

Oregon Region Porsche Club of America
November 2003 v43-n10



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



'03 Turbo



'03 Cayenne S



'63 356B

New

'03 Boxster Black/Black	\$49,340
'03 Boxster White/Black	\$45,815
'03 Boxster Silver/Black	\$48,815
'03 C2 Cpe Midnight Blue	\$88,610
'03 C2 Cpe Seal Gray	\$75,390
'03 C2 Cpe Black/Black	\$76,965
'03 C2 Targa Silver/Black	\$87,460
'03 C2 Cab Silver/Gray	\$86,455
'03 C4 Cab Tip Black/Black	\$97,845
'04 Cayenne S Titanium	\$59,550
'04 Cayenne S White/Sand	\$59,425
'04 Cayenne S Black/Black	\$62,030

Used

'89 Speedster White/Tan 11k Miles!!	
'97 Boxster Zenith Blue 16k miles	\$23,888!
'99 Boxster Zenith Blue 8k miles!	\$29,998
'99 C2 Cab tip Silver 23k miles	\$59,995
'02 C2 Cab Silver 11k miles	\$79,995



www.carreramotors.com Bend, OR 541.382.1711

Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v43-n10

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Anzeiger

2003
NOVEMBER

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Cover image: Earl Green conceals himself at the third checkpoint during the Regularity Rally, the third in a series of Fun Rallies designed to percolate interest in the sport.

Photo by Chris Greenwood



Don Clinkinbeard
FROM THE PRESIDENT

per the new bylaws, as past president. Now don't get me wrong, it has been really fun — most of the time anyway. But I'm looking forward to directing my energy and creativity to establishing new events for our entertainment. I will certainly stay very active in our Drivers Ed program and hope to establish the Drivers Skills clinic as a more than once per year deal. A Drivers Ed instructor development program would also help out our program, providing you with even better quality

Well, here we are on the home stretch for the year. The nominating committee (John Draneas, Jeannie Gretz and me) has selected the slate of candidates for your consideration. We did not receive any nominations from members this year. We feel this slate is pretty complete. We have lots of club experience on it and the folks that are serving are enthusiastic. I'm glad to say that I'll be serving my last year as a mandatory member of the BOD,

instruction as you pilot your charging station around the track.

Jim Ayers and I were talking at the Volunteer Picnic about doing a series of technical articles (a suggestion by one of our readers) next year on drivers ed car and driver preparation over the winter months. This could be a real good thing and entertaining to boot. There are endless possibilities for continuing to develop and improve our program.

Speaking of the Volunteer Picnic, Don Stroum and Debbie Clinkinbeard did a great job of putting this on. The food was

outstanding, the weather was perfect, and the venue was great. (We didn't know we would be treated to a live band nearby!) The only issue that I was aware of was we ran out of white wine too soon. Oh, well, some folks had to drink beer.

Yeah, I'm on a plane again traveling back from California. We just passed over Mt Shasta. What an impressive pile of rock. From this elevation you can see the old lava flows from the caldera and from the vents on the flanks of the mountain. Seems like I've seen this geography a bit too often. I flew over it yesterday too. But back to the task at hand. The Sunriver Exotic Car Show was fantastic. There were some 108 cars in the mall this year. I believe that is a record — by about 30 cars! The Sunday lunch dash was really fun, with lots of spirited driving on some outstanding roads.

On our way down to Sunriver, we had a wonderful tour through the Mt. Hood National Forest. Debbie and I were following John and Carlyn in their 356, a really pretty car from behind. Debbie said, "You are going to pass him, aren't you? I don't want to breathe the fumes from his engine the whole way." Well, after a few miles, she said, "Hey, John's car smells like espresso." The question of passing never came up again as we speculated on which Starbucks coffee blend John had added to his gas tank or if he was roasting the beans on the cylinder head. All in all, the trip

continued on page 27

Kate Ayers
FROM THE EDITOR



Heading into the dark and drippy part of the year, I look back wistfully on the fabulous days of September. We were blessed with days approaching 80 degrees for our Autocross, Volunteer Recognition Party and our Fun Rally. That's almost too much to ask for! We had another excellent turnout for the Autocross. Take a look at the results here and/or on the website. Plus the Sunriver Exotic Car Show boasted a huge display. And the picnic our Board puts on annually for the Club volunteers couldn't have been better. The food, the park, the weather, the music, the prizes - most importantly, the friends - well, it will be hard to beat next year. The Fun Rally, out on the country roads around Helvetia brought another respectable turnout. What fun. And if you've ever eaten a burger at the Helvetia Tavern, you know what a treat that can be.

And speaking of food, Jim and I missed the dinner meeting once again. September's was at Hayden's Lakefront Grill in Tualatin, a lovely setting. Fong Chong & Co. was slated as the site of October's get-together, a new place to me. This month, the Buffalo Gap will play host to our crowd. I haven't been there in years. I fervently hope to make it - and not just for the food, but to do a little nostalgia bit.

Now, if you have any great ideas for new events next year — or old ones you'd like to see revived — bring your suggestions to the 2004 Planning Meeting the 15th of this month. Help decide what you'll be doing next year.

And, finally, I hope you're preparing for another great Rainbonnet, held the 7th, 8th and 9th of this month. In addition to the usual terrific activities, Richard Puetz has put together a Ladies Tour of Portland, which sounds exciting. (No, it's not all about shopping!) And Hurley Haywood will be the keynote speaker at Saturday's banquet. This one's going to be hard to beat too! Hope to see you there.

OREGON REGION CALENDAR



November

- 1 Audi Track Day
- 4 BOD meeting
- 7-9 Rainbonnet 2003 (Including DE & Autocross @ PIR)
- 15 ORPCA 2004 Planning Meeting
- 19 Dinner Meeting
- 20 Anzeiger Editorial deadline

December

- 2 BOD meeting
- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline

DINNER MEETING

Club
Event

Wednesday, November 19

Buffalo Gap

6835 SW Macadam Ave
Portland, OR 97219
Phone: (503) 244-7111

Social Hour: 6pm
Dinner Served: 7pm

Order off the menu
No RSVP necessary

Please join other club members for a fun evening of socializing and dining!

Holiday Party Benefit Auction

December 6, 2003
Multnomah Athletic Club

Club
Event

Search around the business or home for items you can donate to our Silent Auction. 100% of the auction proceeds go to the club's Charitable Trust. The beneficiaries of this year's auction will be 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 new skills
- Matted or framed art or prints
- Rare wine, books, etc.
- New Electronics

Use your imagination to think about what you can contribute. Contact Gregg Hodge at 503.518.9203 for more information. Thank you!

For drop-off locations, contact:

Don Stroum (West Linn), 503.722.1350;
Ken & Susan Blanchard (NW Portland), 503.849.8297;
Don & Debbie Clinkinbeard (Beaverton), 503.356.1764;
Richard & Claire Puetz (Beaverton), 503.642.2777

2008 Holiday Party

Saturday, December 6

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 November 29

Questions: Sue Hodge, 503.518.9203 or

sshodge@bctonline.com

The Menu

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

Or

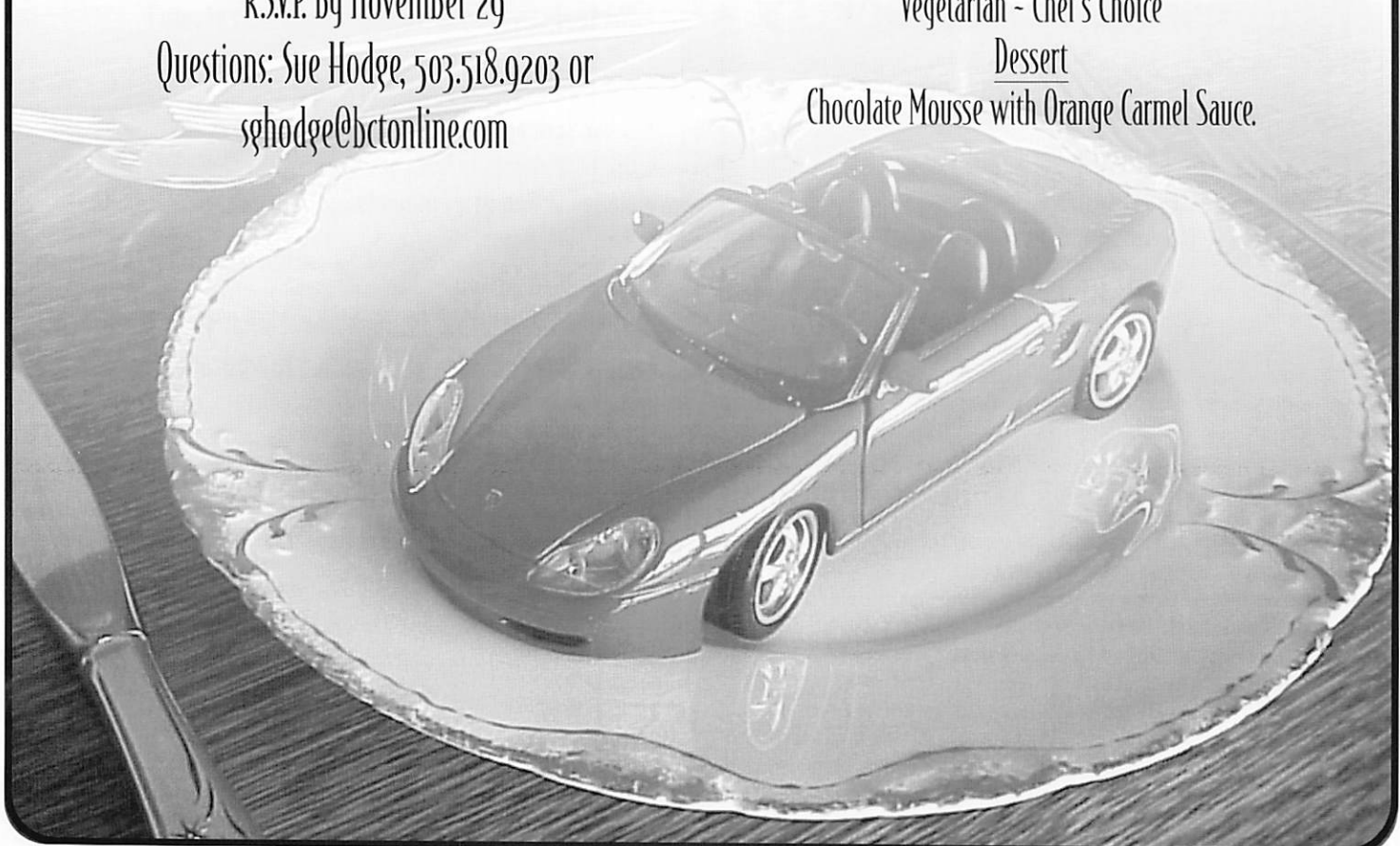
Grilled New York Steak, Caramelized Onions, Corn Whipped
Potatoes, Market Vegetables.

