

# Anzeiger



November 2004 v44-n10

Oregon Region Porsche Club of America



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Cayenne

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'04 Carrera Cab Lapis Blue .....	\$85,600
'04 Carrera Cab Seal Grey .....	\$85,485
'04 Carrera GT2 Gulf Orange .....	\$216,360
'04 Cayenne Tip Prosecco .....	\$54,315
'04 Cayenne S Carmon Red .....	\$61,985
'05 Cayenne Tip Titanium .....	\$50,830
'05 Cayenne Tip Crystal .....	\$48,290
'05 Cayenne S Dark Teal .....	\$67,255
'05 Carrera 997 Seal Grey .....	\$78,985
'05 Carrera S Black .....	\$99,270
'05 Carrera S Silver .....	\$98,870

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'01 Boxster Loaded/21k miles .....	\$35,385
'02 Boxster Silver/16k miles .....	\$35,295
'01 Boxster S Speed Yellow .....	\$41,900
'96 Turbo Ocean Blue/44k .....	\$68,995
'01 Carrera Cab Meridian .....	\$58,900
'01 Carrera 4 Cab Orient Red .....	\$64,900
'03 Carrera Coupe Loaded! .....	\$79,900
'03 Carrera Targa Guards Red .....	\$64,900
'04 Carrerea C4S Polar Silver .....	\$79,900



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# Anzeiger

A monthly publication of the  
Oregon Region  
Porsche Club Of America

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

v44-n10

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

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# Anzeiger

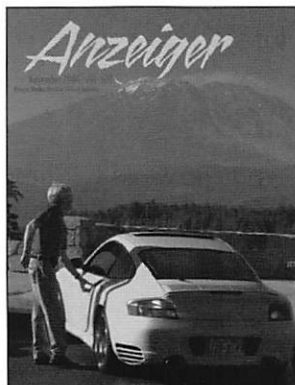
2004  
NOVEMBER

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**Cover image:** October 2 - Mt. St. Helens awakens from an 18-year slumber with a few puffs of steam & ash, much like it did in 1980. Andy Jacobson is confident in the Turbo's ability to outrun any fallout, though.

Photo by Chris Greenwood



# Don Strasser

FROM THE PRESIDENT

I obtained my first car when I was 13 years old. An almost new, (dealer demo) '57 Chevy Bel-Air hardtop.

I know what you're thinking. How did this punk get a car like that 3 years before he could legally drive? Simple! I had a rich uncle who was a car guy and obviously liked me. I spent the next 2 1/2 years driving up and down my driveway about an hour a day (my driveway was a whopping 70 feet long), and at least 3

hours a day waxing, polishing, buffing, cleaning, treating, drying, etc. If you can't drive it, you might as well detail it. I think I spent the first couple of months sleeping in that car in the garage. Interestingly, I still occasionally find myself sleeping in the garage, but that's another story.

So for the past 49 years, I have spent a considerable portion of my life trying to make my cars look better than everyone else's and I have loved every minute of it. Even today, I can't walk into an auto parts store or browse a catalog without buying any new product that appears. Anyone who has seen my garage knows that no wax, glaze, rubbing compound, leather conditioner, metal polish or car wash has avoided my scrutiny. If old detail products ever become collectable, I'll become an instant millionaire.

So winter is here and, for those of you who don't have a real life, I am going to share with you my amateur conclusions of the current best products on the market. These are products that I currently use. I have no affiliation with any company or product and I am not getting any

kickbacks for my recommendations. Let's start with the exterior.

### ***My Picks - Exterior Products:***

**Buffer:** Griot's Garage, Porter Cable Random Orbital Buffer. Impossible to harm hard German paint with this tool.

**Machine polish:** Griot's Garage Machine Polish 1 & 2 for heavy cleaning. The Wax Shop "Safe Cut" Swirl Remover for fine scratches.

**Clay bar:** Mothers

**Clay bar lubricant:** Meguiar's Final Inspection spray.

**Quick Detail:** Zaino Brothers Z6 Detailing Spray.

**Glaze/cleaner:** Zymol HD-Cleanse. (Buffer or by hand, this stuff is incredible.)

**Paste Wax:** Victoria Wax. (Ties with P21S, only cheaper, and both are much better than Zymol Carbon).

**Liquid Wax:** Meguiar's next-generation Tech Wax. Easy, quick, great shine.

**Best Shine:** Zaino Brothers Z2 Show Car Polish. Expensive, requires you to mix in an accelerator; requires an extended drying period; can't be used with a buffer, but oh, what a shine! This stuff will bead

*continued on page 24*

# Kate Ayers

FROM THE EDITOR



Just a few more days and the madness that we call election time in America will be over. Once, the motto of my generation was, "Never trust anyone over 30." Ancient history, I grant you. It made it hard choosing a president, considering the law required a minimum age of 35. If only it weren't thought of as un-American to drive a foreign car, we could base our choice on the candidate with the best taste in vehicles.

Naturally, the Porsche driver would win hands-down. After all, these cars are made with incredible efficiency, and workers protect their jobs by ensuring quality. The errors in manufacturing are owned by the person who makes them. No one sloughs off; no blame is passed.

But, in my research - which I will admit was very meager, realizing that no politician hoping to get elected would admit to driving anything other than a Ford or a Chevy, or maybe an

Oldsmobile - the closest I came to "Porsche" and a current candidate's name was a reference to Kerry touring around Europe in an Austin Healy, racing against an Alfa Romeo on the road to Nice, and chasing - of course - a Porsche through Italy. Google gave me no hits when I tried "George Bush Porsche," but I can sort of picture him driving a Cayenne. Then, Nader - who might or might not be on the ballot in Oregon, depending upon which week we're in - who claimed in his (in)famous book, *Unsafe At Any Speed*, something about the Corvair fishtailing because "GM placed the engine in the rear in an attempt to go after the trendy sports car market then (and still) dominated by cars like the Porsche." A few times, "Porsche" came within spitting distance of a president's name, like a note about Ronald Reagan growing up without wealth or privilege, not getting a Porsche as a high-school graduation gift. Or, likening LBJ blowing it politically to watching a Porsche get wrapped around a walnut tree.

None of these stories gave any insight to the politics behind the person, so I guess we're left with voting on the issues, if we can figure out where everyone stands. Casting ballots based on car preference would be so much easier. Anyway, happy Elections Day, and here's to four years without more of them.

# OREGON REGION EVENTS



# 2004

## November

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

## December

- 7 Board Meeting

## January 2005

- 3 Board Meeting
- 8 Charity Auction & Awards Dinner

January 8

## Charity Auction & Awards Dinner

This signature event marks the changing of the guard, the changing of the year and the changing of things into money that your Porsche club will donate to worthy organizations in our community. Read more about this on page 9.

# CHARITABLE AUCTION

Saturday, January 8

Club  
Event

We are currently soliciting items of value for ORPCA's annual Charitable Auction. The money raised will benefit the club's charitable trust and three local non-profit organizations which provide unique services to our community.

**Raphael House** - they provide a foundation of hope and healing for victims of domestic violence. <http://www.raphaelhouse.com/>

**Camp Quality Oregon** - they provide unique summer camping experience to children with cancer and their siblings at no charge to the family.

**"Charity of Choice"** - this third organization will be designated by the individual who spends the most money at the auction. Will it be you?

Please contact Gregg or Sue Hodge to arrange delivery of your item. All items need to be received by December 15 so the committee has enough time to catalog them and prepare the bidding sheets.

The Hodges  
503.518.9203  
[assteditors@oregonpca.org](mailto:assteditors@oregonpca.org)

# DINNER GATHERING



**Wednesday, November 17**

**Nonna Emilia**

17210 SW Shaw St • Beaverton, OR 97007

6 pm - Social Hour

7 pm - Dinner Served (buffet)

\$16 per person, including gratuity

Price includes gobs of fettuccine, lasagna, pizza and salad

Please join fellow Porsche club members for an enjoyable evening at one of the area's favorite Italian restaurants. It's a chance to meet new members - and a time for new members to meet our fun and welcoming group of car enthusiasts!

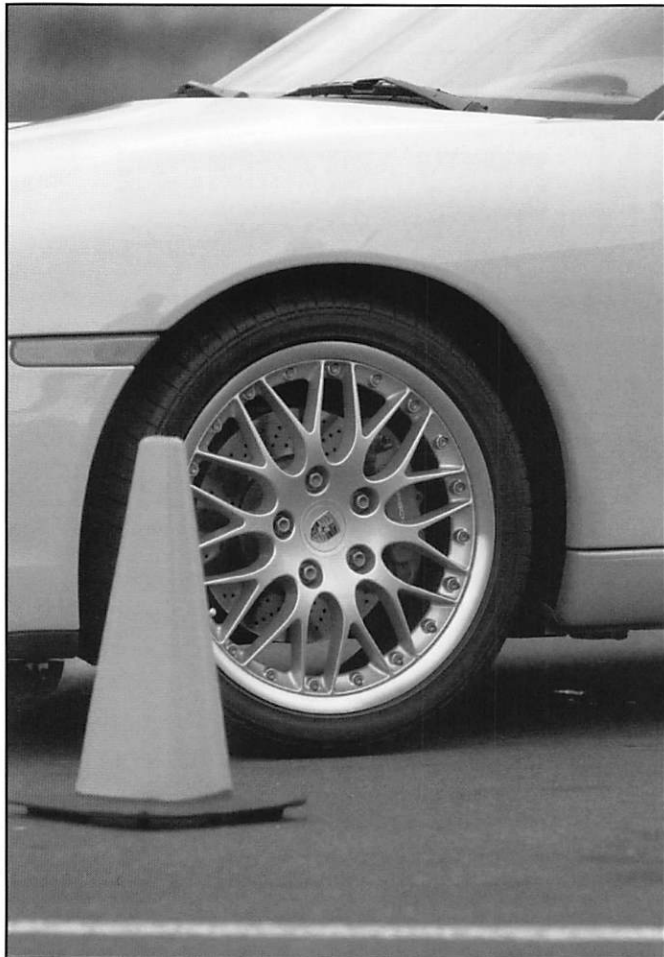
*RSVP to Nancy Herron by November 12th at 503-293-6714 or e-mail her at [dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org)*

**Driver  
Education &  
Skills Clinic**

**Rainbonnet  
2004**

Don't miss this opportunity to get to know your car intimately.

