

Anzeiger

Oregon Region Porsche Club of America
November 2002 v42-n10





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



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- '03 Carrera C4 Cab Black
- '03 Carrera C4 Cab Seal Gray
- '03 Carrera Coupe Midnight Blue

PRE-OWNED

- '89 Speedste White
- '63 356 Coupe Red
- '02 Boxster Silver
- '01 Carrera Turbo Black
- '00 Carrera Coupe Silver
- '96 C4S 14k miles!



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.

Editor

Sue Hodge
21000 S. Mossy Rock Ct.
Oregon City, OR 97045
503.518.9203 ~ sghodge@bctonline.com

Ad Sales Manager

David Williams, 360.897.1183

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Postmaster:

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PCA/OR Membership Chair
Russ & Sharon Pascoe
2955 Argyle Drive S
Salem, OR 97302

Graphic Design/Layout

Chris Greenwood
4403 NE 9th Ave
Portland, OR 97211
503.460.9494
chris@chrisgreenwood.com

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Anzeiger

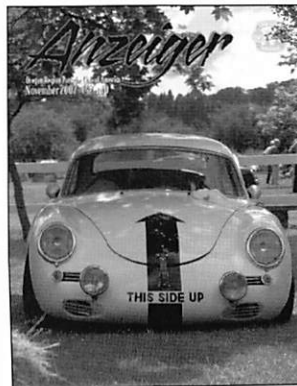
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Cover image:

Gary Emory's 356, staged at the Emory's annual Campout, has a litany of cool graphics and makes the outlaw statement rolling or static.

Photo by Chris Greenwood

Please check our web site often:

<http://oregonpca.org/>



had installed a new Mass Flow intake system in preparation for the intake manifold and cylinder head porting job I'm going to do over the winter. These should be the last of the major engine mods (Ha Ha). The fuel map that came with the Mass Flow system did not really match the extra big fuel injectors (72 pound vs the original 32 pound) so I'm working up one from the 993 injector profile. Remember last month where I mentioned that one of the drawbacks to adding all this adjustable stuff is that you have to

Curtis, Jens Housley, Nguyen Nguyen, David Rice and Ambrose Su come to mind. The 951 was pretty fast even with the boost dialed back a bit. Debbie took on a '66 Camaro Trans Am car and spanked it down the straight. She really ditched it in the corners. I was impressed. After that run session she got out of the car with the biggest grin on her face I've seen in a couple of years. I guess there's a pretty good wow factor with the car right now. Later it ceased to operate correctly (seems to be a recurring theme.) Turns out that the fuel pump was not operating properly (read that as a blown fuse.) So the cause of the failure was the mechanic. The Oxygen Sensor wires had not been secured, and with the g-forces generated during cornering they had moved into contact with the exhaust system, melting the wire and shorting the power supply. Wasn't my last major failure caused by something touching the exhaust system? There is a lesson here! This is the other device that shares the fuel pump fuse. This time the fix was simple and inexpensive. Monty Curtis offered his tow rig to help me get the car home to repair, and for that I'm grateful. We have a wonderful bunch of folks in this club.

We're coming up on the holiday season and our annual Holiday party and silent

continued on page 26

adjust it? Now I have to work the balance between fuel pressure in the injector system and the appropriate injector duty cycle from a graphic representation of the mass air flow signal profile. Trying to get the mixture set to about 12.7lbs of air for every pound of fuel. Seems to be pretty complicated, but I'll keep plugging away at it.

When we took the car out to the Lotus Club Track Day recently, several of our fellow ORPCA members were there. Monte

It's a Saturday morning in September and I'm sitting in Hall A of the Expo Center at the Motor Sports Swap Meet. I'm here to promote our track program at the request of our SCCA turn worker chief, Shawn Kolbe. The show has just opened and already there is a pretty good flow of folks past the booth. Shawn asked me to bring my car out with some info about our DE program. As with most projects, I was working on my car until the very last minute. I

Shee Hodge
FROM THE EDITOR



I've been struggling with writer's block again this month. I've been really busy - actually it's related to my car, and it's not "busy" as such, just that

my routine has been tossed on its ear lately so I feel like I've been busy. Any of

you that have had your car in the shop and don't have a spare will know what I'm talking about. About a month ago I had a minor incident with my car that resulted in the need for some bodywork. That's how it started. Then when we found out that they were only going to patch paint the spot, we decided to have the whole car painted. What began as three days of inconvenience (or so I was promised) turned out to be almost two weeks. We were at Sunriver for that first weekend, so that part doesn't count, I guess. I did the rental car thing for the first week, the catch-a-ride with co-workers and husbands the second week. Then when a couple of places needed to be re-done I did the cab ride, another weekend sans-car and the catch-a-ride thing again for another four days. What a pain! The

car looks beautiful now and like new (on the outside at least) so it was all worth it. I would definitely recommend Steve's Auto Restoration and Collision Repair (one of our Anzeiger advertisers) even though they took awhile longer than I would have liked. Now the secret is, how to keep it looking that way. I mentioned to Gregg it might be easier just to shop for a Ford Escort for my daily commute. He's giving it some serious thought...

And I can't let the opportunity pass to get in my annual plug for attending the Planning Meeting this month. Gregg and I have attended most of the events this last year, and small or large they have all been terrific. I can truly say I have not been disappointed with any of them, from the Ski Weekend last February to the premier event of every year, the Half Mille. And the race season (and all the related events) was fantastic, as always. Drivers' Ed is a great event (one that Gregg wanted to do but never found the time this year.) It's a very popular program with potential to be a money-maker for the club. But they need volunteers. In fact, none of the events would happen without club members who are willing to volunteer some of their time to make them happen. We have made some of the best friends getting involved in this process. So I urge all of you with a special interest, and a little spare time, to come to the Planning Meeting and help keep the great events coming next year.

OREGON REGION CALENDAR



November

- 1-3 Rainbonnet 2002
- 5 Board of Directors Meeting
- 9 **ORPCA Planning Meeting**
- 9-10 Quattro Track Days
- 20 Dinner Meeting
- 20 *Anzeiger* Editorial deadline

December

- 3 Board of Directors Meeting
- 7 ORPCA Holiday Party
- 20 *Anzeiger* Editorial deadline



Club
Event

NOVEMBER DINNER MEETING

Date: Wednesday, November 20
Place: Damon's Restaurant
15230 SW Sequoia Pkwy
Tigard OR 97224
503.670.7770
(we will meet in the room at the back of the restaurant)

Time: 6:00 pm — Social Hour
Dinner is whenever you get hungry—
off the menu, individual checks



We hope everyone can come, especially the new members. This will be a fun evening with visiting, eating and being merry, as we head into the holidays.