Or

Vegetarian - Chef's Choice

Dessert

Chocolate Mousse with Orange Carmel Sauce.



ORPCA Election 2003



Your Nominating Committee has selected the following nominees for Board and Officer positions for 2004:

- President Don Stroum
- Vice President Jeff Gretz
- Secretary Kathleen Ellis
- Treasurer Faryl Ammon
- Board Member At Large (one-year term) Bob Falleur
- Board Member at Large (two-year term) Chuck West

The election will be conducted by e-mail, and you should receive your ballot soon. If the Club's e-mail records are incorrect for you, *or if you would prefer to vote on a paper ballot by US Mail*, please contact the Club Secretary, Kathleen Ellis, at 503.720.0184 or Kathleen@kelandscapedesign.com.

Candidate statements from those available at press time follow.

Don Stroum

It is an honor for me to be a candidate for President of the Oregon Region. Mary Kay and I joined the Club five years ago after being Porscheless for several years. We had been PCA members in California for several years prior to moving to Oregon in the 1980s. Our experience with the Region in Orange County wasn't unpleasant but it wasn't a very active Club with many opportunities to enjoy the car or make friends. After joining ORPCA, we were amazed at the quality and quantity of the gatherings, tours, driving events and parties. We have made numerous friends and have certainly had a lot of fun.

My philosophy of a well-run car club is to have FUN. Having a good time is participating in driving events and social activities with other people who have a passion for Porsche. As a Board member at large during 2001, responsible for Rallies and Tours and your Vice President in 2002 responsible for Social Events, my focus has been on providing our Members with the opportunity to enjoy a variety of Club events that are safe, fun, and rewarding. As your

president, I will continue to manage an agenda in this tradition and, with your help and guidance, maintain the excellence demonstrated by our Region.

Jeff Gretz

I'm running for the office of Vice President. I've owned Porsches since 1970, been a PCA member for over 20 years and an ORPCA member for over 10 years. For the past two years, I've enjoyed being the Treasurer of ORPCA. My experience as Treasurer for two years will be of great benefit as I hopefully continue serving our club.

Bob Falleur

I'm a current Board member at large. This year has been a busy one for all. I've been to Europe on a fact-finding tour of museums, had major surgery, and have attended my oldest grandchild's high school graduation. My streetrod business is doing very well and we are completing our first Porsche restoration. Jeff Gretz and I hosted a bus tour to Tacoma that went well. I'm working on a tour for Fall with Chris Greenwood now. The board works well together and we have been able to move new ideas forward. The Anzeiger has never looked better, and the advertising revenues continue to increase. 2004 will be a great year for the Oregon Region Porsche club.

Kathleen Ellis

It has been a pleasure and a privilege to serve as Secretary on the Board this past year. In doing so, I have had the opportunity to meet many super people and the learning curve has been huge as well. This is one great club and it is the commitment of its members that makes it work. I would like to continue to contribute my time and energy to the club by again serving as Secretary for 2004.

** Please pre-register for this event at oregonpca.org **

DRIVERS ED/TRACK DAY

at Portland International Raceway

November 9

(Rainbonnet)

\$100
\$55/second driver



The DE/Track Day fee of \$100 is included in the full Rainbonnet registration. Please review information about Rainbonnet at our web site, oregonpca.org.

Please also review the rules & requirements listed in the DE/Track Day section.

Remembering A Friend...

By Peter Linsky



A major influence in my becoming the person I am today is gone. My brother-in-law, Dan Dawson, passed away in September, after a long and rich life that was deeply intertwined with the emergence of the sports car phenomenon in the United States.

Born in Canada, Dan moved to Indiana as a child where his family farmed and he went to school. WWII found him in the Army Air Force, flying over North Africa and later Italy as a radio operator and flight engineer in medium bombers. After the war, he moved to LA, became interested in photography and, with his technical knowledge, soon fell in with the sports car community, which was still in its infancy.

He began dating my eldest sister in the early '50s, and I can remember cramming myself into the tiny space behind the bucket seats of his '48 MGTC as the three of us buzzed around the southland, waving politely to occupants of other TCs, TDs, Morgans, Singers, Jowetts, and the like. (Jaguar owners never waved back, by the way.) Marriage and a growing family forced the sale of the little red MG

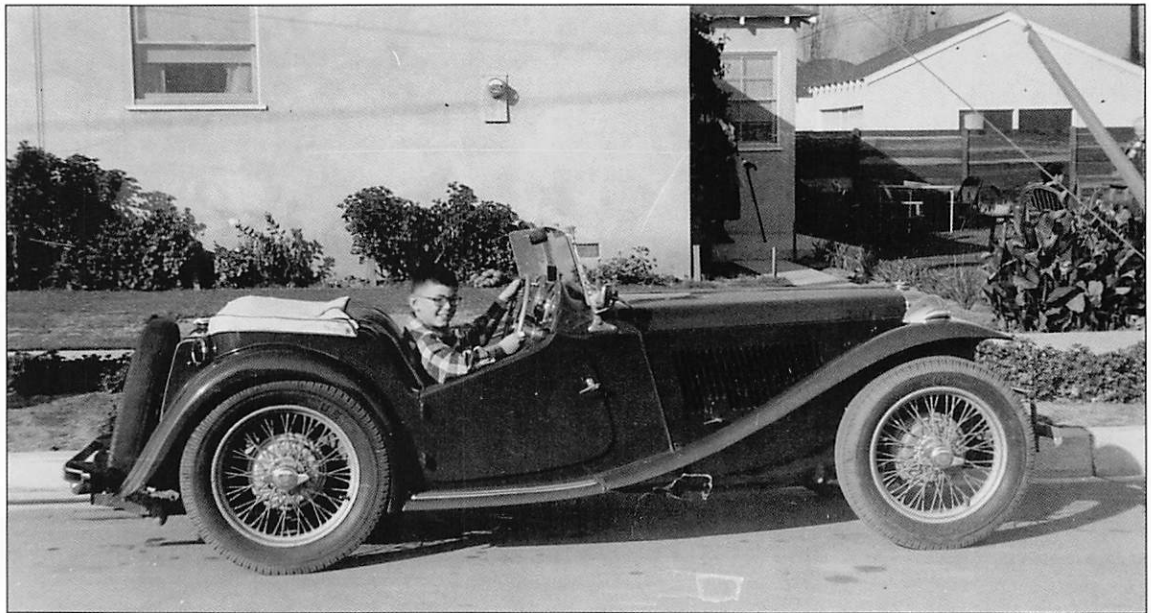
and, since he was a Brit at heart, that was followed by an elegant Primrose Yellow '48 Jaguar 3.5 three-position convertible with wire wheels and giant Lucas P-100 headlights. The Jag stayed in the family for almost 30 years, supplanted by Fiat station wagons and Volkswagens for commuting and hauling the kids around.

In that big yellow tourer, Dan, my sister, their first son, and I spent many happy hours traveling to sports car races at

tracks all over California, most of which now exist only in memory. The Dawsons' circle of friends grew to include Phil Hill, Richie Ginther, Dan Gurney, and others who rose to fame behind the wheel. Dan's weekends were often spent behind a camera, shooting Salon features for Road and Track magazine.

Photography didn't pay the bills, though, and Dan hired on as an engineer

Dan Dawson was a true renaissance man. He built modern furniture and his own stereo components, remodeled homes, enjoyed fine food, drink, and music, read insatiably, raised exotic plants, and nurtured four fine kids. He also started me down the road of appreciating and loving to drive fine automobiles, and for that, I'm eternally grateful. ☺



The author, age 9, tries his brother-in-law's MGTC on for size.

at North American Aviation, and then moved on to Rocketdyne where he worked on the X-15 high-altitude research aircraft.

Dan passed his love of photography and sports cars on to his oldest son, Steve, who finds time from his own busy studio work to shoot magazine features. He's been working on a definitive biography of Phil Hill, who became a close family friend.

Coming Events



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. 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.

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

Holiday Party 2003

December 6, 2003

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 your favorite Silent Auction items to benefit our charitable trust. This year we'll conduct an oral auction with a live auctioneer that we think you'll find entertaining.

Dinner will begin at 7:00 PM, with delectable meal choices & wine. New officers for 2004 will be introduced following the dinner. Semi-formal attire, \$50.00/person.

If you or your business would like to make a tax-deductible contribution to our auction, this is a fun way to make a charitable contribution and to help the Porsche club make its name as a good citizen in our community.

2004 Event Planning Meeting

Saturday, November 15 – 9:30 am–12:30 pm

@ the Sweetbrier Inn – 7125 SW Nyberg Rd, Tualatin, OR

Join us for a free breakfast as we plan the club calendar for 2004. Propose your idea for a new, innovative and fun event for the greatest number of club members to enjoy. Consider social events, public service activities or educational opportunities. We want to hear what you want to do. If you show up, you must participate. No freeloaders or wallflowers!

RSVP to Don Stroum: dstroum@comcast.net



Around the Region

By John Draneas

Let's start the column with the month's biggest news. I'm very pleased to report that the Oregon Region has unofficially been selected as the site for **Parade 2006**. The "unofficial" status probably needs some explanation. I recently spent two days with **Connie Waldrop** from the PCA Parade Committee, inspecting the Doubletree Hotels at Jantzen Beach and potential concours sites. All went well, and the Parade Committee seems ready to make it a deal. However, we can't become official until the final decision is made by the PCA Board at Parade 2004. I think we'll probably squeak by, as we will be the only region in the "competition."