Register for  
Rainbonnet!



## ORPCA Autocross 2004



**November 7 (Rainbonnet)**

### Pro Pits

See Rainbonnet info for registration information and schedule.

Must cross the track for events in Pro Pits; arrive early and stay until cleanup is done.

**Cost:** \$25/driver (included in 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:** Chuck West 503-624-9161,  
[greenweapon@aol.com](mailto:greenweapon@aol.com)

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

# Nov 5, 6 & 7

# RAINBONNET

## OREGON / REGION PORSCHE CLUB

### Featuring Automotive Designer

# Freeman Thomas



### Design and Destiny, Driven by two continents and one man!

Quiet-spoken Freeman Thomas leads Daimler Chrysler's Pacifica Design Center in Southern California, but it may be fair to say that his heart belongs to Porsche.

Born in the U.S. of an American father and German mother, Thomas has had an intriguing, even subversive, career. Thomas spent about a dozen years in Europe as his dad pursued an Air Force career. He sketched cars for fun while majoring in German in college. He read about California's prestigious Art Center College of Design in a magazine, returned a registration form and was lucky to get in.

In 1983 became an honors graduate of the Art Center in Pasadena, California, Freeman studied automotive design under the late Strother McMinn, then interned for Antoine (Tony) Lapine at Porsche. This was his first employer out of school and he was working for his dream company. It was exquisite torture. Thomas was a total Porsche fanatic, yet he couldn't afford one. There, he played a role in the updating of the Porsche 911. He stayed with the company until 1987, then spent four years doing project design work for Porsche, while teaching on the side at Art Center and running his own design studio. He subsequently joined VW-Audi's design staff in Germany, where he collaborated with J Mays in creating the New Beetle. Later, inspired by the 550 Spyder, he designed the cutting-edge Audi TT on his living-room drafting board.

Freeman's affinity for Porsche led him to co-found the R Gruppe, an organization of early 911 enthusiasts. Now 46 years old, his current stable includes a late-model Carrera, a 1973 911E in "GT" guise, and an original 1956 Speedster, and regularly drives his 69 911E when not working. He resides in Costa Mesa, California, with his wife and teenaged daughter.

### Technical Speakers

- Bruce Anderson . . . . . 40 years with Porsche
- Allan Caldwell . . . . . Early 911
- Peter Smith . . . . . Carrera GT
- Dale Miller . . . . . 908/3 Restoration
- Dave Seeland . . . . . 356/912
- Freeman Thomas . . . . Keynote Address



### Schedule

#### Friday, November 5 at the Monarch

- 2:00 pm - Registration opens
- 2:00 pm - Concours Prep
- 6:00 pm - Welcome Party
- 7:30 pm - Keith Martin - Sports Car Market Magazine

#### Saturday, November 6 at the Monarch

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

#### Sunday, November 7 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

### Cost

#### \$140 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 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

**November 2004 Rainbonnet Event Special Offer** = Stay 2 nights at the confirmed convention rate of \$100.00, single or double, and get a 3rd or 4th night for \$49 single- or double-occupancy, plus tax.

**Registration form is on the web site: [oregonpca.org](http://oregonpca.org)**

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# Still Plays With Cars

By Peter Linsky

This has been a very interesting year, Porsche-wise, and I want to share some of my adventures with you. There were two separate trips to LA to shoot cars for Excellence Magazine, then a weekend at Monterey (see October *Anzeiger*), and then a neat road trip in early September to Wyoming that was part work and part pleasure.

My editor asked if I would be interested in visiting Bill Doyle at his shop in Jackson Hole, where he rebuilds those most exotic of early Porsche motors, the Carrera four-cams, and then writing a feature article. I quickly agreed, and decided to add a few more days to see the National Parks that I have somehow neglected to visit.

Janice and I rented a car large enough to haul all the stuff we (she) needed for a comfortable ten-day tour and hit the road, overnighing in Twin Falls, and arriving in Jackson on a Friday evening, looking for a place to eat. Dennis Torgeson had kindly recommended his brother-in-law's place, a nice brewpub with great food, and that filled the bill nicely.

Early Saturday, Bill picked me up in his blue 1973 911T Targa and we buzzed out to his shop, called Rennwagen (Racecar), south of town. We spent most of the day, and more time on Monday, exploring the intricacies of the Carrera engine, and I learned how a Hirth roller-bearing crankshaft is built up, a section at a time. What an infernal device! I shot lots of slides for my upcoming Excellence feature and a few more digital images for *Anzeiger*, and then Janice and I started our exploration of the Grand Teton and Yellowstone parks. What a great experience, one I'm very sorry that I hadn't made time for earlier in my life. It's not often that one can come face to face with bison, elk, antelope and grizzly bear at home in some of God's most beautiful country. A nice run through the Montana Rockies with dinner and a room at Lake Coeur d'Alene found us home again in time for me to start a new job. Just can't keep away from radio!

September was not a very good month for some Porsche-owning friends of

mine. Earl Green was kind enough to alert me to an awful incident that occurred right after the German Autofest down in Ventura, California. Seems that a transporter hauling half a dozen show-quality 356s had just departed the show when

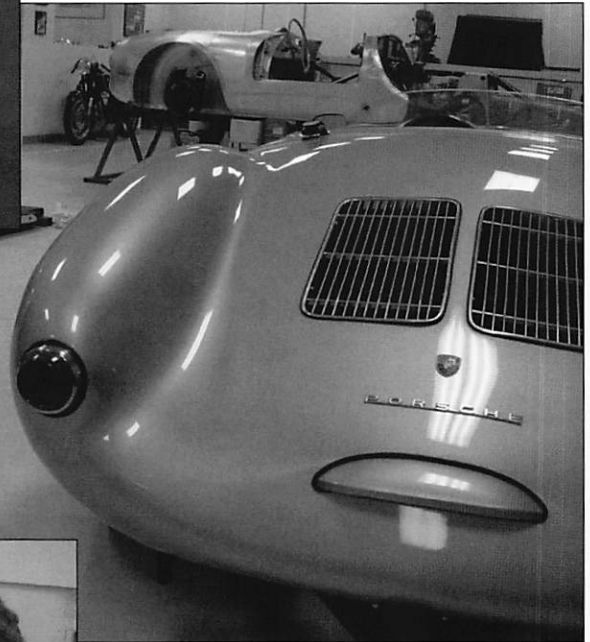


Above: Hirth roller-bearing assembly  
Below: Bill Doyle  
Right: Genuine 550 Spyders

the driver got his rig high-centered on a grade crossing. You can guess what happened. A speeding train demolished the car hauler, scattering the

Porsches like ten-pins. Several Speedsters were crushed like toys (owner Nick Clemance of European Collectibles in Costa Mesa tells me his prized black 1958 tub may be a total loss), and the remainder of the coupes and roadsters on the truck were heavily damaged. The photos are heartbreaking.

A few days later, I learned that the gorgeous Tangerine 1973 911T "GT" (see "Thomas Flyer", Excellence, November 2004) owned by my friend Freeman Thomas was struck by another motorist and seriously damaged. Nobody was injured in either incident, but it hurts to see such rolling art trashed. The transporter accident immediately raised some issues that anyone hiring a common carrier to move their car anywhere needs to consider, primarily whether the trucking company provides no-questions-asked insurance at full replacement value, and



that the driver knows where the heck he's going. I hate to think how much that episode is going to cost someone.

Finally, congratulations to friend and long-time ORPCA member Monte Shelton, who was to be inducted into the Oregon Sports Hall of Fame in ceremonies October 14th. Shake his hand when you see him.

# Member Profile – Harry & Stephanie Danberg

*By Gregg Denning*

If you are well informed via the Internet about future events that are sponsored by ORPCA and other car clubs in our area, you will most likely recognize the name "Harry Danberg." Harry is the source of the weekly emails most of us receive described as "ORPCA Announcements." As the author and transmitter of this series of weekly emails, Harry is not only a valued but a treasured ORPCA member. He comments that he is thankful for the opportunity "to visit (our) cyber homes and share his excitement of being able to drive one of the finest Car Marques on the planet." He hopes "the reminders are useful in finding ways to increase the enjoyment of our cars." Harry . . . mission accomplished!

