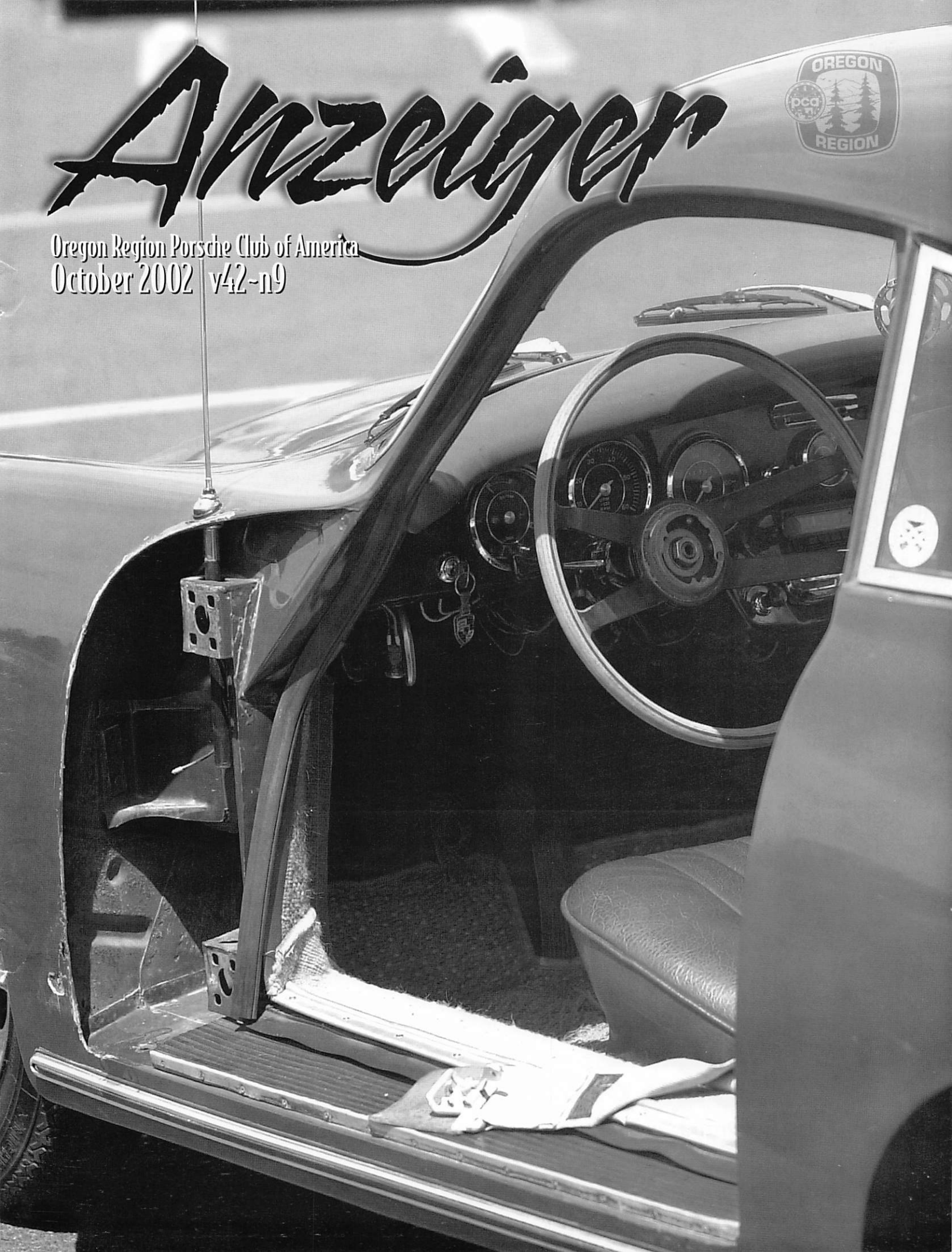


# Anzeiger



Oregon Region Porsche Club of America  
October 2002 v42-n9



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



**OREGON'S #1 PORSCHE DEALER**

It's okay.

To Carrera Motors, that kind of passion for a Porsche is quite natural. Because we share your love for the superior engineering, style and performance of the finest German automobiles. In fact, that's all we sell: Porsche, BMW, Audi and Volkswagon.

We also understand your need for knowledgeable consultants and impeccable service. Maybe that's why we're the number one Porsche dealer in Oregon. And why we rank among the top dealers nationwide in customer satisfaction, year after year.

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- '02 Boxster . . . . . Black/Black
- '02 Boxster S. . . . . Black/Black
- '03 Boxster Tip . . . . . Arctic Silver/Black
- '02 Carrera Coupe. . . . . Black/Black
- '02 Turbo Tip. . . . . Lapis Blue
- '03 Carrera C4 Cab. . . . . Black/Black

**PRE-OWNED**

- '89 Speedster . . . . . White
- '96 Turbo . . . . . Ocean Blue
- '59 356 Coupe . . . . . Red
- '96 Targa . . . . . Silver



# 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.

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## Classified Advertising

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

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v42-n9

# Anzeiger

## OCTOBER

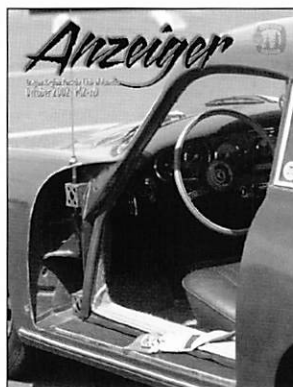
2002

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### Cover image:

Part Jeep, part dunebuggy, part go-kart, all Porsche minus a proper set of wings, this 356 is street-legal and has garnered thumbs ups from local law enforcement. As seen at the Oregon Romp, PCA Parade 2002's unofficial kickoff event.

Photo by Chris Greenwood

Please check our web site often:

<http://oregonpca.org/>



I had intended to write about getting the car up on a chassis dyno but I ran out of time for that. A fairly funny thing occurred at the Club Race though. I was working on getting the fuel pressure adjusted. To check this you need to run the car with full boost. The race track is really not the place you want to do this, as people expect your car to run well out there. So I took the car down the grandstand road and floored it. Well you know the park speed limit is 15 MPH. So in order to avoid seriously exceeding the

along the road - that was the end of that set of tires. I had ground through three of the six belts. Fortunately I had planned to change the tires that day anyway. I just accelerated the change schedule by one run session.

Speaking of Club Race - what a great event!! Everyone I talked to had a good time and the racing was awesome. Steve Tarket did a great job of making this event come off well, yet again. There were a couple of racers in Boise that looked me up specifically to thank the region for putting on a great event. Here the credit goes to Steve and all of his volunteers for putting on an outstanding event.

Debbie and I attended our first parade in Boise. Wow, what a gas! There was always something going on and lots to learn. We competed in the Concours and Autocross. We did ok in the Concours, placing 5th in the first round of judging in our group. Not quite good enough to get into the second round but I was happy with placing ahead of many other beautiful cars. We did pretty good in the autocross, given that we were running our street tires rather than autocross rubber and I really didn't want to scuff the paint on our 911. In general the event was very well organized; the volunteers did a great job. Our intrepid ladies ran the

*continued on page 26*

speed limit I put on the brakes. Hot Rodders call this a brake stand. The boost came up and I was only going 25mph looking at the cockpit gauges. After I verified all the readings, and the car seemed to be running right, I looked in the mirror and saw a huge cloud of white smoke billowing out behind the car. It appears my engine generates enough power to overcome the rear brakes while the front tires are locked up and sliding along at 25 MPH. I left about 60 FT of skid marks

Wow, what a great month (talking about July.) First, my car ran really well at the PCA club race DE events after I got the fuel pressure adjusted a bit better. An interesting thing about making a car more of a track car is you eventually add lots of adjustable bits to it. The side effect of all this great adjustability is you end up having to adjust it all. There are a lot of interactions to understand to get it dialed in. I'm sure I have a ways to go.

## *Sue Hodge* FROM THE EDITOR



It's October, and I have been mourning the loss of the great weather we had for so many days and months last summer. It goes back to that thing I wrote about several months ago when I thought summer would never come. I

think I just need more light than most people... But it's not only the sunshine, it's the winding down of the driving events. We have a few more track days, and there's the Singles Tour coming up later in the month - that leaves me out! So we are on our own to squeeze a few more excursions out of the year and then wait it out for good weather...

We went on a great road trip to Walla Walla early in August, the end of Parade week to be exact. It was in the middle of the wildfire season. We were able to avoid any direct contact with active fires, even driving through Mosier, which had been very close to a huge fire the week before. On the way home I did see a fire happening on the Washington side - hard to tell how big. I would guess it was 5 to 10 acres, right along Hwy 14. And I met a very weird woman at a rest stop who was on her way to

Florence to fight the fight. She made me worry about the safety we should expect these people are providing for us when they are fighting fires to protect our homes. But I digress...

We were going to spend a long weekend with John and Carlyn Draneas, David and Nan Williams, Rupert and Bobbie Jo Koblegard and two other couples (unknown to us except as "business associates" of John's.) They actually weren't business associates, but just friends Bruce and Stephanie Anderson and Dan and Linda Bacin. They had been in the area because of Parade. Bruce is the PCA Senior Technical Advisor. He's really a "regular" kind of guy and Stephanie is a real character. Dan owns six restaurants in Chicago and on a buying trip so, as you can imagine, we had the tour of our lives of the wineries in the area. This was just what we had in mind, as we had not had the time to do this earlier when we went through the area in conjunction with the Half Mille tour. We were able to go into the area where the barrels are kept, taste from them, evaluate unreleased offerings and even speculate on "futures." Gregg and I missed out on one opportunity to visit the actual site where the grapes are grown by one vintner. It was an excursion by pickup truck out into "the middle of nowhere," according to Carlyn, where they explained the importance of the dirt, the weather and the side of the hill the grapes are planted on.

