .29 for the Carrera and Carrera S respectively).
- The new 3.6 and 3.8 liter flat sixes, now developing up to 325 and 355 HP respectively.
- The 15% shorter throw, more precise manual gearbox.
- PASM (Porsche Active Suspension System) ... you could write a book on the features of this real-time, adaptive damping system that responds to varying road conditions and driving styles. Two basic settings are available each with its own set of "maps."
- Sport "Chrono" package ... a really neat system which acts in conjunction with a Stability Management system and PASM. The system is ideal for recording and comparing lap times and pinpointing opportunities for improvement.
- The variable ratio steering system.
- The new single dry disk clutch. And so on and so on...



John Giesel, Sunset's Service Director, summarized and highlighted other areas relating to David's presentation and gave us more information on the long list of new features and design elements as well as an overview of the key options.

It is truly remarkable (and somewhat mind-numbing) to hear how much the factory has done to make this car the best model 911 ever.

After the presentations, back into the service shop we went to get a close-up look underneath a brand-new Guards Red/Tan Carrera with 19-inch wheels. The hoist was lowered to allow better views of the engine. Others remained in the showroom to enjoy more food or, better still, sit in the new Boxster or the beautiful paint-to-order Cobalt Blue Carrera S.

The general theme that was clearly driven home is that Porsche has never been content to sit on its laurels. This obsession with constant improvement is very much alive and evident in the new car. For me, the most remarkable thing is the sheer amount of microprocessor "horsepower" needed these days to monitor, control and operate all of the major subsystems (such as PASM, ABD, PSM). These cars have become technological wonders while still managing to retain the driving qualities we expect from a 911. These systems are designed to protect the car and driver from serious trouble when the outer limits of our driving skills have been reached, yet the thresholds are set so high and are so neatly blended that most of us would never notice the intrusion of these sys-

# eBay: To buy or sell

by Alex Phan

Imagine you have all heard about eBay by now. With all the radio advertisements, television commercials, and even print ads, it's really hard to miss this huge entity. But for those of you that do not know, eBay is an online auction website ([www.ebay.com](http://www.ebay.com)) where people come to sell their items or buy that certain item they are looking for. You name it and you can probably find it for sale.

It is pretty awesome because, a majority of the time, you can get items at a huge savings compared to retail. The advantages here are that you can buy directly from wholesalers who can get these things at incredible discounts or from other consumers who just don't want their items anymore. So don't think it's just a place to buy used items; you will be offered an array of new, used, slightly used, and just darn broken.

eBay also offers sub-categories, such as eBay Motors which is ... you guessed it, motor vehicles, parts and accessories. Look here to find new or used Porsche parts at competitive prices. I have been able to buy a few accessories for my car here at a great savings.

tems (even in the most aggressive driving situations).

Thanks to John and Dave, John's wife and the sales staff at Sunset for hosting a great event!

If you want to continue to have these sessions (for example, the new Boxster) or you have constructive feedback on making the sessions better or just want to chat, contact me at [jo\\_alex@comcast.net](mailto:jo_alex@comcast.net).

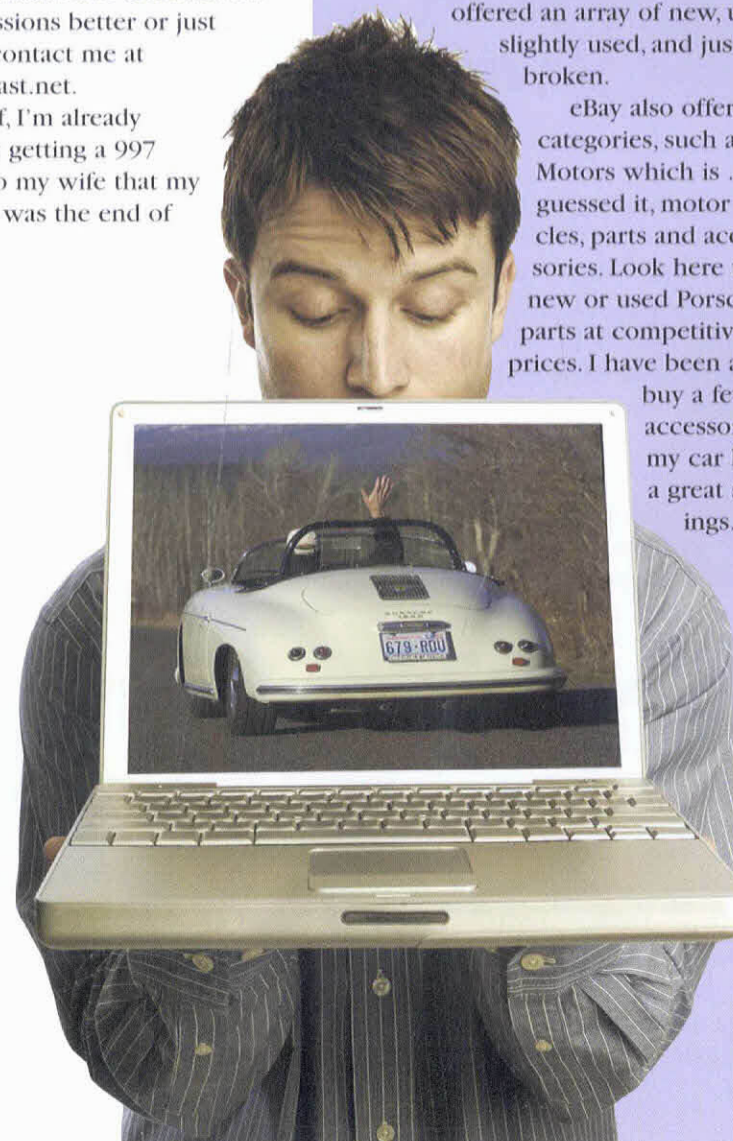
As for myself, I'm already thinking about getting a 997 (and I swore to my wife that my air-cooled 993 was the end of the line). ■