Club
Info

ORPCA Election Notice

The Nominating Committee was still working on candidate nominations at press time. The election of Directors and Officers for 2003 will be conducted at the Holiday Party, December 7, 2002.

2002 Holiday Party

Saturday, December 7

Multnomah Athletic Club
1849 S.W. Salmon Street
Portland, OR

The Evening

6:00 p.m. – Appetizers & Silent Auction

7:00 p.m. – Dinner

Club Awards & Introduction of Officers

Semi-formal Attire

\$50.00 per person (reply envelope in this issue)

R.S.V.P. by December 1 to Susan Blanchard,

503.849.8297 or AESLLC@aol.com

The Menu

Gourmet Greens with Julienne Vegetables, House Dressing,
Sauteed Halibut with Lemon Butter Sauce, Roast Potatoes,
Julienne Vegetables, Sauteed Spinach.

Or

Grilled New York Steak, Caramelized Onions, Corn Whipped
Potatoes, Market Vegetables.

Or

Vegetarian - Chef's Choice

Dessert

Chocolate Mousse with Orange Carmel Sauce.



AUTOCROSS - NOV 3 - PIR

Club
Event

Location: PIR pro pits

Time: First car out at 9 am

Cost: \$25

What to bring: Helmet, food & water

All autocross events are held, rain or shine.



HOLIDAY PARTY SILENT AUCTION

Multnomah Athletic Club
December 7, 2002

Search around the house for items you can donate for our Silent Auction. 100% of the auction proceeds go to the club's Charitable Trust. The Club's charitable giving in 2003 will benefit the Raphael House and Camp Quality Oregon.

What can you donate? Here are a few ideas:

- Weekend stays at your vacation homes (very popular)
- Gift Baskets with a theme
- Gift Certificates for hotels and restaurants
- Labor, such as yard or garage cleanup, painting, etc
- Crafts or classes to learn the trade
- Matted or framed art or prints
- Rare wine, books, etc.
- Electronics in new condition

Club
Event

Use your imagination to think about what you can contribute. Contact Kathleen Ellis at 503-720-0184, or Tricia Rogers at 503-574-4817 by November 30. Thank you!

** Pre-register at oregonpca.org **

DRIVERS ED/TRACK DAY

at Portland International Raceway

\$100/driver/full day
\$55/second driver

Club
Event

Required Equipment:

- ** Snell 95 or 2000 helmet (SA or M)
- No open exhaust
- Cabriolets require roll bar (except Boxsters)
- Long-sleeve shirt (recommended)
- Laced athletic shoes (recommended)

Schedule

8:00 am Tech Inspection
9:00 am First car out

Track Chairman

Dick Bader 503.239.5230 x701
dickb@acmetool.com

- Instructors available upon request.
- Our best driver training is available on a wet track!

Novice drivers will be assigned an instructor, subject to availability

November 3



Please refer to the Oregon Region web site for the latest information on this event: oregonpca.org



Around the Region

By John Draneas

The Win Casey BBQ was its usual success. Most notable news was that Past President **Dave Palmer**, usually the picture of fitness, was walking and standing rather gingerly. He had a very nasty run-in with a deer while traveling on an Eastern Oregon country road with **Bob Hanson**, and T-boned it doing about 55 mph on his motorcycle! Luckily, it was only broken ribs and a collarbone. Always stoic, Dave screamed in pain only when the medics were cutting his new (and expensive) riding suit off of him. Most important, even though he's out for the rest of the season, he already has the SCCA E Production championship wrapped up. **Schumi Palmer?**

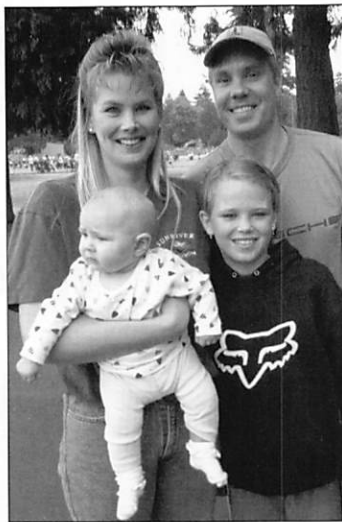
The **Sunriver Exotic Car Show** just keeps getting better and better.

You'll read more about it elsewhere in this issue, but this year's turnout gave us the most diverse assortment of sports cars we have ever seen. The funniest moment was when Susan Falleur overheard a father telling his young son, "Don't touch the cars. Don't touch any car. It's worse than touching golf balls!" The most surprising moment was when **Eric Clover**, from Ron Tonkin Gran Turismo, brought a new Maserati Spider and actually let everybody test drive it the way it was meant to be driven. I can personally attest to the phenomenal performance of this car, and I am sure that owning one would get me sent straight to jail. The most unbelievable moment was when Sunriver first-timer and Ferrari Club member Marty Weiner was pulled over in his 360 Modena by a State trooper and *didn't* get a ticket.

But the one that could make it to the *Today Show's* "Spanning the World"

segment (you know, the one where they do the crazy sports outtakes where "nobody got hurt") involved young **Eric Stevens**. Dad **Page Stevens** really takes this event to heart. This year, he decided that he would drive his Ferrari 550 Barchetta, and let Eric follow behind in the new fly yellow 360 Modena Spider. During the infamous Sunday Dash, Eric was carefully following his father when a coyote ran across four lanes of traffic and under the center divider and, at full speed, ran smack into the driver's door of the Modena. Randy Francis was following behind and saw the entire incident, and reported that the coyote was entirely at fault. When the coyote hit, a cloud of fur went flying, the coyote went head over heels a few times, and then got up and ran away! No report on the condition of the perpetrator, but the Modena was left with sizeable dents in the door and the rear quarter panel. Now that's coyote ugly!

Those of you who have worked on Club events during the year had the opportunity to enjoy a free meal prepared by the Board of Directors at the Volunteer Recognition Party. I wasn't able to attend, but my operatives gave me the inside scoop on what went on. **Craig and Lisa Cartwright** came to their first Porsche event since the birth of their daughter last Spring. Since they haven't been privy to everything that had happened lately, they were eager for updates. They were most interested in getting the



The Cartwrights

dirt on this year's Otter Rock, and were disappointed to learn that there really wasn't any. Craig has been a contributor (or victim) for a number of years, and has always had a soft spot for that event. He was quick to share that their daughter was conceived during the 2001 Otter Rock event, in spite of all of **Steve Knepper's** distractions that

year. I don't think Lisa had much to say on the subject.

Aaron Hues introduced his new wife, **Mathilde**, to the Club at the event. They said that they probably will stay here for a couple of years until Aaron finishes school and then may move to France so Mathilde can be close to her family. And so Aaron can be close to Le Mans, I'm sure.