*continued on page 26*

# OREGON REGION CALENDAR



## October

- 1 Board of Directors Meeting
- 4 ORPCA Track Day
- 12 Alfa Track Day
- 14 Corvette Track Day
- 16 Dinner Meeting
- 20 *Anzeiger* Editorial deadline
- 20 Singles Tour
- 20 Autocross - PIR

## November

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

## December

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

## Octoberfest DINNER MEETING

Club  
Event

- Date:** Wednesday, October 16  
**Place:** Widmer Brothers Brewing Company  
Gasthaus  
929 N. Russell  
Portland, OR 97227  
Find a map at [www.mapquest.com](http://www.mapquest.com)  
503-281-3333  
[www.widmer.com](http://www.widmer.com)
- Time:** 6:00 pm — Social Hour  
(time to try out those great Widmer beers!)  
7:00 pm — Buffet Dinner
- Cost:** \$15.00 per person  
Includes delicious buffet dinner,  
non-alcoholic beverage, gratuity
- RSVP:** By October 11 to Nancy Herron at:  
[bonvoyages@msn.com](mailto:bonvoyages@msn.com) or 503-293-6714

Please come and join all the nice Porsche folks  
for a fun evening, seeing old friends and, for  
sure, making new ones!



*UM PA PA, UM PA PA  
Lots of fun to be had  
UM PA PA, UM PA PA  
If you come, you'll be glad!*

# BACKFIRE



Like an event or hate it? Got a beef, or some kudos? Tell us what you think. Send your comments to: [sghodge@bctonline.com](mailto:sghodge@bctonline.com)

## Half a Mille Memory

JIM & LYNN ROE



We were thrilled to receive our August *Anzeiger* (as usual) and spot the great photo of our speedster on the cover. It has rarely looked better! Kudos to Gregg for getting this great shot, and to the editor for realizing how good it would look on the cover. We had a great time on the Half Mille Miglia and will be back next year.

## Sunset Satisfaction

BOB GRASSO



I think ORPCA members should know about my recent problem at Sunset Imports, and how it turned out:

I took my 2000 Boxster in for its 15,000 mile service interval in June. I picked the car up after the service department had closed that day, and soon noticed a small dent and a paint chip on the top of the front fender. They sure weren't there when I dropped the car off! How could such a thing have happened? In 35 years of taking cars to repair shops, this has never happened to me. I was sick to my stomach, as I knew what I was in for: a dispute as to who was at fault. Returning to Sunset the next day, I was told that everyone who had been in contact with my car denied any knowledge of this damage, so it became a matter of my word against theirs. I had no proof the damage had been done at Sunset. Short of a lie detector test, how do you convince someone you are being honest about such a matter? After 10 minutes of pleading my case, I was told by Service Director Mike Ryland that he would cover the cost of the dent repair if I would pay for the paint work. This was the best he could do under the circumstances, since he has to trust his employees, who are told to report any damage they might inadvertently cause on a car, and they are not penalized. I realize Mike has to protect his company from fraudulent claims, but in this case I was being

totally honest; I would never try to stick it to a repair shop for damage I had done. I had no choice but to agree to the partial repair, as half a repair was better than no repair.

This was really bothering me, because my integrity had been called into question. A week later, at Don Clinkinbeard's recommendation, I spoke with Rob Roseta, General Manager. Rob listened patiently to my tale of woe, and then made the strategic and wise decision to cover the entire repair. By then I had learned that we were looking at nearly \$1,000 worth of paint and body work, so this was no small concession. Rob stood behind the customer, even though I have no history at Sunset Imports, and did the right thing. I am very gratified to know that Sunset Imports came through on this, as it came down to trusting the word of a new customer. I for one, sure want to do business with a top-notch dealership and they have earned my respect. The work was completed last week, the repairs are excellent, and I'm very pleased with the resolution of this problem. Thank you Sunset Imports!

My recommendation to others: always do a thorough walkdown with your service writer when you take your car in for service, at Sunset or any other repair shop for that matter. It could save you a lot of angst if something like this ever happens to you.

## Roadside Assistance

CHRIS GREENWOOD



Sometimes I borrow the Dadmobile, a 1964 ruby red 356 SC, for a club event where my Nissan truck would be somewhat *conspicuous*. In the seven years I've owned the truck, I've become a bit spoiled by its dogged reliability and modern technology under the hood, relatively speaking. It's never left me stranded anywhere.

The old Porsche has had a similar track record of reliability, as many times as I have driven it, including a long road trip

to Monterey in 1998 for Porsche's 50th anniversary celebration. (On that trip, the temperature gauge quit due to a broken wire, easily fixed by a foreign auto repair shop in Cottage Grove.)

This year I borrowed the car again for the club's annual Progressive Dinner. It ran perfectly all day, as it has since the day my dad brought it home from Oregon's high desert in the mid-'90s. As luck would have it, though, the engine quit as I was scooting along Hwy 217 northbound at 10:30 pm.

As luck would also have it, not one, but two fellow Porsche club members witness my deceleration and unscheduled pit stop on the side of the busy freeway. They reacted quickly, cutting over to the shoulder and coming to my aid. Between three of us, two knowledgeable Porsche guys, Aaron Hues and Steve Knepper, and the not-so-knowledgeable me, we quickly diagnosed the problem as spark-related. Spending a few minutes hovering over the engine compartment with the proper tool, a flashlight, we spot the problem: a loose wire to the coil.

With another proper tool, the indispensable Leatherman, said problem was quickly fixed. Spark restored, good to go.

The point I want to make is that I provided neither of the proper tools, my road-side rescuers did. I was unprepared.

The other point I want to make is that club members come quickly to the aid of their fellow travelers in distress. Hence, a hearty thank you to Aaron and Steve for their friendly and capable road-side assistance, without which I'd have been there a while.

I really value my membership in the club at times like these, and someday, when I have a Porsche of my own, I'll be prepared for the unexpected because my fellow club members may not always be there.

## AUTOCROSS - October 20 - PIR

Club  
Event

Location: PIR pro pits

Time: First car out at 9 am

Cost: \$15 (plus \$10 entrance fee to PIR,  
taken by OMRRA)

What to bring: Helmet, food & water

All autocross events are held, rain or shine.



## Singles Tour

Club  
Event

SUNDAY, OCTOBER 20

The idea of hosting a Singles Tour was inspired by a reasonable assumption that there must be more than three single folks in the Oregon Region PCA. Some of these ever-elusive single members view PCA events as intended for couples only (a false-ism). Single Porsche enthusiasts should know that they are welcome at all PCA events and, ideally, that they should be regular participants.

This event will provide Singles Tour patrons with excellent scenery, driving routes to fully appreciate their cars and opportunities for low-stress social interaction.

Meet at Stark Street Pizza at 9:00 am, departure at 9:30. The planned activities will last until 4:00 pm. After that, who knows!

Look for more details at [oregonpca.org](http://oregonpca.org)

\*\* Pre-register at [oregonpca.org](http://oregonpca.org) \*\*

## DRIVERS ED/TRACK DAY

at Portland International Raceway

\$100/driver/full day

\$55/second driver

Club  
Event

### Required Equipment:

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

### Schedule

- 11:00 am Tech Inspection
- 12:00 pm Mandatory drivers meeting
- 1:00 pm First car out
- 6:00 pm Track Closes

### Track Chairman

Dick Bader 503.239.5230 x701  
[dickb@acmetool.com](mailto:dickb@acmetool.com)

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

Novice drivers will be assigned an instructor, subject to availability

# October 4

### Featuring: ORPCA driver training program

Instruction provided in your car by the professional instructors at **PITARRESI PRO DRIVE**

9:00 AM half hour ground school and two and a half hour Skid-Car sessions (fundamentals of car control).

1:00 PM Pro Drive track instruction begins with assigned Pro Drive instructor.

**Cost:** a bargain at \$249.

Space is limited. (usually sells out)

**Call Pro Drive to register:**

503-285-4449

Please register in advance to secure your spot.



(ORPCA track days only. Normal \$100 ORPCA track registration fee is extra. Free ORPCA volunteer instructors still available.)

Please refer to the Oregon Region web site for the latest information on this event: [oregonpca.org](http://oregonpca.org)



# Around the Region

By John Draneas

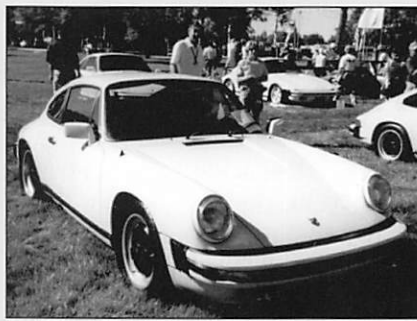
As you can tell from all of the articles in this issue, the Boise Parade was the biggest recent deal we've had. 28 registrations from Oregon Region was quite an impressive turnout. I won't try to recap everything here, but just hit a few high points.

Congrats to **Kathleen and Bob Ellis** for their well-deserved second in class with their 1979 911 SC. A super job by **Mike and Karen Holder** running Hospitality. High fives to **Alan Nies** for taking Best in Show at the Parade Art Show with his GT 1 lithograph. Kudos to **Michelle Crebbin, Deb Sironen and Carol Beutz** for their fantastic job running the Goodie Store. And a big thank you to Michelle for making sure I got a couple of shirts before the stampede sold them out for a second time. It's always good to have friends in high places.

The rally was, shall we say, a bit challenging for me and my navigator, **Mark (son of David) Williams**. About an hour or so into it we figured out that we didn't really have all of the rules, so we just did the best we could. Many thanks to **Peter Linsky and Steve Lougee** for making us think we actually knew something about what we were doing. And how about **Forrest and Bonnie Hatch** who brought their recently-acquired 356 rally car? The rally computer that came

with the car forced them into the Equipped category in spite of Forrest's insistence that he didn't even know how to turn the damn thing on!