When Harry and Stephanie first met in Houston, Texas, he owned a 1979 Triumph Spitfire, but replaced it with a series of more practical cars for transportation in the Houston semi-tropical heat. When they attended Expo '86 in Vancouver, BC, they were attracted to the Pacific Northwest and moved here in 1990. In about the year 2000, Harry grew weary of not having a sportier car and began shopping for a TR-6. However, Harry discovered he could have a Porsche on a similar budget. Harry, being an engineer and appreciating the mystique of the Porsche marque, found the decision to purchase a 1967 912 Targa to be the natural choice.

The relationship with the 912 Targa was short. A school bus used it as a brake. Harry, uninjured and undaunted, acquired his current Porsche, a 1973 911T Targa. For Harry, the open top is part of the magic of sportscar ownership.

Harry enjoys the Targa by participating in tours and autocrosses. It can occasionally be found in the parking lot of dinner meetings, when Harry and Stephanie have the time to break away from Harry's Cyberspace responsibilities for ORPCA. This year, Harry participated in his first DE (Drivers' Education) and "found it to be fun." Let's see those white knuckles, Harry!

Will we ever see Harry and Stephanie as participants in a rally? Perhaps! Harry has the concern, as do many of us, that having Stephanie as co-driver may be hazardous to their marriage if not handled properly.

Harry's and Stephanie's Targa makes at least one trip a week to work — just for

fun, they say — and even transports his children (Nichole, 11 and Zack, 9) to events such as soccer games. It is even used occasionally as a "grocery getter."

Stephanie is taking a break from her nursing career to be at home with the two young Danbergs. Other interests for the Danberg clan are traveling (especially to warmer climes for snorkeling), movies and interesting meals.

Zack & Harry Danberg



## Coming Events



### Charity Auction & Awards Dinner

One of our most popular events, the annual semi-formal Charity Auction & Awards Dinner will be held at the Riverside Country 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. Dinner will begin at 7:00 PM, with delectable meal choices & wine. New officers for 2005 will be introduced following the dinner.

Additionally, if you or your business would like to make a tax-deductible contribution of an item or service to our silent auction, 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.

# Fun, Food & Friends – Porsche-Style

By Kathleen Ellis • Photos by Doug Russell

Finally, September 4th arrived and we were on our way to 2004's final (but my first) Arrive and Drive. I had heard glowing reports about the monthly event all season and had been dying to go, but each month Bob and I had a conflict of some sort that, for whatever silly reason, took precedence. This was our last opportunity and we were determined to participate. I hate getting left behind.

We arrived at Miller's Homestead restaurant at 8:00, as planned. I was really looking forward to a good breakfast and conversation with fellow Porsche enthusiasts. We began chatting in the parking lot as other cars came rolling in and proceeded indoors to "fuel up". Upon entering the restaurant, a gentleman approached us and asked if we were part of the Porsche group. I was surprised he singled us out, as the restaurant was a sea of faces, some familiar, some

not. Not everyone there had Porsche on his or her mind. It must have been the P-o-r-s-c-h-e lettering on Jim Ayers' shirt that gave us away — or it could have been the smiles of anticipation. As it turned out, they were new members and this was their first event. I led them to Tom Jewett, the day's tourmeister, to get

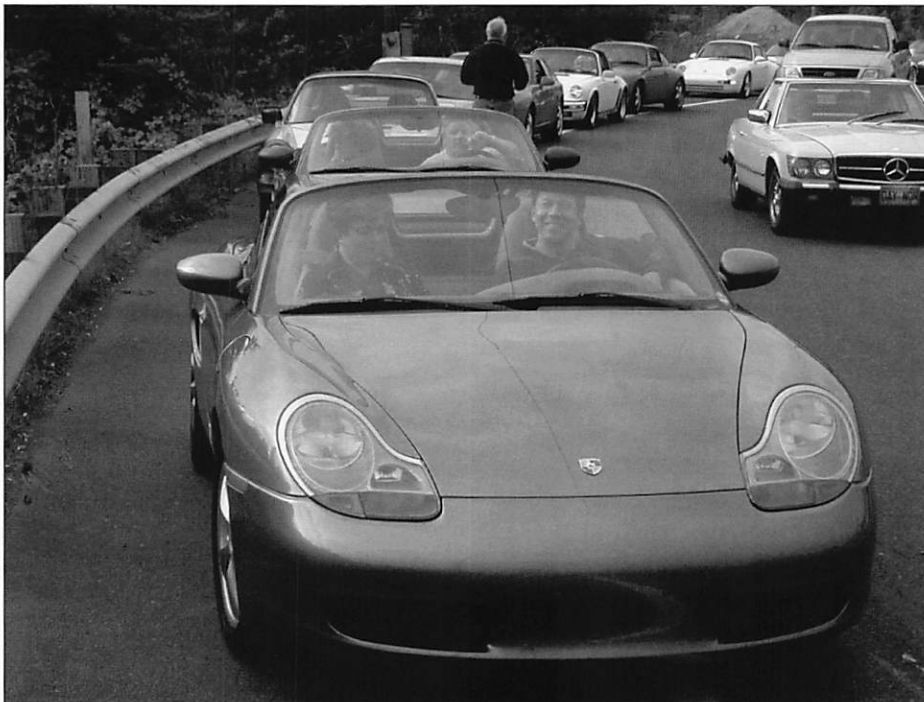
acquainted, and then slid into my chair to order breakfast.

Breakfast, I must report, was really good. I did take it a little easy on the coffee, however, as I was not sure how many comfort station opportunities there would be. (I was happy to discover that was not an issue.) Satiated, we paid our tab and joined the growing group in the parking



lot to get our instructions and sign the necessary insurance waiver.

Porsche people kept arriving from all corners as Tom conducted his meeting.



There were cars there that I had not seen before and I hoped I would have time during the drive to check them out and meet the drivers. My guesstimate on count would be 25 to 30 cars, some with single drivers. With everyone chomping at the bit, the meeting concluded and everyone jumped in their cars, got in line and started out of the parking lot, just shortly

after 9:00. There seemed to be some confusion about the start time as some people were still trying to settle their tab with the restaurant as we were pulling out. I radioed to Tom and he slowed the pace, hoping everyone would catch up. I found out later that the start time advertised in the Anzeiger was 9:15, while in at

least one article 9:00 was mentioned. If, in fact, this confusion caused some folks to miss out entirely, the organizers send their deepest apologies.

The route took us out the back way to I-205 northbound, where Tom again pulled us off to the side of the on-ramp to give everyone a chance to catch up. Man, was that an impressive line-up. Talk about a rush! I think we waited there about five minutes, hoping any stragglers would arrive. I know at least Warner Lowe caught up to the pack.

The parade of Porsches went from there up to the Park Place exit, where we again waited for everyone. By this time, Warner and I were in radio contact. (Those little talk-about radios that places like REI sell are really great for an event like this.) He had observed two motorcycle cops in the gas station and

we discussed the possibility of a motorcycle escort. Alas, they vaporized.

From there we drove a portion of Clackamas River Drive and Springwater Road. It was Bob's turn to drive, so I took in a little more scenery than when I am driving. And it was lovely, driving under

*continued on page 19*

# Batman's Secret Cave Discovered

*Story & photos by Don Stroum, Jr.*

It was just another day on the job. I handle international sales for a large "brown" transportation company, and spend most of my time working with various customers throughout Oregon who look to us for global supply chain solutions.

On this particular 75-degree day I was asked to join Julie Connolly, one of our Senior Account Executives, and her manager, Bill Henry, (a PCA member) on a visit to one of our large accounts.

It was over an hour's drive from the office, but I was told that the company's owner had a nice Porsche collection, and did I mention the weather? Bill has a convenient talent for becoming carsick, and always insists on driving. Not this time. We piled into a '97 M3 that I had just bought the week prior, just to keep the blood warm on the way. Bill kept breakfast down, despite numerous attempts to define his limits.

After finally getting through all of the work-related stuff, I mentioned to our customer that I was impressed with his Porsche collection, referencing some Hot Wheels-sized 911 models displayed on a shelf. Within about five minutes, we were following the company's owner out the door and on our way to an airplane hangar to view the full-sized stuff. He drives a plain 1980's beat-up-looking Ford van and wishes to remain discreet. I'll call him Bruce, as in "Bruce Wayne" of Batman, and we'll just pretend we were in the city of Gotham for the purposes of this story.

We parked behind Bruce Wayne at a small airport in front of his Bat Cave hangar. As the electric door began to lift, we strained to see what was hidden away. At first glance, fat tires and low-slung aero-

dynamic bodywork in triple black. Second glance proved to be a brand-new black GT3. The Bat Car! And behind the Bat Car sat a red 1973 Carrera 2.7 RS. Robin's car, for sure. The Joker and all other criminal nitwits haven't a fighting chance against this equipment.

with just over 1,200 miles and continue in my crusade to make Bill thoroughly sick!

The GT3 is impressive. No back seats. Suede headliner. Tight six-speed gearbox that feels like anything but a 911. Deep exhaust. Quick, precise steering. And I haven't gotten out of the airport parking lot yet. We follow Robin's red RS down



the hill to the freeway slowly behind a dump truck. The on-ramp was where the action started. Black smoke out the RS's tailpipe was the signal to stomp on it. I read off the speeds to Bill as we accelerated. Bill kept his breakfast down, the radar detectors stayed silent, and I braced myself to scold Gotham's finest, should they dare

impede the Dynamic Duo.

