

Anzeiger



October 2004 v44-n9
Oregon Region Porsche Club of America



YOUR DESTINATION DEALERSHIP **RJF**



Boxster

GT3

Cayenne

New

'04 Boxster Speed Yellow	\$49,150
'04 Boxster Guards Red	\$48,990
'04 Boxster S Atlas Gray	\$59,585
'04 911 Cab Lapis Blue	\$85,600
'04 911 Cab Seal Gray	\$85,485
'04 911 Targa Black	\$84,895
'04 911 GT2 Gulf Orange	\$216,390
'04 Cayenne S Carmon Red	SSALE!
'04 Cayenne S Titanium	SSALE!
'04 Cayenne S Carrara White	SSALE!
'04 Cayenne S Black	SSALE!
'04 Cayenne Prosecco	\$49,850
'04 Cayenne Titanium	\$45,870
'04 Cayenne Basalt Black	\$52,330
'05 911 Carrera Seal Gray	Available!
'05 911 Carrera S Black	Available!

Used

'03 911 Carrera Midnight Blue	\$77,499
'03 911 Targa Guards Red	\$67,995
'01 911 Cab Meridian	\$57,995
'04 Cayenne S Titanium	\$54,995



www.carreramotors.com Bend, OR 541.382.1711

Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v44-n9

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

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Anzeiger

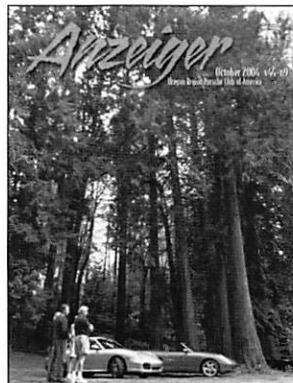
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OCTOBER

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Cover image: Porsches seem rather small and insignificant under the tall trees of rural Clark County, where a small group of club members gathered to investigate a National Historic Site, the Cedar Creek Grist Mill.

Photo by Chris Greenwood



Don Stramm

FROM THE PRESIDENT

My Boxster S has recently received two new upgrades: One to the engine and one to its parking place.

Unichip of America, a local company who designs and markets performance upgrades for a variety of vehicles, used my car to develop a performance interface (something like a chip but different). I plan on writing a future article on the process and results.

My garage floor has just been professionally covered with "RaceDeck," a modular interlocking system of one-foot tiles. The Oregon distributor for the product is

family owned by one of our PCA members, Wes Rhodes. I chose some pretty wild colors, and the advantage is it can easily be changed or removed and taken with you if you move. Watch for an article with pictures in upcoming issues of *Anzeiger*, and a report on its maintenance and durability.

PCNA conducted a survey at the beginning of the year with about 800 members and I thought you might find the results interesting. The three main reasons for not participating in club events are:

- Too busy – 70%
- Don't know anyone – 25%
- Don't feel welcome / newcomer jitters – 28%

Here are some of the 150 other, more humorous, responses to the same question:

- People are too old
- I would rather play golf
- Husband died
- Tires are too expensive
- Been there, done that
- Snobs
- Burned out (Past President)
- Holding down mileage
- Don't get along with the club leaders
- Too lazy

Here are the top six things members want from their region.

- Technical information to help maintain and restore my car – 76%
- Panorama – 74%
- Club Newsletter – 63%
- Dealer and vendor discounts – 59%
- Drivers education events – 56%
- Driving tours – 43%

When I was a new member, my wife and I had the new member jitters and formed a first impression that some established members were a bit standoffish and perhaps even a bit snobbish. As we hung in and attended more events, we discovered our perception was 180 degrees afield. Most members are a bit reserved and some downright bashful. It took only a short period of time until we made many new friends and felt we were part of the group. I feel uncomfortable in a group of new people and have to force myself to mix and meet. I'm working on it. If you've avoided our events in the past with the newcomer jitters, give it another shot. You'll be glad you did.

Until next month.

Kate Ayers

FROM THE EDITOR



Now retired (well, semi), I augment our travel budget by working three or four days a month if business goes according to my very loose plan. Sitting in a conference room recently with half a dozen other folks, my best client — for some reason known only to himself - mused how he seemed to be the oldest person in the room. He was bemoaning that fact until his eyes came across me, sitting quietly minding my own business at one end of the table. "Oh, no, you're the oldest.