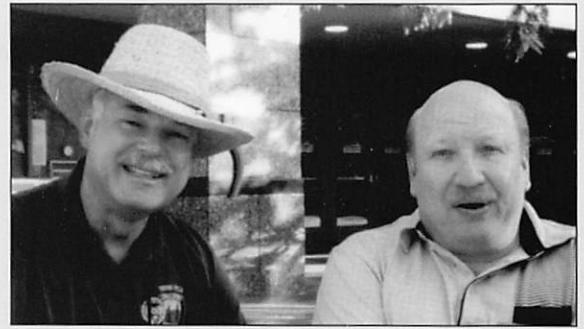
Oregon Region was well represented in the 5K Run. **Pat Murphy** looked real quick in the 45-and-over category, but was surprised to be bested by two runners who were so far in front of him that he never even saw them. But **Mary Chase** did us all proud by winning the Women's 45-and-over category, and looking 39 all the way I might add. I was back there somewhere, surpass-



Kathleen & Bob Ellis' 2nd-in-class 911

ing my goal (running at the finish) by actually accelerating at the finish. **John Johansen** attributed my finishing ahead of him to the unfair advantage I had from lining up at the start next to a very good looking 19-year-old lady and having to keep up with her or lose face. But if he was close enough to see that, why didn't he blow by and make an even bigger impression?

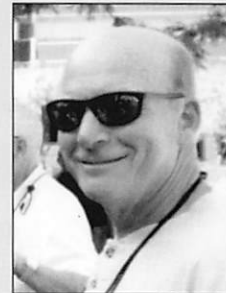
While at Parade I attended a workshop for PCA newsletter editors and met **Jack Bair**. Jack recently left his job as marketing head at Panoz Motors to become the new Porsche Cars North America liaison with PCA. It was great to hear that his mission is to help the Club and to foster our relationship with PCNA. He got off to a great start with two promos you should have heard about. He instituted that special deal where PCA members get \$100 off on any \$200+ purchase at a Porsche dealer, as well as the \$1,000 PCA discount on a new Boxster. The second one resulted in 51 Boxster sales the



Peter Linsky and Steve Lougee

first month, and Jack made a big first impression at PCNA. Come meet Jack at Rainbonnet, and find out what else he has in store for us.

Many of you know I've been looking for a 356 for some time, and I've lately been looking at an SC Coupe in Boise. It's not working out, but I've had the car checked out by Red Jones who tells me, believe it or not, as bad as it could possibly seem for the future of the world, **Gordon Ledbetter** has a twin brother. I verified this with Gordon,



The not-so-evil Gordon Ledbetter

who insists the other one is the evil twin. And finally, I'd like to pass on a great car care tip that I got out of the Griot's Garage catalog. Everybody knows, cars get scratched when you dry them. Chamois are horrible, towels are okay if they're pure cotton and in good shape, and PCA Tech Committee restorations man John Paterek says that old T-shirts are the cat's meow. But what's even better than all of those options is using nothing at all. I took the Griot's suggestion and started air drying my cars with a backpack blower, and it's the perfect answer. Give it a try. If you don't have one, they're under \$300 at Costco. And ignore your neighbors when they laugh at you. A scratch-free Porsche is worth the ribbing.

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



David and Mark Williams

# Coming Events



## Annual Planning Meeting - November 9

Every Fall the Club has its annual Planning meeting with the purpose of filling the calendar for the entire coming year's events. This is a monumental task, made easier the more participation we have from members. We will have a no-host brunch on November 9.

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

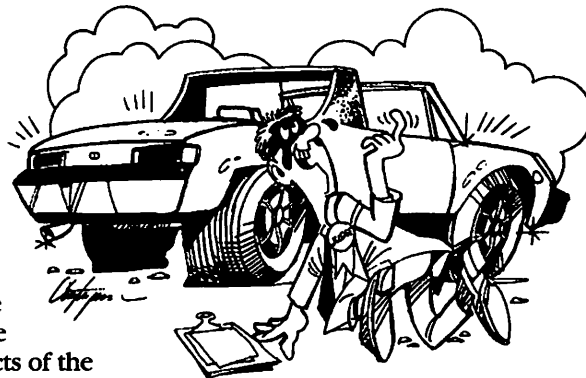
## October TSD Rally

The third TSD rally of the season is on October 6th. All skill levels, especially novices, are encouraged to participate. The start point will be at Sunset Porsche. Brief instruction on "how to" will be given prior to the first car out. A digital time piece will be helpful but not required. Prizes will be awarded after the event. Please watch for further details in October's e-mail from Ken Blanchard.

## Rainbonnet

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

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



beat the Christmas rush. Sunday is spent at the racetrack. It's our last track day of the year, as well as our last autocross of the year.

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

## Holiday Party 2002

December 7, 2002

One of our most popular events, the annual Holiday Party will be held at the Multnomah Athletic Club. We begin the event at 6:00 PM with no-host cocktails and appetizers. During this time you can bid on our favorite Silent Auction items to benefit our charitable trust. Dinner will begin at 7:00 PM, with steak, seafood or a vegetarian selection. New officers for 2003 will be introduced following the dinner. Semi-formal attire, \$50.00/person. RSVP to Susan Blanchard at AESLLC@aol.com or (503) 849-8297.

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

# Welcome New Members: Jim and Kate Ayers

*What kind of Porsche do you have? Is this your first Porsche? One of several? Why did you buy?*

Kate and I have a 1976 911S, which is our 4th Porsche. We previously had 2 924's and a 924 Turbo. For some unknown reason, in the mid-nineties we decided we need to have vehicles other than Porsche. Oh well, we all make mistakes. Two years ago, again using our impeccable logic, the Tax Man told us we owed the government a fair bit more than we had paid him. After making our contribution we pacified ourselves by buying another Porsche.

*How did you hear of ORPCA?*

We were aware of ORPCA for years, but did not have the time to commit to a club until we retired.

*What other interests/hobbies do you have?*

Kate is an author, book reviewer, and part-time freelance Court Reporter. I'm a retired Police Detective, who has for the

past year been building, selling and repairing computers. We both enjoy working on our 2+ acres in Cedar Mill, seakayaking, wine tasting, cooking etc. I also enjoy taking long trips on my Harley. Of course both of us enjoy our Porsche and have enjoyed the events we have been able to attend.

*What type of club activities interest you the most?*

We particularly enjoyed the TSD rally earlier this year and look forward to more of those. We are looking at trying our hand at autocross as well. The Burrito Run and Half-Mille Miglia were great and gave us an opportunity to mingle with a great group of people. Kate has an avid



interest in working on the Anzeiger and intends to lend her assistance in any capacity.



## Steve's Imports

Since 1976

### Full repairs on your early and late-model PORSCHEs

#### Services

- All maintenance requirements with follow-up reminders.
- Bosch authorized Service Center.
- Certified Technicians.
- Engine repair and rebuilding.
- Transaxle repair and rebuilding.
- Early model experts.
- All brake and suspension repairs.
- Air conditioning service.

#### Conveniences

- Ask about our shuttle.
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# RAINBONNET 2002

## OREGON REGION PORSCHE CLUB

November 1, 2, 3

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

### Schedule

#### Friday, November 1 at the Monarch

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

#### Saturday, November 2 at the Monarch

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

#### Sunday, November 3 at Portland International Raceway

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

### Cost

#### \$125 per person

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

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

### Accommodations

#### Monarch Hotel

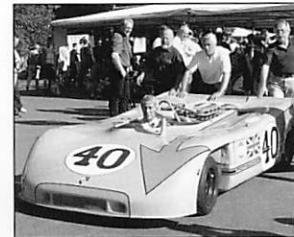
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Clackamas, OR 97015  
503.652.1515  
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**Richard Puetz, Rainbonnet Chairman**  
Daytime: 503.819.2440  
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Watch your mailbox for a registration form or click through the web site: [oregonpca.org](http://oregonpca.org)

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# The Oregon Romp: From a Cornerworker's Perspective

By Sue Hodge • Photos by Chris Greenwood

I would have gone to the race anyway, but for months I had been hearing that they were hurting for volunteers on Track Days. Early on, I said I wasn't available to help because I had to be able to cover the race more completely than I would be able to do as a volunteer.

My husband was going to help - then came foot surgery. So much for that. Then, less than two weeks before the Oregon Romp, it occurred to me that I had always been curious about the inner workings of a race.

A lap-by-lap recount of the race was what I would have produced. But as a volunteer I would get the chance to experience this race weekend from a different perspective. And I could share that with the *Anzeiger* -reading members and, just maybe, inspire a few to come out to help.