Mathilde & Aaron

And, Webmaster **Larry Rinehart** was celebrating

the undisclosed anniversary of his 39th birthday on the same weekend, so **Don and Debbie Clinkinbeard** arranged for a nice candle-lit piece of birthday cake and a Porsche Club celebration.

We all had a fine time at the September Dinner Meeting at Jopa restaurant. Rallymaster **George Baker** arrived quite late because it took him an hour and a half to drive to the restaurant. He explained that he got sidetracked when he ran across a number of very interesting rally roads and took the time to check them out for future reference, but **Warner Lowe** wasn't buying any of it and razzed him unmercifully.

We also met several new members. Among them were two couples at polar extremes. At one end, **Bill and Bettie Bowes** said they were so new they didn't think their dues check had even cleared the bank yet. They reported that they are enjoying their new 996 Targa, and we look forward to seeing them and their car on the road. And at the other end, **Craig and Julie Beck** attended their first PCA event since joining 23 years ago! We thanked them profusely for having contributed all that dues money over the years without causing any expense to the Club. They seemed like pretty nice people. Hope to see them again in this lifetime!

I've been having a fun time writing this column, and many of you have said you enjoy reading it. But please make it easier on me. Give me a call (503-639-4036) or send me an e-mail (Draneas@Teleport.com) and let me know what you or someone you know is up to. I'm always in need of more material.

Coming Events



Annual Planning Meeting - November 9

Every Fall the Club has its annual Planning meeting with the purpose of filling the calendar for the entire coming year's events. This is a monumental task, made easier the more participation we have from members. We will have a no-host brunch on November 9, 11:30 to 2PM at Buster's BBQ in Tigard (Hwy 99 & I-5).

We'll start out with a blank calendar, fill in the recurring events like the Half Mille, the Rose Cup races, Club Races, Historic Races, the Progressive Dinner, Sunriver Exotic Car Show, Rainbonnet, the Holiday Party - the ones that we know - and then it's up to everyone there to fill in the blanks. Every year we get great new ideas for events. Usually we have so many ideas it's hard to fit them all in in the number of weekends we have to work with. If you like something we've done in the past, have a new idea or just want to lend a hand and you're not sure where, come "shop" for a spot to lend your talents.

Rainbonnet

Rainbonnet is our Region's major event of the year. Traditionally held on the first weekend of November at the Monarch Motor Inn in Clackamas, Oregon, it brings together PCA members from all of the regions in our PCA Zone 6 for a very fun weekend devoted to all things Porsche.

The event opens with a Welcome Party Friday night. Saturday is filled with a top-rate Concours, a full day of Tech Sessions, a Tech Quiz, and a banquet that night. Enter your Porsche in the Concours and learn about its every crevice. Or, just come and enjoy everyone else's cars. The Tech Sessions give you the opportunity to learn more about all aspects of the Porsche world. And, the well-stocked Goodie Store allows for excellent Porschenut shopping, just in time to beat the Christmas rush. Sunday is spent at the racetrack. It's our last track day of the year, as well as our last autocross of the year.

Rainbonnet is one of the biggest bargains in PCA, and should be on every member's calendar.

Holiday Party 2002

December 7, 2002

One of our most popular events, the annual Holiday Party will be held at the Multnomah Athletic Club. We begin the event at 6:00 PM with no-host cocktails and appetizers. During this time you can bid on our favorite

Silent Auction items to benefit our charitable trust. Dinner will begin at 7:00 PM, with steak, seafood or a vegetarian selection. New officers for 2003 will be introduced following the dinner. Semi-formal attire, \$50.00/person. RSVP to Susan Blanchard at AESLLC@aol.com or (503) 849-8297.

Additionally, if you or your business would like to make a tax-deductible contribution of an item or service to our silent auction, please contact Debbie Clinkinbeard, 503-356-1764, or e-mail at DMC993targa@aol.com. This is a rather fun way to make a charitable contribution and to help the Porsche club make its name as a good citizen in our community.

Mt. Bachelor Ski Trip

For you skiers, snowboarders, tubers or those who just like to frolic, this is a great excuse to get away in mid-winter. It takes place on February 7-9. We get a special Bend lodging rate, meet Friday evening for a social hour and gourmet dinner cooked by our own Gregg Hodge, and plan the attack on the mountain for the next day.

We plan on being on the mountain Saturday and Sunday, with both Downhill and Cross-Country skiing. If you have never tried Cross-Country skiing, and have always wanted to, this is your chance. Saturday night we'll get together in one of Bend's fine restaurants with members from Central Oregon's High Desert Region Porsche Club.

This is a great opportunity to get together with Porsche friends you haven't seen all winter. Now's the time to mark your calendar.

More details to follow.



My Other Favorite Car

by John Draneas

Photos by Chris Greenwood



The Porsche is a bone-stock 1980 Targa. It has 175,000 miles on it with no engine work, mostly original paint, and I still drive it every day. The only special thing about it is the paint color. It was a paint-to-sample ordered by the first owner, and there's always been a lot of mystery about where it came from. I've owned the car since 1988. It's special to me because it's my first Porsche, I learned to drive on the track with it, autocrossed it, concoured it (1st in class '95 Parade), the whole nine yards. I'll probably own it forever.

1957 Alfa Giulietta Spider

The Alfa does nothing well - it can't even sit still without leaking oil. But it is a totally cool car. Driving it is an absolute blast. The double overhead cam 1,300 cc engine was a very sophisticated powerplant in 1957. Even with only 80 hp, it revs freely over 6,000 rpm, and runs all day at 80 mph and 5,000 rpm. It makes great sounds. It handles quite well, but takes a lot of attention and driving skill to keep the revs and speed up. A total momentum car, just like my race car. Most important, it's like driving a piece of history. It's a flashback to when cars were very minimal—4 wheels, a throttle and brakes. No electronic stuff, no conveniences, just the skill of the driver making the car do the best that it can. It has so much soul, driving it is always an emotional experience, and always puts a smile on my face. (The Alfa is actually Carlyn's car. She bought it out from under me when she first saw it, then named it *Scarlet* after her prized champion show dog.)



RAINBONNET 2002

OREGON REGION PORSCHE CLUB

November 1, 2, 3

Technical Sessions • Great Meals • Concours • PIR Track Day • Awards Banquet

Schedule

Friday, November 1 at the Monarch

2:00 pm - Registration opens
2:00 pm - Concours Prep
6:00 pm - Welcome Party - Pasta buffet
7:30 pm - Guest Speaker - TBA

Saturday, November 2 at the Monarch

8:00 am - Concours Judging Begins
9:00 am - Tech Sessions begin
Tech Quiz - (completed by 2 pm)
Concours Luncheon - Italian Buffet
5:00 pm - Ground School for PIR Novices
Awards Banquet (6 pm cocktails, 7:30 dinner)
Special Presentation by Vic Elford

Sunday, November 3 at Portland International Raceway

8:00 am Tech Inspection
9:00 am First Car Out - Track Day
Noon Lunch
Afternoon - Autocross

Cost

\$125 per person

Includes registration for tech sessions, all meals listed, door prizes, autocross and track day. Plus lots of time for visiting with friends and shopping at Oregon Region's tax-free Goodie Store.

