

Anzeiger

Oregon Region Porsche Club of America
October 2003 v43-n9



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

An oasis for people who care about cars.



'03 Turbo



'03 Cayenne S



'63 356B

New

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

Used

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



www.carreramotors.com Bend, OR 541.382.1711

Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v43-n9

Editor

Kate Ayers
503.292.5743
kateayersis@comcast.net

Ad Sales

Bob Falleur, 503.653.7691

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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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Postmaster:

Send address changes to:
PCA/OR Membership Chair
Russ & Sharon Pascoe
2955 Argyle Drive S
Salem, OR 97302

Graphic Design/Production

Chris Greenwood
503.460.9494
chris@chrisgreenwood.com

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Anzeiger

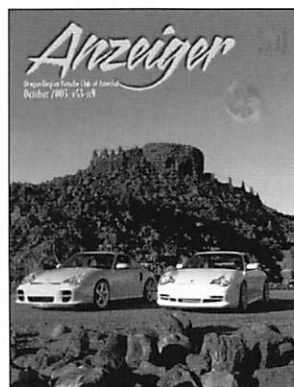
2003
OCTOBER

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Cover image:

In the shadow of the Belknap shield volcano, the Dee Wright Observatory at McKenzie Pass seeks to protect these rare new Porsches: the first GT2 and GT3 in Oregon. The 3/4 moon appears through an invocation of artistic license.

Photo by Chris Greenwood



Don Clinkinbeard
FROM THE PRESIDENT

Comin' in from London from over the pole. Flyin' in a big airliner. Chickens flying everywhere around the plane, could we ever feel much finer.

Oh, I heard that on the way to work this morning. The plane I'm on is a bit smaller, there aren't any chickens and the trip is back home from California. But, hey, I'm still having some pretty good fun.

In the August issue I asked for comments on the proposed bylaws. I got some: most positive, some constructive, none really negative. The bylaw committee has taken suggestions and is incorporating some changes to tighten control and add more accountability to the new bylaws. Most of the issues raised address potential prob-

lems that we have not seen in the Oregon Region since I've been a member. Of course it's always a good thing to proactively address issues rather than wait until they hit you upside the head. I appreciate the input and as always the BOD will strive to listen to and be guided by the membership. I feel the additional changes that are being considered are likely to help constrain the autonomy of the BOD a bit more without really affecting the intended purpose of the rewrite, which was to streamline the management structure and provide a more agile one.

Well, for those of you that missed it, we had a great turnout for the Mt. St. Helens tour. I had the pleasure of motoring with Richard Puetz, the event chair, in his excellent '70 911T. A ruggedly beautiful and awesome drive through landscape on the southeast side of the mountain; a great picnic spot and short hike through some very old geology that was re-exposed to the atmosphere in 1980. Wow.

The Win Casey BBQ was superb. It's always fun to talk to Win, and the folks that came all seemed to enjoy themselves. Past President Carol Beutz did another bang-up job of putting this event together. I am looking forward to the Otter Rock Weekend. We are traveling out there in the BEAMIN car. It's hard to beat a convertible for a drive to the coast. Debbie and I are using this opportunity to celebrate our 27th wedding anniversary. Hey, no reason not to share a special event with our friends in the Club.

We were out on the track again August 20th for the BMW DE. The car ran flawlessly all day with Don and Ian piloting. I set a personal best lap time of 1:30.1 while running with Monte Curtis and Jens Housley. Debbie chose to sit this DE Day out but did volunteer to work with the BMW crowd. Nice folks that run a very nice track day.

I purchased a few bits and pieces for the car this month though: a crank case

continued on page 27

Kate Ayers
FROM THE EDITOR



Well, ESCRGO was all ready to head out August 2nd for the Mt. St. Helens Day Tour, but then Jim couldn't make it so I decided to drive SNBEMR, hoping for a great convertible day. Besides stubborn clouds, the Ultimate Driving Machine (aka BMW) just doesn't play well with Porsches. Let's say it doesn't accelerate in the same time zone. So the old copper 911 with a simple sunroof would have been the better choice. I guess I learned! Despite my car's shortcomings, Richard Puetz, tourmeister, put together a great drive.

The rest of August warmed up, showcasing some great events — most of which came towards the end of the month - including another dining opportunity (my favorite)

at Win Casey's annual BBQ, and (my husband's favorite) Autocross. Somehow, I missed the Progressive Dinner - and I rarely miss a food event. Fortunately, we have Eric Freedle to tell us what a hit the day was. And all but one month so far this year, I've missed the Dinner Meeting. I'm going to have to rectify that.

Unlike last issue, we have very little in the way of racing articles, but there is Peter Linsky's coverage of the Monterey Historics. Plus, the long-awaited Part 2 of A Visit to Porsche makes for some captivating reading. And our member profile takes a look at Ray and Diane Anderson. There's some real good reading this month.

Our Classified Ads editor left his post, so we're desperately looking for another volunteer. It's a fun job you can do from your own home and you get to be the first person to see what people have for sale. Meanwhile, please send all classified ads to me. Curl up with the *Anzeiger* in these early days of Fall and find out what's happened and what's happening.

OREGON REGION CALENDAR



October

- 3 ORPCA DE/Track Day
- 12 Autocross @ PIR
- 12 Alfa Track Day
- 15 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 25 Fall Mystery Tour

November

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

December

- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline

Holiday Party Silent Auction

December 6, 2003
Multnomah Athletic Club

Club
Event

Search around the business or home for items you can donate to our Silent Auction. 100% of the auction proceeds go to the club's Charitable Trust.

What can you donate? Here are a few ideas:

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

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

DINNER MEETING

Club
Event

Wednesday, October 15

Fong Chong & Co.

301 NW 4th Ave, Portland

Phone: (503) 223-1777

Social Hour: 6pm

Dinner Served: 7pm

Order off the menu

Please join other club members for a fun evening of socializing and dining on great Chinese cuisine!

RSVP by October 13

to Nancy Herron

503-546-1070 or nancy@journeys1.com

2004 Event Planning Meeting

Saturday, November 15

Dream up an event, pick a date, make a plan, then propose your idea at the planning meeting. We're looking to fill out our calendar with new, innovative and fun events for the greatest number of club members to enjoy. Consider social events, public service activities or educational opportunities. We want to hear what you want to do.

Watch this space and your e-mailbox and the web site for further details.

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

**Club
Event**

DRIVERS ED/TRACK DAY

at Portland International Raceway

\$100

\$55/second driver

**New
Schedule!**

October 3

Pre-registration Strongly Encouraged

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

- | | |
|---------|--------------------------------|
| 7:30 am | Tech Inspection |
| 8:30 am | Mandatory drivers meeting |
| 9:00 am | First car out |
| 12-1 pm | Lunch |
| 5 pm | Track closes for evening drags |

Track Chairman

Craig Dahlgren, 503 692-1968
craig.dahlgren@comcast.net

Novice drivers will be assigned an instructor, subject to availability



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

RAINBONNET

OREGON / REGION PORSCHE CLUB

Featuring renowned Porsche race car driver

Hurley Haywood!

If cool, competent, collected Hurley Haywood didn't exist, Hollywood would surely invent him. Handsome and articulate, Hurley brings a glamour and panache to the world of racing matched by few other drivers past or present – one reason why he has often appeared in ads for upscale products like Rolex, and in Porsche television productions.

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

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

Brumos Racing web site



Technical Speakers

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

* From the PCA National Technical Committee



Schedule

Friday, November 7 at the Monarch

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

Saturday, November 8 at the Monarch

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

Sunday, November 9 at Portland International Raceway

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

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

Cost

\$135 per person

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

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

**Registration form in the
September Anzeiger or on
the web site: oregonpca.org**

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Planes, Trains and Automobiles...

Eric S. Freedle • Photos by Chris Greenwood

Martin & Betty Bowes

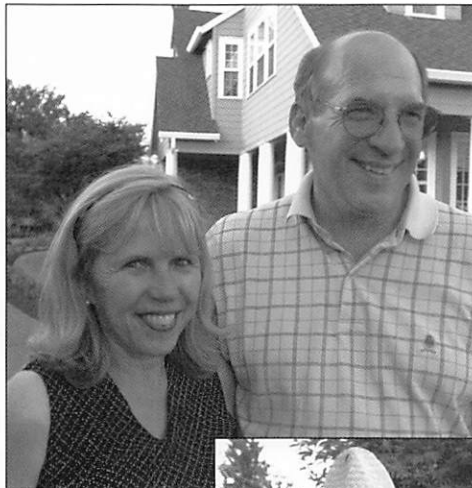
There were many planes and automobiles (I'm sure someone saw a train) at this annual event. For those that enjoy watching the big birds take off & land, the oversized deck of Martin and Betty Bowes provided that opportunity. The "Porsche Piñata" greeted those that were looking to dig into great appetizers! New members Steve and Fran Dishman brought a fabulous coconut shrimp appetizer — fantastico!



Then, on to the main course, for those fortunate to find their way without too many U-turns or getting lost. If you enjoy getting off the ground and into the air, the home of Kim and Jon Friedemann was just the ticket. Most of the men seemed to be sizing up the mammoth garage/hangar — 2,500 SF with sliding doors that opened up to a community air strip. Talk about cool. Just think of the possibilities! In spite of the afternoon heat, I was trying to 'cool some cores' by serving up margaritas on the rocks (no brain freeze caused by blended, thank you). Once the 'ritas ran dry, people really seemed to devour the awesome Mexican main dishes (thanks, ladies). Hopefully, everyone had a sampling of the dishes offered, especially Sue and Gregg Hodge's Zuni green chili stew.