Wow, it's awful being the oldest one in the room." I said something a little off-color, and wondered why I thought of him as my best client.

Well, maybe I was the oldest (although I doubt it), but at least I have lots of great memories, lots of them involving great cars. One lovely night, not quite three decades back, my father's busi-

ness partner hopped into the passenger side of his new black 911 and tossed me the keys. I can tell you right now, he didn't hear any objections from me. Nearly quivering with anticipation, I slid behind the wheel, fired it up and off we headed, down Northwest Cornell Road, that superb section between Skyline Boulevard and downtown Portland. I'm not sure at what speed I took the curve at the bottom of the hill, the big, sweeping one a short distance before the Audubon Society/McLeay Park, but that's when I discovered what incredible road huggers Porsches are. Now, 29 years later, I'm driving my own (well, I have to share it with Jim) vintage 911 with the tires still hugging the asphalt on that very same curve, just where Northwest Thompson Road connects with Cornell. Much has changed in the intervening years, but not that road and not our Porsche. I hope that the City of Portland never decides to mess with that stretch of pavement because, despite my ever-advancing age (I still think my client is older), I plan to enjoy it in a Porsche for another three decades, or until they take my license away, whichever comes first.

OREGON REGION EVENTS



2004

October

- 1 Alfa Club Track Day
- 2 Andy & Margaret's Hillclimb
- 3 Volunteer Recognition Party
- 3 Autocross @ PIR
- 5 Board Meeting
- 9-10 SCCA Races @ PIR
- 16 2005 Event Planning Meeting
- 20 Dinner Meeting
- 30 BMW Track Day

November

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

December

- 7 Board Meeting

January 2005

- 3 Board Meeting
- 8 Charity Auction & Awards Dinner

January 8

Charity Auction & Awards Dinner

This signature event marks the changing of the guard, the changing of the year and the changing of things into money that your Porsche club will donate to worthy charitable organizations in our community. Read more about this on page 11.

PLANNING MEETING

Club
Event

You know what we've done.
You know where we've gone.
You must have some ideas of your own...
So, let's hear 'em.

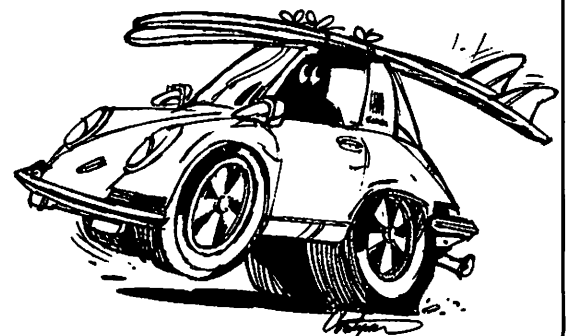
On October 16th we'll set the calendar of events for 2005. No event will go on to the calendar without a volunteer in charge. So if you want to do it, make sure it happens.

We'll provide breakfast, but if you show up, you'll go home with something to do. Thanks in advance and we'll see you there.

If you can't make it, but want to offer up an activity, please contact Don Stroum at dstroum@comcast.net

Saturday, October 16
9:00-11:30 AM

Sweetbrier Inn, Tualatin



ANDY & MARGARET'S "HILLCLIMB"

A TOUR OF DELIGHTFUL PROPORTIONS

Club
Event

SATURDAY

OCTOBER 2

In what will be our last organized tour of 2004, this one is sure to delight. We will explore SW Washington like we never have and make a mid-way stop at Andy & Margaret Jacobson's hilltop hide-away in Trout Lake.

Panoramic views and an impressive personal collection of vintage motorcycles will greet us as we break for lunch.

Pack your own picnic lunch and the right clothes to accommodate several microclimates.

9 am - Meet at Beaches Restaurant
1919 SE Columbia River Dr
Vancouver, WA

9:30 am - Tour departs
12-ish - Picnic Lunch break in
Trout Lake

1:30 - Return tour to Portland

There is no cost for this event and no need to RSVP. Please pack your own picnic lunch. The club will provide a dessert at the lunch stop.



OKTOBERFEST DINNER GATHERING

Wednesday, October 20

Rheinlander

5035 NE Sandy Blvd • Portland, OR

6 pm - Social Hour

7 pm - Dinner Served (set menu) • \$20 per person

Mark your calendars to join other ORPCA members for a fun night of visiting with old and new Porsche friends. New members, please come and enjoy a bit o' Bavaria and see what a great time you can have at our dinner gatherings. Singing accordion players, big steins of beer and fabulous fondue will be served!