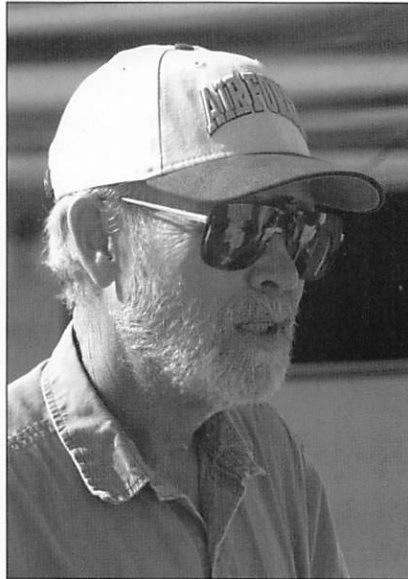
So, that means we really need to get started on assembling a **Parade Committee**. Time's a wastin'! If you haven't already contacted me, please do so and let me know what you might be interested in doing. We'll have lots of fun, get lots of fame, no fortune, but have a great time anyhow. We need a full assortment of Committee heads and a full roster of planners, and I really want to get as many ideas as possible about how to make this a memorable Parade. Please volunteer.

Lots of ORPCA members have new acquisitions, etc. to report about this time. Even though it was being held in his new neighborhood, **Michael Bartos** was only able to stop by the Sunriver Exotic Car Show for a few minutes, as he had to scoot to Seattle to pick up his new Labrador Retriever puppy. There are two new things at the **Arct** household. **Pat** is recovering nicely from the installation of a new hip, and is hobbling about pretty well. Her



Jack Arct

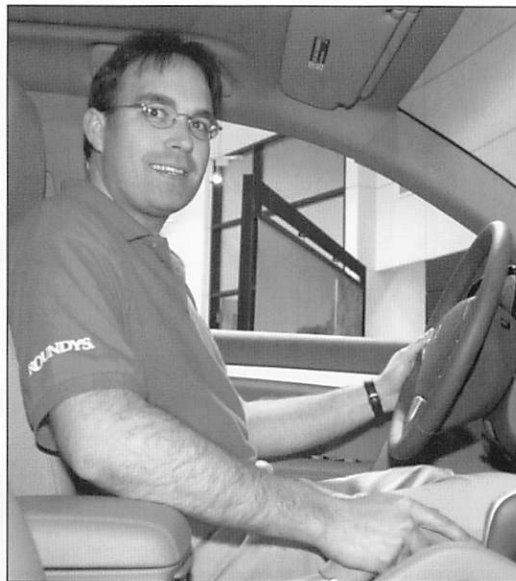
first major outing was the Sunriver Exotic Car Show. **Jack** is coming close to finishing a rebuild of the four-cam motor in his beautiful 356 Carrera. Seems that he wasn't quite ready to pull the trigger on the rebuild until he



Above: J.P. Stein

Right: Gregg Hodge

Below: Jeff DeRoos



received a personalized invitation to do so from DEQ, after someone sent them his license number along with a complaint about excessive smoke. **Lainey Pope** is sporting some new jewelry after **John Johansen** proposed marriage. He seems to have a new spring to his step.

Several ORPCAers have some fine accomplishments to brag about. **J.P.**

Stein won his class in SCCA Solo racing the other day. A 1948 Lincoln Continental Cabriolet that was restored last year by **Bob Falleur** won a first place in the Custom and Modified Car class, out of 19 cars entered in the class. **Jeff and Jeannie Gretz** took a first in class at Forest Grove with their DeSoto Pace Car. **The DeRooses** continued their winning ways at the Tampa Parade Tech Quiz. **Jeff** took 3rd place in the Men's Boxster and 996 class, and **Nancy** took 2nd place in the Women's C4-C2-993 class. And **Gregg Hodge** reports that he caught 90 lbs. of fish in a 10-day time span. Is he disabled again?

Speaking of Hodge, he must be eating a lot of fish and chips these days.



Gregg also reports that he spent a day installing a set of Webers on his Triumph. He says the power is much improved, it really jumps between 60 and 90 (he didn't say if that was mph or just seconds), it

now kicks butt on **Sue's** 944, and he plans to chase after some 911s. So why the newfound interest in repairing things British? He says he needed to get the TR running so that he could use it to teach his son, **Nick**, how to drive. That would make Nick the third one in the family to learn on this car. Good luck, Nick. This is bound to be, shall we say, an interesting lesson or two?

And finally, our sympathies to **Carol Beutz** on the death of her stepfather.

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



The Lincoln Cabriolet that Bob Falleur built.

Member Profile: Dan & Julie Jesse

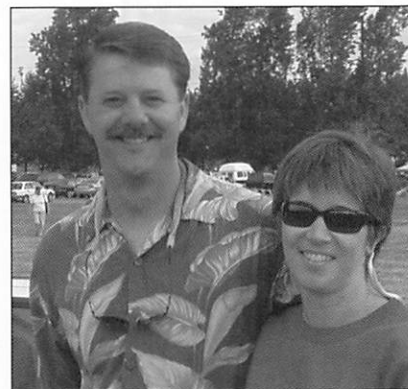
By Kate Ayers

Dan and Julie, members for a couple of years, married in their late teens (and don't look much older now). They both graduated from college (different ones) in Seattle, and remained there for a fair stretch of time. Mountain bike racing took up much of their off time, along with tandem bicycling, both on and off road - often racking up in excess of 300 miles in one week! They participated in the Seattle to Portland ride, finishing in one day, with an average of 20.0 mph. Then, as Dan puts it, "With a need for more speed, off-road motorcycle riding seemed like an obvious next step. Great acceleration, lots of adrenaline!" They picked up their first performance car, a BMW 325is, which was lots of fun in addition to having a plush interior. Julie wasn't quite ready for a Porsche at that point, scoffing at what masquerades as a back seat.

In early 1995, they took a big risk, quit both their jobs, sold their house in Seattle and bought a coffee shop in Seaside, which Julie runs to this day. Dan, after doing a major remodel on their home - and being raised by a builder - started a new career as a builder/remodeler.

They bought their first Porsche (a 1976 914) just three summers ago. It had a radical body kit installed, but not finished. Dan learned that it is far preferable to buy a finished project than doing it oneself! The next year they picked up their second Porsche (a 1975 911S with a 3.0L engine that had been widened to '75 Carrera specs). Both Julie and Dan enjoy this car's performance on the track and autocrossing. You can see the trend. By now, they were hooked. Just last year, they decided they loved the 911 style but wanted a car with more "creature comforts." A relatively short search brought them to their third Porsche purchase, a 1975 911 Carrera. More plush, yes, but not as much fun as the 3.0. As beautiful as it is, they are looking for a new home for it. They are expecting their new RS America by the time this goes to press, and hoping it will mesh the comfort and performance into one car perfect for the two of them.

With businesses that keep them hopping during the summer hours - sometimes late into the evening - they don't get much time to enjoy the Club's events. Last year just two events coincided with



their time off: the Braille Rally and the Burrito Run. Most recently, I ran into them at the Baxter Histories, which they scheduled a day off to come to. They would love to see more wintertime activities, during their "down" season.

While I know Julie's eyes light up in the company of beautiful cars, Dan left us with this quote: "I would consider myself to be car crazy. I just love them. I love their beauty. I love how they can make you feel. But, most of all, I love the way they sound. The sound of a beautiful engine is hard to beat."

Both Dan and Julie look forward to many more years of PCA membership, and cherish the friendships that they have made through "our mutual love of our cars." 🍷



Club
Event

ORPCA Autocross

November 9
PIR (Rainbonnet)

When: Registration 12:00 pm, First Car out at 1:00 pm.

Cost: \$25/driver
(included in the full Rainbonnet registration)
Fun Runs \$1/run as interest and time allows.

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

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

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

Forty Fast Years

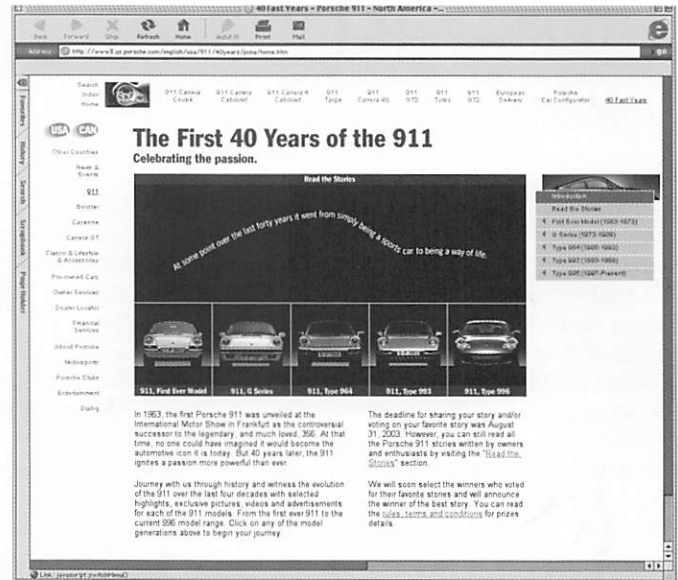
by Kate Ayers

Celebrating the release of the 911 forty years ago, Porsche.com has added a special website, <http://www3.us.porsche.com/english/usa/911/40years/pcna/home.htm>, to commemorate the birth of a great sports car. Browse pictures and read the history spanning five generations of this Porsche icon. Route the progressions from 911, through the G series, to the 964, 993, and ultimately the 996. Page through abundant photographs of coupes, cabriolets, targas and carerras. Unfortunately, the deadline has passed for submitting your personal stories and/or photos - which could have netted you publication of your essay and/or picture, plus transportation to the prize presentation. But the good news is you still have the opportunity to read some great tales of other Porsche enthusiasts.