A nice circle driveway greeted those who ventured out to the final stop at Richard and Claire Peutz's. Once inside, it seemed as if Julia Child was having a dessert bake-off! Any diet could not hold up to this display. Betty Lou Koffel's Dolce La Leche received my vote for the most authentic Mexican dessert.



Above: Kim & Jon Friedemann & their plane

Left: Richard & Claire Peutz

Below: Eric Freedle & Cheryl Carpentier

Right: the Friedemanns' friendly pet rat.

All told, the "Porsche Piñata" was very proud; in fact, avoided the typical outcome and should surface at future events. Many thanks to Cheryl Carpentier and Debbie Clinkinbeard for their organizing efforts, and to the hosts for allowing us into their homes. ☺



Coming Events



Autocross

An autocross is a (relatively) slow-speed, timed event, where solo drivers compete against the clock on a course marked with chalk and highway cones. The course is designed by experienced autocrossers to provide opportunities to improve your driving and car handling skills, and to test the cornering, braking and performance limits of you and your car in a completely safe environment. The course is laid out in an open area so there is nothing to hit, and only your ego to bruise. Speeds are kept down — generally below 50 MPH — with most of the critical action in first gear and at very low speeds.

Competitors are of all skill levels, running the gamut from those with decades of experience all the way to those with a shiny new driver's license and 2 days on a stick shift. There's something for everyone and everyone has a great time! If you ever wanted to improve your car control, drive fast, or just develop the skills to stay safe in an emergency situation on the highway, this is the event for you.

Day Tours

Day Tours are scheduled on a number of Saturdays throughout the year. Each time, a different tourmeister will be in charge of selecting a route and providing route instructions for all participants. Tour length depends on the tourmeister, but will not exceed six hours. Lunch stops are at the discretion of the tourmeister. Generally, tours will either end at lunchtime or some sort of lunch stop will be worked into the route. Day Tours are designed for casual motoring through the selected countryside, giving you a chance for spirited driving on interesting roads. There is no cost for these events.

Annual Planning Meeting

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'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 the number of weekends we have to work with. If you like something we've done in the past, have a new idea or just want to lend a hand and you're not sure where, come "shop" for a spot to lend your talents.

Rainbonnet

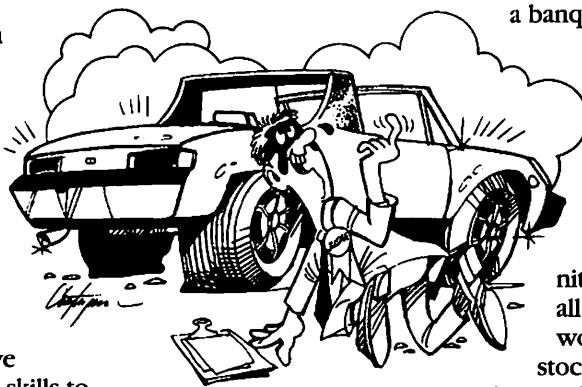
Rainbonnet is our Region's major event of the year. Traditionally held on the first weekend of November at the Monarch Motor Inn in Clackamas, Oregon, it brings together PCA members from all of the regions in our PCA Zone 6 for a very fun weekend devoted to all things Porsche.

The event opens with a Welcome Party Friday night. Saturday is filled with a top-rate Concours, a full day of Tech Sessions, a Tech Quiz, and a banquet. Enter your

Porsche in the Concours and learn about its every crevice. Or, just come and enjoy everyone else's cars. The Tech Sessions give you the opportunity to learn more about all aspects of the Porsche world. And, the well-stocked Goodie Store

allows for excellent Porschenut shopping, just in time to beat the Christmas rush. Sunday is spent at the racetrack; it's our last track day of the year.

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



Holiday Party 2003

December 6, 2003

One of our most popular events, the annual Holiday Party will be held at the Multnomah Athletic Club. We begin the event at 6:00 PM with no-host cocktails and appetizers. During this time you can bid on our favorite Silent Auction items to benefit our charitable trust. Dinner will begin at 7:00 PM, with delectable meal choices & wine. New officers for 2004 will be introduced following the dinner. Semi-formal attire, \$50.00/person.

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.



Around the Region

By John Draneas

The Porsche Club was rockin' at the annual **Win Casey BBQ** the other night. Win reported that he counted 58 ORPCAers at one point, possibly a modern day attendance record. There was a little bit of everything for those who attended: a nice little car show in the driveway; a wide assortment of wonderful food; a good supply of beer and wines to share; a great crowd of conversationalists; and lovely summer weather. Couldn't be beat.

Paul Schwindt was looking forward to the opportunity to introduce his very nice, newly acquired '73 911T, which did catch a lot of attention from the gearheads. Paul called his buddy **Chuck Putney**, who had found the car for him, and invited him to go along. Chuck had already committed to attend a charity fund-raiser that night, but wanted to attend his first ORPCA social event, so he studiously weighed the alternatives. The fund-raiser was black tie; the BBQ was wear-whatever-you-like. The fund-raiser was going to be a stuffy, formal, serious event; the BBQ was going to be low-key fun. The fund-raiser was going to have a lot of business types; the BBQ was going to have a bunch of Porsche freaks. The fund-raiser was going to cost him at least \$1,000; the BBQ was free. He decided the decision was pretty easy, and there he was.

Mary Chase was telling the story about how she was leaving a Beaverton gas station and had to wait while a woman driving a Suburban was trying to exit onto the street. Soon, the Suburban driver decided she wanted to go the other direction, and the back-up lights came on. Mary immediately laid on her horn — alas, to no avail — and the Suburban became a hood ornament on her little red Mazda Miata. Wondering why she couldn't go backward any further, the Suburban driver came out of her vehicle and was star-

tled to discover the little red Miata under her rear bumper. Unfazed by the discovery, the Suburban driver told Mary that she shouldn't be driving such a small car, because people in normal-sized cars couldn't see her! True story, just ask her.

Gordon Ledbetter reported that he and **Randi** are still spending every weekend at their new beach house. The Cannon Beach locals are telling them that they picked the best summer ever to buy, and not to expect this weather every year. Heeding that advice, they have decided to go to California this fall to pick up a cou-



Wayne Ditsworth

looked very hearty and chipper, feeling pretty good after various health problems. Andra looks her usual beautiful self. Butch and Cheryl almost made it until the sun went down. **Nancy Herron** promised Jim she would be home before dark, but didn't seem to make it. **Steve Tarket** was busy politicking. Gotta love his spirit. **Don Clinkinbeard** went the whole night without mentioning head gaskets. **Warner Lowe** was wondering why **Carlyn Draneas** was sitting on **Nadine's** lap and not his. (Answer not printable in a family publication.) **Dennis Wheary** and daughter **Erin** were freshly back from a great car weekend in Monterey. Dennis says he goes every year, but rotates among his kids for a companion. And **Wayne Ditsworth** reported that they are busy at Motorsports International.

Very busy. In fact, if you know how to wrench on a Porsche or a BMW, he just might hire you.

If you missed this event, you should definitely try to make it next year.

Finally, I hate to keep writing about **John Mazmanian**, but the guy keeps sending me

e-mail with good material! Anyhow, John says he has been "re-infected with the Porsche itch." His '89 964 C4 is for sale, and he has placed a deposit on a '97 993 C4S. He then writes, "As an older man and car nut I am sure that you understand. Do you have any rational, or irrational, explanations that have enlightened others to this terrible condition?" I'm not sure that I want to respond to anything that refers to me as an "older man," especially when written by someone with as much white hair as John has, but the car nut reference is undeniable. So, I'll tell you what: how about **YOU** answer his question? Send me your responses, and we'll print all we have room for. And if you're not an "older man," just pretend to be. He's in Alaska, starved for companionship. He'll never know the difference.

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



Butch & Cheryl Dewick

ple of races in the 911, then get back into the swing of it next year. The 914 racecar is still for sale. The explanation is that Gordon bought the 914 to tide them over temporarily when he crashed the 911, but that now he found himself spending all his free time trying to maintain the two cars and needed a break. If you need a racecar, it's a good value.

There were a number of new faces present. **Lee and Virginia Robertson**, refugees from the Ferrari Club, were enjoying their first Porsche Club event, and getting pointers on the workings of their new '84 911 Carrera. **Reggie and Shanette Gaines** were getting along just like veteran members, looking forward to brighter days because they had just bought what they were sure would be a winning lottery ticket. Quick, somebody give them a Club job to do!

There were also a number of old faces present. **Butch and Cheryl Dewick** and **Andra Lundstrum** all

Member Profile: Diane & Ray Anderson

By Jim Ayers

Diane and Ray Anderson became members of ORPCA in late 2001, having previously belonged to the Pacific N.W. region. Both Ray and Diane were born and raised in California but migrated to Oregon in 1978 and did a five-year stint in the Puget Sound area as well, hence the transfer from PNWPCA.

Diane is Director of Information Technology for Radisys in Hillsboro, while Ray is happily retired after 36 years in the grocery industry. Diane had formerly worked for Intel, retiring from there in 2001. Diane says she obviously intends to retire again as she and Ray have built a home in the Eagle Crest area of Central Oregon.

Both are avid golfers and skiers. Their new home affords them good access to Mt. Bachelor and is located on the 15th fairway of the Eagle Crest golf course. (Seems the new house will cover at least two passions well.) Travel is high on their list of things to enjoy, as well as family, friends and good wine (high on my list, too).



As for sports cars, Ray had owned a Triumph Spitfire in the mid-sixties. He and Diane then purchased a Porsche 924 in 1979 and finally graduated to a Porsche Boxster in 1998. The two of them look forward to participating in the weekend tours, monthly dinners and possibly a track day or two. 🏁

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ORPCA Autocross 2003

Club
Event

October 12 - PIR Pro Pits (Alfa Club on track)

When: Registration 8:00 am, First Car out at 9:00 am.
Typically finished by 1:00 pm w/4-6 runs each.