We exited the freeway at the far end of town and headed for the country. Bruce Wayne led the way through several miles of blind turns. Bruce knows the roads, and his cars. He planted the RS's rear end hard through the corners, and I felt pressured not to let a '70s 911 escape the GT3. I felt

As it turns out, Bruce Wayne works lots of hours and hasn't seen his cars in a month. Time to warm 'em up. I should mention that each car has been allocated a radar detector. Abruptly, I am ordered to take the wheel of the GT3 with Bill as passenger while Bruce Wayne escorts Julie to the Carrera RS. I'm doubly excited. I am about to take the wheel of a new GT3

*continued on page 26*

# Cedar Creek Tour

By Bob Grasso • Photos by Chris Greenwood

It is always fun anticipating an inaugural Porsche run. The Cedar Creek Tour on August 28 gave all participants a good reason to get out in the fresh air and set the stage for a novel adventure.

A complement of eight Porsches (mostly Boxsters, for some reason) convened at the school parking lot in NW Vancouver, ready to receive tour instructions for this drive through the hills and valleys of north Clark County. As Tourmeister for this run, I had planned out the excursion to the tenth of a mile, in true engineer fashion. I shared observations of the route and warned all drivers specifically that speed-

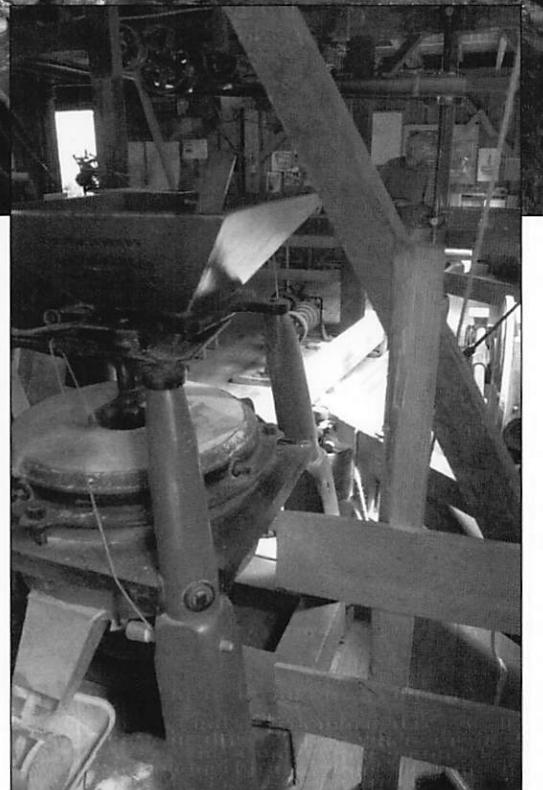
Center was proudly festooned with large yellow bows for the entire span, as a salute to our troops in the Mid-East. Somehow, all nine cars made it through La Center's casino-lined main

ing was not advised in Clark County because the local and state police were especially vigilant for speeders (like that might slow them down). Sixteen eager drivers and passengers hopped in, revved it up, and took off for the back roads. About two miles out, a ninth Porsche caught up with the tour group, thanks to that modern marvel we call cell phones. Now we were a group of eighteen.

We wound through the raspberry farms and pastures north to the sleepy town of Ridgefield where we turned east. Staying together proved no problem for the entire drive, as we enjoyed sparse traffic that flowed easily on the rural back roads of this part of Clark County, negating the need for the detailed tour directions. Soon we entered Allen Canyon where the terrain became more hilly, and the tall firs created dense green walls on either side. The narrow, twisty road opened up to a wider highway that took us across the Lewis River. The bridge that leads into La

drag without stopping for a chance at the tables.

The countryside in this part of the county was a fairly open valley with forested crests and occasional vistas of Mt. St. Helens. It was quaint to drive past farms with pastures spotted with cattle, complimented with large, intact barns and silos. One farmer with an artistic—or comedic—sense had metal sculptures of a bison and an elephant prominently displayed by the road. We gained some altitude and found ourselves on more of the twisty, forested back roads that eventually led us to the Cedar Creek Gristmill, a National Historic Landmark. To access



Top: Recent rains encouraged migrating salmon to seek their spawning grounds, upstream from the grist mill.

Left: Betty & Martin Bowes, Bob Grasso.

Above: The water-powered mill, somewhat recently restored, is almost fully operational.

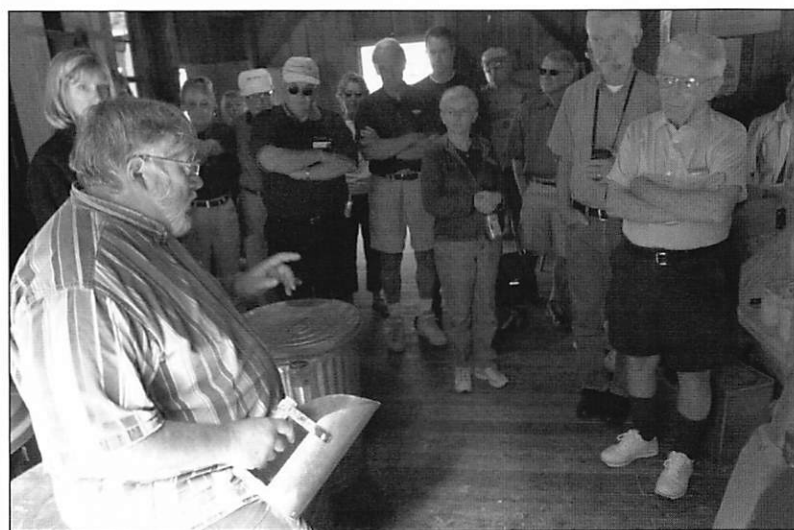
the mill and its parking area, we had to cross an impressively restored covered bridge that crossed Cedar Creek next to

the mill. Once parked in the lot overlooking the creek, we soon discovered that many Chinook salmon were making their determined and fateful run up the cascading creek that powers the gristmill. These were large salmon, and seeing them jump so high to clear the rocks and make their way upstream was a sight to behold. This nature show alone would have been worth the drive for most of us.

We continued across the bridge and into the gristmill, past all the handmade quilts that were on display that day for the annual Quilt Festival, a local fundraiser. Once in

Right: The local quilters society had several examples of recent work on display on the covered bridge next to the mill.

Below: Our docent showed us how to grind grist and promptly sold several bags of grain meals and flours, proceeds of which benefit the preservation of the historic site.



the restored mill, built in 1876, we listened to a brief history and watched a demo of its operation. It is not too often that you can watch corn and wheat being ground on a gristmill powered by a water turbine that has been in service since pioneer days. Many in our group took home small sacks of freshly milled corn, (now we know what “stone-ground” really means) in exchange for small donations to supplement the mill’s upkeep.

We all took one more amazed look at the leaping salmon and crossed the bridge back to the Porsche parking lot, soon to be off for the next leg of our journey. This next stretch of the tour had several fun and scenic vistas. In fact, the little aptly

named town of View, Washington offered expansive territorial views in all directions, where large country homes were often seen. Continuing on, we traversed some open road that offered the opportunity for spirited driving before reaching some more twisties that provided a chance to practice skills learned at autocross and on DE days. The final 15

miles of the route gave everyone a chance to “blow out the carbon” before we reached our destination, the Lewis River Golf Course clubhouse. It was here that Don Stroum commented that he was quite certain everyone in

the group succeeded in exercising their spoilers on this final leg of our journey.

The public golf course at Lewis River is a beautifully maintained gem of mature trees and immaculate landscaping. Its impressive clubhouse, which replaced a former modest facility destroyed by fire, sits on the north bank of this fairly undisturbed and free-flowing river. We sat on the terraced patio and enjoyed light meals and refreshments, discussing the last 70 miles of shady, sunny, twisty, and open roads. Although it was only a three-hour drive, the Cedar Creek Tour offered something for everybody, and it seems a good time was had by all.

## Grist Mill II

By Tom & Linda Jewett

We were the first to arrive and the next five cars were also Boxsters. Each one was a different color. Then three 911s showed up. After some conversation in the parking lot, we were off on the back roads of Clark County. Tour Director Bob Grasso received a call on his cell phone a few miles from the start telling him that a car had just missed our departure. They caught up to us as we stopped to wait for them. As we crossed the Lewis River, we were struck by the sight of hundreds of yellow ribbons tied to the bridge to commemorate our military troops. We found the towns of La Center, Ridgefield and Amboy and just passed right through. We had no time to stop to play the tables at the casinos of La Center, because we were headed for the grist mill on Cedar Creek.

As we came upon the mill, we were impressed with the sight of the old building — erected in 1876 — on the steep banks of a narrow canyon, with a beautiful waterfall flowing over the rocks. We were very lucky to see the salmon trying to jump up the waterfall on their way to spawning areas above the falls. We could see many salmon in the pools below the falls waiting for a chance to try the jump. There was a quilting group at the bridge with their quilts draped over the railings to show them. They were first-time quilters and the quilts were going to be sold for children’s charity. Three artists were sitting beside the covered bridge painting the gristmill and the surrounding scenery. It all made a very nice picture, but I could not capture it with my camera.

We were given a tour of the mill and one of our group members turned the wheel, opening the gate for the water to start the machinery that turned the mill grinder. They ground some corn meal for us and sent home a package with each of us that wanted to take some.

We left the gristmill and went to the Lewis River Golf Course for dinner at the new clubhouse patio overlooking the river. It was a beautiful ending to a great day of driving. Bob Grasso did an excellent job of preparation for the tour and we saw some great roads and wonderful northwest country. We thoroughly enjoyed our day with this group of Porsche Club members.