Selling on eBay is a great way to earn some extra income and to get rid of any junk lying around. Like they say, "One man's trash is another man's treasure." eBay has become such a profitable business market that some people actually make a living off of it. So look around the house—or garage—and see what you can dig up. You never know how much something is worth until it sells.

Let me offer some tips for buying and selling. Do everything you can to protect yourself. eBay is a great place but, as in the physical world, there are people out there that will try to take advantage of you. By covering all of your bases, you will make yourself less viable as a target. When buying, look at the seller's feedback and see what other people have said about their transactions. Avoid sellers with negative or no feedback at all. If you are looking to buy high-ticket items—such as that Speed Yellow Boxster you've been dreaming about—and a seller says they will only accept money orders, this will leave them plenty of room to rip you off. Money orders do not offer any type of protection; it is like sending them cash and expecting them to deliver.

The same will go for selling on eBay. Lately, there has been a surge of scams spreading around, with people offering to buy your items outside of eBay through a Western Union Money Order. You would receive an email from Western Union stating that payment is awaiting processing and will not be approved until you send the item out and provide tracking for it. Western Union would never do that. They simply will send you the money and only after you receive it should you ship the item out.

I have personally been a victim to several of these scams and that is why I offer you these tips. I would be happy to answer any questions that you may have regarding buying or selling on eBay, so please contact me through email at [951power@comcast.net](mailto:951power@comcast.net) with any questions or concerns. ■





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Andy Jacobson

# The making of an automobile, aka the design process

Andy Jacobson, Design Director for Ford Motor Company, Retired

**A**s I was in the business of automotive design for a little more than 31 years, your editor, Kate Ayers, asked if I could write about the process. A quick response from me was sure, I would be happy to. Now that I am sitting down to do it, I realize of course it would take a very thick book to describe it accurately, and I might not know all the words to do it. Plus, there is not only a great difference between companies and how each of them do this process, but differences within the same company. I will attempt to give you what a correct—albeit generic—process would look like.

The automotive company first assesses its resources to do a program and incidentally assesses their “target audience” for the type of vehicle they would like. The internal assessment includes how many financial resources they have and what a program is likely to cost. Will the existing plant facilities be able to make this vehicle or will it require a new facility? If so, what will that cost? The company also assesses how many internal personnel it will take to do the program from the planning stages

through model development, prototyping, then product testing both for manufacturing feasibility as well as durability of the vehicle. If the resources are there, and the projected costs look viable, the company then forges ahead and puts this program into something that will be budgeted for and a timeline developed.

WHAT DO THEY WANT THE CAR TO DO? HOW IS THE VEHICLE GOING TO BE USED? WHAT IS IMPORTANT TO THEM? HOW MUCH WOULD THEY LIKE TO SPEND? AND HOW LONG ARE THEY LIKELY TO KEEP IT?

With that stage completed—and believe me, that in itself is no small task—the company assigns various responsibilities for the project, puts the leaders in place and establishes a program review schedule.

Now let me take you through part of this process from the design perspective, giving you more detail about this particular aspect, as that is the one that I know best, but you can rest assured that from an engineering, manufacturing, or

sales point of view, the process continues with them, and it is equally complex.

Although there might have been a few sketches done, or even an advanced concept model, before work commences in earnest, there is a need to establish who is the customer for this automobile.