Must cross the track for events in Pro Pits before 8:45am and stay until cleanup is done so we can cross the track as a group.

Cost: \$15/driver + \$6 entry to P.I.R.
Fun Runs \$1/run as interest and time allows.

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

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

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

Mt. St. Helens Tour

By Sue Hodge • Photos by Chris Greenwood

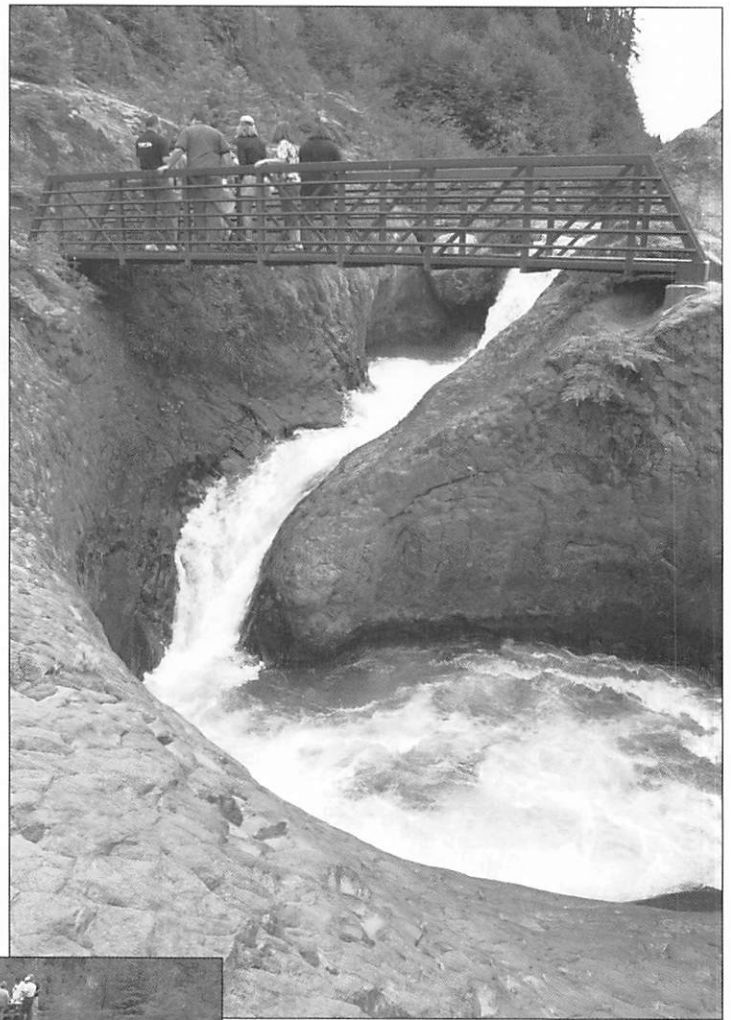
The day of the tour dawned gray and overcast, after a week or more of really hot weather. It was a pleasant change but who would have thought that Richard Puetz (our Tourmeister) would have had a record turnout for this one?

He had had a good portion of the participants RSVP, but not all, and a number (like ourselves) had only done so verbally.

We were running late that morning and, because we know Richard's attention to

My 944 is not a Turbo, OK, but I can still wish.

We set out with copies of the instructions from Richard's last Mt. St. Helens tour of a couple of years ago in hand. To keep it authentic, we started the actual step-by-step instructions from his house (where we picked



Above: A clear stream meanders through very interesting volcanic rock features including pools and falls. The hiking trail parallels it, then crosses it in a few places.

Below: So many of the conversations over lunch started with, "Well, when Mt. St. Helens blew, I was..." Tom Jewett, Mary Chase and Mike O'Connor exchange just such stories while sitting on trees felled by the devastation.



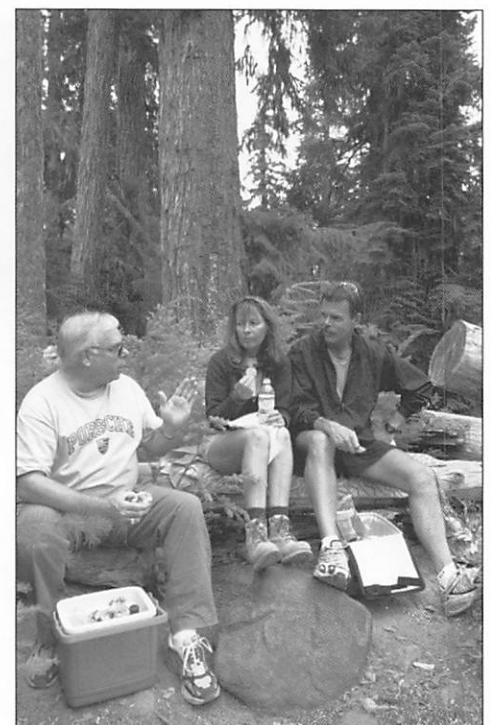
This well-fed chipmunk freak was throwing back green grapes like they were cocktail peanuts. It looked like it wanted to wrestle Chris Rogers for a bag of chips.

The club took up every available picnic table space, then went for a short hike.



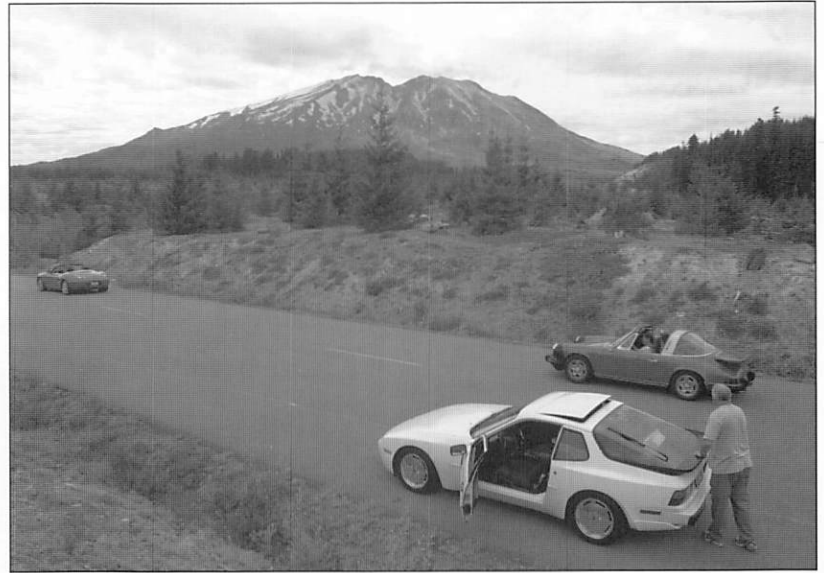
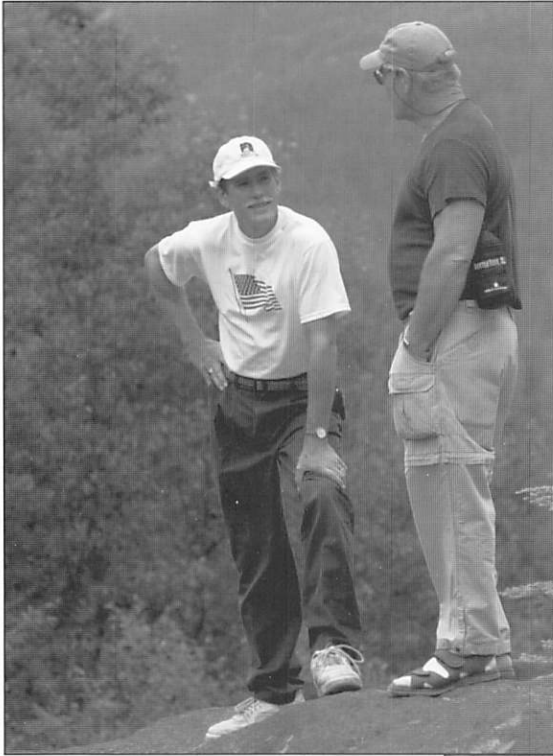
detail and going-strictly-by-the-rules methodology, we thought the group might leave without us if we arrived a few minutes after 10 am. But it was great fun standing in the parking lot at 10, then ten minutes later and ten minutes after that still watching the Porsches pull into the parking lot at Beaches Restaurant. There were at least 30 cars. Fun for us in particular was seeing at least two other 928s in attendance. Tom Jewett was there in his 944T with Chris Greenwood riding shotgun, so both our cars were represented.

up Claire). This was to be the last time a tour would start from that location as they had just sold the house the week before. The cars found spaces, two abreast as there were so many of us, and waited for the obligatory potty-stop by a bunch of the participants. Gregg and I had the chance to chat with the 928 people who said they are trying to attend more non-track events with the club. They were both from the southwest Washington area, I believe, and when they referred to "the track" they were talking about those



north of PIR. They told a story about a small track that they go to that actually has a cow pasture in the middle of it! Wish I could remember the name. That would be a kick to see.

as these are not our daily-drivers) and then hike up to your car and put it on the dash. A minor, but annoying, delay to lunch and our great hike that followed. What a



Richard had included some fun questions to keep the navigator entertained. You had to be really paying attention to answer some of the not-so-obvious ones. So while that kept us navigators busy, some really spirited driving through the Hazeldell area back roads and beyond kept the drivers very busy as well. The roads were great and the weather was beautiful by then, and before we knew it we were just outside of the Mt. St. Helens area, driving through a small town called Cougar. This was the town that was in the news after the mountain blew. Today it was doing a brisk business - locals and a tour bus that let a number of old folks out to walk over to the diner that was shut down after the eruption. And of course they were all gawking at the line-up of Porsches. Some had cameras out to capture the moment.