# PC<sup>2</sup> (Porsche Club Pub Crawl!)

By Betty Lou Koffel

August 20th began a great weekend, interesting driving and several McMenumins pubs, but no (witnessed) crawling.

John and I missed Friday night at the Hotel Oregon in McMinnville, reluctantly waiting until Saturday morning to join the tour. (I spent the night at Providence St. Vincent Medical Center. The call room there has delightful pillows — brought from home — and a comfy twin bed. And I had my usual dinner at Café West, the only hospital food I've ever had that is brought to you at your table.) Those who drove to McMinnville had a much more enjoyable night at the Hotel Oregon — and probably a good time in the Rooftop Bar with its spectacular view of the Oregon wine country. I'm betting some of them spent the evening in the speakeasy-style Cellar Bar.

Unfortunately, there wasn't much chance for Saturday morning lounging in the cozy rooms (complete with chenille-covered beds). By the time John and I arrived at the Grand Lodge in Forest Grove, everyone had driven there from McMinnville and already breakfasted. It was only 09:00! Early-rising Tourmeister Richard Puetz was eager for all to leave. We picked up our route directions, but refused to leave before we had breakfast. The Yardhouse Pub breakfasts were just the thing and, shortly thereafter, we took off in pursuit of the eight Porsches that had already left. Richard didn't think we'd catch up to the group. We proved him wrong.

Timber Road, between Highways 8 and 26, was one of the first highlights of the drive: Great curves, little traffic, good elevation changes. One could hardly ask for more. Well, maybe ... shortly after Timber Road, a couple in a 914 found themselves by the side of the road. John and I didn't notice them, but didn't miss either the Porsche sent to investigate their absence or the rest of the group by the side of the road at Jewell Junction. At the brief stop, windshields were cleaned, trips into the trees were made, and Bob and Kathleen Ellis returned with news of the first (and only) car to need a tow.

Then, off we went to Jewell and Highway 202 — and increasing clouds. A brief stop at the Astoria Column allowed

us the opportunity to exercise our legs and grab a group photo or two. Gas was purchased in Astoria, and over the bridge we went. As we neared Ilwaco, the rain started; no more sunroofs open or tops down. Traffic through Long Beach was heavy — more than usual due to the International Kite Festival. Many decided

*“Timber Road, between Highways 8 and 26, was one of the first highlights of the drive: great curves, little traffic, good elevation changes. One could hardly ask for more. Well, maybe ... shortly after Timber Road, a couple in a 914 found themselves by the side of the road.”*

to take alternate routes to reach The Ark restaurant in Ocean Park, WA. Unfortunately, only the bakery was open, so we detoured to The Full Circle Café. Eleven people swarmed into a restaurant that seated only about 20. The short time that it took for us to all get tables gave the opportunity for everyone to be “rounded up” from the earlier (multiple) detours. The yarn store attached to the café provided additional diversion while we waited.

After lunch, those returning to Portland headed toward Ilwaco and Astoria, while

those of us continuing to Centralia experienced unseasonably heavy rains. (Bald tires anyone?) Driving towards Raymond, we encountered lots of campers — John's absolute favorite — including one actually backing up on Hwy 101. (Where do they get their driver's licenses?) To ease the frustrations of a bad traffic day, we purchased oysters, raw and smoked, in Raymond to serve as pre-dinner snacks.

The Olympic Club Hotel & Theater in downtown Centralia was our rendezvous for the night. A mid-July mix-up with our original reservation netted us a larger ground floor room with private bath for the price of a regular room. Everyone else climbed steps to their second or third floor rooms. (Perhaps that's why most of them didn't climb the Astoria Column.) As a result, our room served as a gathering spot for wine, oysters and conversation before dinner in the Olympic Pub. While in the Pub, two games of pool took us nearly an hour. Good thing someone scratched so that the games finally ended.

Sunday, after breakfast, we set off again, through Mary's Corner and Vader, joining I-5 South at Kelso. It took only a few U-turns to get back on the route of mostly unmarked roads, taking us through beautiful country (and lots of rain). John was anxious to return home, so we left the remaining three Porsches at a rest stop and skipped lunch at Murray Hill Beaches.

One brief stop and we were on the last leg of our journey. Kruger, a 35-pound standard Schnauzer, enjoyed his first ride in the Porsche as we returned him from his overnight quarters. Come to think of it, I believe we packed more for his two nights than we did for our one! Despite the weather, it was great driving, good company and comfortable lodging — a grand experience.

# German AutoFest

By Earl Green • Photos © Randy Wells

My buddy and I paid our \$10 and entered the Ventura County Fairgrounds, site of the 4th annual German Autofest, and immediately went into sensory overload.

To our left sat 8 to 10 models of our beloved marque, including a couple of 914-6s that were pulling at me like a magnet. To the right, four rows with 50 or 60 more models. Further up on the left were another 30-plus competing in the concours d'elegance. And right down the middle of Parade Boulevard, directly in front of the entrance and lined with palm trees, were a hundred or more early 911s. This year's featured car!

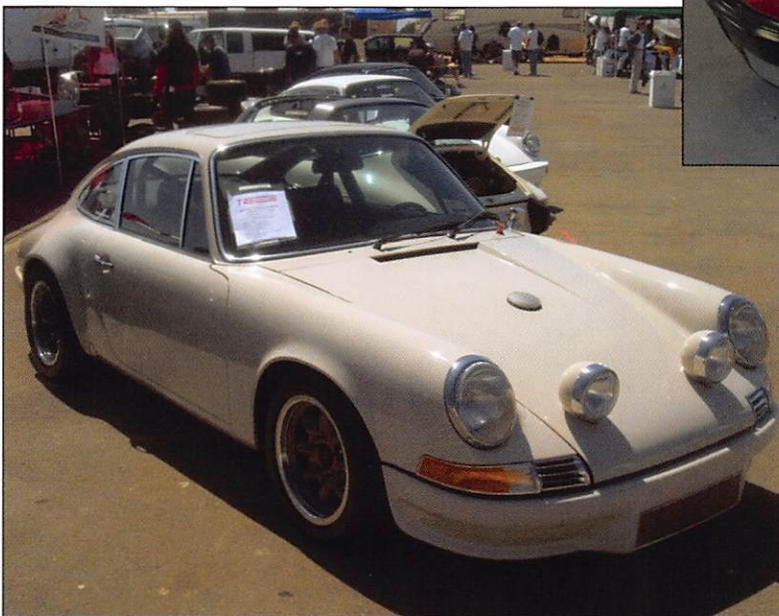
Originally, my friend and I had planned on heading straight to the for-sale corral. However, a couple hundred other cars got

Conda Green 70S with 7,999 miles owned by one of Seinfeld's writers. A freshly



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Vendors were set up in the first two hangars in the middle of the fairgrounds (with a couple hundred more parked P-cars around them). Almost every advertiser in Panorama and Excellence was repre-



restored Polo Red 67S driven by a gentleman known as SWB (Short Wheel Base) Sam was my personal favorite. Freeman Thomas, designer of the Audi TT and this year's scheduled

sent, including Tualatin-based Rothsport Racing. Jeff Gamroth and Steve Weiner were handing out half-off coupons (just kidding) and showing off some of their high performance applications. Center stage was Page Stevens' new 3.8RSR 914 Roadster, a sparkling new 2.7 RS Spec motor and their new Programmable Multi-Port High Butterfly Fuel Injection System. They were definitely receiving the majority of the (well-deserved) attention!

The swap meet began early Sunday morning. I counted no fewer than 80 tents set up with each attendant peddling their grundle of schwag. It looked like a lot of cash traded hands. I saw one set of original vintage Recaro Sport Seats go for \$5,200. The early birds got the worms that

between us and our destination. An exceptional group of early cars were parked in the R Gruppe corral, which numbered 40 or more. There was a completely original

guest speaker at Rainbonnet, drove his R replica, which featured most recently in September's copy of Excellence Magazine. (Photos available at:

*continued on page 24*

# Stuttgart Meets Detroit

## Or, Welcome To Rhodes' Amazing Muscle Car Collection

*By Tim Merrilow • Photos by Chris Greenwood*

Saturday morning, July 31, 2004, lead scout John Draneas, 35 various Porsches, a couple of period-correct vehicles (Don Stroum's 427 Cobra and Page Stevens bringing up the rear), arrived at Wes and Annie Rhodes' Cross Flags Museum and home.

After arranging parking so that no one had to worry about door dings or the ability to come and go as their time allowed, Wes gave the 60 to 65 attendees a glimpse of his encyclopedic knowledge of the various important muscle car engines produced by Chevy, Ford and Chrysler during the 60s. Then it was time for the tour and to drool, ooh and aah, reminisce, and just have some fun.

Wes generally has 30-some cars in his collection, of which a number may be added or subtracted in any year if an opportunity to upgrade comes along. These cars are all as they originally came from the factory. (Some may actually be a little nicer.)

The museum, the shop and the driveway leading up to the museum had one after another absolutely pristine, top-of-the-food-chain 60s muscle cars lining it. There were three 435 hp, 427 ci 1967 Corvettes, two of which had won Duntov Awards (the highest award given by the National Corvette Restorers Society), an L88 Corvette, a 1955 V-8 Duntov Award Corvette, a 1953 Corvette, three 1969 Z28 Camaros (two of them factory J18 Cross Ram, fiberglass hood, 4-wheel disc brake cars), and a wonderful group of 426 Hemi cars, with some very rare and very valuable models among the

many examples of that decade's best. Last, but not forgotten, the memorabilia scat-



tered around and on the walls of the museum with all the cars was near sensory overload.