Bonus: Event goodie bag will be given to the first 125 registered Porsches

Accommodations

Monarch Hotel

12566 SE 93rd Ave
(I-205 @ exit 14 "Sunnyside")
Clackamas, OR 97015
503.652.1515
800.492.8700

Be sure to mention Rainbonnet/PCA to receive a generous room discount.

Questions: Please call:

Richard Puetz, Rainbonnet Chairman

Daytime: 503.819.2440

Evening: 360.571.0008

Featuring renowned race car driver, instructor and author

Vic Elford!



Vic Elford won the Monte Carlo Rally, the Targa Florio, the 24 Hours of Daytona, the 12 Hours of Sebring, and the Nurburgring 1000 km three times—all in Porsches. Elford graduated from the Porsche factory race team to run the Porsche Owners Driving School for Porsche Cars North America. An engineer by education and a driver by profession, he is a renowned driving instructor with experience racing Formula 1, sports cars, rally cars, Can-Am, Trans-Am, and NASCAR on road circuits, super-speedways, and off-road rallies.

Watch your mailbox for a registration form or click through the web site: oregonpca.org

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Michael's Odyssey, Part Two

By Michael Goetz

In the September Anzeiger, we left Michael on Cinco de Mayo, enjoying Mexican food with Spanish speaking patrons, still dreaming about his newly purchased 968. He made it this far with few wrong turns and no speeding tickets.

Day 4: Kayenta, AZ to Glendale, NV

I headed off towards the Grand Canyon, remarking that a Porsche may be one of the few cars that make 80 mph seem slow. In fact, 60 or 80 seems about the same to a Porsche; there's little increase in noise, no sense that the car is working harder to maintain either velocity; it's just loafing. So easy for the speedometer to creep upwards, but that's what cruise control is for, I guess.

As I approached the National Park from the backside, I made numerous stops for ever-more-spectacular views. But those were just preludes. The park boundaries begin long before the canyon presents itself. It is truly awesome, to use a term that has become devalued through overuse. I didn't do much more than a drive-by: stop at a viewpoint, look around, take pictures, and drive along the rim road to the next one.

I promised myself to return some day for a hike.

I stopped for lunch where three vintage Bentleys were parked in the lot. My tidy little bullet was dwarfed by these hulking behemoths. It shared little with them other than colour and intent. State of the art - 70 years apart. I could see why they were called "the world's fastest lorries." Inside were a group of Englishmen - and

women - on their own cross-country adventure. They were truly courageous; their wheels were open British antiques.

My route took me on the freeway for a few miles, and I duked it out with the semis and other point-A-to-B'ers for awhile. I exited as soon as I could onto Route 66, The Mother Road; an unprepossessing, narrow macadam two-lane meandering across the prairie. I tried to feel the history as I drove along, attempting to tune into the energy that must still be there; all the Tom Joads following the American dream so many years ago. It was deserted until I reached Seligman, the self-proclaimed gateway to Route 66. Seligman is a place which surely fell on hard

gave up, relaxed, and stayed in line at 45 mph. My idea of cruising is different from theirs and my exotic foreign machine was as incongruous in the midst of all that vintage American iron as it was parked beside the Bentleys.

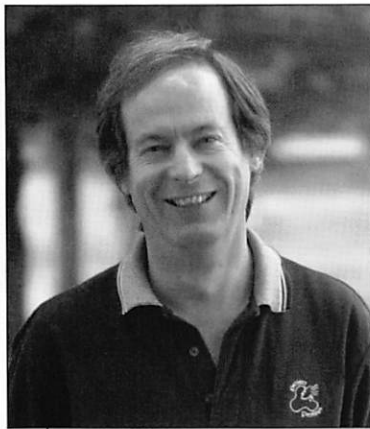
I escaped at Kingman and headed towards Nevada. It was there that I had the closest thing to an accident of the entire trip. On a four-lane suburban street, I slowed down and signaled to turn left into a gas station. A guy in a white minivan almost rear-ended me. Maybe he's a better driver than I gave him credit for. He was able to screech his tires as he braked, swerve around me, honk his horn, and flip me off all at the same time.

Next stop, the Hoover Dam, an impressive engineering marvel. I parked my own little engineering marvel near a Nissan

300ZX. He was a member of the fraternity too, although perhaps could uncharitably be described as a pledge. It was 95 degrees in early May. After the early morning chill at the Grand Canyon, it felt uncomfortable. I can't imagine what it must be like in late August. The Porsche's air conditioning worked fine. My intent was to skirt the shore of Lake Mead, but once

again I got lost and ended up in the suburbs of East Las Vegas. It was the antithesis of the authenticity I'd been experiencing. Unable to find the road I sought, I found the freeway. I hopped on and blasted my way out of there.

Glendale, Nevada is little more than a freeway exit and gas stop. Dusty and deserted, not many people stop there, in spite of its inviting name. There is neither a glen nor a dale. I was expecting more than this but that's one of the vicissitudes of this type of journey. I checked into



times when the freeway bypassed it. Now Route 66 nostalgia has prompted a comeback.

Past Seligman, the tenor changed dramatically. It was a beautiful Saturday afternoon and they were having a Cruise-in on old Route 66. This consisted of caravaning a few miles, parking your ride to show it off, check out the others and socialize, then driving to the next gathering.

Everybody in Arizona was there! I passed 20 cars before I realized this, so I

another Hobson's Choice hotel and attempted to locate a restaurant. It had been a long day. I found a combination diner/general store nearby. I was the only person in the place and, as I ate, the owner politely inquired after me.

"I've bought a car and I'm driving it home," I replied.

He tended to his business in back, but returned in five minutes. "You didn't tell me it was a Porsche!" Apparently the marque's reputation extended even there. Back at the motel, one of the staff stared

happen to me if there was a radar cop nearby?"

I backed off. The manufacturer lists the top speed of the 968 as 156 mph; I have no reason to doubt it.