When we got to the picnic destination, which was the southern access to Mt. St. Helens we had a little setback. There was a new \$5 park use fee which proved to be a minor pain in the you-know-what in that you had to fill out the envelope, put in the \$5 and fill in your license plate # (which most of us don't have memorized

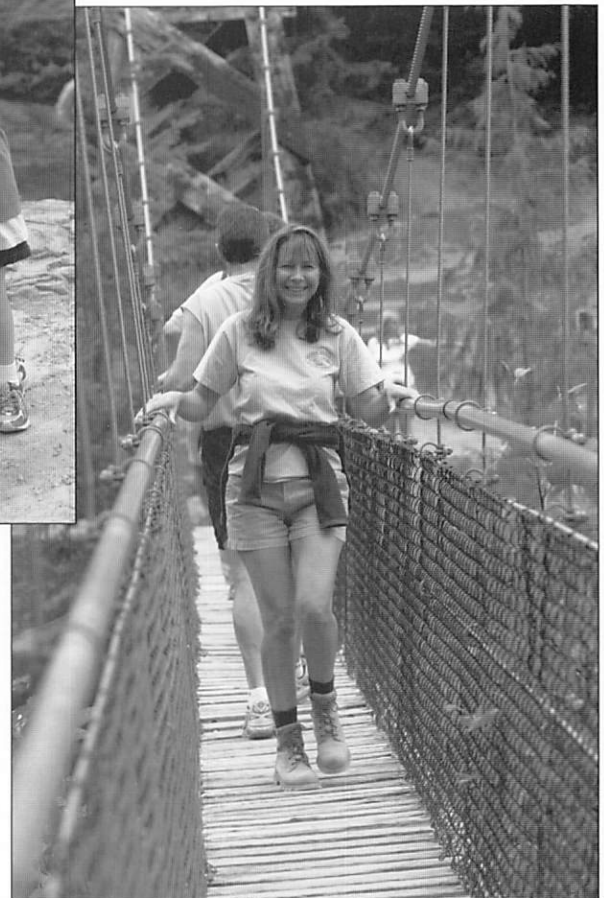
beautiful area. We spent some time dallying over lunch conversation and then took off on foot to view the wonderful falls and rock formations that were there. Afterwards, we all took off in small groups towards home. Gregg and I left early, tired, but exhilarated from a great day in the sun and a great drive. ☺

Above left: Bob Grasso talks with his navigator while perched atop a giant volcanic stone.

Left: The Danbergs pose for a family photo amid spectacular geology made possible by an active volcano.

Above: Porsches pass by the southeast side of the mountain.

Below: Mary Chase floats on the suspension bridge along the hiking trail.



August Autocross

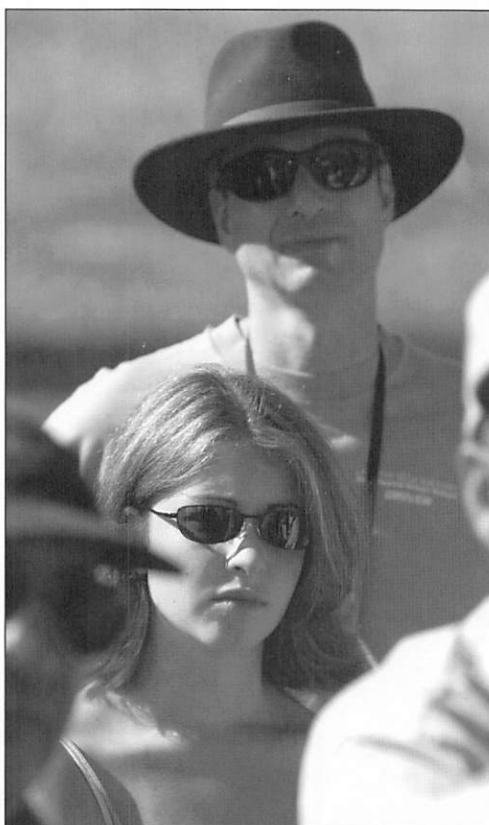
By Chuck West • Photos by Chris Greenwood

Our August Autocross was very well attended. Again, we hosted a number of novice drivers as well as the ever-increasing number with more advanced skills. Pam and Curtis Eames provided the best times of the day in their vibrant red Porsche Boxster. Pam bested Curtis by a total of .147 of a second. I would call that close competition.

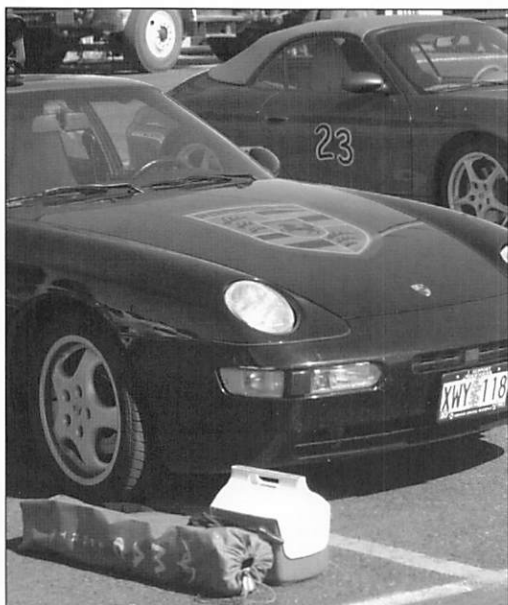
Bob Grasso was enticed enough watching Curtis Eames drive, he decided to ask for a ride. The following comments from Bob hit it right on the head as most of us are novices, out to learn how to control our Porsche at other than highway or track speeds in a safe location. "Wow, can that guy drive! And that Boxster! He's had that car only 9 months. With new wheels, sticky tires and other suspension adjustments, the car really scoots around the course. Curtis is in control throughout the course and seems to have a great feel for when to brake, turn, shift and accelerate. Many of us novices can learn from him."

The course was challenging, long and a seemingly endless sea of cones. Drivers were forced to concentrate to stay on course. Our reputation for autocross must be getting out as we set another attendance record and had a number of non-Porsche participants.

September 21 is the next event. Mark your calendar and remember you have to be at the track no later than 8:00AM. ☺



Top: Pam Eames
Above: Jenny & Bart Locanthi
Left: A hood emblem to remove all doubt.



ORPCA - Event: 'AutoX #4 PIR S PITS' 08/24/2003

Final Position Results

pos	class	#	driver	car	time
1m	LADY	194	PAM EAMES	2001 BOXSTER	62.850
2m	3.5L	94	CURTIS EAMES	2001 BOXSTER	62.997
3m	3.5L	4	PAUL STEIN	1974 914-6	63.414
4m	3.5L	2	JOEL SIEGERSMA	1966 911	65.316
5	9.9L	13	ED LAPLANTE	1995 CAMARO	65.988
6m	9.9L	93	KEITH MARTIN	1980 928	66.023
7m	4.5L	23	STEVE GERMANY	2002 996 CAB	66.035
8	3.5L	89	CHAD EDWARDS	1974 911	66.237
9m	3.5L	1	DAVE NANCE	1985 911 CAB	66.375
10m	4.5L	28	TIM LARSEN	1997 C2S	67.617
11m	3.5L	43	CHUCK JARVIE	1994 968	68.275
12	2.5L	103	STEVE THOMPSON	1973 914	68.814
13m	LADY	40	NICOLE HALL	1983 911	68.885
14m	LADY	39	SHARON HALL	1983 911	68.969
15	2.5L	801	ALEX KNISS	2001 INTEGRA	69.110
16	9.9L	83	DAN CONLEY	1987 CAMARO	69.232
17m	2.5L	41	GUS HALL	1972 914	69.285
18m	LADY	3	KATIE SIEGERSMA	1968 911	69.413
19	2.5L	99	DINH BOWMAN	1987 BMW 325	69.435
20	2.5L	98	ASHIS VAIDYA	1987 BMW 325	70.403
21m	3.5L	60	BOB GRASSO	2000 BOXSTER	70.992
22m	3.5L	63	BART LOCANTHI	944 TURBO	71.401
23	LADY	24	LAURA PEARSON	2002 996 CAB	71.800
24m	3.5L	84	STEEVE LOUGEE	1992 968	72.072
25	3.5L	97	KYLE STEWART	1995 M3	72.604
26	2.5L	96	BEN GOSSLER	1993 INTEGRA	72.939
27m	3.5L	62	RON PIHULAK	1986 911	73.052
28m	3.5L	95	MARK GOLDBY	1970 914 V8	73.160
29	2.5L	90	BRAD SNETHEN	1985 RX7	73.200
30	2.5L	88	FORREST SEITZ	2000 MIATA	73.666
31	2.5L	91	JON CRAWFORD	1990 ACCORD	73.694
32	3.5L	80	LARRY KNISS	2001 BMW M3	73.695
33m	3.5L	85	ROBERT MARTIN	1997 SABLE	73.870
34	4.5L	92	JASON BARKER	1995 M3	74.062
35m	LADY	32	KATHLEEN ELLIS	1979 911	74.288
36m	LADY	64	JENNY LOCANTHI	944 TURBO	75.617
37	2.5L	344	JOSHUA SKINNER	1984 RX7	76.651
38m	3.5L	67	RAY GAUTHIER	968	76.692
39m	2.5L	56	BRUCE ALLERT	1973 914	77.352
40m	3.5L	36	JIM AYERS	1977 911S	77.763
41m	3.5L	33	BOB ELLIS	1979 911	78.114
42m	2.5L	34	JIM CHAMBERS	1974 914	79.851
43m	2.5L	100	Michael O'Connor	2003 MIATA	79.859
44	3.5L	101	DAVE SHRESTHA	2000 BMW 528	79.956
45	2.5L	102	JERRY SMITH	1970 911S	81.443
46m	3.5L	14	CHUCK WEST	1974 914-6	93.503

My Other Favorite Car

By Steven & Melinda Smith • Photos by Chris Greenwood

There's always been a Bug in my life. Growing up, my aunt had a Bug. We went on trips in her Volkswagen all the time. The familiar burble of the engine and the unique smells you get only in a Beetle always bring back fond memories.