For instance, check out Claire Orban's story of wanting a Porsche since she was

3 years old and ultimately finding the impetus to achieve her lifelong goal of owning a 911 after witnessing the attacks of 9/11 from a New York City suburb. She decided, "Life's too short not to realize your dreams." Or read Nicky the Snail's tale of why he wanted to go fishing but ended up with a 996. Or Peter Sierant's description of how he's come full circle now, with a Porsche poster on his son's wall. His mom tried to discourage him, suggesting the car looked like a frog. (I thought so too when I was young and naïve - but I thought it a darned lovely frog.) Then there's Roy

Obrecht who loves to drive out for fish and chips. My kinda guy! The point is there are LOTS of reasons people decide to buy a Porsche. It's like an addiction and reading their stories will reinforce you're one of an elite club, a club of folks with a passion for one fine car, even in its fourth decade. Check it out!



Governor Signs Bill Changing Oregon Interstate Highway Speed Limit

by Warner Lowe

On Friday, 26 September 2003, Governor Ted Kulongoski signed the much anticipated Legislative bill, HRB 2661B, raising the interstate highway speed limit. This legislation was passed by both houses and modified in Conference committee in late August.

Anzeiger herewith provides a summary of the bill provided by Dawn Phillips, Chief of Staff for State Representative Randy Miller. Of significant interest is the history of the current speed limit as shown in the Background section below. Crossing state lines on the same interstate highway produces a 10 mph increase entering Idaho and Nevada, and a 5 mph change entering California and Washington. Unfortunately, no direct interstate connection is available to the "Autobahn."

Specifically, the Bill authorizes the Department of Transportation (ODOT) to raise or lower speed limits on interstate highways if the agency has engineering and traffic investigations that justify the

change in speed; specifies an upper limit of 65 miles per hour (mph) for trucks and buses and 70 mph for other vehicles; limits differential between car and truck speed limits to 5 mph if speed limits on the interstate are increased to 70 mph for cars. Also classifies Violation of the Basic Rule for operating at speeds less than the designated speed but greater than a reasonable and prudent speed as a Class B traffic violation. And authorizes ODOT to arrange for vehicles to be taken into custody from the right-of-way of State and Interstate highways.

BACKGROUND: Federal legislation regarding speed limits was enacted in the 1970s in an effort to encourage fuel conservation. The federal law required states to adopt a 65 mph maximum speed on interstate highways as a condition of receipt of federal highway funds. Prior to that time, portions of Oregon's interstate system had posted speeds of 70 and 75 mph. The federal requirement was eliminated in 1995. Since that time, many states

have adopted rural interstate speed limits above 65 mph. Washington and California increased their rural interstate maximum speeds to 70 mph for cars (trucks - 60 mph in Washington and 55 mph in California). Idaho and Montana increased their maximum speed limits to 75 mph (trucks - 65 mph). In addition, some states have raised their urban interstate speed limits. Oregon has maintained the 65 mph (trucks - 55 mph) for rural interstates and 55 mph for urban interstates. HB 2661-B* authorizes ODOT to override current statutory speed limits on sections of interstate highways if, after traffic and engineering analysis, the agency determines an increase or decrease to be reasonable and safe. The bill also reorganizes and updates speed-related statutes and eliminates the statutory distinction between rural and urban interstates. Sections of the interstate that are currently under basic rule will become speed limit sections. The bill does not automatically increase any speed limits on the interstate.

MaryHill Hillclimb

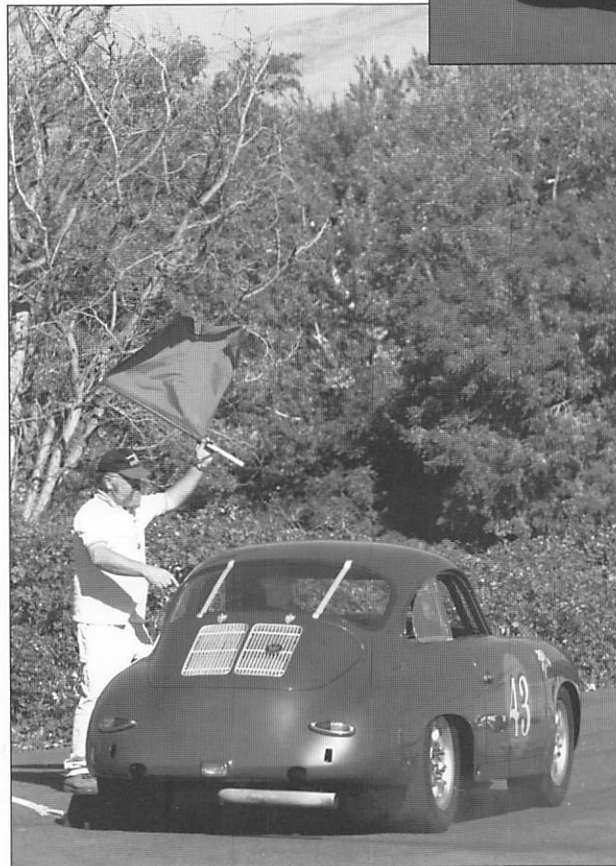
by Chris Greenwood



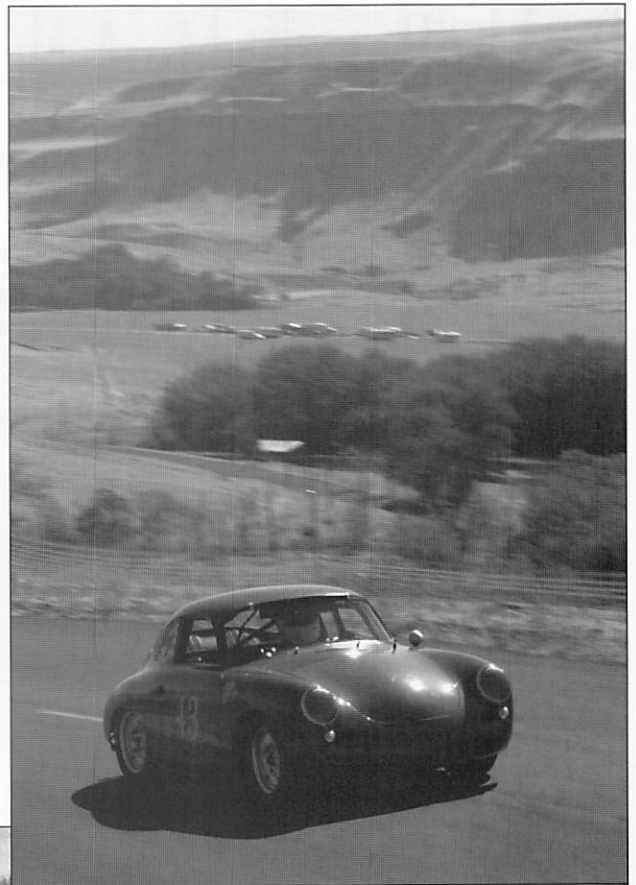
There are many hillclimbing events in the United States, most catering to modern cars on a combination of dirt and paved roads. Very few cater to vintage race cars, like the MaryHill Hillclimb sponsored by SOVREN, the Society of Vintage Racing Enthusiasts. This dramatic event is conducted on MaryHill Loops Road in Goldendale, Washington at the end of the Vintage Racing Season. This is an incredibly twisty paved road which snakes up the gorge canyon walls at a furious rate.

The cars you will find racing up it are the same ones you may have seen at other vintage races in our area, including the Portland Historic Races: Porsche 356s & 911s, Lotuses, Corvettes, Sunbeams, Alfa Romeos, Jaguars, MGs and many others. This year there was even a 1924 Bentley Speed which made it to the top more times than some of the other participants. Some of them still have their track gearing, but it is still very fun to watch them all squirting and sliding around corners with sheer drop-offs on one side or the other.

If you hunger for vintage racing that events at enclosed tracks just don't quite satisfy, you really must take in this event in 2004. The cars are on display at the MaryHill Museum on Saturday and they race on Sunday. Make a note to check the SOVREN web site in late September next year. Typically it happens on the last weekend in September when



the weather is still quite warm and dry in the Gorge. ☺



Top left: Gary Tisdale of Seattle, WA in a 1967 911 S gets the green flag.

Above, left: Jim Loveall of Edmonds, WA pilots an Emory Motorsports-prepared 1965 356 C.

Bottom: The 1924 Bentley Speed didn't have quite the snort that the younger cars have off the line, but it sure looked good going up and coming down the hill.



Daddy Bought Me A New Pair of Shoes

By ESCRGO • Photos by Chris Greenwood

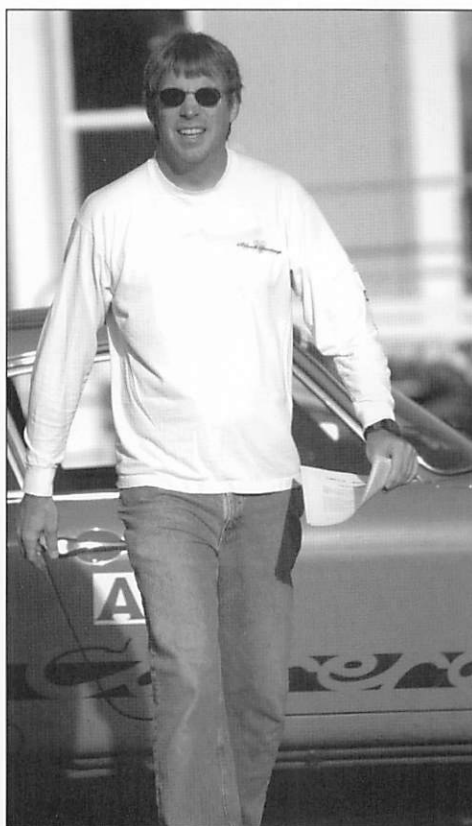
Did you ever run track in school, do a lot of hiking, stand on your feet for extended periods of time on concrete? If so, you know how nice a new pair of shoes made you feel. Run faster, trek longer or just stand around more comfortably. Seems my owner (I say this somewhat euphemistically) wanted to go faster in the autocross. Well, DUH, so did I.