RSVP to Nancy Herron by October 15th at 503-293-6714 or e-mail her at dinnermeeting@oregonpca.org

Club
Event

Driver Education & Skills Clinic

Rainbonnet 2004

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

Register for
Rainbonnet!



Nov 5, 6 & 7

RAINBONNET

OREGON / REGION PORSCHE CLUB

Featuring Automotive Designer

Freeman Thomas



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

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

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

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

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

Technical Speakers

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

Expert information.
Almost any question
can be answered.



Schedule

Friday, November 5 at the Monarch

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

Saturday, November 6 at the Monarch

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

Sunday, November 7 at Portland International Raceway

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

Cost

\$140 per person

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

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

Accommodations

Monarch Hotel

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

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

Registration form is on the web site: oregonpca.org

A Special Thanks to our Sponsors:

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Still Plays With Cars

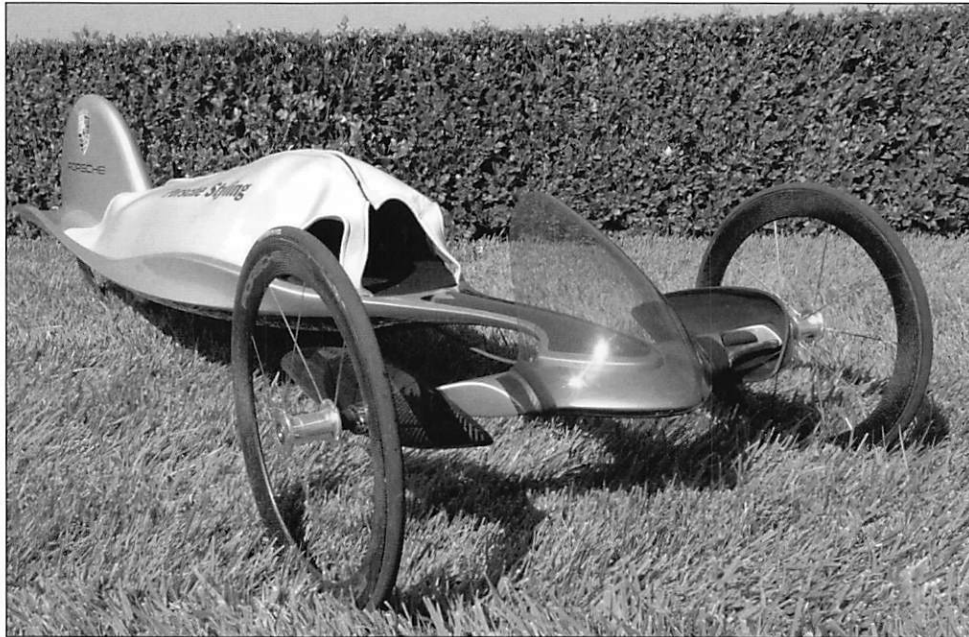
By Peter Linsky

Okay...we have the Champ Car Series back at PIR for another three years, based on an agreement between series organizers and City Hall in mid-August. Now, how about something entirely, um, different, that might...might...touch down in Puddle City some day?

How about a gravity race or, more properly, a visit to our fair city by the Extreme Gravity Racing Series? Never heard of it? Neither had I until I returned home from Monterey to open an envelope from my sister in LaLa Land. It contained a news clipping from the Los Angeles Times of August 19th, previewing the 4th Annual EGRS race the following Saturday at the Ford Premier Automotive Group Center in Irvine. The Series' aim is to highlight cutting-edge, if motorless, designs from Porsche, Bentley, Nissan, Volvo, GM, and Mazda, all of whom have design and styling offices around Southern California. The entry fees benefit a jobs program for foster youth.

The swoopy, sort of grown-up Soapbox Derby racers roll down a 74-foot-long ramp and then a 300-foot stretch of pavement, with nothing but gravity to speed them on their way. The vehicles are all made of space-age materials. Example: Defending champion Porsche created a very slick tricycle, constructed of honeycomb alloy armature reinforced by carbon-fiber composites. It has two skinny wire wheels and high-pressure tires out front and one, partly covered, in the tail. The driver assumes a prone position on the chassis because that offers the smallest frontal area and least wind resistance,

making Porsche's "Soapboard" the most slippery of the entries.