What do they want the car to do? How is the vehicle going to be used? What is important to them? How much would they like to spend? And how long are they likely to keep it? In talking with the customers, it also means separating them into various age categories. For example; what age group do the respondents belong to (such as Baby Boomers or Generation X)? It is interesting to note of course that the size of the  
*(Continued on page 23)*

# THE AMATEUR WRENCH

Don  
Clinkinbeard

## The ORCPA driver education program kicks off the 2005 season

**W**ell, our first DE has come and gone, as well as our first ever instructors' clinic. Both were a success (at least from my point of view). On Friday, the 11th of March, we had a beautiful day. The weather was a balmy 70 degrees and some of the folks got a

time were the 15 drivers that did not pre-register. The turnout was about 65 drivers so there was plenty of space on the track for all. Most folks drove this first day pretty conservatively and we had only a few black flags to hand out. All the better for the rest of us.

define the chicane using traffic cones and paint. No, this is not an opportunity for you to punt the cones off the line to shave the corner, but it is tempting.

Sunday's DE Instructor Clinic that we put on in conjunction with the BMW ACA went very well. We minted some 24 new instructors for our clubs, which may allow us to have a little less pressure on our instructor corps. The number of candidates far exceeded our expectations and our senior instructors were pressed into double duty mentoring two candidates each for the day. The classroom program focuses on the techniques of teaching adult learners (rather than driving skills; they already know how to drive) to help the candidates develop into good communicators in the *(Continued on page 21)*

SUNDAY'S DE INSTRUCTOR CLINIC ... WENT VERY WELL. WE MINTED SOME 24 NEW INSTRUCTORS FOR OUR CLUBS, WHICH MAY ALLOW US TO HAVE A LITTLE LESS PRESSURE ON OUR INSTRUCTOR CORPS.

bit pink. I used the SPF 45 sun block and enjoyed soaking up the non-harmful part of the sunshine.

The new DE team is coming together nicely. We have Chuck Bergeron as our Chief Driving Instructor, with Bart Locanthi as our Senior Instructor Consultant, Debbie Clinkinbeard leading the registration/check-in team with Kim Friedemann and Cherie Oldenburg, Steve Salta running tech inspection with the help of some of the instructors, Tom Pavlik at Pre-Grid with Scott Mills and Steve Lyons and, in the Tower, Cheryl Johnson-DeWick.

Our new registration, tech and check-in process went very well, speeding the participants through the process fairly quickly. The only folks that took extra

It is interesting to note that the chicane has been reconfigured (at CART's request) by removing the gravel pit and paving over the hole. The FIA curbing has also been removed. This leaves us to

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# THE AMATEUR WRENCH

*(Continued from page 20)* car. We ran several run sessions where the senior guys got to use all of the interesting things they had seen in many years of teaching novice drivers how to keep the car safe. This led to really entertaining lines (for those that got to watch) around the track as well as some eye-opening experiences for the candidates.

Of course, some of you want to know how the 944 Turbo ran. If you'll recall in

Anyway, I had replaced the oil pan over the winter as the old one was cracking and, after a couple of laps, it started to leak oil onto the exhaust system. This left a goodly cloud of bluish-white smoke behind me and generated a meatball flag that ended my day.

It turns out that the gasket was forced out from between the pan and the block—by crank case pressure? At least, I didn't appear to have an issue until I

the suspension subassembly and to inspect all of the steering gear and the control arms very closely with lots of light. Looking for wear, hose and metal cracks and signs of stress. Everything looks pretty good to me.

I think that I was the cause of the gasket issue. A wise person (my friend, Gordon Ledbetter) told me that, unless Porsche specifies using a sealer or other substance to prepare a gasket, you should put it on dry. Since I was trying to install this gasket from the bottom up, I thought I'd be smart and use some gasket sealer to help stick the gasket to the block. This, I think, made the gasket slippery and possibly contributed to the issue. I have a new gasket on order and will put this one on without any chemical assistance. This will be difficult as there are no guide pins on the pan or block to help keep it aligned. I think I'm going to figure out how to use the pan bolts to help guide the gasket as I mate the pan to the block. Maybe some duct tape to hold the bolts in the pan?