Time for new shoes! The last two autocross events have been a break-in period for my new shoes. I feel pretty comfortable in them. Now if I could just get the "owner" to count two instead of three laps around, we might see some improvement in our times. Funny how us cars get so competitive.

Corvettes, Dodges, Spec Cars, Mazdas, Hondas, Toyotas and a ton of Porsches. What more could you ask for! The September autocross brought out another field of drivers and cars to test their mettle against the clock. Chuck West set a fast course with few cones and lots of room for speed. Some notable regulars to our events were missing due to the conflict with Cascade Auto Club's track event, going on at the same place and time.

A total of 42 drivers competed in the September autocross event and the total time differential between fastest and slowest was approximately 26 seconds. Any car reading this article knows that is a big gap in times. (We all know it is our driver's fault.) The nice thing is all of the cars were smiling, even if the drivers were complaining. I even saw a Mazda Miata — you know, the one that tries to look like a Jag — smile all the way out to I-5.

Seven of the top ten spots were taken by Porsche cars and their drivers. Particularly good when you figure this course was a good one for high horse-



power cars, 'Vettes and Vipers, none of which won. ☹️

Top: Steve Lougee
Above: Doug Skinner
Below: Chuck Jarvie



ORPCA Autocross #5: 'September 21, 2003 at PIR S PITS'
09/21/2003 Final Position Results

Pos	Class #	Driver	Car	ET
1m	3.5L 114	DOUG SKINNER	1973 911	66.194
2m	2.5L 43	CHUCK JARVIE	1994 968	66.369
3	9.9L 37	TOM KOTZIAN	2001 Z06	67.741
4	9.9L 21	CHUCK SPITTAL	1991 CORVETTE	68.631
5m	3.5L 14	CHUCK WEST	1974 914-6	69.143
6m	3.5L 2	JOEL SIEGERSMA	1966 911	69.560
7m	3.5L 107	STEVE DOWNING	1989 911	69.763
8m	9.9L 47	KEVIN NEARY	2002 996 TURBO	70.113
9m	3.5L 4	PAUL STEIN	1974 914-6	70.467
10	2.5L 109	TODD LEWITT	2004 WRX-STI	70.774
11	3.5L 89	CHAD EDWARDS	1974 911	71.627
12m	LADY 3	Katie Siegersma	1968 911	72.153
13	9.9L 110	BOB ANDERSON	2002 CORVETTE	72.402
14m	3.5L 1	DAVE NANCE	1985 911 CAB	73.573
15	2.5L 116	Pedrum Douraghi	1988 M3	73.704
16m	4.5L 49	SEAN NEARY	2001 C4	73.866
17m	2.5L 76	CHRIS REALE	1973 914	74.031
18m	3.5L 30	GREG JOHNSON	2003 350Z	74.184
19	2.5L 180	ALEX KNISS	2001 INTEGRA R	74.697
20	2.5L 115	DAVE BALL	1998 NEON	75.427
21	3.5L 80	LARRY KNISS	2001 BMW M3	75.518
22	2.5L 117	AMIR BASHAR	2002 325	75.856
23m	4.5L 48	TIM NEARY	2001 C4	75.910
24	2.5L 91	JON CRAWFORD	1990 ACCORD	76.084
25	9.9L 118	MIKE LEE	1994 VIPER	76.404
26	4.5L 344	JOSHUA SKINNER	1966 DART	76.705
27	2.5L 88	FORREST SEITZ	2000 MIATA	77.068
28m	3.5L 60	BOB GRASSO	2000 BOXSTER	77.184
29	2.5L 90	BRAD SNETHEN	1985 RX7	77.268
30m	3.5L 84	STEEVE LOUGEE	1992 968	77.407
31m	3.5L 8	BOB SCHATZ	1977 911S	78.203
32m	2.5L 112	Stewart Martin	2001 BOXSTER	78.448
33m	2.5L 106	DAVID SORENSEN	1974 914	79.164
34	2.5L 104	Chris Edwards	1984 VW GTI	79.193
35m	3.5L 36	JIM AYERS	1977 911S	79.550
36	3.5L 108	DAN WHALEN	2003 CAMRY	80.498
37m	3.5L 111	Chris Nordstrom	1979 911	80.902
38	2.5L 728	BOB KIVISTO	2001 GEO PRISM	81.105
39	2.5L 105	Bradley Snethen	1985 RX-7	81.378
40m	2.5L 56	BRUCE ALLERT	1973 914	82.025
41m	2.5L 17	HARRY DANBERG	1973 911 TARGA	82.284
42m	2.5L 34	JIM CHAMBERS	1974 914	82.739



My Other Favorite, uh, Wheels

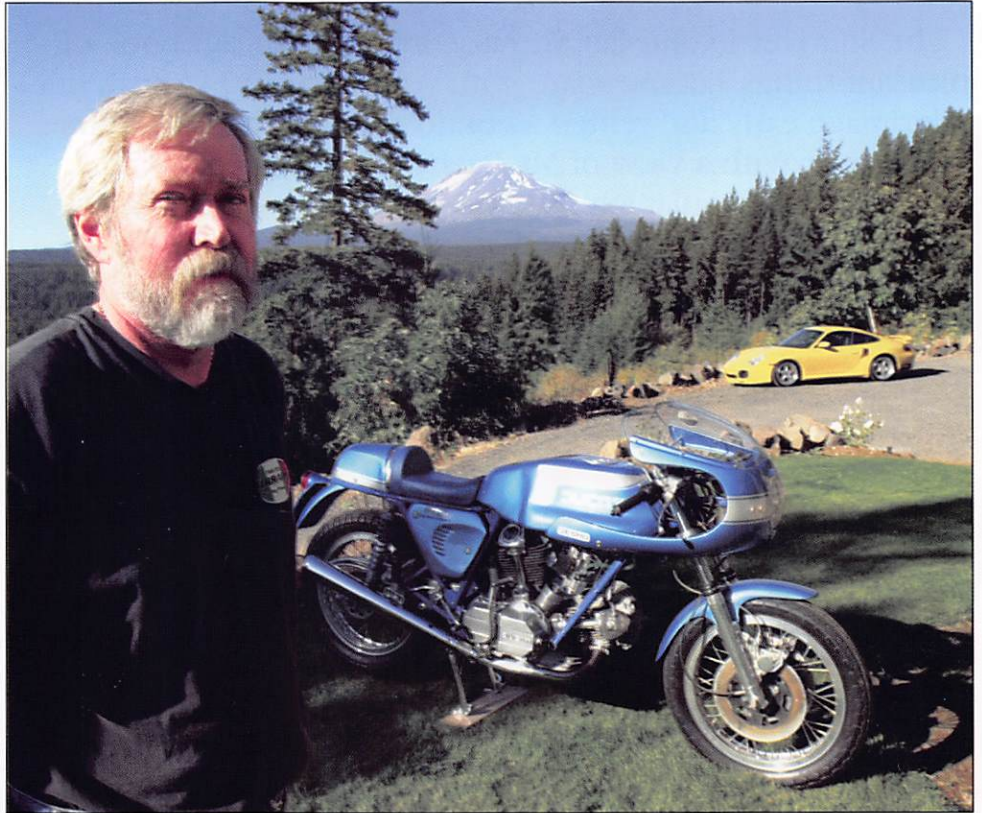
By Andy Jacobson • Photos by Chris Greenwood

The bike in the photo is my first Ducati. Though a few more have come to take up residence at our house, this — being the first one — will always have a special place. It is a 1981 900 SS Ducati. I bought it secondhand in a little shop in London when we were living there, around 1984. It is currently in its 3rd reiteration (redo?) from when it was stock. I've had the tank remade in aluminum, the wheels changed from cast alloy to wire wheels laced with stainless steel spokes and of course the engine got a few goodies on the inside as well as a few cosmetic enhancements on the exterior, one of them being the Gear-Gazer for the bevel drive.

I have always held a special feeling about Ducatis. I first remember reading about them in the bike magazines, and they were always raving about the handling and the motor. The sound that big 90-degree v-twin makes and the way it makes its power truly has to be experienced to be believed. Naturally, I also like the look of it. Even though it's antique in comparison to the present crop of high performance machines, it is still esthetically quite pleasing — and there are so many things to look at on it!

It is a lot of fun to ride, though the word "comfortable" is not a word that comes quickly to mind when thinking about riding. In fact, a club of sport riders that I sometimes hang out with (the Slimey Cruds, Madison, WI) have a motto that is quite apropos to a machine like this: Ride Hard, Ride Short! I once rode it from our house near London (UK) to Cologne, Germany, on a rather long Saturday. For the last half of the ride, I found myself trying to find a new riding position about every 10 kilometers, and I think that I walked funny for most of the next week!

Most of the bikes that I am lucky enough to have are customized to some extent like this one. It is the sort of thing that I find fun to do, and it sure does personalize them. It is a lot like the cars in our Porsche club, where it is difficult to find one that is absolutely stock. Having machinery that one can make a little more personal and special, and even form the basis for a group to get together and have a common bond as well as a good time is great fun!



Sunriver Scores High

by Marsha Rich • Photos by Chris Greenwood

The Sunriver Exotic Car Show scored high in our book of pleasant things. Let me share with you. Steve and I began our pilgrimage early and rented a condo right on the golf course in Sunriver. With a view of Mt. Bachelor, we reveled in the beauty of spectacular sunsets and stabled horses set free to run, roll and graze each evening.

We arrived ahead of schedule and took Thursday to go for a drive. These Oregon roads are so perfect for exceeding speed limits (on rare occasions of course) and letting the little 911 Carrera go. We had the good fortune to end up at Paulina Lake Lodge, where we met one of the owners, Karen Brown. The lodge itself is a must-see for those unfortunates who missed the car show this year. A delightful setting — a delightful hostess. And the Paulina Lake Obsidian Rock Flow is right on your way back to Sunriver. Take a hike!

Did you know Chief Paulina (for whom so much has been named in this area) was actually a bad seed who pillaged and burned out early Oregon settlers' homes? He stole cattle and horses too! He was a scourge on society. He finally died

by gunshot. One of the settlers (Maupin) had enough of him and caught him in his sights at last. The little town of Maupin was named for the local hero. Read more from the original newspaper clipping hanging on the wall at the lodge.