When I met my wife back in 1986, she had just gotten a 1972 convertible Super Beetle, which she still drives to this day. So, when it came to a racecar, there was only one choice: A 1965 Beetle. Let me tell you how it happened. My daily driver is a 1958 356A. The search for necessary bits led me to Parts Obsolete. There, I struck up a friendship with Gary Emory and his son, Rod. Each time I visited the busy shop, Gary would ask, "Are you going to race with us or what?" Tucked in the corner of his garage was a road racing Bug. I'd point at the lonely little car and say, "If you sell me that car, I will."

No dice. "Not for sale," they'd say.

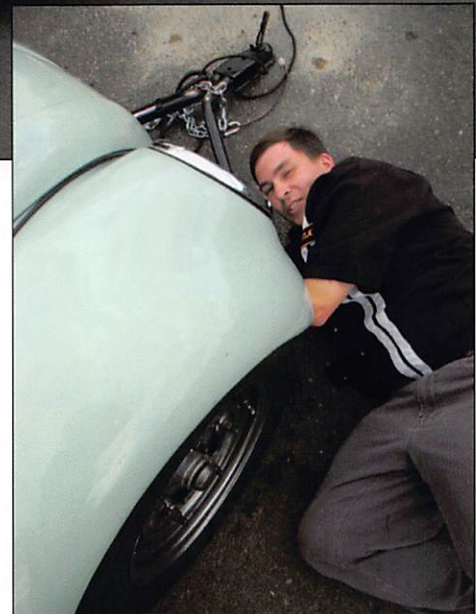
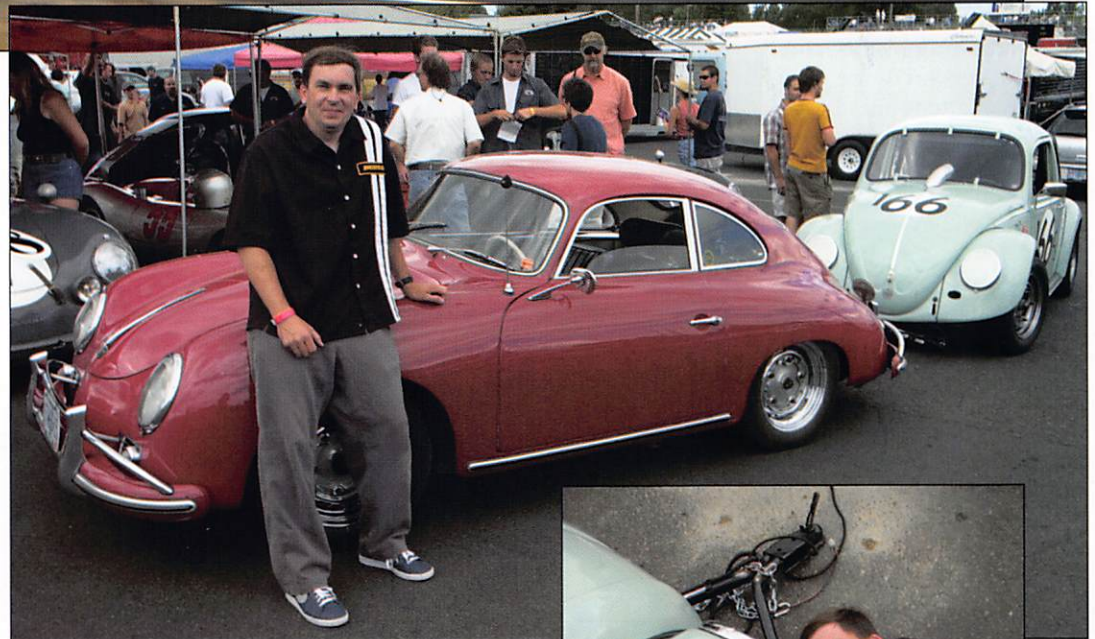
My persistence eventually won them over, and Rod and Gary finally decided that, if I loved that car so much, I deserved to race it. The story behind the car is nearly as exciting as a trip around the track in it. The car was bought new in 1965 by Bill Gilbert of Corvallis.

He raced it almost from Day One. More than 35 SCCA races later, though, Bill decided to retire his race Beetle. He rolled the car into his barn in 1970, and there it sat for 26 years. The Emorys bought the car in 1996. It hadn't been touched since the day it was put away. We started to clean up the little car, and install a few safety updates. In the process, we named it "Gilbert," in honor of its first driver and owner. The car returned to racing this season. After 33 years, the Bug is back on its home track. As for my 356, what better

way to pull my vintage racecar to the track?

Speaking of races, stop by the next time you're at P.I.R., and say "Hi" to Gilbert. See you there!

(Steve and Melinda have been Oregon Region members for five years. They have had the 1958 356A for five and a half years. It currently sports a super 90 engine and is driven all year long as a daily commuting vehicle from Lake Oswego to Beaverton.)



Monterey Historics 2003

Story & photos by Peter Linsky

Ford was the headliner at the 30th edition of the famed Monterey Historic races August 15-17, but other marques, including Porsche, made their own presence felt as well, both impressively and embarrassingly. Mazda Raceway Laguna Seca drew the usual big crowds under warm sunshine, although attendance fell off a bit on Sunday as Pebble Beach siphoned off some concours enthusiasts.

The track paddock was crammed with Fords old and new, with the blue oval celebrating its centenary. A crowd of GT40s, including the 1966 LeMans winners, and the long-tailed Mark III "J" cars from '67 were a photographer's delight. Adding flavor to the Ford mix were a mob of streetable and racing-only Cobras and Shelbys, Tigers, antique "T" Speedsters, Falcon and Comet rally cars, NASCAR racers, and TransAm-era Mustangs. Ford hosted a nice covered display commemorating its broad racing history, and the new version of the GT40 got lots of attention.

Comedian Jay Leno was one of the fortunate few invited to slip into the cockpit; he's probably got an order in already!

Legendary Bugatti made a dazzling appearance. A dozen varieties, including a rare and handsome Atlantic aerodynamic coupe, appeared at the Concorso Italiano, joined by a pair of the rather clumsy EB110s. Several of the old Bugs were amazingly original, with faded paint peeling and leather seats literally disinte-

grating. It must be a painful choice for their owners to maintain them as they are, displaying the patina of almost 70 years, rather than restoring them. Another fine 1935 Atlantic coupe took Best-of-Show at Pebble



Top, above: Abarth Carreras are among the rarest and seldom seen of the early racing Porsches. There's always a few on hand in Monterey.

Left: An ex-Johnny von Neumann 356 SL chop-top roadster.

Below: 1957 coupe

Bottom: A quick Porsche-powered, two-liter Bobsy SR3



grating. It must be a painful choice for their owners to maintain them as they are, displaying the patina of almost 70 years, rather than restoring them. Another fine 1935 Atlantic coupe took Best-of-Show at Pebble Beach, defeating Bugs entered by both Leno and fashion designer Ralph Lauren, who brought no fewer than four cars.

A delightful addition at Laguna this year was the "Bugatti Grand Prix." As many as 41 racing Bugs took to the track on Saturday, an amazing sight.

It was probably the largest-ever such gathering in North America. The oldest racer dated to 1920, the latest from 1935 ... and some of those little blown straight-eights are still fast! It takes courage and skill to slide old live-axle GP cars through the corners on four-inch-wide tires! Oh, the embarrassing part? That would be the first public appearance of the new million-dollar Bugatti Veyron super-coupe, the only example built so far. The exotic black and red bullet led the older Bugs around for a slow pace lap, but then the driver put his foot down to show what a thousand French horsepower could do. Result: the

car got light cresting the top of the hill just past start-finish, and performed a pair of snap 360s. The driver was exceedingly lucky, barely missing a concrete wall. It was reported that Bugatti executives were not amused.

While there wasn't a 911 in sight, our favorite marque was well represented by a nice variety of '50s and '60s-vintage sports cars and racers. Chuck Forge had his wonderful old ex-Johnny von Neumann 356 SL chop-top roadster on hand (he's owned it since 1956); there were three lovely Abarth Carreras, one driven by the capable Dutchman Ben Pon, whose name pops up throughout Porsche's annals. The others were piloted by Ranson Webster and Tom Trabue. All parked together in the Paddock, offering great photo opportunities, but finished well back in their race group. Warren Eads drove well in his unique 1959 center-seat RSK, while Eddy Baptista and John Higgins brought out their own RSKs. Higgins finished 4th in his group. Bill Perrone's 550 Spyder ran away for an impressive group win. Clint deWitt did well in his pretty '55 Continental coupe. The imaginatively painted 356s of Bata and Brandon Mataja were crowd pleasers. Harlan Halsey's '59 Carrera and Gerry Layer's '57 coupe were fast, and Paul

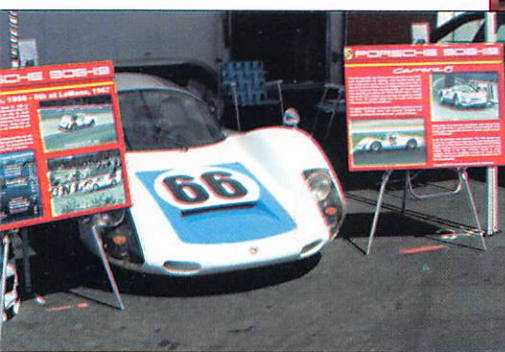
Christenson's Speedster also looked good. Don Anderson's 911 two-liter-powered Bobsy SR3 was third in his group.

liter GT40 Mk II, which held off Brian Redman's similar mount until Redman dropped out late.