All for now... ■

WE RAN SEVERAL SESSIONS WHERE THE SENIOR GUYS GOT TO USE ALL THE INTERESTING THINGS THEY HAD SEEN IN MANY YEARS OF TEACHING ... THIS LED TO REALLY ENTERTAINING LINES AS WELL AS SOME EYE-OPENING EXPERIENCES FOR CANDIDATES.

my last installment of The Amateur Wrench, I mentioned that I was only running about quarter throttle to keep the boost in line and that the waste gate was not working. Well, I got the waste gate working properly. It turns out that, after I re-plumbed it, I needed to crank the boost regulator down a long ways (much further than I would have thought) to get it set to 15 pounds or so. Some testing at home using my air compressor and some fittings that I rigged up helped me figure this out.

got on the boost hard. I reconfirmed this by loosening the pan and repositioning the gasket and tightening. I took it for a spin and found that it stayed put until I boosted it for a couple of seconds. I will need to look at the crankcase breather to make sure it's not plugged. At any rate, in order to change the pan, you have to either pull the engine or drop the front suspension out of the car. I chose to pull the suspension. Fewer things to do, but more bolts. This also allowed me to do a thorough cleaning of

## PRESIDENT'S MESSAGE

*(Continued from page 4)* the second largest (next to the PCA Parade) multi-region event in North America. It takes place at the Fairmont Chateau in Whistler, British Columbia, and includes banquets, a concours, autocross, and more. They expect almost 200 cars this year. Info is at [www.whistlerweekend.org](http://www.whistlerweekend.org).

Escape to the Wine Country, August 25 - 28. This event is put on by the Redwood Region and will be held in the Napa Valley. It includes banquets, driving and bus tours and a car display. Info is at <http://red.pca.org/escape.html>.

We all like to think our Porsches accelerate faster than just about anything else out there but let's put acceleration into perspective: You're driving your brand-new Carrera GT and, over a mile up the road, a Top Fuel Dragster is staged and ready to launch down a quar-

ter-mile strip as you pass. You have the advantage of a flying start. You run the Carrera GT hard through the gears and blast across the starting line, passing the Dragster at an honest 200 mph. The "tree" goes green for the Dragster at that moment. The Dragster launches and starts after you. You keep your foot

Think about it. From a standing start, the Dragster spotted you 200 mph and not only caught but nearly blasted you off the road when he passed you within a mere 1,320 feet. That is acceleration!

Happy Trails,  
Jeff

[president@oregonpca.org](mailto:president@oregonpca.org) ■

THINK ABOUT IT. FROM A STANDING START, THE DRAGSTER SPOTTED YOU 200 MPH AND NOT ONLY CAUGHT BUT NEARLY BLASTED YOU OFF THE ROAD WHEN HE PASSED YOU WITHIN A MERE 1,320 FEET. THAT IS ACCELERATION!

down hard, but you hear an incredibly brutal whine that sears your eardrums and, within three seconds, the Dragster catches and passes you. He beats you to the finish line, a quarter of a mile away from where you just passed him.

## STILL PLAYS WITH CARS

(Continued from page 6) activities. The entries will be divided into 14 racing groups, with seven groups competing on Saturday and seven on Sunday, creating a different show each day. Make your room reservations early.

## GET INVOLVED!

(Continued from page 14) The thrill of pushing you and your car to the limits is hard to put in writing, but something everyone should experience. The beauty of the ORPCA autocross events is that, while there will be several drivers you have no chance of beating—at least for several years—the talent level is such that everyone fits in. Besides, this isn't a competition against others as much as it is a competition with yourself to improve your driving skills and times during the many runs you get that day.

Not only is autocross a safe environment to explore your car's limits, it is an incredibly fun way to learn to drive safer

I'm sure you were among those who mourned the passing of comic and Tonight Show raconteur Johnny Carson in late January. Someone posted an interesting message on the 356 Registry chat-room site noting that Carson owned a

356 Cabriolet at one time. In later years, he drove a Corvette, for whatever reason.

Until next month, drive safely. ■

on the road. Last May, on my way home from the Tahoe Boxster event, I drove three nonstop hours up Route 1, from Sausalito to Mendocino (160 miles). My autocross experiences taught me enough about me and my car's limits to allow me to push the envelope a bit more than I would have without that knowledge—which made the drive much more fun than if I hadn't autocrossed.

**DISCLAIMER:**The author does not take any responsibility for costs incurred once you have taken his advice of spending \$25 for a crazy thrill ride only to become addicted and realize you

need new tires, rims, Skip Barber driving lessons, clutches, flywheels, air intakes, headers' ...

Reminder: We are still looking for Boxster owners for Andy Chenoweth's and my grassroots effort of Boxster drives and hack sessions. (YES, we are snobs and feel REAL Porsches have center engines!)