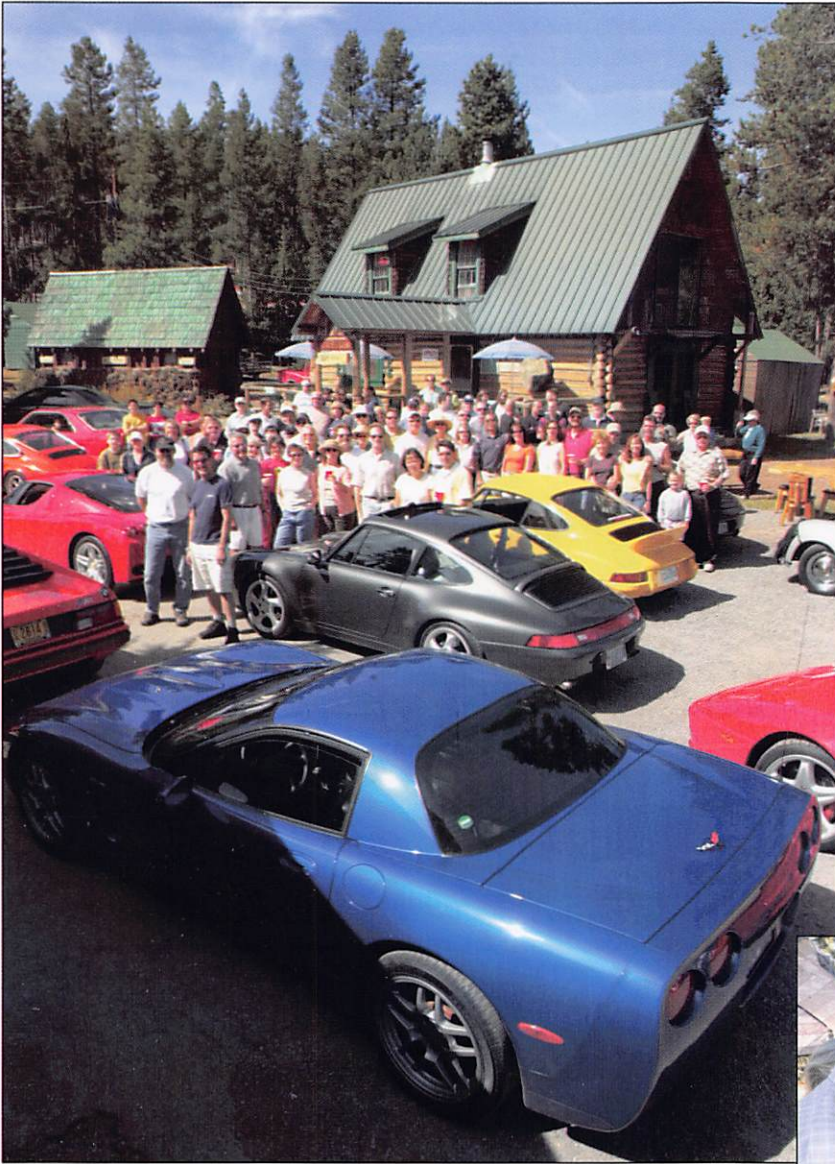
Many beautiful and exotic cars were parked in the Sunriver shopping mall! A record number of participants, from what I hear. Porsche, Corvette, BMW, Jaguar, Ferrari and one in particular was a little green truck ... a Morris Minor. All present voted on their favorite vehicle, and that evening we all met for a delicious banquet at the Sunriver Village. John, you hosted an exceptional dinner, and we all enjoyed hearing you call out the winning numbers for all those spectacular cars. There was one table, however, that seemed to be in competition for the floor,

and all I can say is, doggone those Ferrari people! Obviously, Steve and I hooked up

with some miscreant Ferrari people, and caused considerable noise, albeit in good fun.

Sunday morning we left Sunriver Village and headed toward Mt. Bachelor under blue skies with a soft breeze. We turned onto the Cascade Lakes Highway and saw many miles of lovely Oregon forests, and acres of recently burned timber. We pressed fast onto mountain roads until at





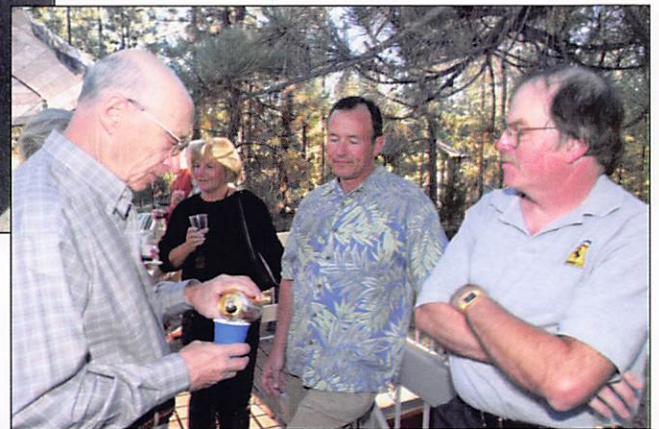
P. 16, top: A yellow vintage Cord drew almost as many rubbernecks as Page Stevens' Ferrari Enzo (inset), a barely describable vehicle that one nameless past ORPCA president actually got to drive. There were approximately 108 cars on display in the Sunriver plaza, a record number for the event and probably a record in terms of the number of different marques represented.

This page, left: The resort at Paulina Lake is a beautiful jewel in the central Oregon desert. The perfect place for a lunch stop during the Sunday drive.

Below: Ron Tonkin brought over some very interesting sports cars for people to test drive, including this Lotus Elise, purportedly a really fun vehicle for not much money.

Below, middle: The pre-dinner cocktail party saw the usual suspects, Marty Weiner (at left) Steve Dishman and Ray Pirtle.

Bottom, r-l: Jill & Jay Audia, Dave Wilkins of the Sunriver Chamber of Commerce, and John Draneas.



last we arrived at the picturesque Elk Lake Resort for coffee and doughnuts. Steve and I resisted the doughnuts, and walked to the dock where many sailboats rocked gently in their slips. The water was crystal clear. Bets were placed as to the depth of it, due to the chill in the air. However, no one jumped in to find out (not even the Ferrari people).

ting this show together. How soon can we go again? ☺

Soon we all filed onto the road to Crescent, and caught Hwy 97 toward Paulina Lake. Once again, a winding mountain road, with sneak previews of the three Sisters, Bachelor, Broken Top and Diamond Peak to name a few. Breathtaking.

Karen Brown and her Chef prepared a wonderful lunch. A little bit of Spanish cuisine ingenuity, a whole lot of Apple Crisp for desert. Wow! Go there! Try out Paulina mountain roads, and embrace the day ... but definitely have lunch at the Paulina Lodge! Thank you all for put-



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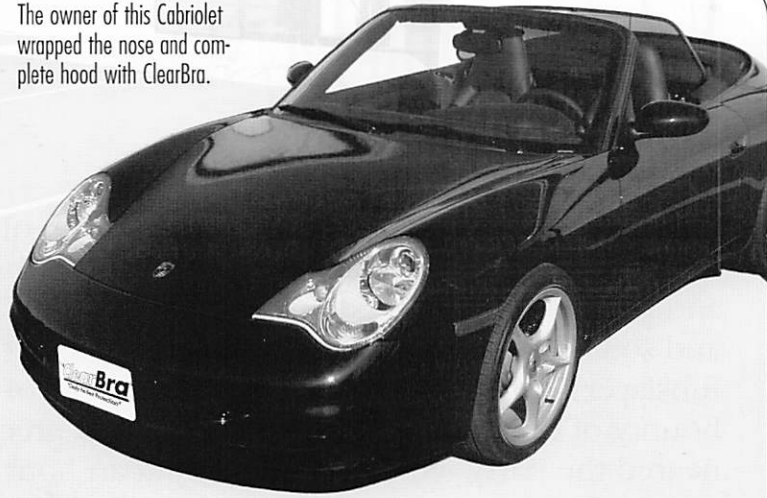
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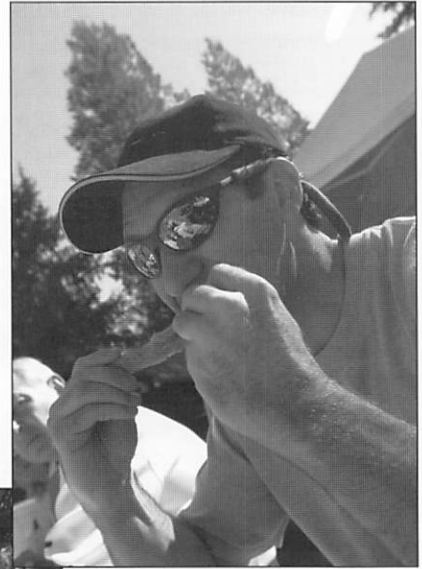
Volunteering Pays!

By Kate Ayers

Sunday, September 21st, saw an elite group of Club volunteers munching on quantities of barbecued ribs, cole slaw and potato salad, washed down with plenty of beer, wine and soda. Craig Haagenson's mobile barbecue (aka The Ribslayer) is a custom-made smoker capable of producing a bounty of delectable rib racks. The aromas greeting us as we neared the party were heavenly. About an hour into the picnic, a hearty lunch was served up and the tables filled with hungry Porsche drivers.

We shared the space at Willamette Park in West Linn with scores of bees, apparently as happy with the food and weather as we were. Last year's sacrificial meat patty seemed to function better as a decoy than the small plate of stripped bones set on an empty table this year, but no one stepped up to part with one of their meaty pieces. The ribs had these guys in a frenzy. (The diners were pretty animated too, gnawing the pork from the bones with real passion.) As a nice bonus, a lively band came to entertain the folks adjacent to the little pond abutting our space, so we had some pretty fine music to accompany the meal.