Nevada is fast-driver heaven. Gambling profits keep the roads in exceptional shape; by far the best of the trip. Clean and green, they were lightly traveled and even more lightly patrolled. The long distances and lack of habitation made higher speeds necessary to get anywhere. I saw one other vehicle all morning.

ry overload. Another fruited plain (yawn), more purple mountain's majesty (ho-hum.) The sky was achingly blue and the sun made everything sparkle. Actually, "fruited plain" is not entirely accurate; the harsh, beautiful environment wouldn't support much life, but reminders of the area's mining history were common. I still had this nagging feeling I was unable to truly appreciate the amazing panorama which surrounded me. Nevada is a long state, so I had ample time for such restful contemplation. There were different scenic routes to

take; I chose one which led me closest to Winnemucca, my destination for the day. After another short freeway jaunt, I arrived.

Winnemucca was a pleasant surprise. I found both the best and cheapest hotel of the trip right downtown. Gambling money at work again; I felt slightly smug to have my room subsidized by the suckers. I checked out the casino but didn't participate; I only gamble with my life.

Day 6: Winnemucca, NV to Vancouver, WA

As I crossed into Oregon, it began to rain heavily - the first rain I'd seen since Oklahoma - and I knew I was getting closer to home. It seemed ludicrous for it to be raining so hard in the high desert. It also seemed ludicrous to have a speed limit of 55 in such empty country. (Up 'til then, I'd been cruising at 75 or 80 without giving it much thought. Somehow it seemed risky to drive so far above the posted limit) But driving in such a high-profile vehicle, I started watching the speedometer, keeping it under 70.

Shortly afterwards, a pickup with Utah plates and a bed full of furniture breezed by me at 80, so I kept it in sight and paced it. If anyone was going to get nicked for 25 over, it would be him. He turned off after a while and I slowed back down. It takes a long time to diagonally cross Oregon. The traffic was almost as light as in Nevada.

continued on page 18



appreciatively and asked me how much it cost. An exciting Saturday night.

Day 5: Glendale, NV to Winnemucca, NV

Around seven AM on a Sunday morning I took off, feeling pretty comfortable in the car. The road was arrow straight, flat, freshly paved, and deserted. I decided to see what the car could do. (What Would Dogbert Do?) I put the hammer down. In no time, I was going 130 mph, by far the fastest I'd ever traveled on wheels. My eyes were wide open, but the Porsche is made for speed. I didn't feel nervous, just comfortable and stable. There were lots of revs in the accelerator pedal. Only the rushing wind betrayed the velocity as I hurtled onward.

I felt excited and relaxed at the same time, but at top speed my mind started playing weird what-if games. "What if something breaks out here in the middle of nowhere? What if there's a hidden road hazard I don't see in time? With no fences lining the road, what if a crazed rabbit or deer crosses in front of me? What would

I can't vouch for the effect of the P-car on the general populace but I can say I was a star to teenage boys. Four of them in a Honda followed me around a restaurant parking lot in Ely. They piled out, still in prom tuxedos, and inundated me with questions, mostly with the intent of wangling a ride. I demurred and, for an instant, the cajoling took on the edge of a threat. They were good kids, though, just wired from being up all night. One even told me the best place in town to buy gas. (Turned out his father owned it.)

As I refueled, the attendant asked me how fast I'd driven the car.

I replied, "Coincidentally enough, this very morning..."

He whistled. They probably see about as many Porsches in Ely, NV as in my hometown.

For the rest of the day, I crossed the great basin in splendid isolation. The surroundings were magnificent in their austerity. The trouble was, after three days of non-stop spectacular scenery, I'd hit senso-

The 2002 Sunriver Exotic Car Show

By Stacy Snider and Steve Germany

This has been our first year as members of the ORPCA and we have been to a half dozen events including the Burrito Run, some autocrosses, and our favorite - the Half a Mille Miglia. Right up there with the Half Mille, though, is the Sunriver Exotic Car Show. This year was the 7th edition of this event, and it started a few days early for us.

Our biggest obstacle was figuring out how to fit everything in the car including golf clubs and tomatoes from the garden. We figured this was a warm up for our next road trip.

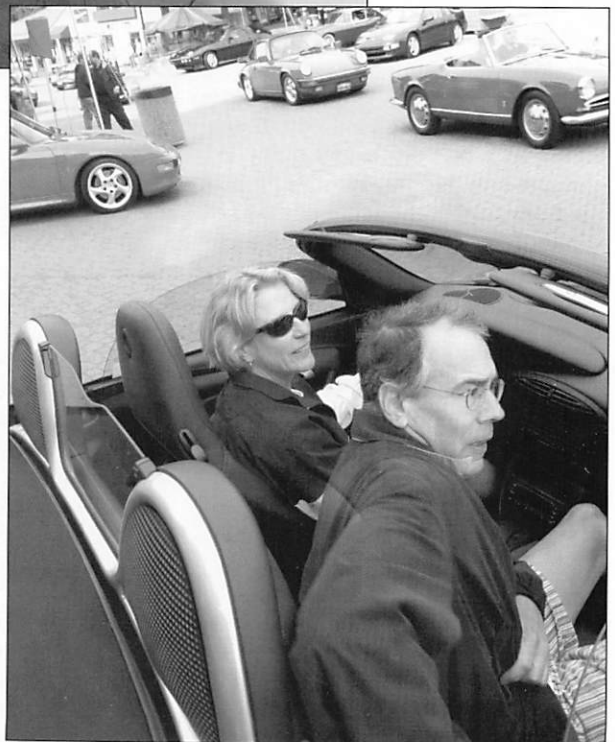
We made the drive over on Wednesday and met up with Ernie and Pat Brawley and Walt and Sheri Tabrum from the Mercedes Car Club at a rental house we shared for the four nights we stayed. The past few years we have represented the Mercedes club, but this year we showed up in Steve's 2002 Porsche Carrera Cabriolet. We chose Hwy 20 to venture over the mountain pass that allowed us to enjoy a few more curves than the usual Hwy 22 from Salem and were blessed by low traffic and no motorhomes. The mountains had a few cold nights and the beginning of fall colors speckled the trees along the roadside. The drive was absolutely beautiful and exhilarating, as are all the miles that have been put on the Porsche.

Thursday was a warm up to the annual Golf tournament with the Brawleys. We ventured off in the Brawleys' pick-up truck because their golf clubs don't fit in their MB 300 SL. We had a 9:40 am tee time at Lost Tracks and by the end of 18 holes we were becoming wary but had played very well and had a great time. After returning to our rental for a beer and a lite lunch, the whole group took a leisurely bike ride along the Deschutes River and up to the lodge for ice tea; well actually we enjoyed Long Island Ice Tea. Very refreshing. The next day we played the golf tournament and then went to the Friday evening registration and reception

at Marcello's. Many people from the event chose to eat dinner at the restaurant; others enjoyed wine and calamari in the lounge.