You can contact me at 503.522.9409 or tom.pavlik@comcast.net. ■

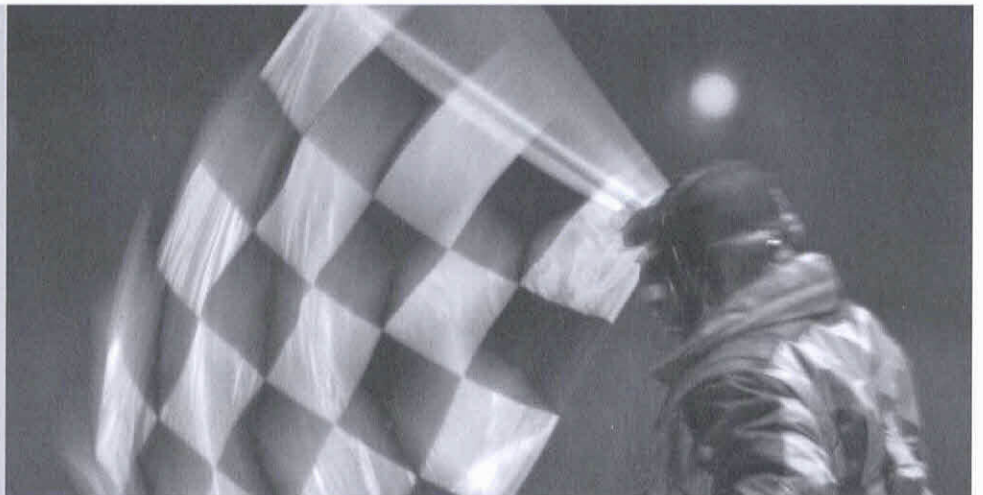
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## THE DESIGN PROCESS

(Continued from page 19) groups are vastly different, as the so-called “Baby Boomer” generation went on for 30 years while the Gen-X group may represent only a 9-year span.

The more information a designer can gather about his “target audience”, the better chance he will have of doing a design that will be well received—i.e. wanted—by the audience. An analogy I like to use for this is: Imagine that your family tree is wide and varied and there is going to be a huge exchange of presents with the whole group next Christmas. You have drawn Aunt Edna’s name and, having never met her, all you know about her is that she lives in New Jersey. You could maybe skip the homework and get her a box of chocolates or send flowers, but what if she is, say, allergic to either of these? Wouldn’t it be better to find out her age, interests, whether she works, likes sports, etc.? You get the picture. If you know some of these things, you could likely find a highly suitable gift for her. In many ways, designing a new car for specific customers requires a similar approach.

Once the customer group has been analyzed, then the internal design process starts. It can be done with traditional processes, such as sketches done with pens, pencils, markers or brushwork, or with two-dimensional computers, as is now commonly done. At the same time, these designs will also be

have to be so large and why couldn’t they be moved, and wouldn’t it be easier to manufacture and cost less if “we did it this way?” This iterative process goes on throughout the whole model development. It can be fun, but it is often frustrating as well. For sure, it is time consuming.

In the meantime, the two-dimensional sketches are reviewed and some are chosen to proceed to full-size drawings, which are also then reviewed. Usually there will be at least three different themes pursued throughout the model development.

Three-dimensional drawings are then developed using special computer graphics and very large, complex computers to establish the various designs. At the same time, there will most likely be full-size clay models done to review what the vehicle will look like, though of course they could be done in scale model form as well. By doing full-size models, it is easier to appreciate the proposal’s full size and they can be easily compared to their predecessor as well as the perceived competition.

The designers on a daily basis will review the model’s progress in the natural (modeling) clay state, though there are scheduled reviews established where the models will be “dressed up” to look to most people like a “real” automobile. They will have a paint finish applied to them. This is done with a



have aluminum foil applied to make it look like chrome or aluminum.

The models are then taken to a showroom for review, where they are put on turntables. There they can be rotated so that all angles can be reviewed. This reviewing process happens continuously until the team is satisfied they have something that can be reviewed by management as well as other factions of the company. The whole time this development process is going on, there will be personnel from manufacturing and engineering on the team to ensure that whatever is being developed will be feasible for production, and there will also be costs assigned to all the various components so that the designers can keep the program within budget. The costing process is also a part of the model development that is subject to lots of, shall we say, lively debating!

When the models reach a stage of development within the previously agreed time-line, they are usually then made into fiberglass models that can be painted and trimmed just like a real car. The interior of the car is usually done by a separate team working within the same studio and is done concurrently with the exterior. The interior development requires a full-size seating buck to be developed to ensure that the ergonomics will be accommodated as well as all the safety areas, such as the ones that are subject to vision, or “head impact criteria.” The interiors are developed  
(Continued on page 24)

ONCE THE CUSTOMER GROUP HAS BEEN ANALYZED, THE INTERNAL DESIGN PROCESS STARTS. IT CAN BE DONE WITH TRADITIONAL PROCESSES, SUCH AS SKETCHES DONE WITH PENS, PENCILS, MARKERS OR BRUSHWORK, OR WITH TWO-DIMENSIONAL COMPUTERS, AS IS NOW COMMONLY DONE.