Then came the "door prizes". President Don Clinkinbeard ensured that everyone got a raffle ticket so the chances were even among the attendees. As the drawing got underway, the prizes were going fast. Scores of eyes checked their numbers, hoping to match the one being called. No need to panic. There were more prizes than people to give them to, so no one went home empty handed. And for those who didn't get the goody they wanted,



Don wasn't above negotiating a swap.

All in all, it was a pleasant way to spend a lazy Sunday afternoon with a great group of Porsche fanatics who put in a lot of time to make this Club as much fun as it is. See you there next year? 🍷



Top: Dave Nance enjoys a rib after a long day and a long season doing great work for the club's autocross program.

left: the innovative cooker/smoker of the Ribslayer.

below, left: Gregg Hodge talks shop with the Haagensons after a hearty meal.

below: volunteers were treated to door prizes & gifts after great food that was thanks enough.



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Books: Winter Reading, Projects & Gifts

by Kate Ayers

With the cold, dark, drippy days upon us, it's time to turn to indoor activities. Curl up before a roaring fire with a good book on the history of Porsches. Or set up the work light in the garage and take out that technical tome to help you with those maintenance issues your car has been screaming for. Or, best yet, drop some heavy hints that you wouldn't mind getting a handsome volume about your favorite car for the holidays.

Here's a listing of ideas to help you battle the winter doldrums. If you like these, let us know. Send a review or a Backfire piece. Share your discoveries with other Club members.

The asterisked titles are available locally at Powell's. Check your favorite bookshop or one of the megastores for the others. **New Release! Due out November, 4 2003!** *Porsche: The Road from Zuffenhausen*, by Dennis Adler.

Highly recommended by reader reviews:

* *My Life Full of Cars: Behind the Wheel With the World's Top Motoring Journalists* by Paul Frere. A history of Porsches told through Frere's autobiography.

* *Porsche 911 Story* by Paul Frere. Great reference book, easy to read, highly detailed.

* *Porsche: 356 & RS Spyders* by Gordon Maltby with photographs by Dave Friedman. Readers say the photographs are exceptional, the text interesting and concise.

* *The Complete Porsche: A Model-by-Model History of the German Sports Car* by Brian Laban. An illustrated tour through Porsche's history.

Porsche 968 (Osprey Classic Marques) by David Sparrow, Adrienne Kessel

Porsche 356: Coupe, Cabriolet, Roadster, Speedster & Carrera by Denis Jenkinson. (Return of an old favorite.)

* *Porsche Cayenne* by Clauspeter Becker. Reviews are so-so, but only Cayenne book found.

No ratings yet but look good:

Porsche in Motorsport: The First Fifty Years by Peter Morgan.

Porsche 914 914-6 (Speed Pro) by Brian Long. Well researched book. Lots of black & white photos. (Out of Print, but some used copies available at Amazon.com.)

* *Porsche Boxster* by John Lamm. Reviews say it predates the S, but is otherwise a good pick.

* *Porsche, Past and Present* by Denis Jenkinson.

Porsche: Portrait of a Legend by Ingo Seiff.

Out of Print, but worth searching for: *Ferry Porsche: Cars Are My Life* by Ferry Porsche, Gunther Molter. Highly recommended.

And, finally, to get your toddler started early:

Story of Porsches (Classic Cars: An Imagination Library Series) by David K. Wright, Jim Mazzanotte (Editor). For Ages 4 to 8. 🚗

A Record-Breaking September for Porsche in North America

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, has achieved strong sales growth in the North American market. In September 2003, the sports car manufacturer delivered 2,498 vehicles to customers in the USA and Canada, representing an increase of 94 per cent compared with the same month last year when 1,286 units were delivered. These were the best-ever September sales figures for Porsche in North America. The Cayenne once again proved to be a major driving force behind this success, though the new 911 model variants launched in September also played their part.

Although the convertible versions of the 911 Turbo and 911 Carrera 4S have just begun shipping to North American customers, they have already had a significant impact on 911 sales. In September 2003, 865 units of the 911 were delivered, representing an increase of 17 per cent compared with the same month last year.

450 units of the Boxster were sold (minus 18 per cent). Overall, Porsche managed to increase deliveries in its core business segment by two per cent to 1,315 sports cars. Demand for the new Cayenne remains strong, with 1,183 units of Porsche's sporty off-road vehicle shipped to customers in North America in September. 🚗

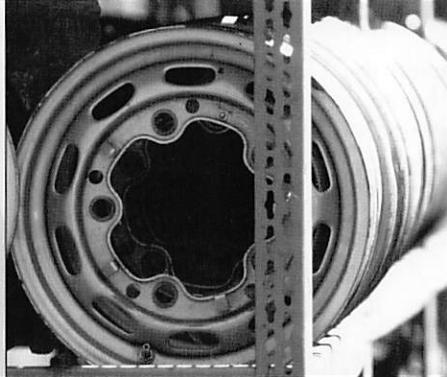




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ORPCA BYLAW CHANGES

After receiving a number of helpful comments from Members, the Board of Directors instructed the Bylaws Committee to review the recently revised Bylaws and consider whether technical corrections were needed. The Bylaws committee considered all comments from Members, reviewed the revised Bylaws, considered the PCA Bylaws, and recommended several technical corrections to the Board of Directors. The Board adopted the following changes in order to conform our Bylaws closer to those of PCA, simplify and clarify various provisions, and correct several errors. The changes are reflected below by indicating the revised wording of the affected Sections, together with an explanation of the reasons for the changes.

The Board is confident that these changes will complete the project and serve our Region well for the foreseeable future. In accordance with the Bylaws, these changes will become effective on November 30, 2003, unless, before then, ORPCA Secretary Kathleen Ellis receives written objections thereto from at least 5% of ORPCA Members.

1. Article IV, Section 6. Member Definition.

6. Members. As used in these Bylaws, "Members" shall include all persons who meet the requirements of Section 1 (including family members and designated associate members) and who have not ceased to be Members pursuant to Section 3.

Explanation. National designates five classes of members - active, associate, honorary, life and affiliate. The first four allow for family-member seconds. Section 1 references the National classes adequately, but Section 6 does not conform. This will create consistency, and also specify that cessation of Oregon Region membership will prevent a PCA member from being an Oregon Region member.

2. Article VI, Section 3. Terms of Office.

3. Terms of Office. The Elected Officers shall serve on the Board for such time as they serve as Elected Officers. The terms of the Board Members-At-Large shall be two years, and shall be staggered, as determined from time to time by the Board of Directors, so that no more than half of them stand for election at any time, except in cases where their number is increased.

Explanation. This corrects a technical error in the current Bylaws, and specifies that the Board Members-At-Large will serve two-year terms.

3. Article VI, Sections 2. and 4. Past President.

2. Composition. The Board of Directors shall be comprised of the Elected Officers, the Past President (as provided in Section 4), and at least two Board Members-At-Large. The Board of Directors may from time to time establish the precise number of Board Members-At-Large.

4. Term of Past President. The term of the Past President shall be one year. Upon the election of a new President, the most-recent Past President shall serve as the Past President for one year. If the President serves more than one year, or if the most-recent Past President declines to serve, the Nominating Committee shall nominate a Member to serve in the Past President position. Such nominee shall be a Member who has previously served as President of a PCA region (including the most-recent Past President), unless the Nominating Committee determines that it is unable to identify a suitable former region President who is willing to serve.

In such event, the Past President position shall be filled by a Board Member-At-Large serving for a one-year term.

Explanation. The Board believes that an automatic one-year term is appropriate for the most-recent Past President, due to concerns about burnout. The Board also accepts the strong recommendation from PCA Zone Rep Dick Grant that there always be a Board member who has previous experience as President of a region. This provision ends the term of the Past President after one year, but does allow the Nominating Committee to re-nominate the most-recent Past President if desire and performance are present. It also alleviates the need for the Nominating Committee to contact and invite every single Past President before filling the position with a regular Member.

4. Article VIII, Section 1. a. Nominating Preferences.

a. In furtherance of the Club's policy goal of maintaining continuity of management, when selecting candidates for Elected Officer positions the Nominating Committee shall give first consideration to Members with current or past Board experience. However, the preceding shall not obligate the Nominating Committee to nominate any specific person to any candidacy position, and the Nominating Committee may deviate from the preceding if it determines that it is appropriate to do so.

Explanation. Corrects a technical error that limited preference to the Board Members-At-Large, and excluded the Elected Officers.

5. Article VIII, Section 1. c. through e. plus new f. Nominations Procedure and Timing.

c. The Nominating Committee must nominate a Member for an open position if the Member submits a petition to the Nominating Committee requesting that the Member be nominated for election to the position by September 20, and the petition is signed by at least 3% (5% in the case of President) of the Club Members as of the date the petition is submitted.

d. Membership on the Nominating Committee shall not disqualify a nominee.

e. The Nominating Committee shall cause to be published in the August issue of Anzeiger a notice informing the Members that nominations are open, identifying the positions that are open, and identifying appropriate Nominating Committee contact information for any Members interested in being considered for nomination or wishing to identify others for consideration. If a Member expresses an interest in being considered for nomination to a position, but the Nominating Committee does not expect to nominate the Member, the Nominating Committee shall so inform the Member by September 1.

f. Failure to meet the preceding time deadlines, if it occurs in good faith, will not invalidate an election.

Explanation. These changes make the nomination timeline more workable. Notice that nominations are open goes into the August issue. The Nominating Committee must so inform unsuccessful applicants by September 1, giving them 19 days to circulate petitions to be nominated anyway. The September 20 deadline allows adequate time for publication of candidate statements in the November issue. Inadvertent timing errors will not invalidate an election.

6. Article X, new Section 3. Officer and Board Qualifications.

3. Officer and Board Qualifications. To be nominated, and to continue to serve, as an Elected Officer or Board

continued on page 27

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To accomplish what Hurley has in his racing career, a driver must exhibit not only talent for driving race cars quickly, but also be excellent at car set-up and driving to preserve the equipment. In the great endurance classics at Daytona, Sebring and Le Mans, leading the first lap of the event is not important. Driving fast enough and smart enough to win while not making mistakes and preserving your race car is what wins these very tough tests of man and machine. With a total of 10 wins at the endurance classics (more than anyone else in racing history), Hurley Haywood is in a class by himself as a complete racing driver.