I think I can say — in a truly understated way — that everyone saw much more than they expected to and that they enjoyed the Rhodes hospitality and look forward to this being a regular event each summer. A huge thank-you to our gracious hosts, Wes and Annie.



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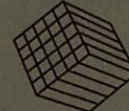
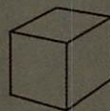
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## Fun, Food & Friends

*Continued from page 10*

tree canopies and ogling fancy country estates. But, then again, those beautiful Porsches carving perfect turns one after the other is a sight that is tough to beat.

We turned onto Highway 224 at Estacada, and I believe it was here that we said goodbye to one of our group. Event photographer Doug Russell in the super yellow Targa we were admiring back at Miller's Homestead became concerned about the health of his car and headed back rather than risk a breakdown in an isolated area. We understand he made it home okay, but was unsure of the source of the problem. We appreciate the fine pictures and wish he could have finished the tour.

Next, Tom led us off course into the parking lot at Promontory Park for a comfort break. The Park rents boats for \$50 per half day and they have a store, restrooms, etc. People were practicing the art of fishing, but I didn't see any fish going home with the fishermen. We got in about 15 minutes of conversation, tended to pressing matters, and then we were off again. As we wound up the Clackamas Highway 224, we passed several campgrounds (Three Lynx, Roaring River and Lazy Bend, to name a few). They were being used — that being Labor Day weekend - but surprisingly still had some empty campsites if one was so inclined. We were treated to glimpses of the river as we drove along, spotting a couple of whitewater expeditions on the rapids, the rafters decked out in colorful helmets, life jackets and an occasional wetsuit. I love whitewater, but today I was appreciating the fact that Speedy came with seat heaters!

Further along the way, a group of Harley riders caught up to us. They had fun passing some of us, and one gentleman in our group who was driving a gorgeous black cabriolet told me they were having great sport drafting him. I find these motorcycle guys a little spooky to follow, however. On corners, they always look like they are about to tip over and, if they do, I could run over them. (There's a scary prospect.)

We pulled into the Ripplebrook Ranger Station en masse, parking two and three deep. It wasn't long before we were joined by a group of Harley yuppies dressed in very expensive leathers. They admired our Porsches while we admired their Harleys.

Tom had intended for the drive to go on into Timothy Lake via NF 57 and use NF 42 to get to Highway 26 for the return home. He had had very little time to put the course together (like a day and a half) much less to drive it in advance, so it was at Ripplebrook that we discovered that the road to Timothy Lake was still gravel. Not a good option for these gorgeous cars, so Ripplebrook Ranger Station became our end point. After more time visiting and loitering, we each took off on our own route. Some went on past Breitenbush Hot Springs to Detroit. If you have not driven this, it is a great way to hook up with the North Santiam. It has some great corners, great scenery, very little traffic and, as a bonus, is paved. That day, however, Bob and I headed back down 224 to Estacada and home — through a little unforecasted mist — again enjoying the scenery and the car.

Thanks to Tom Jewett for putting the drive together. The time out with friends, cars and the great outdoors was a welcome respite. For the Club's first year of A&Ds, this event was successful beyond our wildest expectations. Just a few bugs (like everybody being on the same page as to start times) but next season we should have those worked out. Watch for the first one late next spring sometime, and then come dine and drive with fellow enthusiasts!

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# Autocross ... A Dry Sport (This Time)

By Jim Ayers • Photos by Bruce Allert

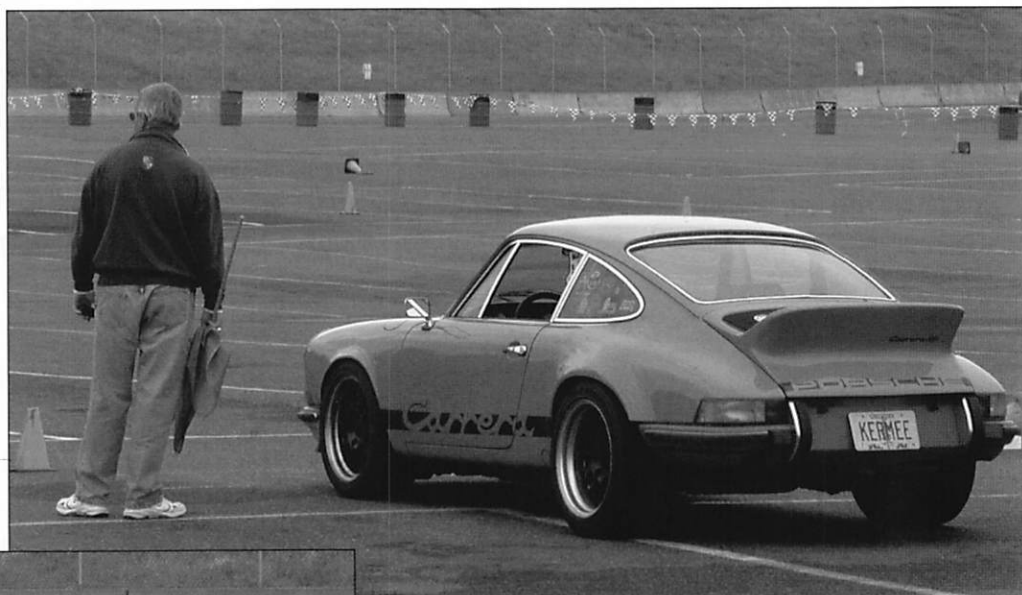
So you thought it was going to rain September 19th? Fooled ya. Stayed home to stay dry? Fooled ya again. Cool and cloudy? You bet. Wet course conditions? No way.

The last autocross of the summer (we do have a couple more in the early fall) turned out to be pretty darned good. What little precipitation we had came late in the day and did not affect track conditions. Twenty-two drivers braved the threat of rain and were all smiling at the end of the day.

As is typical of racing, some drivers chose to stick with tires they perceived would provide better traction in the rain (me included). No rain meant slower times for them (me included). Oh, well, you can't always be right.

Doug Skinner took a stab at course design and set a fairly fast but tight track. No major bobbles occurred and only a couple of spins. Doug, having the benefit of a fast car and a more intimate knowledge of the course, placed a close second to Gary Hays, who has developed a very good autocross skill.

Chuck West showed up at the track with a cast on his left leg. It's hard to use the clutch when you are wearing a cast. It seems that a recent water skiing trip to Lake Shasta inflicted a broken -- or at least sprained -- ankle. Not much to do when you can't drive a stick shift or, for that matter, walk around the course. Chuck was chomping at the bit to race but was relegated to watching. Maybe by Rainbonnet.



## ORPCA Final Raw Time Results, #6 ORPCA Autocross - 9/19/2004 Total Entries: 22

Pos	Car #	Driver	Car Model	Time	Diff	From 1st
1	3.01 31	Gary Hays	2004 Boxster	52.036	0.000	0.000
2	4.01 82	Doug Skinner	1973 911	52.563	0.527	0.527
3	9.01 157	Bob Sagara	2003 Corvette	52.689	0.126	0.653
4	3.01 2	Joel Siegersma	1966 911	55.938	3.249	3.902
5	3.01 4	Paul Stein	1974 911	55.954	0.016	3.918
6	2.01 76	Brad Snethen	1985 RX-7	57.167	1.213	5.131
7	4.01 1	Dave Nance	1985 911	57.180	0.013	5.144
8	2.01 77	Bradley Snethen Jr.	1985 RX -7	57.866	0.686	5.830
9	3.01 43	Chuck Jarvie	1994 968 Tip	59.639	1.773	7.603
10	3.01 100	Douglas Mullin	2000 Boxster	59.906	0.267	7.870
11	3.01 60	Bob Grasso	2000 Boxster	60.655	0.749	8.619
12	2.01 10	Jim Chambers	1974 911	61.035	0.380	8.999
13	4.01 64	Larry Rinehart	1977 930	61.050	0.015	9.014
14	3.01 8	Bob Schatz	1977 911S	61.316	0.266	9.280
15	2.01 84	Chris Edwards	1981 VW Scirocco	61.422	0.106	9.386
16	4.01 109	Shawn Rader	2001 BMW M Coupe	61.501	0.079	9.465
17	3.01 91	Jon-Marc Crawford	1990 Honda Accord	61.636	0.135	9.600
18	4.01 74	Steve Lougee	1988 944 Turbo	62.068	0.432	10.032
19	2.01 99	Gary Chapman	1973 914	62.197	0.129	10.161
20	2.01 56	Bruce Allert	1973 914	63.358	1.161	11.322
21	3.01 108	Scott Mills	1982 911SC	63.423	0.065	11.387
22	3.01 37	Jim Ayers	1976 911S	64.997	1.574	12.961

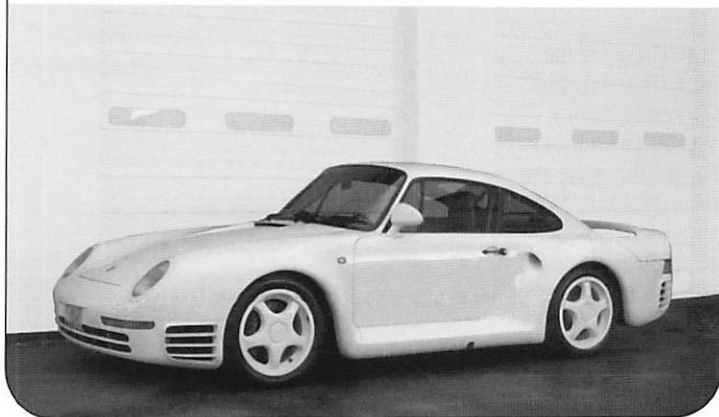
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# Hot Motor? Hard Starts?