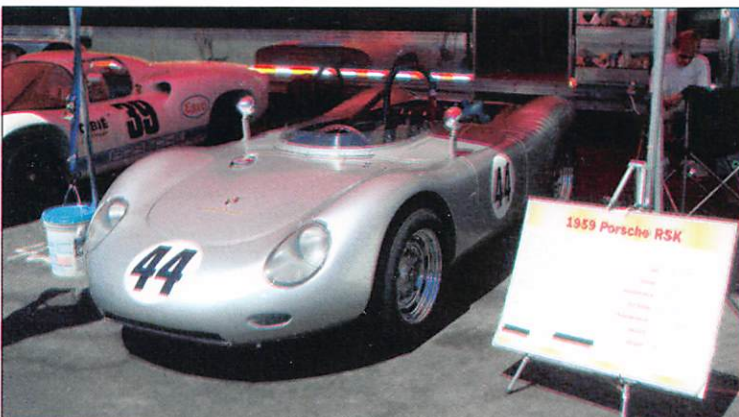
Next year, the featured marque at the Historics will again be Ferrari, which headlined in '84 and '94.

This is the best automotive weekend anywhere in the country, offering two important Concours events, several auctions, a couple of rallies, and of course three full days of racing and practice at Mazda Laguna. In between, there's great food and wine to be experienced all over the Monterey peninsula. We discovered some new places to eat at Moss Landing

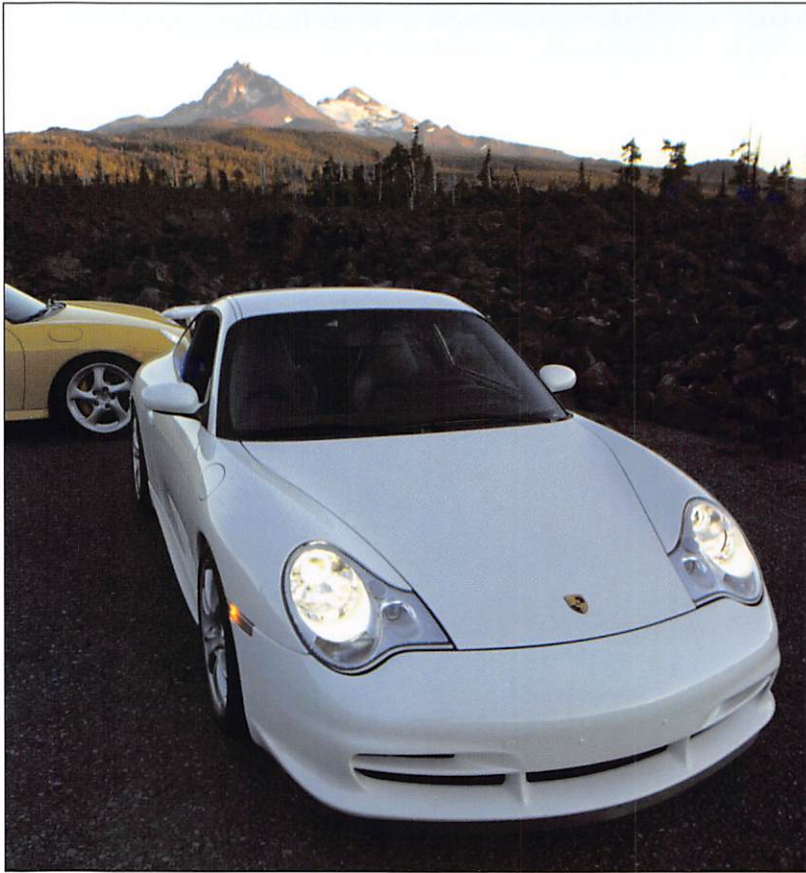
and could barely stagger away from the table! Get your tickets and room reservations early! 🍷



Top: Bata and Brandon Mataja's cleverly painted Porsches.
Above: 1967 910.
Left: 1966 906
Below: 1959 RSK
Right: Bob Kann's Speedster



Larger-displacement sports racers were represented by Brad Hook's 1966 906 Carrera and a pair of pretty 910 coupes capably driven by Mike Malone and Howard Cherry. Unfortunately, they didn't have enough to handle Bill Murray's five-



GT3 Rising

A ghostly apparition, this GT3 materializes in thin air. It is the first one of its kind in Oregon and is owned by Rick Johnson of Bend. Somewhat civilized for daily use, this race-ready car compares with the GT3 Cup version, differing only by about 500 pounds, a few horsepower & RPMs and current 911 interior appointments.

Rick says of the car that it is the first new Porsche in about 12 years that really feels like the Porsche of old: the right balance of horsepower to weight and handling like older 911 owners have come to expect. As a passenger for 75 of its first 250 miles, I can vouch for all of this.

We have intentionally left out most of the details and not provided revealing photos because this car will be on display at the Oregon Region Rainbonnet. Register for the event, come see this unique 911 and enjoy all the goodies that will be on hand this year.

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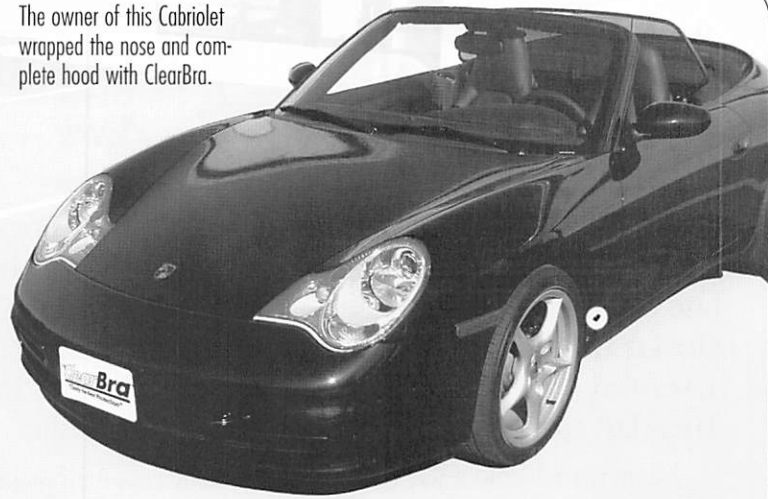
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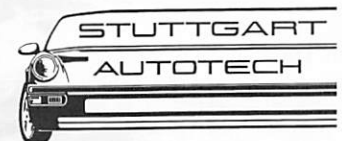
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A Visit to Porsche, continued

By Peter Linsky • Photos by Jim Ayers

Last month, I reported on our visit to the Porsche Development Center at Weissach, slightly southwest of Ludwigsburg, outside of Stuttgart. Because Porsche had closed the factory at Zuffenhausen, our planned tour of the assembly line the same day was delayed until the following Tuesday, and that's where we pick up the tale...

...With the Porsche Travel Club's e-mailed map and directions in hand, we checked out of our hotel in Stuttgart and headed for Zuffenhausen. We were supposed to meet our group at the entry at 10 a.m., so we had left plenty of time in case we got lost. North on 27 again, looking for 10. Eventually, we located the correct turn and drove slowly into Zuffenhausen, expecting to see a large factory complex, but we had actually come in the back way and it was a bit anti-climactic. We turned a corner, drove down a hill, and Jan spotted our destination: Porschestrasse. We drove up the narrow street to a gate and saw a sign pointing to the Museum. A small problem became immediately apparent: There was no place to park. The gate guard directed us to the employees' lot back up the hill where we left our car, and went back to the museum.

Soon, a group of about a dozen visitors gathered. One clearly American family introduced themselves as PCA members from Dallas and we chatted for a few moments. A young man came out and introduced himself as Bastian Kunkle, our guide. We were given little sticky ID tags and, after cautioning us not to take any photographs inside the buildings, Bastian led us into the engine area. We watched with great interest as technicians carefully assembled 996 engines. The various pieces arrive at the workstations on robotic delivery carts that follow a magnetic strip on the floor. The carts have everything needed for each motor hanging from bins or a pegboard panel. Nearby was the Cayenne engine line, where the power plants are completed, tested, crated, and then shipped north to the Cayenne assembly plant at Leipzig. Next came a look at the transaxle area, and then we walked to another building where we could see freshly-painted bodies mated with their appropriate drive

trains and then move along the line to a hoist where they are raised one floor to another line so the workmen can install glass and interiors.

As noted previously, the Zuffenhausen plant produces 150 new Carreras and Boxsters every day, utilizing two shifts. Only the paint shop runs 24/7. The body shells, deck lids and doors are all painted at the same time for the sake of color consistency. Then the doors are taken to



another part of the plant for installation of door glass, latching hardware, and interior panel installation. With the help of bar code labels, the completed doors eventually meet the correct body later on in the assembly process, as do the bumper covers and other color-specific parts.

Janice and Peter Linsky



Everything is delivered in a just-in-time process. There are no piles of parts sitting around, which improves efficiency and lowers costs. Bastian says it takes about 56 hours to build a car from scratch, with the only automation being windshield installation. Everything else is done by hand. We watched two robots pick up the front



Very Important Porsche Places in Stuttgart.

glass, arms extending to place it precisely in the body with the help of laser beams. It only takes about 30 seconds.

One interesting part of the assembly is the installation and testing of the anti-rollover bars in Carrera cabriolets. The rectangular steel hoops are spring-loaded, and pop up from their retracted position beneath the tonneau panel in a fraction of a second when sensors detect that the car is more than about 40 degrees from horizontal. Unlike the hoops in the Mercedes Benz SLKs, Porsche's safety bars can be unlocked and pushed down again for re-use.