“sketched” over package drawings. These package drawings show things called “hard points” that must be accommodated. These include things like engines, suspension components, air-conditioning and all its related “plumbing,” the space required not only under the bonnet of the automobile but also in and behind the firewall and instrument panel and the center console. There are often “interesting discussions” between the designers and engineers and manufacturing personnel as to why things

material called “di-noc,” something like a large piece of decal which is as long as the car and is painted previous to pulling the backing off. Once this “di-noc” is applied to the surface, it is squeegeed to remove the excess water and air bubbles. (It is applied wet.) The area that would represent the windows is usually “di-noc’d” black to represent the glass, and if there should be bright trim, for instance around the windows or a body side moulding, that would

## THE DESIGN PROCESS

(Continued from page 23) oped using sketch and computer techniques just as the exteriors are done, and they also proceed through a clay modeling stage, although as with the exteriors, they can be done either manually or with 3 or 5-axis milling machines if there is sufficient math data to do so.

When both the exterior and the interior models are at a point in development that all are "comfortable with them," they are often then made into an "inside-outside" model, which then can be taken out to do market research with.

Market research is often a challenging aspect of developing a new vehicle. Management would obviously like to hear from the target audience that they like the model well enough to purchase one when it comes out. However, if it is

not going to be introduced for another two to three years (depending on the complexities of the program), does the audience have enough imagination to give the correct answer? Are they a conservative audience or aggressive? Will their needs be the same in that introduction time frame, and what will their financial picture be, not to mention what other choices will they have to consider from other manufacturers?

From start to finish, the time span can be anywhere from two to five years, although it often is quoted in publications as only, say, 18 months. It is interesting to question at what point did the clock start? It is also interesting to remember that an automobile can consist of two to three thousand different parts (many of them are duplicated so,

in fact, there are many more parts in the vehicle) and that the environment that they will live in will vary, from the rugged climates in Alaska to the tropics, such as Florida, that includes salt air as well as sun, and then the extremes of high heat that happen, for instance, in Texas or Arizona.

Overall, it is a challenging process, with all the different models and the different personnel that one meets along the way. All things considered and now looked at from a retirement perspective, it was a fun career, but it is even more fun to be retired and living in the mountains ... and for sure I do not miss all of the seemingly endless meetings. ■

## The Ten Commandments of Motordom

donated by Warner Lowe

Not much has changed in motordom since Ira L. Wood wrote this humorous reflection on the rules for car owners in *Arizona Highways* magazine in March 1927.

I. Thou shalt not envy thy neighbor's car, lest thine own become offended and stall with thee upon the highway.

II. Thou shalt not use profane language when changing tires, lest thy wife reprove thee and speak not unto thee for many days.

III. Thou shalt not argue with an officer, but answer him aye and nay, lest evil befall thee and cause thee the loss of many shekel.

IV. Thou shalt not race a train to a crossing, lest thy spirit leaves thee and thy body be taken to a morgue.

V. Thou shalt not hog the road, lest he that is of quick temper bend the fenders of thy car and blacken thine eyes, and make thee the laughing stock of thy neighbor.

VI. Thou shalt not speed, neither shalt thou run thy car with its cut out open, lest the minions of the law overtake thee and put thee within a calaboose, and feed thee upon bread and water for the remaining days of thy life.

VII. Thou shalt not signal right and turn to the left, lest pain and suffering befall thee and thy body becomes a carving block for the physicians.

VIII. Thou shalt not draw up to a curb and toot thy horn unseemingly, neither for thy wife or thy neighbor's wife, nor for his daughter or the handmaiden that dwelleth within his gates, lest they that loveth peace and quiet fall upon thee and slay thee.

IX. Keep thine eyes on the curves of the road, and not upon the curves of the flapper who is beside thee or who walketh upon the highway, lest a tree or a pole arise and smite thee and utterly destroy thee and thy car forever.

X. Honour thy car and its engine and give unto them the care and attention that they need, that thy days in the land of motoring may be many and full of happiness.