Photos courtesy of Porsche Cars North America



And this year's winner? Unfortunately (from our perspective), it wasn't Porsche. Event chairman Don MacAllister told me that, while the Porsche was quick enough to win all its heat races, it didn't meet this year's rules mandating four wheels. That

meant it ran for pride, honoring last year's championship effort. On the title run, Porsche was leading... but suffered a flat tire and DNF'd, handing the race to the GM entry. Despite the moral victory, Porsche promised to be back with a proper, four-wheel rig next year.

Now, what has this to do with Portland? MacAllister says he'd like to expand the series to more West Coast venues. He's already lined up Laguna Seca, where a dozen of the world's top automotive writers will ride the racers through the famed downhill Corkscrew (gulp!). When I mentioned that Portland has a neat road down the side of Mount Tabor, in a city park, I could hear his ears perk up. You'll recall that gravity racers use that road from time to time (until the cops chase them out). Could you imagine Portland on the Extreme Gravity Racing Series circuit one day? Move over, Champ cars!

Interesting new car magazines keep popping up on the newsstand. The latest to catch my eye is called "Octane". It's been published in England for

just over a year, and is competition oriented. The July issue featured a cover story about the 917 and the 908, with an interview of Derek Bell, who has lots of first-hand experience with both. Lots of great photos included.

Member Profile – Richard & Clare Puetz

By Jim Ayers

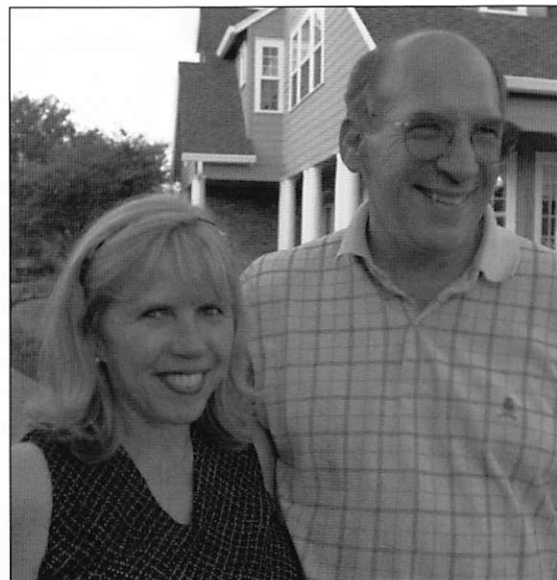
Richard and Clare have been valuable members of ORPCA since 1995. Richard's understatement when asked what events he and Clare participate in was, "We are currently helping with a few events for the club, just trying to help when help is needed." Just a few events, one of which is Rainbonnet and, without their significant time contribution, this event would not come to fruition. Richard has, for the past few years, been the catalyst for this event, arranging for the event location, the meals, the track, guest speakers and tech instructors; no small task. Anyone attending the Pub Crawl in late August needs to thank Richard and Clare, as well as Don and Debbie Clinkinbeard, for planning the event. "Just trying to help, when help is needed," they would say.

Having purchased a 1971 Porsche 911T, then spending three years restoring it, membership in ORPCA was a logical step. Unfortunately, they missed the 1995 Parade by two weeks and were unable to enter the car in the concours. More time