Saturday morning the car show began in the Sunriver Village Mall. There were over 60 cars including Ferraris, Porsches, BMWs, Mercedes, Corvettes, and Jaguars ranging

over many years. Everyone attending was asked to submit a People's Choice. The event included judging cars for concours judging and those for show only, and 4 people were chosen to judge (because they were standing in the wrong or right place at the time depending on which judge you asked.) The show wrapped up about 3 pm and the next event to follow was wine and cheese at John Draneas' place. This gave everyone time to enjoy some great



Top: Strolling musicians from the nearby Mexican restaurant provided subtle background.

Above right: Gordon Joelson's stunning electric blue Vette

Above: BMW Isetta

Right: Kathleen & Bob Ellis rented a Boxster for the Sunday dash.

wine, relax, and get to know some of the people involved in the event.

Saturday night was a buffet dinner held in one of the Sunriver Great Hall side dining rooms. The room was filled with conversation and John Draneas was the master of ceremonies. He announced the judges and the categories they had chosen. The judges also handed out bottles of wine.

The following were given awards:

- Vintage Driver1959 Mercedes Benz 300 SL
Ernie and Pat Brawley
- Vintage Show1961 Blue Corvette
Gordon and Elaine Joelson
- Bad Boy1996 Yellow Lamborghini SV Diablo
Lloyd Bandle
- Grand Touring1971 Jaguar E-Type 2+2
Rick Martin
- Car Judges would like to drive home2002 Yellow Ferrari 360 Spider
Page Stevens
- Old School Bad Boy1989 Dark Blue Porsche 930 Cabriolet
Doug Dense

On Sunday morning we met back at the Sunriver Village Mall for a short driver's meeting and to receive some last minute instructions. Although we drove many of the same roads as last year, the talk was that the beginning of the route would be less confusing so that no one would get lost. That proved to be a challenge for the organizers with road construction in the southwest Bend area. It seems that many of us would end up in the Safeway parking lot without good, clear directions. But thanks to locals Jill and Jay Audia (who own the Country Store in Sunriver), they made sure we knew which way to go on all the three roundabouts, so everyone found their way to Shevlin Park before heading out on a tour of the countryside and through the Cascades. The tour included a stop in Sisters, an exciting drive on Hwy 242 (which is even better going uphill instead of down), and an attempt at a group photo at the Dee Wright Observatory. Then it was off to a BBQ lunch at the historic McKenzie Bridge Log Cabin Inn to take in the sights, sounds and smells of the river.

There was something for everyone this past weekend, as with many of the Porsche events. So next year come out and enjoy a relaxing weekend with some friends and enjoy the beauty around Sunriver and Bend. ☺

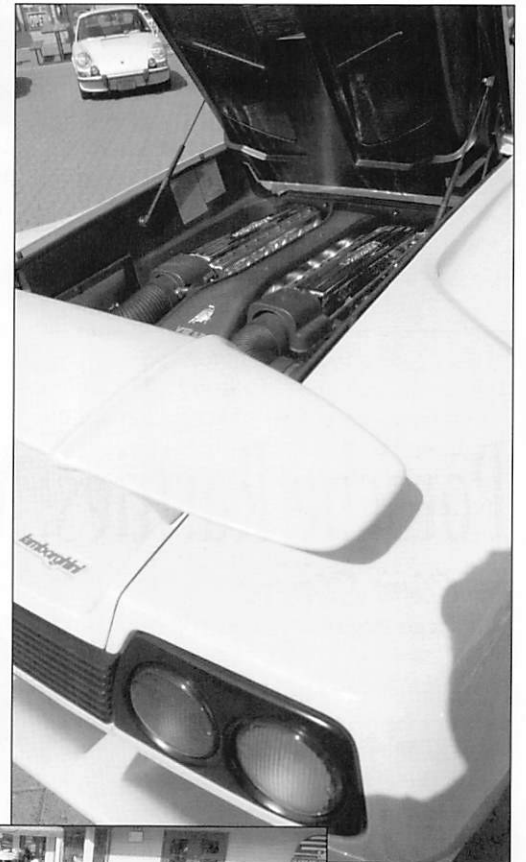
Right: Lunch at the Log Cabin Inn, riverside and under perfect skies was a delightful break after a sporting drive through Central Oregon's lava beds.

Below: The capable and stunning Maserat, available for test drives courtesy of Ron Tonkin Gran Turismo.

Below right: the devil's powerplant.

Middle: The Palmers consult as they plan the route home.

Bottom: Morning pow-wow before the Sunday dash.



Safety and Tours

By Tom Comeau

San Diego Region (from THE WINDBLOWN WITNESS)



Tours are among the most pleasant and laid-back of events that we generate, and as such they are not usually thought of as events that worry the Safety people.

Many recorded instances of "hairy events" by various clubs and regions within our own club indicate a need to take a closer look at these seemingly low-risk events. They can quickly turn a beautiful outing into a minor nightmare.

The "need for speed" is the most common problem when assembling a group of enthusiasts for a run around the countryside. It's easy to fall into a careless mindset when you're out in the 'boon-docks,' away from heavy traffic — where each turn issues a call for you to prove what you can do with this baby of yours.

Aside from the fact that you can't very well observe the territory at imprudent

speeds, which is the real business of tours, it's also the very worst venue for careless driving. In most cases, the driver is lured by the challenge of the "twisties" (a charming Brit term) without being familiar with the layout of the road. This is a recipe for disaster.

The disaster is in the form of oncoming traffic, which is unprepared for one or more speeding club members who, because of their excessive speed, may be well over the center line. You only have to witness this episode once to become a believer. Many events have been marred by careless driving. Many people (yes, some even in this region) have decided against future participation in what should have been a pleasant event. This, because of their experience in a tour that was not well-regulated. Tour chairs need

to be rigid in their enforcement of speed control, and members need to bear in mind that these tours are not competition events.

Most region By-Laws state "The General Objectives of the Club shall be to encourage the highest standard of safety and courtesy on the highways..." That's fairly direct and to the point.

We have all probably witnessed violations of these standards. No momentary thrill of the chase is worth the heartbreak of injury or worse. Let's enjoy our cars, our tours, and the camaraderie of like-minded people.

Even when on a tour, you represent the the Porsche Club of America. Let's show pride and maturity to the general public.

Porsche Rarities: Windshield Washer Powder!

by Chris Stavros

San Diego Region (from THE WINDBLOWN WITNESS)

This tiny little blister packet of powder (approximately 1" x 2") was usually found tucked underneath the elastic band of the glove box door on all Porsche cars from 1958 to 1971. The powder inside was used as a mixing agent and blended with water to make up the windshield washer solution that feed the squirter. Most have either been used or thrown away, but a few still exist in show cars today. So small and translucent, these little gems can still be found lodged underneath rubber floor mats, in kick panel pockets or any other place not often inspected or cleaned. Take a look around your car, you may just find one like I did recently.