I didn't have too much information ahead of time, since I volunteered at such a

late date, but I showed up at 8 am for the Worker's Briefing as I was instructed, hoping to fill in some of the blanks. Steve Tarket had arranged for me to be a Cornerworker. I have had the greatest respect for those folks from the

moment I started taking racing seriously, and I was a bit intimidated by my assignment initially. I got assigned to work with



The green flag drops on a session of practice starts at the Oregon Romp



Chief Steward Bruce Boeder calls the shots

*"The blue flag with diagonal yellow stripe lets drivers know that they have faster traffic approaching from behind."*

Katia Rivera and soon felt at ease. She is an SCCA member with a great deal of experience at corner work and she would be the turn marshal. I signed in, picked up my commemorative Oregon Romp shirt (very cool) and got my wristband to make me "official." There would be three of us at turn 11 (which turned out to be invaluable at least once that day.) Dan (never got his last name) is also an SCCA

member and usually does

announcing for the various race events at PIR. Through the course of the day I found out Dan had been raised in a family where cars and racing were a main focus. As a child he had accompanied his dad to the track many times and soon

appreciated the skill it takes to compete. He has not raced himself - he's only 25 and has a car that they won't allow in

competition because it's all-wheel drive. It's a Subaru, and believe me, he knows how to take it to its limits. But he is at the track every available moment and just waiting for the opportunity to race. He had enough knowledge of the signals, flags, etc. to step in this first time as a Cornerworker and work the blue flag, which is the one signaling approaching traffic from behind to the drivers. This assignment takes some knowledge - either from first-hand experience or a lot of time logged as a spectator. The blue flag with diagonal yellow stripe lets drivers know that they have faster traffic

Chief National Steward Jim Coshow keeps abreast of PCA racing from the best position, the driver's seat.



approaching from behind. It does not always have to be shown with traffic approaching from behind, and that's

where the experience or intuition comes in handy. It is probably shown more often than any of the other flags. Katia worked the yellow flag, which is the caution-on-track flag for all drivers. She explained that two workers in a corner face opposite directions so that they can have the maximum perception of what is going by on that turn. There's also a light that is turned on which probably is an indicator of problems before the drivers can actually see the flag. I felt comfortable working that function. Dan or Katia just said "button" and I pressed the standing or waving button to indicate either a minor incident with a standing yellow (car off track on the grass, for example) or waving yellow (a multi-car incident with a car or cars blocking the track, for example.) I hope my memory serves me on these; the whole day was such an adrenaline rush I have to discipline myself to write about it before I lose the experience.

We did have a couple of incidents happen, just out of our range of vision.

On turn twelve there were two incidents that needed to have write-ups, which I attempted to do. The problem was - reacting to the incident with the flags and flashing light was first priority. The incident report was difficult to tackle in addition to that because our attention had to be focused on the oncoming traffic immediately and away from the incident as it occurred.

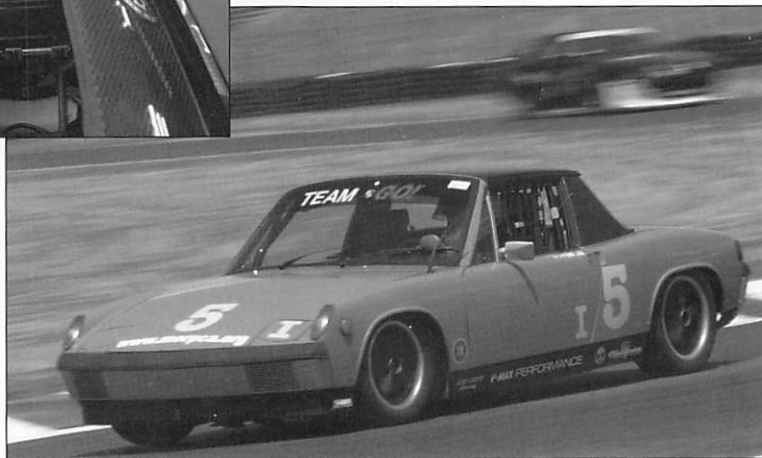
It just drove home to me the need for at least two people, and better yet three, on each corner. For one of the incidents we had to show three flags - one of them for two laps. This is serious stuff and after a half a day I was still impressed, if not intimidated, by what these folks do every weekend at the track.

There was the usual awards dinner after the event. Katia won an award, and rightfully so. She is a pro. First thing in the morning, she ran through all the flags (and the dozen or so hand motions involved in the cornerworker's job I wasn't even aware existed) in about a minute and a half. Did I mention she is also an

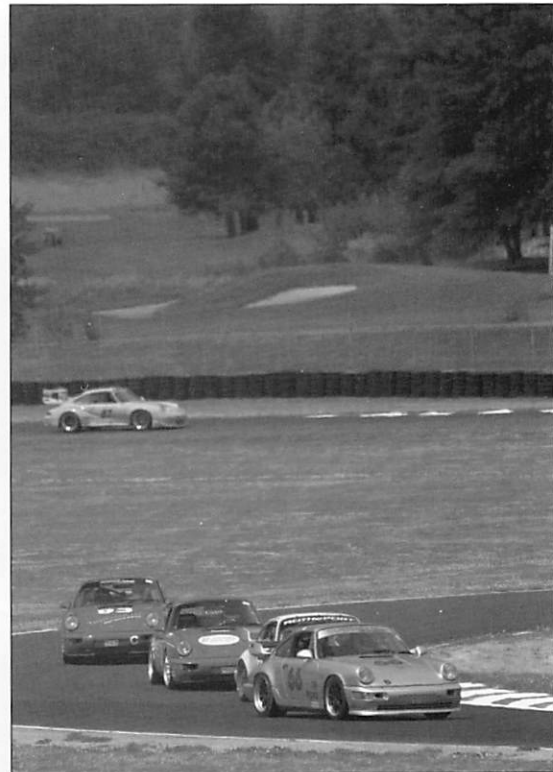
acupuncture therapist? She has finished her training but doesn't have her license yet. She allowed me to try out something that I had been curious about for a long time - right there at the race track. I have a chronic sciatic nerve problem with my right leg and I had foolishly left home that day without my Advil. After lunch, while we were waiting for the afternoon events to begin, Katia asked if I would like to try acupuncture for my already aching right leg. I said "Why not?" To make a long story short, in 10 minutes three little needles in my hand did the trick. The whole time she

told me stories about other track acupuncture experiences - like the Spec Ford driver (a skeptical doctor) whose back went out and she restored his range of motion that day with her basic treatment. I share this story to let readers

know that not only does volunteering to help at the track give you another perspective, you also have the opportunity to meet some really interesting people in the process. I highly recommend it, and I will do it again. ☺



Though a replica, this faux 904 is instructive. It is exciting to see the early shapes that inspired today's supercars and to realize that Porsche's design heritage lives on.



Above: Turns 4-6 as seen from the infield grandstand at PIR

Left: Team Go! from Mid-Ohio was perhaps the Romp's furthest-traveled participants. Rick Snyder (the younger) plays up the Speed Racer theme as he drives his 914-6. Rick is also the webmaster for Mid-Ohio region.

# Parade Concours: If at first you succeed, plan to do it again!

By Kathleen Ellis

Ah, Concours d'Élégance. What an experience! When we decided to attend our first Parade, we signed up for all the events, including Concours, as we wanted to experience it all. Fortunately we had previously participated in Rainbonnet and some show-and-shine events, so we had a vague idea of what to do and expect.

Prior to departure for Boise, we thoroughly cleaned the car for the show, plotting that when we got to Boise we would only have to deal with the dirt from the trip. Past experience has taught me that on site I am not as effective as a "detailer" because I enjoy visiting with other participants. Besides, some items are easier dealt with in one's own garage.

We spent about 40 hours (we're slow) preparing the car at home. Bob did the cleaning and polishing as needed on the engine, wheels, wheel wells, tires and underside. I was in charge of the interior and cleaning and waxing the exterior. As soon as we checked in at Registration, we took the car thru the Stoddard safety inspection; a requirement for all cars entering the event. Next was a treasure hunt to find a vacuum, since we'd collected lots of debris on the trip over. We managed to find one along the practice rally route we drove on Sunday. Our next step was to wash a very dirty car. We headed for the parking structure for hose and water, and to touch up any fresh paint nicks. Our detail bucket contained rubber treatment, glass cleaner, field glaze, toothbrushes, rags, and oh yes, Q-tips.

After dinner, we covered the car and set the alarm so we'd roll into the staging area at 6:50 AM local time as instructed. We arrived on the lovely grounds of the Veterans Hospital as the sun was rising (you must drive your car to the show area.) We had two hours to buff, polish and worry the car to death before judging began at 9. It seemed like an eternity before the judges reached our car about 11:30. However, the morning was full of good conversation and a visit from the "Dirt Patrol," Mrs. Crebbin, Linsky and Sironen, an advance contingent from our club, (complete with white gloves) inspecting for dirt.

Finally the judges arrived, all 6 of them. First they wanted an oral history on the



The Ellis' 911 getting some touchy-feely judging by the PCA scrutineers in Boise.

car. What to say? I guess I did OK on that. We had entered the Preservation Group, with emphasis being on "preservation of the car, that is, maintained in its original condition with evidence that the car has been reasonably used (driven) and not simply "stored." Thus, they wanted to see the Kardex and my documentation on the use of the car. That was easy as the car is extremely photogenic and I save information for our scrapbook. Next, they proceeded to examine the car, inside and out, checking it against the original equipment listed on the Kardex. In this class, they do not physically touch the car (this was a touring group), but were interested in things like whether the factory stickers were still in the glove box and on the spare tire. Once they had looked the car over thoroughly, they retreated to discuss their findings and fill out the scoring sheet. We were then free to go have lunch and view the other entries.