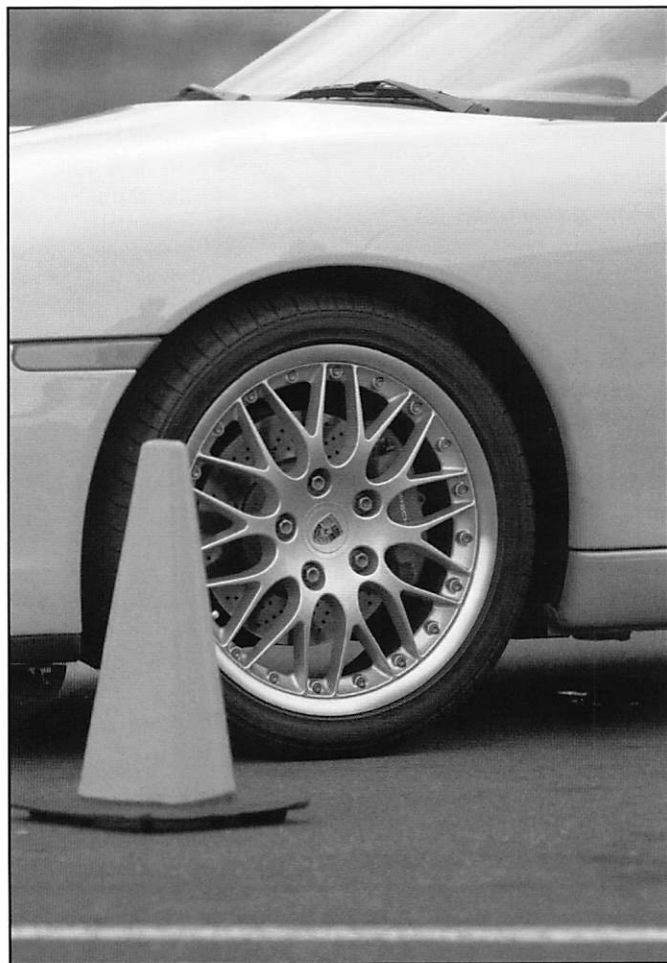
and money was spent improving the motor and suspension, for the purpose of doing better in the DE events sponsored by the club. Sadly, black ice and Porsches do not mix. During the winter weather we went through this past year, the beloved white 911T sustained total damage.

In short order, Richard and Clare became the proud parents of a 1995 C2 993. According to the sales staff at Sunset Porsche, the paint is "Arrest Me Red." Just what every Porsche owner needs, a car with paint that screams "Arrest me!" Given that Clare is somewhat vertically challenged, shall we say, Richard made a visit to Guy's Interiors and had a custom seat pad made to allow her to drive the car.

Clare works as a Financial Loan Officer for one of the major local banks. Richard is a Project Lead Manager for a



Telecommunications Engineering firm. In their off time, they both enjoy their grandchildren, camping, hiking, mountain bike touring as well as participating in ORPCA events.



ORPCA Autocross 2004

Club
Event

October 3 - PIR South Pit

Also: November 7 (Rainbonnet) - PIR

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; arrive early and stay until cleanup is done.

Cost: \$25/driver

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

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.



Around The Region

By John Draneas

Let's start with clearing up a little confusion about our standing in the **Parade Newsletter Awards**, which will give me an opportunity to toot our own horn. We were initially given second place in our class, behind the Santa Barbara Region, which went on to win the overall award as the best newsletter in PCA. We were later upgraded to a first in our class, because the contest rules provide that the overall winner is to be eliminated from the class judging. Our first place trophy is on its way.

But here's where it gets interesting. We recently received our score sheets, and we were very happy when we analyzed them. We were awarded 1,111 points, which was exactly 19 fewer points than were awarded to the Santa Barbara Region. That was good for second best newsletter in the country, just a minute number of points out of first. That deserves a huge round of applause for the Anzeiger staff, who have done a fantastic job.

Not surprisingly, if you know my team, we're not content to rest on these laurels. We're determined to pick up the few additional points to make it to first place overall, and we already have a plan for how we're going to do it. We'll focus on this next year and, with a little luck, we'll win the award in 2006 at our own Parade.

Perhaps you'd like to join a soon-to-be-winning team? You know, get in on all the action before we become famous. We have room for more help, and would welcome your contribution. Give me a call or an email and I'll let you know how you could fit in.

Meanwhile, I have some news about **Rand**

Wintermute, who has been a pretty busy Coast Guard Commander. Rand has been called back to active duty in the Coast Guard and stationed in New Orleans, where he has been living in the French Quarter. I know, tough duty! He serves as Facilitation Chief of the MTSA program for the GOM (sure can't tell what that means, but he says it's military jargon for facilitating the security vessel and facility plans in the Gulf of Mexico - that helps, doesn't it? Oh, well, Rand also says it's classified), and should return to Oregon in October, barring any terrorist activity. To pass the time, he entertained **Jim and Nancy Neidhardt** when they visited, joined the prestigious Southern Yacht Club and started racing a sailboat, and, in the rest of his spare time, purchased a mint,



Jim & Nancy Neidhart

The Jewetts

restored black 1960 (Drauz) 1600 Super Roadster. Rand reports that the 356 is numbers-matching, complete, never damaged, with great original gaps, the last 1960 Drauz

Roadster made, the local PCA region is very active, the weather is unbearably humid, and he's eating quite well.