Hurley is Vice President of Brumos Motor Cars, Inc. of Jacksonville, Florida and is still very active as a professional race driver.

Brumos Racing web site



Technical Speakers

- *Bruce Anderson Evolution of the 911 engine into the GT3/Turbo
- *Allan Caldwell Wiring Forms (356 through 911)
- *Joel Reiser. 944/993/996/GT2
- Yasser Rashad Synthetic Oil - Product Analysis
- *Bill Burris 944 Turbo
- Hurley Haywood All About Racing

* From the PCA National Technical Committee



Schedule

Friday, November 7 at the Monarch

- 2:00 pm - Registration opens
- 2:00 pm - Concours Prep
- 6:00 pm - Welcome Party
- 7:30 pm - "Anatomy of a Win - Le Mans 2003"
Jeff Gamroth & Chris Greenwood

Saturday, November 8 at the Monarch

- 8:00 am - Concours Judging Begins
- 9:00 am - Tech Sessions begin
- 9:30-4:30 - Ladies Portland Tour* (add'l cost)
- Tech Quiz - (completed by 2 pm)
- Concours Luncheon - Buffet
- 3:00-4:30- Hurley Haywood Tech Session
- 5:00 pm - Drivers' Meeting
- Awards Banquet (6 pm cocktails, 7:30 dinner)
- Special Presentation by Hurley Haywood

Sunday, November 9 at Portland International Raceway

- 8:00 am DE Tech Inspection
- 9:00 am DE/Track Day - First Car Out
- 9:00-12 Driver Skills Clinic
- Noon Lunch
- 1-5 pm Autocross

* Tour will include a pass to the Portland Art Museum, lunch on the Portland Spirit and shopping at Clackamas Town Center

Cost

\$135 per person

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Board Member Profile: Carol Beutz

If you are looking to find Carol at an event look for the lady with a smile who is running around taking care of all the little details. Carol, by her actions, shows what volunteerism truly is.

Carol and husband Tom have been active members in ORPCA for the past ten years. They own two Porsches, a 944 and 930. I would leave it to them to define which car belongs to whom. Active in Rallies, Day Tours and numerous club events, including the annual Win Casey BBQ, Carol has been a commanding presence in the Club. Carol served on various committees before making the jump to Board Member At Large. Her next jump, probably one of the largest she ever will make, was becoming President of ORPCA in 2000-1. After completing her term as President, Carol stepped into the role as Past President. While becoming Past President reduces the day-to-day requirements, a certain responsibility to the Club remains. Carol took the change gracefully

by continuing to volunteer her time and passion to various activities.

Year's end will bring an end to Carol's tenure with the Board Of Directors. Year's

end will not bring an end to her enthusiasm for the ORPCA. CAROL, THANKS FOR YOUR TIME!!!



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From the President

continued from page 4

down was great. What more could a car junkie ask for than great roads and a fine car to drive them on.

The final two big events for the year are just around the corner. Rainbonnet will be here by the time you read this, and the Holiday Party is shortly after that.

Ian and I have been working on the 944T again. We installed all the widgets we bought last article. The 3" exhaust turned out to be really loud. The first time we started it up my neighbor came over and asked what we had broken to make it so loud. Well, needless to say, we ordered a muffler right away and got that installed too. Much better noise level but it still sounds pretty cool. The turbo spools up even earlier than before and we gained about two pounds of boost at the top end. Our test drive was pretty exciting though. We took it out on Scholls Ferry Road and ran it up to red line in second gear with full throttle (about 70MPH). Wow, did it jump. It feels different in the right seat than when you are in control. As we slowed down, I noticed some flashes reflecting off the grass at the side of the road. So I asked Ian if he had a turn indicator on. He answered negative so I suggested he stop on the pavement and pop the hood. Well, we had a small fire on the exhaust system from an oil leak at the cam box gasket. I'm very thankful that we had a fire bottle installed in the car, as we were able to blow the fire out. Of course, we were about two miles from home and we had to stop four times and squirt the fire out on the way. Fortunately, it was dark so it was easy to detect the flames. The smoke screen behind us looked like the Aston Martin DB3 that James Bond used in Goldfinger. We've got the new gasket installed (no, this is not the head gasket) and the leak is fixed. Track Day coming up....

All for now,
-drc-

Bylaw changes

continued from page 24

Member, a person must at all pertinent times be a Member and be qualified to serve as an officer of PCA.

Explanation. Conforms Oregon Region requirements to those of National.

7. Article IV, Section 3.

3. Cessation of Membership. A Member shall cease to be a Club Member upon: (a) cessation of PCA membership for any reason; (b) failure to pay Regional Dues; or (c) expulsion by the Board of Directors, as provided in Section 5.

Explanation. Corrects typographical error by adding (c) to separate third phrase.

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993

1997 Carrera S Coupe - Black/Black leather 33,000 miles, meticulously maintained, 6-speed, aluminum dails, 18" wheels with techno rims, turbo spoiler, sound pkg. with CD and 10 speakers, full power seat. \$51,500. **Rich Maloney** 503-577-8226. Richmaloney@aol.com. 12.03

Other Than Porsche

2002 BMW M3, Silver/black, 3300 miles, 333 hp, SMG (paddle shift), moonroof, leather, xenon headlights, premium sound, perfect condition. \$47,950. drice44@hotmail.com (360)750-681512.03

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Advice or references for 911 engine re-builder. My '87 is in need of valve guides, top end rebuild at least. I'm looking at Motor Meister in LA. Please tell me if you have had any good or bad experience with them. **John Lacko**, jlacko@pacifier.com, (360) 834-3368 12.03

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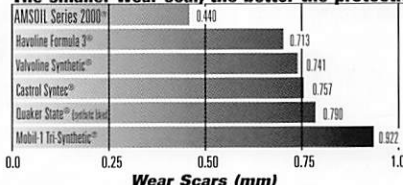
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Board meetings of the ORPCA will be held on the first Tuesday of the month at 6:30 pm

Consult oregonpca.org for the latest information and location

Anniversaries

NOVEMBER

5 Years

Tedric & Karyn Coleman
Don & Marie Hanson
Tim & Holly Drimby
Eric Rhodes
John & Vicki Hendy
David & Nancy Seigneur
Rick & Sally Danielson

10 Years

Robert & Barbara Wait
Richard & Colleen Vedder

30 Years

David Stanton

Willkommen

NEW MEMBERS

November: New Members

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Salem, Or.
Thomas & Claire Ped2003 911 C4
Sunriver, Or
Foster Finch1997 911 C4S
Portland, Or
Dennis & Peggy Torgeson1983 911SC
Vancouver, Wa
Rick & Karen Durrett1978 911SC
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Theodore Long2003 Boxster
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Don & Donna Morrison1962 356B
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Valerie & Dave Newton2003 Boxster
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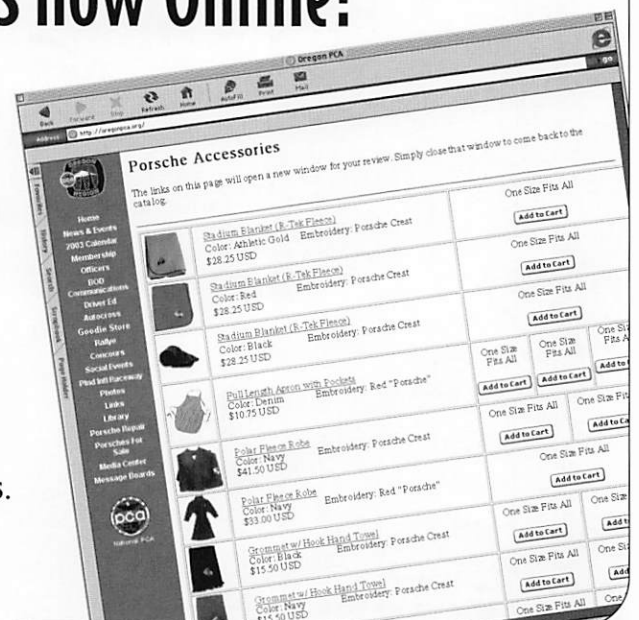
John Preston1991 944
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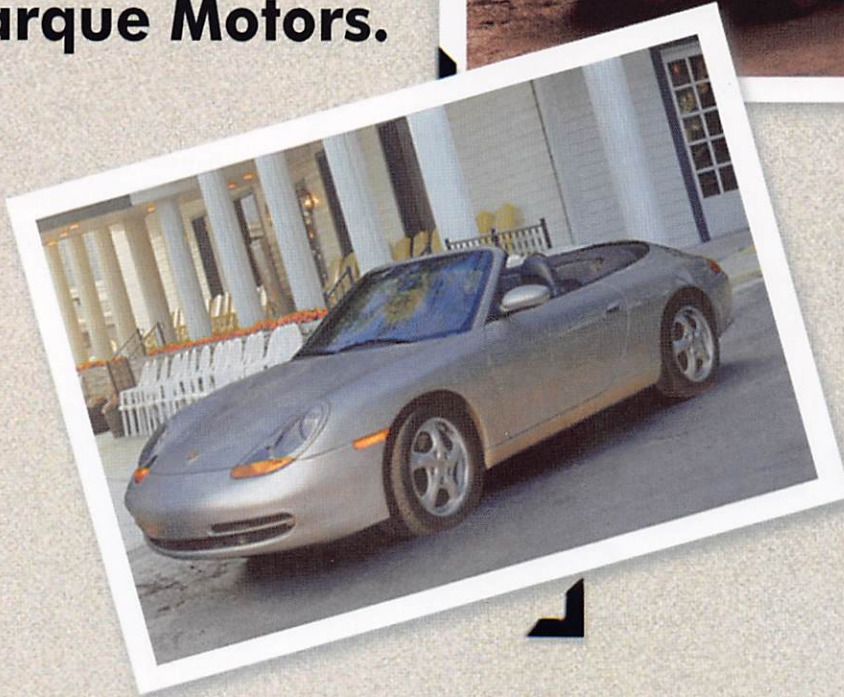
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