We noticed that the vast majority of the Carreras on the production line were painted in silver or darker colors — black, gray, blue, and green — with a bare scattering of white or red. We spotted one right-hand-drive

continued on page 22

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A Visit to Porsche

continued from page 20

Speed Yellow GT3, bound for a lucky British customer. Boxsters, which make up perhaps 15 percent of the production here, seem to have brighter color schemes, including a shade of orange that I had not seen previously.

Leaving the body assembly buildings, Bastian pointed out the upholstery shop located in the old Werks 1 building, and the seat manufacturing shop in the former Reutter plant.

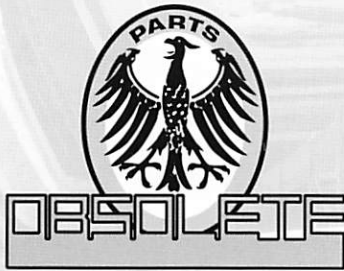
The next stop was the Porsche Museum. Frankly, I was disappointed. While there were about a dozen or so examples from the factory's sizeable collection on display, the museum itself is quite small and not very well lighted. I was surprised that the cars were very dusty. The display included the 1923 Sascha sports car, one of the surviving pre-356 America roadsters, an RSK Spyder, an early 911, the tubular frame from a 917, the Quaker State Indy car, full-sized cutaways of a new Boxster and a Cayenne, plus a separate Cayenne drivetrain; a Paris-Dakar 911 rally car, a 962 coupe, and the famous red and white 1971 Le Mans-winning 917. Its former driver, Hans Hermann, one of Germany's finest racers, was there being videotaped for a German sports TV documentary. During a break, he graciously allowed me to take his picture standing by his car.

The museum boutique offered a range of gift items and souvenirs not available in the regular Porsche store next door, so we gave our plastic some additional exercise. Then we were off to find the A3 and a fast drive east to the medieval towns of Rothenburg and Würzburg, where we spent a few days before returning to Frankfurt and our flight home.

This trip was an absolute blast, not just for a Porsche enthusiast, but anyone who enjoys beautiful countryside, handsome old towns, charming people, great food and drink, and the priceless opportunity to drive a new Porsche as it was intended to be driven: flat out. The Porsche Travel Club bends over backwards to make its guests feel welcome. We received first-class treatment. If a trip to Porsche is in



your future plans, start checking the website now ... next year's event schedule will appear around October, and dates fill up quickly. 🌀



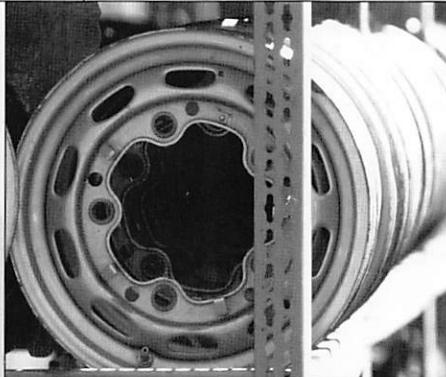
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Tech: 928 Bearing Failures

By Jim Ayers

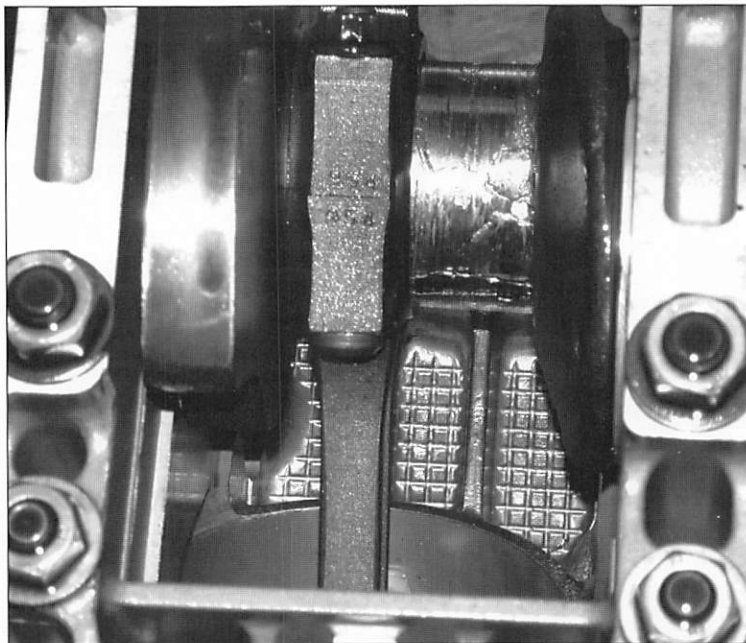
Porsche's 928 engines, prior to the 1992, and to a lesser degree the 1993 and later GTS, are prone to failure of the #2 and #6 rod bearings. This failure is primarily related to oil starvation at high RPM and/or high lateral G-forces under heavy cornering.

Due to the location of the oil pickup and a lack of adequate baffling in the oil pan, oil is moved away from the pickup during sustained high speed cornering. The oil feed for the #2 & #6 bearing is located immediately across from the main oil galley, which results in the bearings for #s 2 & 6 being the first bearing journals to receive air instead of oil. On a typical street basis this is not going to pose a substantial problem. On the track or at autocross, this could definitely result in a blown engine. Additionally, those who choose to drive on winding roads at high speed may suffer oil starvation and the resultant blown pistons. The 1993 and later GTs have an additional oil baffle in the oil pan to help slow oil movement during sustained cornering.

Photo #1 shows the rod bearing after this type of problem. It should be noted this bearing was effectively welded to the crank due to the lack of lubrication. Photo #2 shows the resultant additional damage to the piston. This 928's owner ended up having to buy a new short-block.

One suggested resolution for this problem is to cross drill the oil feed on the crank, thus allowing for more oil to the #2 & #6 rod bearings. High revving Chevrolet V-8s suffered a similar oil delivery issue and this was the resolution. Cross drilling does not resolve the problem in the Porsche 928 engine, as you still don't have oil supply due to the evacuation of oil to the oil pickup.

Wes, at MSI, suggested I check the DEVEK Performance web site (www.devek.net) for more information regarding cures for this problem. DEVEK Performance is, for those who don't know, very active in racing Porsche 928 cars and also manufactures and distributes



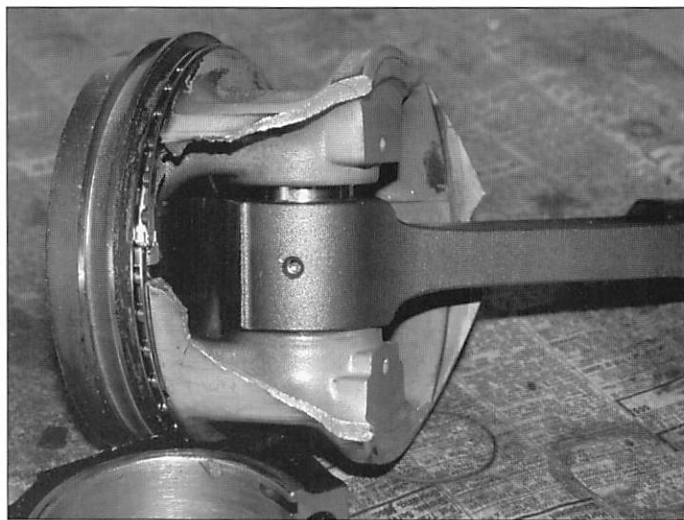
Above: a welded rod bearing.

performance and racing products for the 928. Their downloadable catalog contains a wealth of information as well as products. Porsche's research indicates the addition of baffles, as in the 1993 and later GTs, to the oil pan significantly reduces the rate of evacuation of oil from the oil pickup at both high G's and high speed. Probably the ultimate solution presented by DEVEK is a Pre-oiling and Continuous Oiling kit. Needless to say, DEVEK sells this product. The addition of this product provides either 2 or 3 quarts of accumulated oil to be disbursed electrically to the oiling system on

demand and provides a 7-10 second source of highly pressurized oil during the times when oil pickup uncovering results in the evacuation effect from occurring to cylinders #2 & 6. The added benefit to one of these kits is they feed oil to the engine when you turn the ignition key on, pre-oiling the engine before it fires up; less wear and tear on the entire engine.

Thanks again to Wes at Motor Sports International for the suggestion for this article and to DEVEK Performance for their assistance with the tech data. As is always the case, I am looking for suggestions for Tech articles; any ideas from readers or advertisers are greatly appreciated.

Contact me at JimnKater@comcast.net. ☺



What's this Holiday Party all about?

By Sue Hodge

The Holiday Party and Auction is coming up the first weekend of December, so mark your calendars if you haven't already. December is always a busy month.

Why should you come? This is the mother of all Dinner Meetings. First of all, there is no meeting - just fun. (OK, so there's no meeting at the others either.) But this is the opportunity to get together with your fellow Porsche people in the beginning of the off-season and for newer members to get to meet the group. The event starts with a no-host cocktail hour. And there will be a relatively brief program at which President Don Clinkinbeard will hand out awards to club members for various achievements during the year. This is a fun part of the event as the awards are usually presented in a non-serious manner with some laughs to be had by all at the expense of the award winners. Spoken from one who has been a recipient, the message usually is that the award winners ought to get a life outside the club as they usually have put in way too much time towards their ORPCA projects during the previous year. But that's all right. It must be true: There are no events for a couple of months afterwards and I, for one, have separation pangs for awhile until I can get out again in a club event in the early

Spring. It also gives us a chance to "dress to the nines" (what does that mean anyway?) if we want, since it's a semi-formal event.