A Concours rule mandates that the cars remain on display for 30 minutes after the results are posted, (the protest period)

which was about 3:30 PM. When the results for our class, 1978-1983 911 & Turbo, were posted, we went up to see who won. As incredible as it was, we had placed 2nd in our class! I think I looked at the board three times to be sure I had read it right! We got in our super little car and floated back to the hotel to change for the dressy Concours dinner. The awards dinner was wonderful; great food, good speakers and interesting table mates. I would guess there were in excess of 600 people on hand, including many VIPs (including Peter Porsche.) It was a thrill to receive a trophy and see our car projected life size on the screens on either side of the speaker's podium. It was an unbelievable ending to a super day. Would we do it again? In a heartbeat! It was loads o' fun and a great excuse to give the car the TLC it richly deserves! 🌀

# 2002 Holiday Party

**Saturday, December 7**

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

The Evening

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

7:00 p.m. – Dinner

Club Awards & Introduction of Officers

Semi-formal Attire

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

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

503.849.8297 or AESLLC@aol.com

The Menu

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

Or

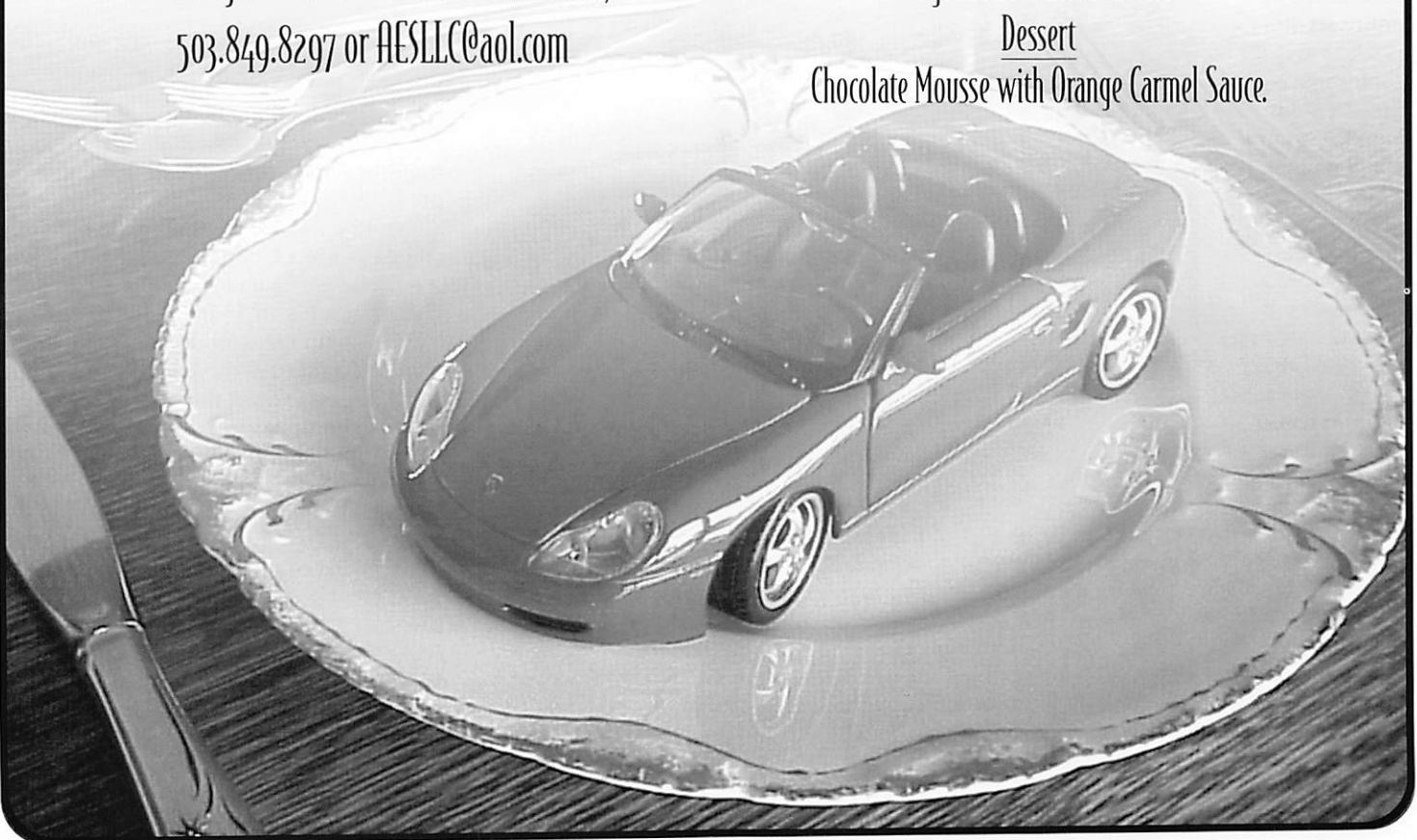
Grilled New York Steak, Caramelized Onions, Corn Whipped  
Potatoes, Market Vegetables.

Or

Vegetarian - Chef's Choice

Dessert

Chocolate Mousse with Orange Carmel Sauce.



# PARADE '02: A Week in Boise

*Story & Photos by Peter Linsky*

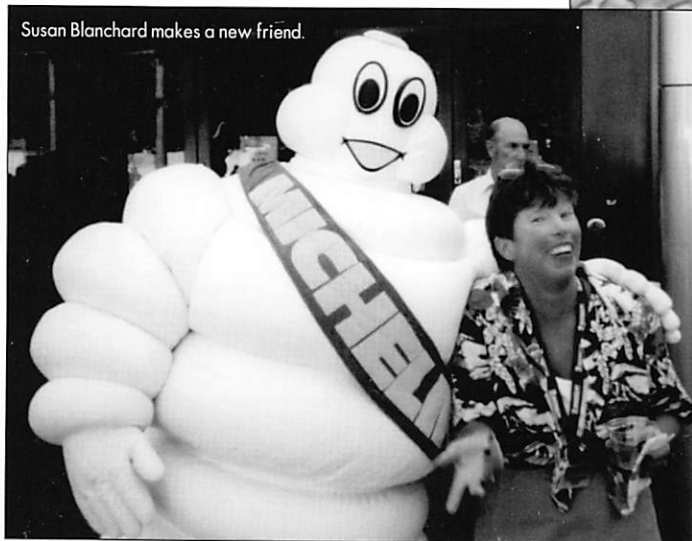
Idaho became Porsche Country again at the end of July, as the Silver Sage Region, amply supported by Pacific Northwest, Inland Northwest, and Oregon Region members, hosted the 47th annual Porsche Parade in Boise. It was the first Parade to grace the Gem State since Sun Valley back in 1971. My companero from Vancouver, PNWR's Steve Lougee, dusted off his 2.4-powered 914-6, had Rothsport go through the brakes and carbs, bought a set of 15-inch Fuchs and new Pirellis, and pronounced said car ready for combat.

We met Sports Car Market Magazine's Dave Slama and ORPCA members Craig and Linda Laughlin in Troutdale early Saturday and headed East, correctly assuming the 27 other entries from Oregon Region were making their way independently. Our quick run to Boise was uneventful (although we heard later that the OSP had nailed several of our friends), and we arrived very warm and thirsty. Some highlights of our week:

Parade Chair Vicki Pentecost and her team set up house in Boise's shiny new downtown convention center,

at high speed, nobody crashed.

Foregoing breakfast Monday morning, we were out early to help direct traffic at the Concours, staged at a local Veterans' Hospital where the event chair was pulling his hair out. Vandals (from the U of I?) had swiped all



Susan Blanchard makes a new friend.

and rented an entire six-story public parking garage across the street for Parade entrants' use. We found all the hotels and a stack of good restaurants within a few blocks. Sunday morning was dedicated to registration and the first of many stops at the Goodie Store, ably managed by OR's Michelle Crebbin, Carol Beutz, and Debbie Sironen. Parade logo gear quickly sold out, prompting frantic reorders. The outdoor Welcome Party that evening was stiflingly warm, but the food was great (all the catered meals were excellent), and as it turned dark, we joined the crowd watching an exciting Criterium bicycle race through downtown. The 50-miler was ferociously contested, but despite riders taking corners inches apart

the positioning markers laid out the afternoon before, and the government decided not to mow the decidedly shaggy lawn. Frantic marshals helped guide a modest field of entries into place and judging began. There were a couple of standout cars: a stunning, freshly restored dark blue 1952 America Roadster (one of 16 built, 11 survive), and a gorgeous blue early Carrera Speedster that was very understated. Congratulations to Oregon members

Bob and Kathleen Ellis, who took home a second-in-class trophy with their 911 SC. The Hills and the Clinkinbeards also displayed their cars. That evening's Concours Banquet brought another promise from PCNA President Fred Schwab that the forthcoming Cayenne will not disappoint anyone...and a pledge that Porsche WILL go racing again. He didn't say when. It's a



Welcome party at the Boise Center on the Grove: Clockwise from bottom: Tom Kathleen Ellis, Duncan Crebbin, Gordon Ledbetter, Rick Sironen, Mike Jacobsen.

tough sell; the audience was not unimpressed.

Tuesday was Parade Rally day, one that I'd just as soon forget. A couple of major off-course gaffes including a missed checkpoint left us 134th out of 141 in SOP, but with pleasant memories of the road to Montana. We eventually found our way back on course, the only saving grace of the exercise. We also managed to avoid Gem County deputies poaching on those rushing to make up lost time. Much better OR performances were posted by the DeRooses, 73rd in SOP; the Hermsmeyers, 74th., Draneas/Williams, 89th, Lyon/Odle 92nd, Jacobsen/McNabb 97th, Chambers/Laughlin 109th, the Ellis' 110th, the Hansens 113th, O'Connor/Chase were 126th, and Lowe/Baker finished 125th. I'm sure we'll all do better next time.

Wednesday promised to be another scorcher as we headed out to Idaho State Police headquarters in Meridian to work the Driving Event. PNWR's Leeds Gulick

and Greg Fordahl set up a very fast and open course, which included the ISP's street pursuit training road. Day One's fastest time went to Seattle's Bill Buetow, driving the wheels off his very quick 944 S2 in P-9-M. Day Two found Charles Jarvie's 968 6th in the same group, Montgomery Hill 14th and Bob Ellis 16th in P-14-M, both in 911SCs; Pat Murphy's 993 was 7th in P-17-M, and Don Clinkinbeard drove Debbie's Targa to 17th in the same class. Steve Lyon's Boxster S was 11th in P-24-M, Kent Hermsmeyer's similar car was 15th. Despite our best efforts, Steve and I brought up the rear of M-3 in 9th and 10th. Street tires just can't compete with gumballs, so we concentrated on improving our times each lap.