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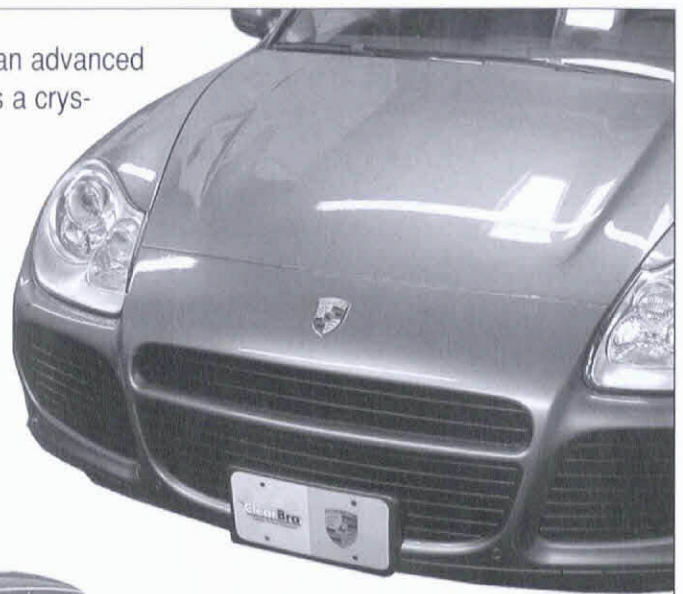
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Porsche owners (you must own, co-own, or lease a Porsche to join) who are 18 years of age or older are invited to become members of the Porsche Club of America. For more information, contact our local membership chair:

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1977 Turbo Carrera 930, black w/ tan leather, 70,000 miles, one owner, taken care of, no accidents, maintained and in original condition, good tires, non-smoker. Must see to appreciate. \$18,000, R.M Stevenson, 541.386.4689 03.05

1976 911S Sunroof coupe. blk/blk, paint poor, int ok. Blk vinyl seats need recovering. Mostly original. Fuchs whls, tires good. Never wrecked.

Extra set red lthr 1988 front seats included. No leaks, no rust. 140k on odo. 915 5-spd, short shift. Koni's, mstr cyl, brake lines & turbo tie rod ends replaced recently. My daily driver last 10 yrs. Receipts. No engine. \$6,600 obo. John Lacko, jclacko@comcast.net 360-904-3089 03.05

## Other Than Porsche

2002 Subaru WRX wagon 5-speed. Silver, 41,000 miles. \$9K in upgrades. Stage 1 engine, tuned AVO header & exhaust, adj shocks, rear sway bar, braided brake lines, 17-inch rims, STI dash, roof rack. Very well maintained. All records, garaged, non-smoker. \$19,000. Jim Flynn, 503-225-0558, jamesf1110@aol.com 03.05

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J P Stein, 360-693-8404 or has9146@comcast.net 02.05

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(4) tires and wheels for a 1977 911S to use during autocross, size 205 55 16. I am looking for used race tires and I don't need pretty wheels but need a good price. Bob Schatz, 503-235-8351 01.05

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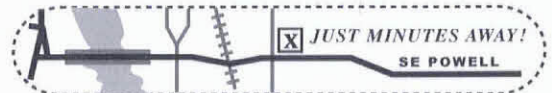
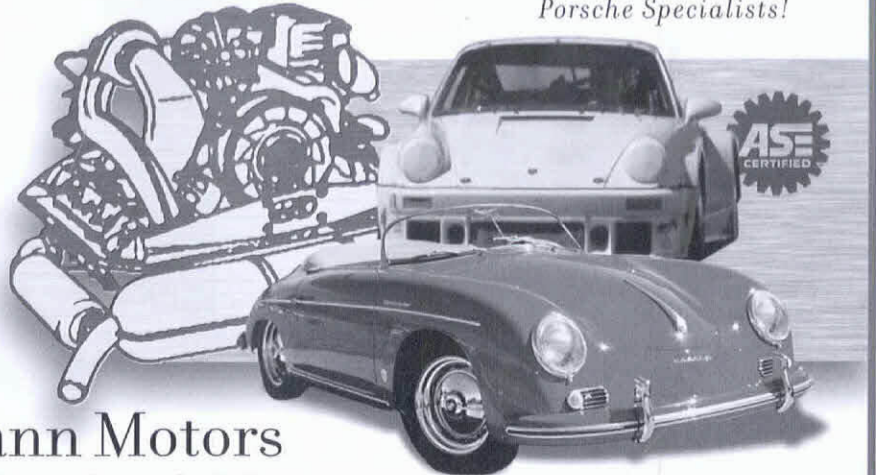
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503.638.0396  
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Kate Ayers  
503.292.5743  
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### Assistant Editor

Sue Hodge  
503.518.9203  
assteditors@oregonpca.org

### Graphic Designer

Nancy Scott, Engrafix Design Group  
503.997.2230  
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### Marketing Manager

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Peter Linsky  
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Dia and Frank Bohannon . . .1999 911 C4  
Gig Harbor, WA