If you have questions regarding this item or other pieces you might have that you'd like information on, please don't hesitate to call or email me.

Chris Stavros: 356Chris@compuserve.com

Volunteer Appreciation Appreciated

by Kate Ayers

Summer couldn't decide whether to cede to Fall or strengthen its reign. So amid sunbreaks, a sprinkle cut the dust once or twice at Cook Park in Tigard. Soccer teams of three-foot high players spilled out onto every green space, while dog walkers (and puppy runners like Patricia Jolly, with her new silver point beagle creature) intermixed.

My husband Jim and I showed up for the festivities - and the food. We'd been promised hamburgers and hot dogs, with condiments that, properly heaped on, will run down your arm and drip right off your elbow. The lure of grilled meats, Fritos, mayonnaise-thick salads and gooey desserts with cold beer and a choice of wines was too much to resist. The only thing missing was Cheetos.

Now, we're new to the club (this being our first year), but the participation of a core group of members astounds us. The picnic boasted a very fine attendance, even on a day threatening downpours. We milled around among the volunteers putting on the gala to thank the volunteers. (Porsche owners will use any excuse to get out and drive their cars, I guess.)

One meat patty was sacrificed to the bees, but the rest of the beef and garden burgers crowded on the grill beside plump frankfurters, with an aproned Don Stroum manning the spatula quite handily, assisted by a very able Carol Beutz. Cheese melted over the tops, down the sides and onto the coals while hungry, bun-wielding folks lined up for the goodies.

As you can tell, I came to indulge in the edibles, but the day was about more than that. President Clinkinbeard conducted a drawing for prizes. Some thought it might have been rigged, but hey, we won so we're not complaining. Jim held a winning number, scoring a bottle of red wine, pretty much the perfect bonus for us. (We finished it off before the night was over, thank you.)



While much more went on over the three or so hours of partying, I can't relate who did what. I saw lots of people having a good time, but names don't come readily to me — yet. We figure we'll just have to keep volunteering so we can get to know everyone - and be invited back for another fun day on a lazy summer afternoon. ☺



Burger-flippers, dog-turners extraordinaire, Oregon Region board members serve up a tasty picnic lunch in appreciation of the contributions of the club's members.

Michael's Odyssey

continued from page 13

Bustling suburban Bend gave me culture shock. It seemed like a long time since I'd felt such chaotic energy and it seemed so foreign after the solitude of the previous days. There was so much traffic! I refueled where a group of motorcyclists were doing likewise. We eyed each other amiably, our bug-spattered steeds and out-of-state license plates identifying us as fellow road warriors.

I was no longer in terra incognita. The scenery, although very nice, was somewhat familiar. Wide open rolling terrain, cultivated fields instead of desert range land. I approached a double-trailer semi at the bottom of a long winding hill and moved over to pass; no way I wanted to be stuck behind him. I did this with alacrity, as the broken yellow line on the road was running out. I pulled back in and, just as I released the accelerator to return to cruising velocity, there sat a state patrol car hidden by a curve in the road. He whirled about and chased me down, the catch of the day.

As he was carefully investigating my lack of registration and insurance slip, I pondered the irony that this occurred in

the only state in which I was careful about my speed. The irony was lost on the patrolman, a pleasantly dogmatic young man. I don't argue with policemen, not even to point out that everybody exceeds the speed limit when he passes.

He said, "I know this car is capable of going much faster, and you were slowing down, but the radar locked onto you at 83 mph, so I'm writing you up for that." He's an expert on speedy cars. The public's safety was being protected.

That pretty much ended my trip. As I motored northward (at 62, lest I hold up traffic), I realized that my change of mood wasn't so much due to my exposure to law enforcement or even the gray, showery weather, but rather because my dream trip was almost over. I was leaving behind my carefree, vagabond existence of the previous four days at least, and returning to my boring life with its dull, quotidian concerns. How quickly the time passed.

By the time I reached the Columbia River, it was raining again. I'd planned to cross over to Washington and end the journey on SR 14, a very nice sports car road, but it's often busy and the rain was really coming down. I doubted I'd enjoy it, so the final miles clicked by uneventfully in a shower of spray on the interstate. I

stopped at Mosier for ice cream, but the place was closed. That's about how things went for me that last day.

I pulled morosely into my driveway, to a wife who seemed disinterested both in my return and in my vehicle, but maybe that was just my perception. Obviously I wasn't away long enough for her heart to grow fonder. It was the low point of the entire journey. I never did play a single CD during the entire 2,770 miles.

On the other hand, my ordinary life is a little less ordinary, now that I own a Porsche. Every time I turn the key, I get a thrill, like something deep inside me is also achieving ignition. We have liftoff. I am in a different world; just driving it gives me pleasure, even on the most mundane of errands. Highway ramps are a special treat. I still turn around for a last look whenever I park it. I feel I'm in on a secret known only to a select few. These cars are magic carpets. A vista of endless possibilities, of roads stretching to infinity, appears every time I sit behind the wheel. This potential exists for every car, of course; I am just more aware of it in my Porsche. It makes other cars seem so ordinary. It makes me want to be a better driver. I know it is just a machine, but oh, what a machine! ☺



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From the President

continued from page 4

auction for charity. Debbie and Sue Blanchard are planning a great event so get your RSVPs in as soon as you can. Your BOD has authorized a new beneficiary this year - The Camp Quality Oregon. This program provides an excellent camping experience as well as some companionship for young cancer victims. Region member Chris Greenwood is deeply involved in this all-volunteer effort and the BOD believes our contribution will make a difference. We will also continue our support for the Rafael House, a shelter for battered women and children, as we have in the past. So this is a lead in to an introduction to the ORPCA charitable trust, which is the channel through which our club's charitable giving is handled. The Trust was established about four years ago by the BOD led by John Draneas and seeded with \$10,000. This was a portion of the proceeds from the 1995 Parade this region hosted. Over the past four years the BOD has grown the trust from its initial value to about \$18,000. Some of the growth comes from charitable events like the Holiday Party silent auction, the rest is from earning in our portfolio. Each year since its inception the trust has distributed steadily increasing amounts to our charities. The BOD's long-term goal is to grow the trust to a point where we can make regular sizable contributions to a local charity. This of course takes time and solid investment discipline as well as contributions from the membership. The overhead costs of maintaining this trust are very low and paid from the earnings of the trust rather than from club coffers. This year we made donations of \$1,500 each to both Rafael House and The Dougy Center, up \$300 each from last year. We are hoping to increase the charitable distribution this year to our two worthy charities and we are counting on the membership to step up to the challenge.