Mens' and Womens' Top Time trophies went to Greg and Jody Fordahl in their M-5 911 RSR. You can find full event results at the Parade website.

The Rally Banquet offered an unusual speaker: Auto writer and rally freak Satch Carlson, touting for the US Grand Prix. The USGP is trying to get more PCA'ers interested in traveling to Indy in September. His comments were funny and well-received, a welcome contrast to his appearance at a Rainbonnet Dinner a decade ago. The autocross dinner Friday night provided a taste of

Basque cooking, accompanied by authentic music and dancers from Boise's large Basque community.

Saturday morning offered the traditional Parade Tech Quiz (trophies to OR's Gordon and Randi Ledbetter, Jeff and Nancy DeRoos, and your reporter) followed by a nice but chilly workers' party at the nearby hockey arena. The Victory Banquet Saturday night featured a bagpipe band concert and all manner of door prizes. Porsche grandson Hans-Peter drew laughter as he told of riding in a certain red Speedster during Friday's "Parade

Through Boise" and having to help push-start the car because its battery had run down! The high point of the evening was the announcement of the winner of a new Boxster in the American Cancer Society drawing. The lucky ticket belonged to a Boise resident. He wasn't at the Parade because he's not a PCA member. He's a smoke jumper, and his wife, who was hurriedly located by Parade officials, rushed to the dinner and told us he was off fighting forest fires that week. I can't think of a more deserving winner.

Parade heads to Palm Beach, Florida next year. Plans for 2004 in Park City, Utah fell through when PCA was unable to negotiate a contract with local hoteliers. Instead, Porsches will gather in Fort Worth, Texas. Hershey, Pennsylvania, will host

Porsche Parade's 50th anniversary in 2005. Cars with chocolate leather may get extra points. Where will we celebrate in 2006? Anyone want to help John Draneas bring it back to Portland? ☺

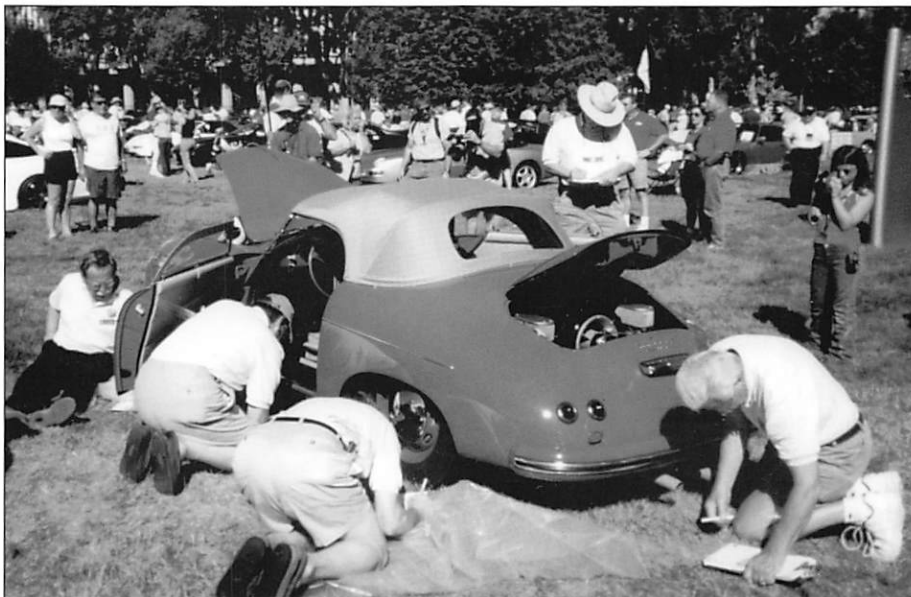


Nothing subtle about this 356. The script on the fender says "Carrera 3.0".



Above: A freshly-restored 1952 America Roadster. An original, unrestored car recently sold for a reported \$325,000.

Below: The judges loved this early Carrera Speedster.



# Parade 2002 - Boise, Idaho: The first 4 days

By Ken Blanchard

Susan and I decided to attend our second Parade since joining the club. Sacramento was our first two years ago. Since I have been going to Boise on business for many years, we called some of our friends there to see what the weather was like. They said it was hovering around 100 degrees, and at times approaching 110. Since our old Carrera's air conditioning does not work well (do any of them?), Sue and I decided to take the Jeep. We got a little bit of static about that, as you can imagine.

On the way we did not have the news on, so missed the part about the major paving project on the I-84 sector from Cascade Locks to Hood River. There we sat, barely moving in one lane traffic, in 100-degree weather. While sitting there at a stand still, I looked down at the road and saw that it was not curing - just a "goeey tar" - because of the heat. I know that the ORPCA "Touring Group" will be leaving after Drivers Ed Day at the track on Saturday morning. Many of them are going to be showing their cars in the Concours in Boise and have already started to pre-prepare in Portland before the trip. Trying to remove tar from the wheel wells and tires could really

make them mad. So I decided to give our President, Don Clinkinbeard, a call while still at the track. I suggested that he take Washington State Highway 14 from Vancouver to The Dalles Bridge, then cross over to I-84.

We arrived in Boise Thursday afternoon in time to pick up Debbie Clinkinbeard at the airport. She had flown over early to help the Portland crew set up the Goodie Store. We all checked into our hotels, and Debbie was off to help Michelle Crebbin, Carol Beutz, Debbie Sironen, and Teri McNabb set up. If you have been to Parade before, then you know what a monumental task this is. These people go way beyond the normal call of duty. The

Goodie Store is a major undertaking, and is open every day from 9:00 AM until 4:00 PM. Sales are so brisk, that even with multiple cash registers running, it takes about 45 minutes to check out. When we went to Sacramento, we did not realize how fast the items go. So this time we were there

on the first day, waiting in line before it opened up. After all, this is the time I purchase my yearly wardrobe. Like Michael Jacobsen and I say, if you see us in

anything other than a three-piece suit it is going to have Porsche on it. And with the suit, we'll probably have a Porsche tie.

We had a good showing of ORPCA people but most did not show up until Sunday. So Friday and Saturday we were on our own. Since I know Boise, I got a chance to show Susan some of the local sites. Then on Sunday the ORPCA group arrived. Now the fun began. We got to go through the Goodie Store, and then we had the Welcoming Dinner at the Grove Courtyard. Traditional German food was featured. It was still about 93 degrees.

At first, eating outside did not seem like a good idea but, surprisingly, it was excellent. Even in the heat, the food was great. They served over 1000 people at this one meal, and the Boise Silver Sage group deserves credit for how well organized this was.

For Parade, the 9th Street Parking garage right across the street from the Center was reserved for Porsche parking only. Having been to Parade before, we found the fun activity is to watch the people prepping their cars for the Concours. So this is what we did. We talked to many members (and they just love to talk about their cars.) There was one car on the upper level that drew everyone's attention. It was plastic wrapped from top to bottom. They even jacked the car up, so they could wrap the bottom side, and under the tires. As a joke, someone placed a Saran wrap box on the engine lid. These people were very serious about keeping debris off the car. Of course, they took first place. The Concours was held on the historic grounds of the Veterans' Hospital, just two miles north of the Convention Center. Tour bus shuttles were available for the ride to the grounds. Unfortunately, Susan and I had to depart on Tuesday. We



Above: Clinkinbeard cleans.  
Left: Shrink-wrapped 911.



Above: Duncan Crebbin talks with fellow Carrera RS owner.

Left: Tower on the 9th St. garage, reserved for Porsche parking, and where the prep for Concours took place.



talked to a lot of members from other regions, and all and all we had a great time. We are looking forward to hearing how the actual "Parade" went, through down town Boise. Years ago, this is how the event got its name. 🌀

# After the Boise Parade – the Stanley Hoedown

*By Nancy Tufts*

A few of us were fortunate to have some time after Parade to head north from Boise to Stanley, Idaho up in the Sawtooth Mountains. There was time to do a little hiking, some river rafting, and just absorb the vast beauty of those gorgeous peaks. Then came “Hoedown Sunday” and the arrival of members from Central Oregon’s High Desert Region PCA.

Picture the incredible, ultimate setting for a hoedown – a large sprawling ranch set in the base of the Sawtooth Mountains, late afternoon setting sun, five spirited guitar/fiddle musicians (who never stopped playing!), neatly arranged Porsche corral, and the show stopper – one bright, restored fire engine (with siren.) One of those evenings that leaves an indelible memory. The High Desert Region knows how to put on a party!

Linda Bein (High Desert Region president) and her husband Bill opened their ranch to thirty or so PCA members on August 4th. We were a lively group. Many of us had enjoyed the events earlier in the week at Parade – the concours, rally, autocross, parade, and an awesome Porsche ride up to the summit of Bogus Basin. The Beins’ ranch was a fun setting for reliving the week’s adventures.

The evening included a beautifully catered, plentiful, and colorful selection of

appetizers, salads and vegetable dishes along with Idaho wine. Just when we thought we had consumed everything in sight, two large carrot sheet cakes were presented. Dick Grant, PCA Zone 6 Rep., was kind enough to come with a significant birthday and we responded in kind by putting down the two large cakes. It was quite a hoedown!

Traces of nightfall arrived (our musicians were still lively!) as we reluctantly made our way to our cars. Everyone left with a stenciled “Stanley Porsche Stampede” wine glass, designed and created by our host Bill Bein. Ever vigilant Sydney, the resident Australian Shepherd, appeared to escort each person to his or her respective Porsche.

Early the next morning we headed home on route 21. It was another great Porsche road with lots of twists and turns and hills, as we climbed right over the Sawtooth mountains. 🌀



# Stuttgart on the Columbia!

*by Warner Lowe*



For those readers fortunate enough to have visited the Porsche factory in the last few years, you'll probably recall the fantastic Porsche center in downtown Stuttgart which is considered to be one of the finest automobile facilities in all of Europe.