The food is good and the atmosphere is festive at the MAC. So what else is there? A very worthwhile reason to show up for all the festivities -

the annual charitable auction. Every year, the Board of Directors chooses two or three charities to benefit from the proceeds. Charities in the past have included the Doug Center, Raphael House, Air

Mercy and Camp Quality for kids diagnosed with cancer. Each year, we have outdone the previous year. It's a great challenge for all of us to take on, and it's a fun addition to the dinner. We are working to make the auction process a little smoother this year, so that we can all enjoy the dinner experience more. We have a couple of people on this year's committee who have some previous auction experience with great ideas. Although I don't have the details, I can tell you they promise to simplify the bidding process

real (good-natured) competition - like the beach house weekends offered by John & Carlyn Draneas and the Gretzes, and dinners by Bobbie Jo Koblegard hosted at Rupert and Bobbie Jo's historic home in Portland, various wonderful wine offerings and goods and services from local Porsche dealers and service facilities.

We are actively soliciting donations at this time, so please think of talents you can offer your fellow members, time-shares that you can share and any other things of value that you can part with for



and the process of picking up your winnings at the end, among other improvements. And speaking of bidding, there are a few donations that have shown up repeatedly in the past that create some

this very good cause. If you have something to offer or a friend or business associate is willing to donate for a tax write-off, please let us know. Contact Gregg and Sue Hodge or Don Stroum. Other members on the committee are Tricia Rogers, Nancy Neidhart and Warner Lowe. You may let them know if you have items to donate as well, and they will help facilitate the process for you. Watch the ads for contact details. Thank you in advance for coming and for

donating. We look forward to seeing you! ☺

The ORPCA Charitable Trust

The ORPCA charitable trust was established in 1998 for the purpose of giving something back to our communities through donations to worthy organizations at work in our midst.

The initial seed funds of about \$10,000 came to the region as proceeds from the Porsche Parade that the region hosted in 1995. The original concept was to establish a scholarship fund, but by the time the BOD had received all of the funds and following a two-year discussion in 1997 and 1998, the current charter was established instead.

Over the ensuing years, the major revenue source for growing the trust has been the silent auction at the Holiday Party. The trust, as directed by the BOD, then distributes a good portion of the proceeds to Oregon charities that the BOD feels would receive a substantial benefit from the contribution. Past recipients have been the Rafael House, a shelter in Portland for battered women and chil-

dren; the Dougy Center, providing grief counseling for children that have lost loved ones; Air Mercy, a free air taxi service from central Oregon for needy children requiring medical attention that can only be had in the Portland metro area; and most recently Camp Quality, a camp program for youngsters suffering from cancer. All these worthy charities serve to enhance the life quality of some of our more unfortunate community members.

The trust has grown over the past five years to double its original size while increasing the dollar amount it contributes to the community each year. This is a good trend and, as we move forward into the future, we hope to see continued strong support from within the Club of this worthy endeavor.

One of the things that I would like to see is for a qualified member to step forward and help the BOD and the Directors of the Trust find new ways to help the Trust grow and make an even bigger impact on our community. Ideas for additional funding and growth strategies are always welcome. Please give me a call or e-mail me if you would like to step up and put some energy into this area of the club.



We are happy to welcome Mr. Merlan to our team. From Hollywood, CA, he is a certified specialist with 18 years of experience working exclusively on Porsche cars.



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From the President

continued from page 4

breather, some new intercooler piping and some trick rear shock mount bolts. While none of these items will increase the car's performance, they do make me feel better about the configuration. I really do not need to re-circulate the crank case exhaust through the intake system. Oh, yeah, the center pipe I have on the car to replace the CAT (turbos do not like back pressure) broke at a weld. I took the opportunity to buy a new 3" ID exhaust system. It cost about what an OEM muffler would have and should help me get even better spool-up on the turbo. The street registration expires in December and won't be renewed in the near future. I need to start looking for a lightweight trailer that I can pull with the Aerostar. No more than 1,500 lbs. Know anyone? The intercooler pipes will avoid an issue where the turbo outlet pipe bangs into the fuel pressure gauge on the end of the fuel rail as the engine twists from the torque it's generating during acceleration. On the last DE day, it broke the glass bezel off the gauge. This could be a safety issue. I really don't want to find out. The trick rear shock mount bolts will take the place of a long bolt and a washer stack that I have been using to help the rear coil over spring perch clear the training arm. Looks cheesy — and it is. This installation will be much more sanitary and make me feel better while traveling more than twice the freeway speed limit on the track.

Looking forward to the October and November events. Elections are right around the corner. If you have someone you would like to nominate (even yourself if you want) for a position on the BOD, please contact John Draneas or me and we will add the name to the list of potential candidates. I'm looking forward to having some time to devote to making events old and new happen. Of course I still have the past president gig to do for at least a year but I think I can handle that.

Don't touch my bags if you please, Mr. Customs man...
-drc-

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~ Help Wanted ~

The ORPCA board is looking for two volunteers to subdivide the responsibilities of the club membership position:

1. One person will be the liaison between our membership and PCA. This person will be responsible for recording and updating the membership data in our database and act as the oracle for all Oregon-region-membership-related questions.
2. The second person will develop and maintain the club membership database and provide support during the dues billing cycle and during the monthly magazine mailing process. We are seeking to create a remotely hosted database with a secure, web-based UI. Approx. time commitment for these positions would be 3-5 hours a month, depending on experience. More info? Call Don Clinkinbeard 503.356.1764

Call for Nominations

Nominations are now open for the 2003 election of officers of the Oregon Region PCA. If you are interested in taking a leadership role in your club, please contact John Draneas, chair of the nominating committee. Job descriptions and time commitments are available on request.

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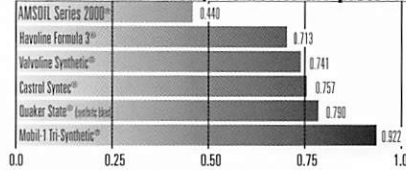
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Circulation/Membership

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Goodie Store

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503.849-6948
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Anzeiger

Managing Editor

John Draneas
503.638.0396
draneas@teleport.com

Executive Editor

Kate Ayers
503.292.5743
kateayersis@comcast.net

Assistant Editors

Sue & Gregg Hodge
503.518.9203
sghodge@bctonline.com

Production Editor

Chris Greenwood
503.460.9494
chris@chrisgreenwood.com

Ad Sales Manager

Bob Falleur
503.653.7691
Bobs_Toys@comcast.net

Contributing Editor

Peter Linsky
503.644.2709
Linsky911@comcast.net

Technical Editor

Jim Ayers
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Board meetings of the ORPCA will be held on the first
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Consult oregonpca.org for the
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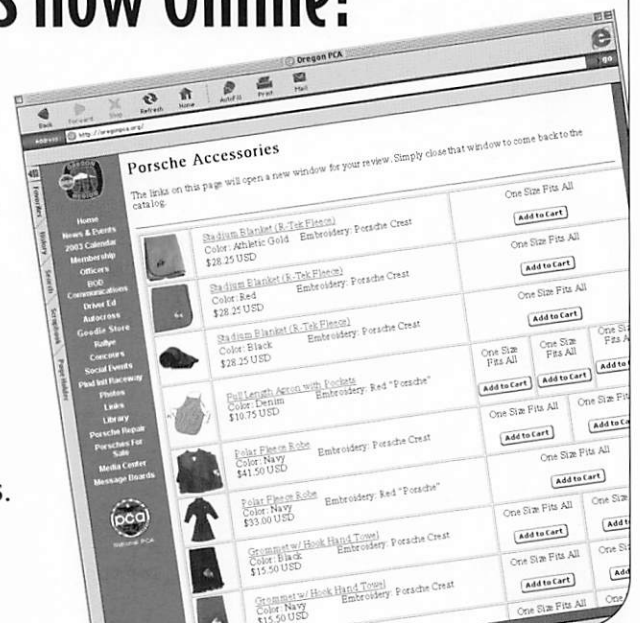
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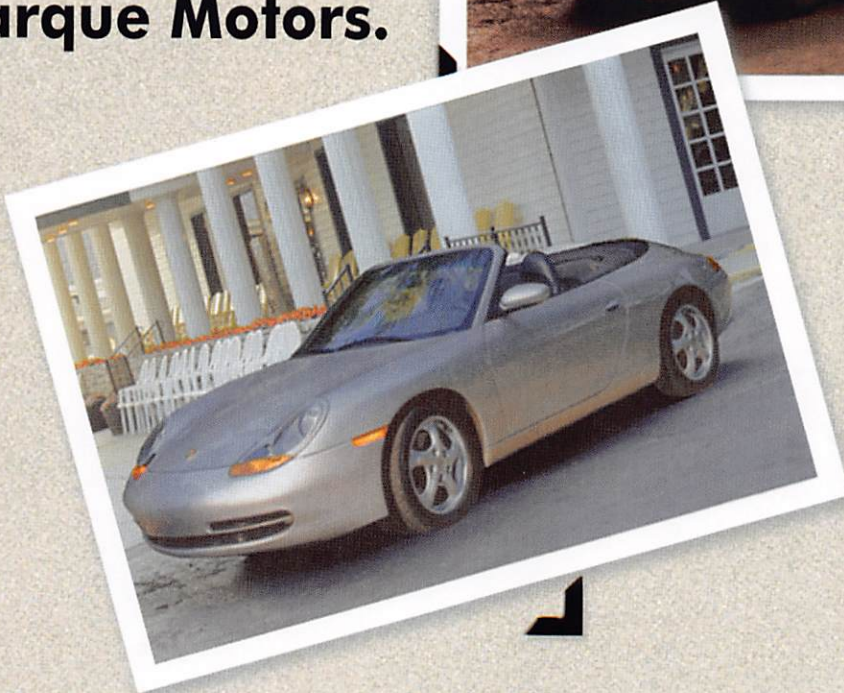
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