Speaking of the Neidharts, they have enjoyed living on



Rand's new toy.

Lake Oswego so much that they have become involved in local civic activities. Jim is now a member of the citizens' group that is working to restore the old, abandoned Lake Oswego smelter, and requests that all interested ORPCA members forward their contributions to him. In return, you will be recognized as a donor on the walls of the building, and might even be allowed to use the facility to forge your own pistons and connecting rods.

Tom and Linda Jewett finally sold their white 944 Turbo to a nice guy who drove it three times to make sure it was what he wanted. The last time, he brought his sons along to get their approval, too. Turns out he's a Beaverton police officer. Hopefully, he'll join the Club so we can have a friend in high places in Beaverton.

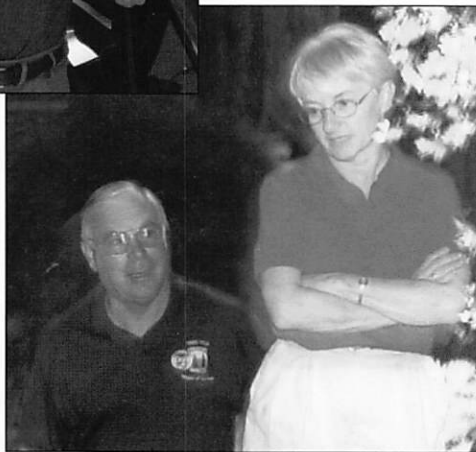
The **Hodges** are justifiably proud of their new grandson, and you can't get near Sue without getting an opportunity to admire the picture.

Finally, I'm very happy to report that the looked-like-it-would-never-end remodel of our new house is now virtually complete, and we have use of all the rooms in the house for the first time. Most important, **Carlyn's** Jeep and van are now out of my car barn and into the main house garage, making room for new additions. To celebrate, I brought **Lucky** home, mainly to get him

away from **Keith Martin** so he'll quit breaking him. **Park Place** says the Lotus Elise will be here by December. Sure can't wait to see how it works in the snow.

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 ATR@oregonpca.org.



What's This Charity Auction All About?

By Sue Hodge

The Oregon Region's annual Charitable Auction will happen on the second Saturday of January (after the Holidays), so mark your calendars for this very fun and worthwhile event.

Why should you come? This is the mother of all Dinner Meetings. First of all there is no meeting - just fun. (Okay, 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 Stroum 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 alright. 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 at 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, so what else is there? A very worthwhile reason to show up for all the festivities - the annual charitable auction. This year (well, next year, in this case...) we will be in a new venue - the Riverside Country Club. The Board of Directors will choose 2 or 3 charities to benefit from the proceeds. Charities in the past have included the Dougy Center, Raphael

House, Air Mercy and Camp Quality for kids diagnosed with cancer. Each year we have outdone the previous year. Last year we set a record, besting previous years by a huge margin. It's a great challenge for all



"And speaking of bidding, there are a few 'regular' donations which create some real (good-natured) competition..."

of us to take on, and it's a fun addition to the dinner.

Last year, we had so much fun with the Oral auction (given by amateur auctioneer and manager of the Riverside Golf and Country Club, Richard Ransome) that we decided to do it again. We are working to

make the auction process a little smoother, learning from previous experiences, so that we can all enjoy the dinner experience more. We had a couple of people on the committee last year with previous auction experience, thank goodness. The bidding process and the process of picking up your winnings at the end seemed to run more smoothly as a result.

And speaking of bidding, there are a few "regular" donations which create some real (good-natured) competition - like the beach house weekends offered by John and Carlyn Draneas and others and dinners by Bobbie Jo Koblegarde 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 this very good cause. If you have something to offer, or a friend or business associate is willing to make tax-deductible donations, please let us know. Contact Gregg and Sue Hodge (assteditors@oregonpca.org) or Don Stroum (president@oregonpca.org).

At the time this piece was written, the Hodges and the Stroums are the only people signed on to put this event together. In order to achieve the same fantastic results we had last year, we will need a larger group of volunteers to do small pieces of the task, like we did last year. Hopefully, this will inspire some of you to come forward. You may let any of the Board members know if you have items to donate as well, and they will help facilitate the process for you. Watch the ads for further contact details. Thank you in advance for coming and for donating. We look forward to seeing you!