Well, Portland (Beaverton, specifically) now sports a scale version of this facility in the new exclusive Porsche center at

Sunset Imports that had its grand opening on September 9, preceded by an ORPCA-exclusive open house on August 15, 2002.

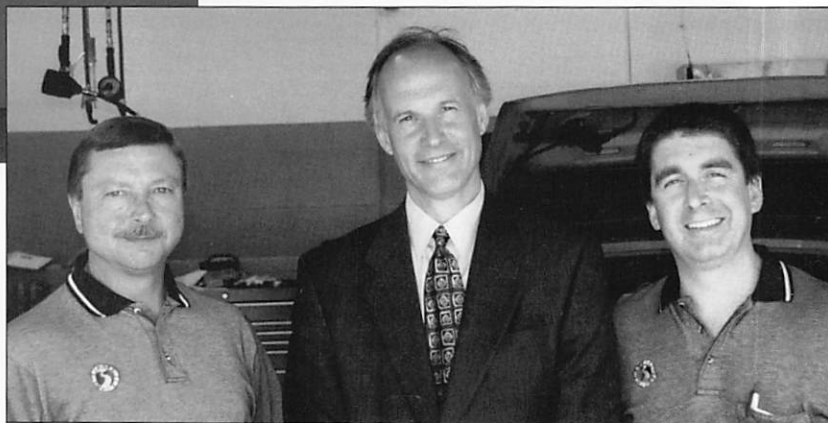
Recently we visited Rob Roseta, General Manager of Sunset Imports and received a guided tour of this brand new and modern home for Porsches. This 6,400 square foot, fully dedicated, Porsche building

houses all sales, parts and service facilities completely independent of the other marque sold by the dealership. The facility design is largely based on the Porsche Stuttgart center design, adopted by Porsche Cars North America, and is the first such center in the Northwest.

We met and spoke with all of Sunset's key dedicated Porsche staff:

Greg Lawrence is the new Sales Manager for Porsche with ORPCA members Scott Young (1973 911S) and Gary Engel (1978 911SC, 3.6 liter engine Project Car) rounding out the sales force. Sunset Imports veterans John Woo and Kathie Griffin are active at the dealership level in sales and operations respectively.

Dedicated Porsche Parts is staffed by Bob McCarthy and Jeff Clark. Our old friend and club booster, Tim Haburn now directs parts activities at the total dealership level. In the new and spacious five stall service area, Mike McCarthy is the dedicated Senior Service Consultant. Working in the shop is our trusted friend, Eric Niemann, a Porsche Premier Technician, who has been at Sunset for five years; David Barnes, ten years; and newcomer Bill Bauman, three years. Needless to say all of the latest equipment is in place and direct on-line communications exist with PCNA for all service matters. All of the necessary documentation is thusly available within the service area as is the older vehicle printed documentation library.



Mike Ryland, Dealership Service Manager; Rob Roseta, General Manager; Tim Haburn, Parts Manager

Rob Roseta and Mike Ryland, Dealership Service Manager, enunciated the corporate goal of Personalized Service. Sunset Imports readily recognizes the average owner's key desire to personally communicate with the Porsche tech-

nician working on his car and strongly encourages this direct communication. Sunset Imports can provide factory authorized service for all Porsche models from 356 right through the very latest 911 Turbo models.

Among new activities in the planning stage for all Porsche owners are semi-annual Saturday morning service clinics starting in the fall, to further enhance the ownership experience.

To facilitate service customer transportation, Sunset provides Point-A-to-Point-B delivery, within a 35-mile radius, employing an executive shuttle service run by Bill Fleischer. In addition, a shuttle service is also provided to the Beaverton light rail station with complimentary passes on the Max system.

We talked briefly about the Cayenne, which was introduced at the September 2002 Paris Auto show and is slated to be introduced at the Los Angeles and Detroit auto shows in January 2003. Sunset possesses over a dozen orders for this new member to the Porsche stable, and Rob, along with PCNA management, is very enthusiastic about the car. He has seen the interior of the vehicle and considers it absolutely gorgeous.

We couldn't leave without thanking Rob Roseta for his continued support of ORPCA. Sunset Imports has sponsored many activities in the past and we hope it will continue to do so in the future. They include: Rainbonnet, ALMS, Club Racing, Braille Rally, dinners, *Anzeiger*, special events and of course Sunset's own annual Swap Meet.

If you're in Stuttgart on the Columbia, or more specifically Beaverton, Oregon, do drop in and see what's new in the world of Porsche. 🌀



Mechanics Bill Bauman, David Barnes and Erik Niemann

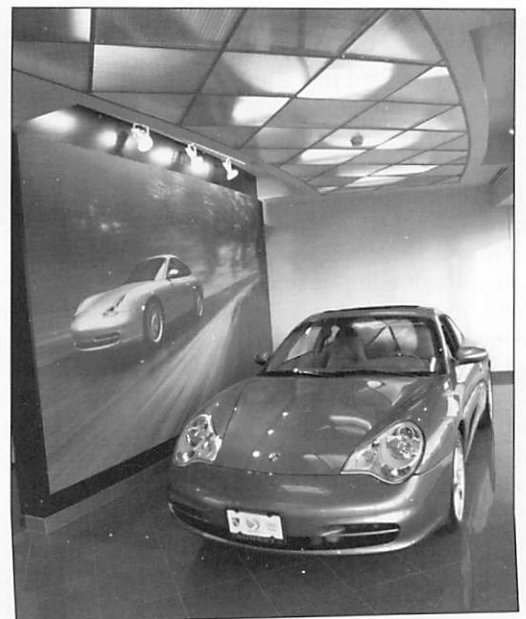


Left: Bob McCarthy & Jeff Clark staff the parts desk.

Below: Gary Engel, Greg Lawrence & Scott Young, round out the sales force.



Above: Service personnel Mike McCarthy, Laura Fairchild, Larry Lainge



# My Other Favorite Car

by Dan Tidwell • Photos by Chris Greenwood

The Land Rover is a 1969 model, called a Late Ila. ([www.fourfold.org/LR\\_FAQ/FAQ.2.Ident.I.R.html](http://www.fourfold.org/LR_FAQ/FAQ.2.Ident.I.R.html)). No Land Rover is completely alike. In 1969, every Land Rover rolling off the assembly line was pre-sold. Different options were fit, usually depending on what parts were available. An example of the hybrid is the headlights in the fenders, rather than in the grill. The body style is the LWB (long wheel base), sometimes called a 109 Station Wagon. My Land

to a top speed close to 80 MPH with the hi-low range five speed all-wheel fulltime four-wheel drive transmission. The locking transfer case coupled with ARB air lockers ([www.off-road.com/products/showcase/arbairmore.htm](http://www.off-road.com/products/showcase/arbairmore.htm)) in both axles allows true four-wheel drive, capable of moving the vehicle even if three of the four wheels are completely off the ground. It's what all the new SUVs wanna-be. The addition of a snorkel ([www.arb.com.au/](http://www.arb.com.au/)) to the diesel engine allows me to push through water

up to the top of the windows, or my chin, whichever comes first. The 33" high Goodyear MT/R 285/75 R16 tires

compressor tank pressure, cylinder head temperature, brake vacuum, front and rear brake line pressure, dual battery volt meters, inside/outside temperature, and a radar detector with altimeter and digital compass ([www.precisionnav.com/radar-laser-and-ladar-detector-products/rx5010-radar-laser-detector.html](http://www.precisionnav.com/radar-laser-and-ladar-detector-products/rx5010-radar-laser-detector.html)). To see where I'm going at night, I have almost 2 million candlepower of driving lights with perimeter lights on all four corners of the vehicle. And when all else fails, or should I get to pull a Hummer out of the mud, I have a 12,000 lb Warn electric winch

([www.warn.com/warn.nsf/pages/TruckProducts.Winches.winchM12.html](http://www.warn.com/warn.nsf/pages/TruckProducts.Winches.winchM12.html)) with 150 feet of ultra high molecular weight polyethylene (UHMWPE) fiber rope.

(<http://www.4x4wire.com/reviews/masterpull/>)

While my Land Rover is my "other favorite car," it serves well as a daily driver and is ready for any challenge off road.

The 356 Porsche is a T6, # 117885, one of the first 200 built. I bought it about two years ago here in Portland. I noticed it sitting on a side street in NE Portland and immediately knew it would attract attention and be a vehicle I could enjoy driving and working on. I had the interior com-



Rover was imported from England in 1996. It had lived most of its life there and is a right-hand drive model. If you have ever been to England we usually say that they drive on the wrong side of the road. Of course the Americans are immediately reminded that the English actually drive on the "right" side of the road. It's great fun. Around here, I often get second looks and have been asked if it is legal (it is...). One 12-year-old was overheard to ask his mom, "...can he do that?..." At one time there was seating for 12 people, all without seatbelts! With a GVW of 5,500 lbs., it originally had a 2.6 liter, six-cylinder gasoline engine, capable of a top speed of about 60 MPH.

This Land Rover is unique with the modifications I've done. It has a new 300 TDi engine and five speed transmission currently being installed in Land Rovers sold in England. ([www.eastcoastrover.com/SHITdi.html](http://www.eastcoastrover.com/SHITdi.html)). The four cylinder intercooled turbo diesel puts out about 125 HP and can move the vehicle

([www.goodyear.com/catalog/products/WRLMTR.html](http://www.goodyear.com/catalog/products/WRLMTR.html)) put the floor about 20" off the ground. The interior has been upgraded with modern seats, and seat belts. I like to know what the engine is doing so I've installed almost 20 gauges, ([www.autometer.com/hp/index.html](http://www.autometer.com/hp/index.html)) including a new speedometer, tachometer, oil pressure, oil temperature, transmission temperature, two water temperature gauges, fuel level and fuel pressure, exhaust temperature, turbo boost pressure, on-board air

pletely restored by Guy's Interior Restoration here in Portland. The paint was in good shape and I had it finished by Details, Inc. Although it has a running engine in it now, I'm in the middle of completely rebuilding an engine that I got from Gary Emory ([www.partsobsolete.com/](http://www.partsobsolete.com/)). The core is an S90.