By Jim Ayers

Problems starting your car when the engine is warm? Problems starting your 6-volt 356? Done a little tweaking of the pistons and cams in your track car, thus creating a higher compression level and tougher motor to start? All good reasons to look to a gear-driven, high-torque starter motor.

If you are driving a Porsche 356 with a 6-volt electrical system and are having issues with a sluggish start when the engine is warm or those slow rolling cold weather starts, it might be time to look at a gear-driven starter motor. One of the major benefits of this type of starter, it only draws approximately 1.5 volts, an obvious benefit when used in a 6 volt. The other advantage of this style starter motor is the generation of 525 ft lbs of torque compared to an average of approximately 350 ft lbs in a remanufactured Bosch starter. Needless to say, this is going to spin your motor's fly-wheel a lot more easily and give you a faster and better start.

We all know even 12-volt systems can suffer sluggish start issues, more often related to a hot motor. Cold weather also can cause issues if your battery and engine oil are not fresh; again, a situation when the low battery draw of this style starter is an advantage.

Racing applications and cars that have been substantially modified for high performance encounter a number of starting

issues, but the culprit is still primarily heat related. A hot starter solenoid, high compression motor and high engine temp all work to reduce the ability of a stock starter motor.

To this point in time, my research has come up with two manufacturers of gear-driven starter motors: IMI Performance

Products and Hitachi. IMI seems to be the only one manufacturing gear-driven starters for Porsche cars. The technical information for these starters provide the following information:

Starter motor weight, under 9 pounds.

The solenoid is enclosed in a vented aluminum housing which dissipates heat more efficiently.

The IMI Hi Torque starter generates in

excess of 525 ft lbs of torque

The Hi Torque starter is designed such that it can be rotated on its base plate to clear exhaust systems, frame components or other impediments to mounting. The unit is also significantly smaller in size than the stock starter motor.

More information regarding these starters is available on the website for Good Vibrations Motorsports located at [www.DragParts.com](http://www.DragParts.com).



## In Car 956 - Video Review

It's the time of year to sit down with a good video. Pop *In Car 956* into your VCR (or DVD) and take a visceral tour of seven of the world's greatest racing circuits. You're in the cockpit of a 650 bhp Works Rothmans Porsche 956 with Derek Bell. This is not a Sunday drive. These laps are at race speeds. How does the fifth fastest ever lap at the 'old' Nurburgring circuit look like? What's it

like to average 120mph round the awesome Spa Francorchamps circuit? Do you want to see 220mph at Le Mans? Maybe dice with Jacky Ickx? It's 50 minutes of riveting video. I've watched it many times. It makes you want to put down your beer and look for your five-point harness. The distributor is Powersports Video. The video is high quality. The audio is poor, but the car is not sound insulated. I would rate it an "I" for Intense. Just talking about it makes me want to watch it again.

## Porsche Club of America Membership

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The Porsche Club of America offers driving experience, technical assistance and camaraderie second to none. Our national award-winning magazine, *Porsche Panorama*, provides a monthly insider's view on all things Porsche. In addition, you will receive the ORPCA's award-winning monthly magazine, *Anzeiger*.

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The Porsche Club of America was founded in 1955 to cater to the particular needs and interests of the owners of Porsche cars. Our general objectives are to promote the highest standards of courtesy and safety on the roads; to enjoy and share the good will and fellowship engendered by owning a Porsche; to maintain the highest standards of operation and performance of the marque; to establish mutually beneficial relationships with the Porsche factory, dealers and other service sources; to exchange ideas with other Porsche Clubs throughout the world; and to establish mutually cooperative relationships with other sports car clubs. We think that membership in Porsche Club of America will add to your enjoyment of owning one of the finest automobiles in the world.

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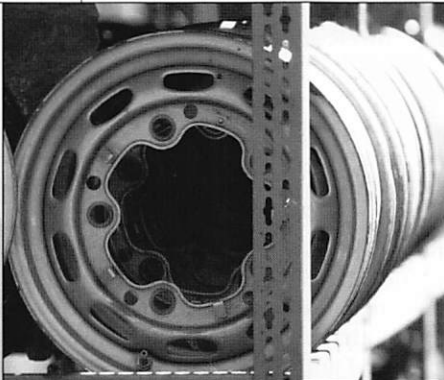
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## From the President

*Continued from page 4*

up water for months and maintain its gloss. Great stuff.

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**Stainless Steel/Chrome:** Heavy Metal Polish. Made in the Northwest and sold at Les Schwab. Amazing on stainless steel. Comes in 3 grits. Also good on copper and brass.

### Other Products

**Glass cleaner:** Sprayway Glass cleaner. You can buy it at Costco. Nothing better. Use it

with 0000 steel wool for terrific results. (Believe it or not, the 0000 steel wool will not scratch the glass).

**Tire Dressing:** Meguiars Gold Class Endurance. Won't turn brown, medium or high gloss, long lasting; takes several hours to dry.

**Car Wash Soap:** Zymol Natural Concentrate Auto Wash.

**Rubber & Vinyl:** Meguiars Natural shine Vinyl & Rubber Protectant.

I use the small round foam pads for hand applications as they seem to cause less fine scratches. I have changed over to micro-fiber towels and cloths for all appli-

cations. They are just better than using cotton, and they last longer.

**Interior Products** - Leather Care

**Best patina:** Eagle One 1-Step Leather Care

**Best protection:** Hide food. Made by Rolls-Royce-Bentley so it must be good (and it is).

If you have any comments or disagreements, I would welcome your comments. You have likely guessed where I will be this winter.

## German Autofest

*Continued from page 15*

day and, by afternoon, the pickings were slim.

I have to admit I was so caught up in tire kicking that I never made it to the building that featured memorabilia. However, this was my third German Autofest and the memorabilia section lived up to the surrounding specter on both previous occasions.

I finally made it to the for-sale corral on day two. It was set up in another hangar at the end of the compound. If you were shopping for a car, this was the place to be. There were several choices of practically every model on hand for inspection. As you can tell, I am still buzzing two weeks after the event, and what I am trying to say is that, for a \$10 ticket, the German Autofest is an awesome value!

On a final note, when exiting the parking lot we noticed a transport vehicle belonging to European Collectibles, a vin-

tage car dealer in southern California. They were loading several exceptional examples of 356 Speedsters. When I got back from the airport, I received an email saying that the transporter got high centered on some railroad tracks and was hit by a train. Talk about a tragedy! (I do not believe any people were injured.) Here is a link to the carnage... <http://forums.pelicanparts.com/show...threadid=182285>.

Putting off some well-deserved maintenance or repairs?

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1/8 page (business card) . . . . .	315
Classified, non-member . . . . .	137.50 (single issue \$12.50)

## Batman

*Continued from page 11*

some wiggle in the rear, but I was driving it too much like an M3, and not enough like a 911. We kept up with the RS, however, and Bill's breakfast worked closer to the surface.

Next it was my turn to try out the RS. Bill and Julie took the GT3, and I took the driver's seat next to Bruce Wayne. The message was clear. "This car is irreplaceable. Don't wreck this one." I briefly wondered if the GT3 would have been okay to wreck and promptly banished the thought. We took a relatively ginger approach through the corners, departing at 75% of the frenetic pace that got us there. The RS had its own airplane-like growl and, despite the heavy steering, felt light on its feet. This car has recently been fully rebuilt, and felt fresh. Referenced against a regular 911, this car definitely feels special. We entered the freeway on-ramp back towards the Bat Cave. I diligently followed Bruce Wayne's instructions and stood on the throttle all the way

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to redline in top gear. Bruce Wayne suggested that I maintain top speed as we approached town. Despite its age, the RS felt extremely confident, even as we blew past the semis and other "meager rolling obstructions."

We reluctantly returned the Dynamic Duo back to the Bat Cave and graciously thanked Bruce Wayne. As soon as we departed, roughing it behind the wheel of my now anemic M3, we called friends and family. Virtually all superhero stories share a common dilemma. Mere mortals aren't going to believe such nonsense. We called Bruce Wayne and agreed to meet again to document and photograph for those who dared question our tale.

Julie and I returned to the Bat Cave a week later, armed with cameras. (Bill declined to ride out with us for some reason.) Bruce arrived in his discreet white Ford van with an agenda. In the hangar alongside the Porsches sat a fully restored Cessna 180 tail dragger bush plane. Bruce

recommended that we take aerial photographs of the road to help fully illustrate the drive. Julie was a "first-time flyer" and took the front. I climbed behind into a cozy area shaped like a tapered coffin. Sitting in the back, my part of the plane lifted off first and, fortunately, the front of the plane followed. Once airborne, Bruce Wayne gave brief instructions — followed by the controls — to Julie and looked back to talk to me. I recall hearing Julie yell into the intercom, "Why are we going sideways?" I snapped a few photos, despite white knuckles, to fully illustrate the curvy tarmac.