The Sunriver Exotic Car Show tour and picnic organized by John Draneas was outstanding. The weather was wonderful and the roads allowed some fine driving and great scenery followed by an excellent BBQ lunch on the banks of the McKenzie river.

We held the Volunteer recognition picnic in August and had a great turnout. Some 60 volunteers turned out for this event and a good time was had by all. All it takes to be invited to participate in this exclusive event is volunteering to help with an event or writing an article for Anzeiger. Carol Beutz, Debbie Clinkinbeard, Jeff and Jeanie Gretz, Sue and Ken Blanchard and Don Strum made this event exceptional. If it had been left up to me we probably would have had hamburgers and beer only (you know, guy food...) As it was, they improved on my original idea by a factor of 10. My thanks to all for making this first time event a success.

All for now,
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MISC FOR SALE

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Catalytic converter to fit 1982 911sc, new our used in good condition, **Tom Williamson** (503) 621-3276 or twilliamson@pmtsc.com 12.02

Oregon Region grille badge in good condition. **Peter Linsky** 503.644.2709 linsky911@attbi.com. 11.02

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

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Hm. 503.521.9413
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Board Members at Large

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3103 NE Rocky Butte Rd.
Portland, OR 97220
Hm. 503.257.9912
RASironen@qwest.net

Don Stroum
4040 Imperial Dr
West Linn, OR 97068
503.722.1350
dstroum@attbi.com

PCA Zone 6 Rep

Dick Grant
253.813.1930
woosh@aol.com

Circulation/Membership

Russ & Sharon Pascoe
503.362.1145
russpascoe@hotmail.com

Goodie Store

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Webmaster

Larry Rinehart
503.849.6948
l.rinehart@verizon.com

-Anzeiger-

Managing Editor

John Draneas
503.639.4036
draneas@teleport.com

Executive Editor

Sue Hodge
503.518.9203
sghodge@bctonline.com

Assistant Editor

Gregg Hodge

Production Editor

Chris Greenwood
503.460.9494
chris@chrisgreenwood.com

Scheduling Editor

Susan Falleur
503.653.7691
HouseofFalleur@netscape.net

Classified Editors

Kirsten Fasching & Craig Oty
503.232.4892
anzeigerclassified@earthlink.net

Sales Manager

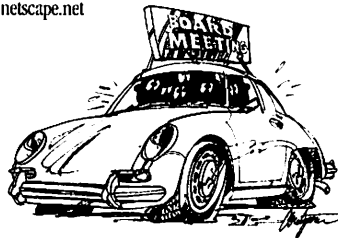
David Williams
360.897.1183

Asst. Sales Manager

Bob Falleur
503.653.7691

Contributing Editor

Peter Linsky
503.644.2709
Linsky911@attbi.com



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

Missing your board meeting minutes? As we develop new communications strategies, some

items typically published in the magazine will find themselves on the club's web site: oregonpca.org.

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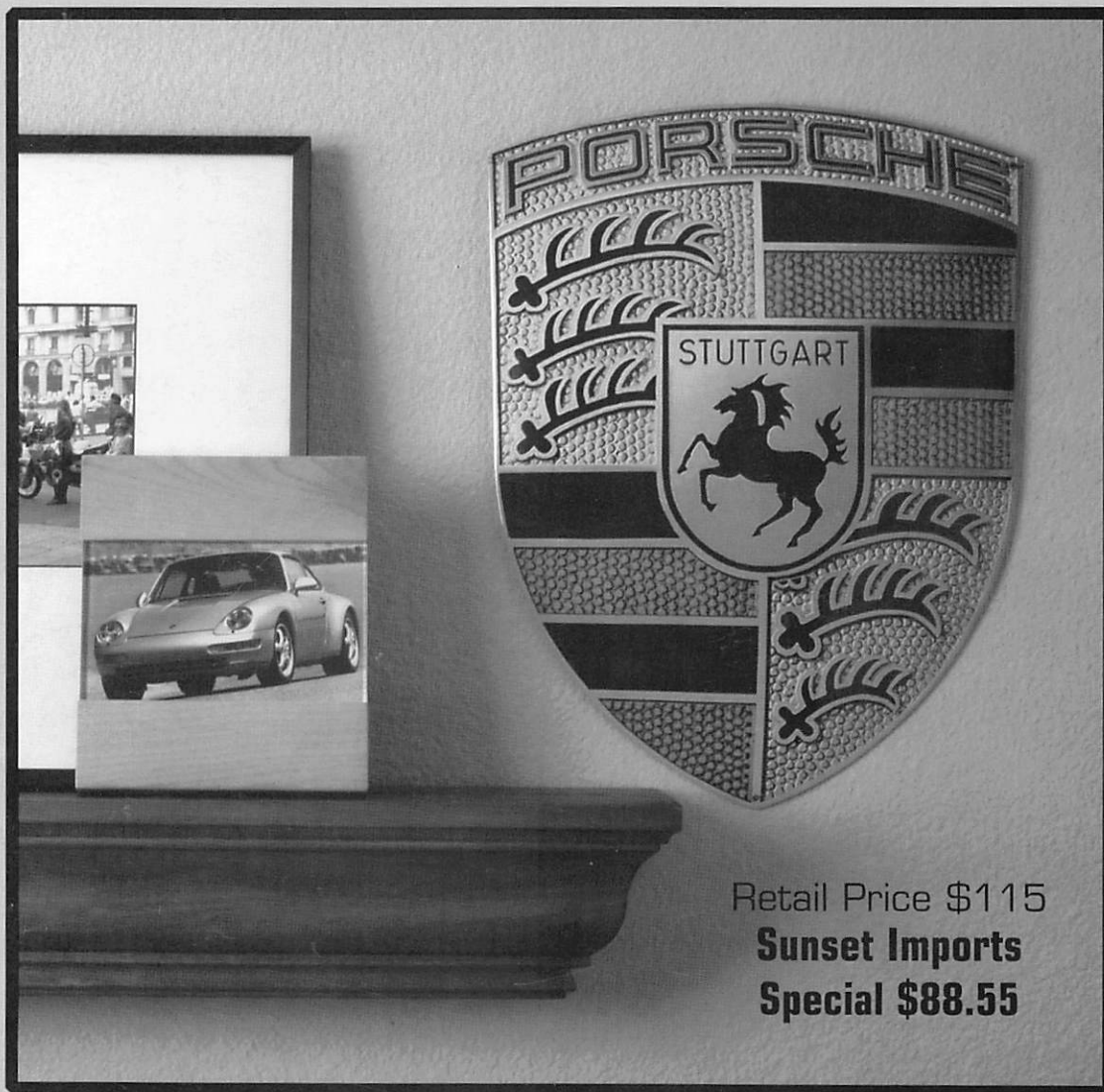
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