I recently acquired a set of C heads in very good condition. I've decided to rebuild these to SC head specifications

*continued on page 30*

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Jim installing a factory Speedster nose clip



1973 911 Carrera RS Lightweight restoration (Jim's favorite)

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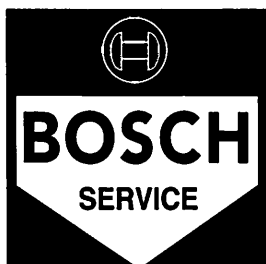
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## **From the President**

*continued from page 4*

goodie store. You know them, Michele Crebbin, Carol Beutz, Debbie Sironen, Debbie Clinkinbeard and Terri McNabb. There were other volunteers, but our girls spent huge amounts of time making this effort a success, and I really appreciate it. The only other time I've seen more Porsches in a single place before was Laguna Seca at the Historic Races and the 50th Anniversary of Porsche celebration in 1998.

Well, we are coming up on elections for club officers. Our Vice President, Ken Blanchard will not seek re-election due to some personal circumstances. Our Secretary Pat Jolly will not be able to serve for similar reasons and Rick Sironen is completing his tenure as Board Member at Large. So the nominating committee has its work cut out for them. In the past we have proposed an uncontested ballot as the voter turn out is dismally small (20 votes out of 950 the last year we had a contested election), I'd like to see that change but of course you all need to step up to the plate and vote to make your voice heard. Nominations are easy to make. Just contact Sharon Pascoe with your proposed nomination. We really need a Vice President that can lead the club when I finish my tenure (assuming of course that I am re-elected this year) I'd like a Board Member at Large who can lead the Drivers Education program. If you have any likely candidates for any of these critical positions please send their names Sharon's way.

Hey - look out for Rainbonnet coming your way! We will have a great technical program with a very famous speaker for Saturday night. We are adding a show and shine to the concours, and adding several activities to the Sunday track events, to include something for nearly everyone. The Goodie store will be open on Friday and Saturday. Keep your eyes open for the event flyer so you don't miss this premier event.

All for now,  
-drc-

## **From the Editor**

*continued from page 4*

The other aspect of the area we hadn't had the time to explore before was the history that abounds in Walla Walla. On Friday morning Rupert and Bobbie Jo and Gregg and I walked some of the historic neighborhoods in the town. It was a fun excursion back into childhood memories for us - Rupert and I grew up in historic N.E. Portland and Gregg in S.E. (my mother-in-law still lives in a home that is listed in the Historic Register as do Bobbie Jo and Rupert.) Walla Walla embraces and cherishes their historic past. These neighborhoods are well kept, and property values are incredibly low by Portland standards.

We had some great meals as well as a comfortable stay at the Marcus Whitman Hotel. As far as the drive was concerned, we had a better drive experience during the Half Mille. This time we were more interested in getting to and from in a more direct way. But there is a wonderful side excursion available that we discovered on the way home from an earlier investigative trip to Walla Walla. It's the "Goldendale loop" - a back road made for Porsches. At Maryhill, head up towards Goldendale and then go west on Washington Hwy. 142. You'll soon find yourself on a beautiful road through farm land with vast horizons, then on a windy road along the Klickitat River back to Hwy 14 at Lyle. It's about 50 miles from Maryhill to Lyle on this loop and a great day trip. Try to fit it in before winter sets in and these road trips go into hibernation until next Spring.

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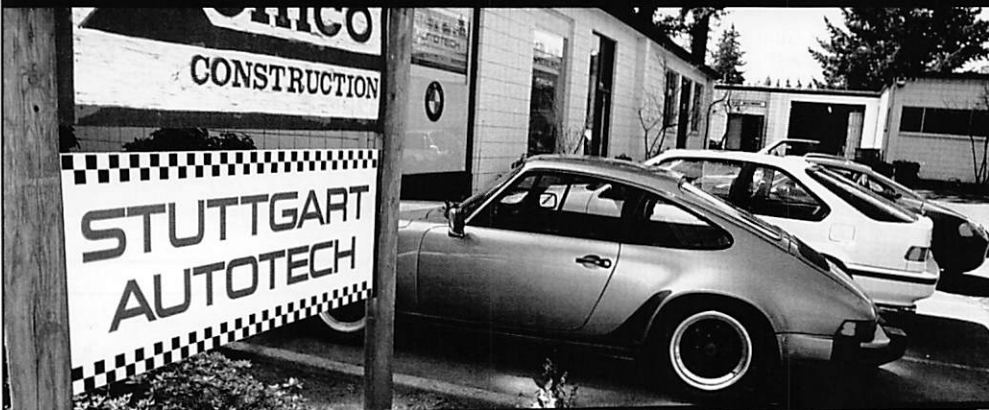
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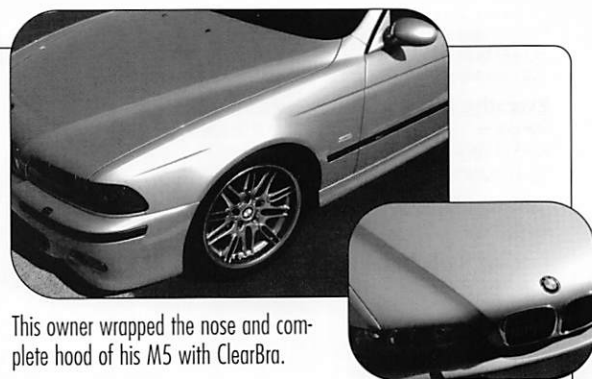
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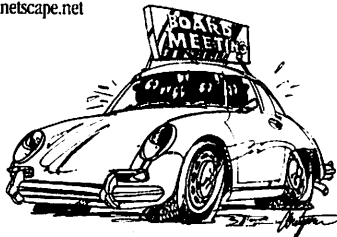
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Board meetings of the ORPCA will be held on the first  
Tuesday of the month at 6:30 pm

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

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

items typically published in the magazine will find themselves on the club's web site: [oregonpca.org](http://oregonpca.org).

# Willkommen NEW MEMBERS

Roger & Cathy Aumann .....1965 356  
Portland, Or  
Chris Bergerson .....1977 911 S  
Lake Oswego  
Tom & Patricia Hueneke .....2002 911  
Salem, Or  
Keith & Valerie Kelleman .....1967 912  
Portland, Or  
Tara & Dave Lubbers .....2002 Boxster  
West Linn, Or  
Deb & Tom Shilaos .....1997 Boxster  
Portland, Or  
Steve Soar .....1976 911 S  
Vancouver, Wa  
Randy Sutton .....1989 911  
Salem, Or  
David & Lulu Truitt .....1989 911 C4  
Salem, Or  
Mitchell Almy .....2002 911  
Portland, Or  
Michael Gorriaran .....1998 Boxster  
Lake Oswego, Or  
Jim & Kathy Kirkpatrick .....1986 911  
Milwaukie, Or

# Anniversaries OCTOBER

## 5 Years

Rod Emory  
TJ Ernst  
Scott Wentworth  
William & Nancy Hildick

## 10 Years

Michael & Connie Whitmarsh  
Julie Perkins-Blew  
Dave & Terri Emory  
Paul & Lynn Kollar  
Craig Cartwright  
Mike Whitmarsh  
David Rosenthal

## 15 Years

Ken Smith  
Kent Hermseyer

## 30 Years

Gary Fahl

## Non-Member Looking to Join?

Contact Membership chairs Russ & Sharon Pascoe for information  
503.362.1145 • [russpascoe@hotmail.com](mailto:russpascoe@hotmail.com)

## My Other Favorite Car

*continued from page 22*

and match to a set of Weber 44IDF carburetors. So, will I have an S90, or can I put an SC badge on the engine lid? I'm installing the famous Maestro cam from Harry Pellow at HCP Research ([www.hcp-research.com/](http://www.hcp-research.com/)); the big bore Shasta pistons from Duane at Shasta Design ([www.shastadesign.com/](http://www.shastadesign.com/)); 912 rods; chromolly push rods; full-flow oil filter; new NLA oil cooler; S90 counterbalanced crank with new S90 flywheel, all balanced by Walt Watson at Competition Engineering ([www.competitioneng.com/contact.htm](http://www.competitioneng.com/contact.htm)); new Sachs clutch; a Bursch street exhaust; and BBAB gearing in a transmission rebuild. All of the sheet metal has been powder coated and the cylinders, heads, and exhaust are ceramic coated for more efficient heat transfer. I have a full flow external Oberg oil filter, and the aluminum oil cooler from Brad Ripley of NLA ([briley@nla.sparks.nv.us](mailto:briley@nla.sparks.nv.us)).

My intent here is to build a 120 HP engine to be as reliable as possible. I shop eBay for the hard to find accessories and rare parts. My best finds include NOS rocker arm assemblies from a fellow in Australia, and an original Blaupunkt radio from someone in Spain. Speaking of rare finds, in a box of spares that came with the car was an NOS, in the original box, ZF limited slip differential. That was an \$85 option in 1962. I guess someone just never got around to installing it. While I enjoy tinkering with the car, I want it to start and run when I need it, and go like hell. I'm 57 years old and want to drive this thing the rest of my life.

Since I enjoy driving both vehicles, the one I choose for the day is usually dependent on the sun. That means that summer time is Porsche time, and the Land Rover gets the dirty job in the wet weather. ☺



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