Larry and Seana Brooks . . . .1960 365 B  
Portland, OR

Stephen Brown . . . . .1977 911  
Portland, OR

John and Mary Chlopek . . . .1982 911 SC  
Portland, OR

Michael and Sallie Guinn . . . . .2001 911  
Beaverton, OR

James and Christine Hoff . . . . .1999 996  
Portland, OR

Dan and Hilary Johnson . . . . .1986 911  
Portland, OR

Joseph and Abraham Kaempf 1997 911 C4S  
Portland, OR

Terry and Katie Kordash . . . . .1996 911  
Portland, OR

William and Francis Miller . . . .1991 911  
Portland, OR

Jay K Poizer . . . . .1958 356 A  
Vanouver, WA

Richard A. and Jill Sorenson 1998 911 C2  
Portland, OR

Charles R. and Guinara Watkins 1991 911  
Lake Oswego, OR

# Anniversaries

## MAY

### 5 Years

Richard Buckner  
Richard A. Martz

### 10 Years

Keith E. Bernards  
Mary L. Creitz  
Greg Creitz  
Eric and Kelley Kaiser  
Billy M. Morgan Jr.  
Diane L. Morgan  
Donald and Patricia Robertson

### 20 Years

Jeff Gamroth  
Steve Knepper  
Arden Knepper

## Transfers In

Kimitoshi Kawaguchi . . . . .2000 Boxster  
Vancouver WA

Koorosh Shafa . . . . .1973 911  
Vancouver WA

Michael L. Hill . . . . .1989 944 S2  
Vancouver WA

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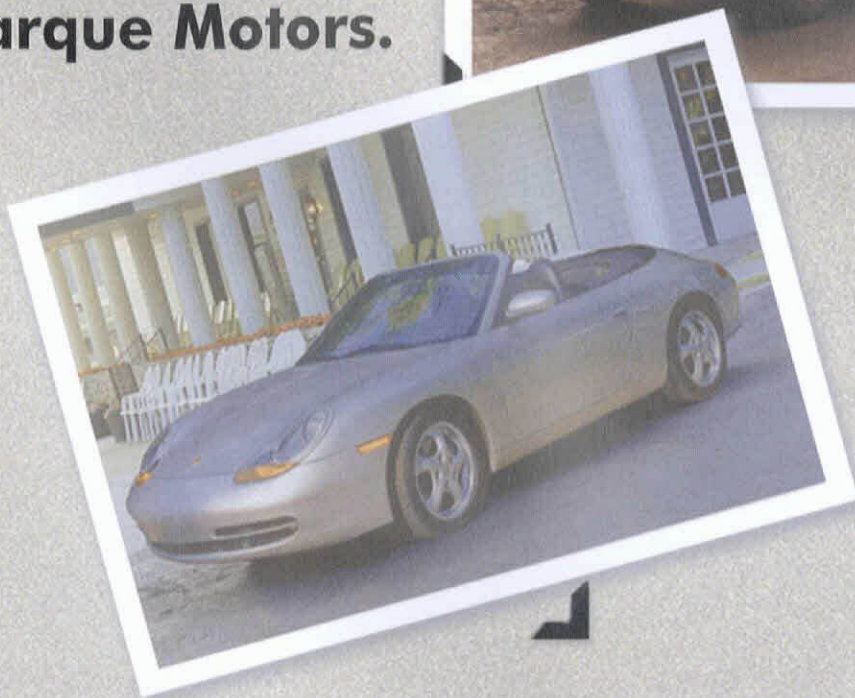
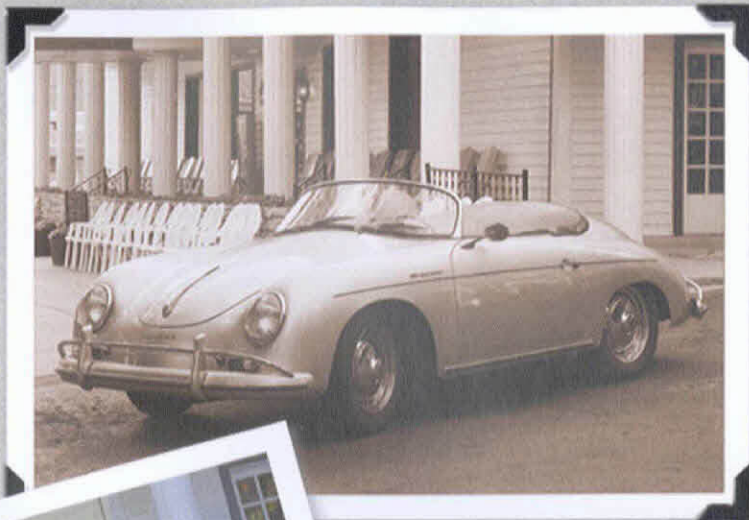
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