Julie and I visit Batman regularly to discuss business, Porsches and airplanes. I will likely decline future plane rides, and Bill will likely decline future car rides. A rumor has surfaced that a new 996 Twin Turbo Cabriolet has arrived, ready to conquer Gotham, again.

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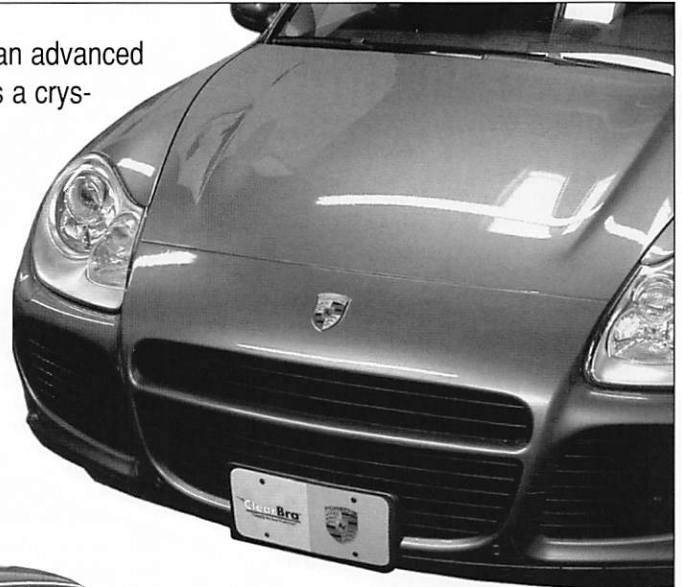
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1987 911 Carrera, Black/Black, 95k, near-new tires and clutch, 16" polished Fuchs, power windows, seats, air, sunroof, alarm, am/fm/cd, non-smoker, never wrecked. \$22,000. (503) 452-2886 or pbenett@cvk-law.com 09.04

1987 911 Turbo, Guards Red, black leather, 17K original miles, Andial modified motor, Andial inter-cooler and fuel enrichment, K29S Turbo, twin plug ported heads, C2 cams, 1 bar boost, light fly-wheel/clutch, Full BB exhaust, close ratio 4 speed, Quaife LSD, Bilstein Sport shocks, Twin Turbo brakes, Cup wheels, Yoko AVS, lowered to Euro specs, H4s, 930S steering wheel, \$55,000, Mike Kelley, 503-826-0557 07.04

1984, 911 Carrera Targa, Black/Black, Great condition in and out. Power windows, air conditioning, am/fm/cd player, new targa top, great car. 99,000 miles, \$17,500. Photos available. Contact: dan@jfishelton.com 07.04

1982 911 SC Coupe, Platinum metallic, 124k, Sunroof, Power Windows, AC, AM/FM/CD, H4's, pop-off valve, turbo tie-rods, Momo wheel, new clutch, All new leather front seats, Bridgestones at 50%, owned since 4/02, records/receipts since '98. Moving overseas - must sell. \$17,500. (503) 830-9449, jess.guthrie@comcast.net 07.04

1982 911 SC, Platinum metallic, Leather sport seats, 96,043 miles, all factory options including Turbo tail and front chin spoiler, engine upgrades, excellent original condition. \$14,950 OBO. 503-266-2108 dennisjeane@cs.com 08.04

1980 911SC Weissach Edition. 1 of 400 produced. Cert. of Authenticity, all original, 22,000 miles. Platinum metallic/beige. Carrera tensioners, pop-off valve, AM/FM/CD, A/C. Original tool kit w/gloves, air pump, brochure, dealer prep sticker. Have lots of extras. \$25,500. Russ Pascoe (503) 362-1145 russpascoe@hotmail.com 08.04

1977 911S w/3.2L engine. 62,400 miles, A/C, Sunroof, Silver/Blk Ltr. Short Shifter, Robotek Sure Shift. Engine conversion done by Stuttgart Autotech, Lake Oswego, OR. One owner and always garaged. \$18,000 obo. Contact Herman Jackson 509 627-6105. hajack@charter.net. 09.04

### Boxster

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2003 AUDI A 4 Avant Wagon, Silver, Black Leather Interior, 5-Speed, Sport Package with 17" wheels, Sport Tires, 16" with Snows. Litronic Lights, Bose Sound System, 6-CD Changer, Ski bag, Stone Guard, Heated Seats, Immobilizer, Anti-Theft Alarm, Remaining Factory Warranty, \$28,911. Michael Bartos 503-706-9171 09.04

1996 328i, Green/Tan, 79k miles, sunroof, heated leather seats, CD w/mp3, new tires, excellent shape, \$12,500. Glenn 503-913-5615 glennf@aracnet.com 07.04

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## Parts

Pair of 1997 Boxster front bumper grills #986.505.553.00, #986.505.554.00. Black, used, great shape, \$40 for both. Four Fuchs 5.5"x14". I think these were off a 1967 912. One time polished centers and rim, scratched and curb scuffed. 2 of 4 tires still good. No center caps. These were the wheels put on when the car was in the body shop. These will need to be refinished. \$400 obo. Scott (503) 703-0555 09.04

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911 door pockets and panels from a 1969 coupe, Black, excellent condition, no rips or tears, \$500. Call Dean at (503) 286-4042 or e-mail willoughd@yahoo.com 08.04

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Simpson 5-point camlock harness seatbelts for both driver's and passenger's side - both shoulder and lap belts. Color of belts is red. Also includes the rear brace bar from Bray Krause, a Bray Krause fire extinguisher mounting bracket that attaches at the Passenger side, and an Amerex Fire Extinguisher that has never been used and is fully charged. Complete setup was only used once before removal. \$450. dmccart812@aol.com, 503-723-6146 07.04

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64-65 356 SC coupe or convertible. Would also consider Karmann 'notchback'. Please contact me at: ssalta55@msn.com, or 503-720-9358 07.04

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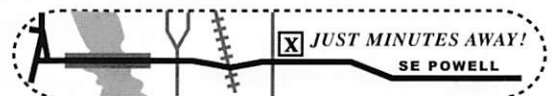
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Board meetings of the ORPCA will be held on the first  
Tuesday of the month at 6:30 pm

Consult [oregonpca.org](http://oregonpca.org) for the  
latest information and location

# Willkommen

## NEW MEMBERS

Barry Cogut .....2004 911  
Lake Oswego, OR

David C. Gillaspie & Molly Hayes ...2000 Boxster S  
Camas, WA

Thomas & Carolee Hill ....1997 Boxster  
Camas, WA

Gerald L. & Robyn Massey ...2001 911 C4  
Brush Prairie, WA

Ron Minson .....1985 911  
Portland, OR

C. Paul & Jean Patsis ....2004 Boxster  
Lake Oswego, OR

Conrad Peterson .....2004 911  
Gresham, OR

David Scott Richardson .....1983 911  
Hillsboro, OR

Douglas L. & Michele Shapiro .1961 356  
Lake Oswego, OR

Will A. & Kevin Swope ...2003 Cayenne Turbo  
Portland, OR

Trevor H. Turner-Rice .....1974 914  
Portland, OR

Henry Wang .....1999 911  
Portland, OR

Kirk L. & Andrea Wong .....2003 911  
Vancouver, WA

### *Transfer*

Bryce L. & Kim C. Kennedy .1979 911 SC  
FPO, AE

Alan J. & Emily Orth .....1966 912  
Portland, OR

# Anniversaries

## NOVEMBER

### 5 years

Jerry & Becky Karver

Dennis & Jane Smith

Jeff & Kathryn Tharp

### 10 years

Joseph R. Beutz

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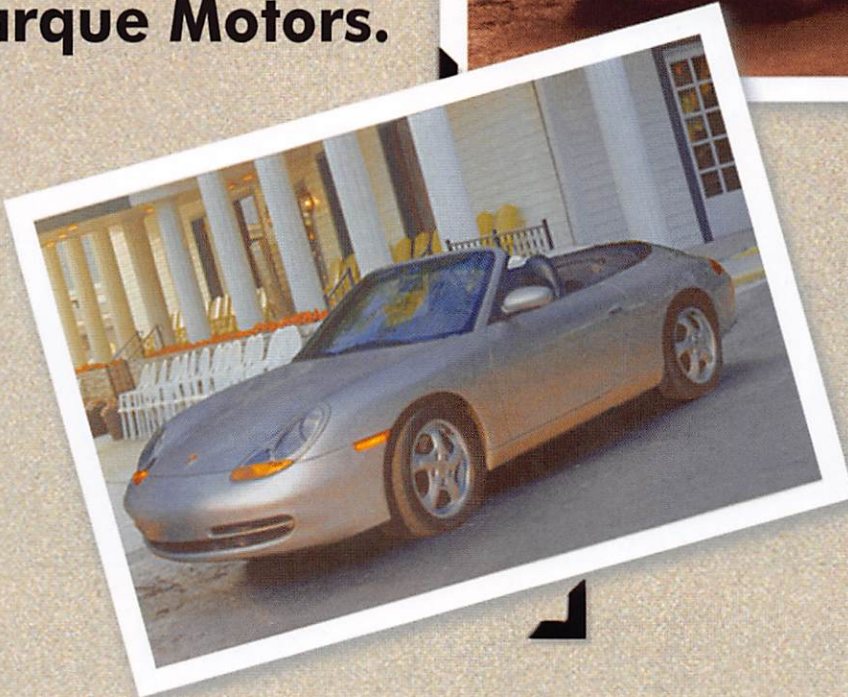
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