Win Casey BBQ: Two Perspectives

by Erin Wheary (age 13) • Photos by Greenwood

The Win Casey BBQ is one of my favorite events. Like last year, my sister Lilli, Dad and I were just back from our Monterey weekend, full of stories of vintage races, unlicensed Ferrari Testarossas on the country roads, San Francisco Cable Cars and the antics of our California cousins. My Mom also likes to join us, because Dad isn't cooking at home, and this year she had the steaks ready to go.

At Win's dinner party, club members discuss the outcomes of their various summer projects and analyze the different rac-

In the back yard, you can grab a beer or soda and mingle. Mom started quizzing Chris Greenwood, who wasn't wearing a camera (!) and Dad had his usual intense conversation with Peter Linsky until we demanded he cook our steaks.

The salads were on the shop counter, and I choose Greek Salad, Potato Salad, Green Beans, Melon, Taco Chips & Dip and excellent pasta salads. I don't eat eggs, but Lilli said Mrs. Lowe's deviled eggs were to die for. I was careful not to load my plate the first time through

Left: The clan Wheary and Peter Linsky.

Below: Win's former Speedster, sold for \$2,400 30 years ago.

dessert, where you can pick from pie, cake, cookies, fresh berries or ice cream cones; choose one delicacy or, like me, take a little of everything. My sister and I are usually the youngest people there (I am 13; she is 7), but we still have lots of fun talking about the cool cars and events that we have gone to this summer, such as camping near Bend or bicycling around PIR at the American Le Mans race. So, if you missed it, join us next year in mid August at the Win Casey BBQ for food, fun and friendly conversation!

And From the Not-As-Young Generation

By Kate Ayers

In the wild and woolly beginnings of the Win Casey Barbecue, about ten guests would draw the evening to a close skinny dipping in the hot tub, according to the host. That was way back in 1978. Since then, things have deteriorated into a simple, fully-clothed feeding frenzy. Steaks sizzle on one of the two grills fired up for the event, and marinated chickens roast to a lovely golden brown alongside hamburgers, sausages and the occasional chop. In



ing and car-related events, or just talk about summer vacations. The BBQ is held every year at about 6:00 p.m. in a big, beautiful backyard. As we walked up the quiet, tree-lined street, we passed numerous Boxsters and 911s, as well as Pat Murphy's silver GT3, a green and white Nash convertible visiting its old haunt, and Gordon Ledbetter's nifty yellow 996. In the garage, the ex-Win Casey silver 356 Speedster gossiped with the resident Austin Mini Cooper about the adventures of the now-gone black SuperBird.

because I knew, by the time I was done, more people would arrive with more yummy choices. And don't forget about

Win's enviable garage, on the counter at one side of the black and white checkered floor, potato salads, pastas of all

kinds, cole slaws, chips, dips, beans and breads - and Nadine Lowe's fabulous deviled eggs — line up for the onslaught of hungry Porsche owners.

This year, the weather was a mere three days from a downturn that would put August into the record books as one of the wettest. But the 18th remained a late summer dream, upper 80s, clear with a welcome cooling during the evening. Car nuts browsed through the cars and ogled some true automotive beauties. A congenial gathering of epicures settled at several



Above: Kate & Jim Ayers try to enjoy their meal despite a pesky photographer.

tables interspersed among the plants throughout the deck. A murmur of conversation emanated from each (table, not plant).

Win told a story about the year that a storm toppled a sizable tree

onto his roof. It hit the corner of his bedroom at the

back side of the house, making a huge gash in the roof and gutter, but stopped abruptly when it broke through to the wall. That wall - composed of dirt (yes, dirt) - remained unharmed. It seems this structure was built for the duration of time.

This year, as the sun set, out came the brownies, chocolate chip cookies, do-it-yourself ice cream cones, and a delectable pie or two, and most could only imagine how it used to be, back in the days of the hot tub grand finale.

All American Deviled Eggs

(AKA Nadine Lowe's Incredible Edible Eggs)

6 large eggs

1 teaspoon Dijon mustard

1 to 2 dashes Tabasco sauce

Salt, to taste

1/4 teaspoon freshly ground black pepper

1 tablespoon snipped fresh chives

3 tablespoons mayonnaise

Paprika, for garnish

Whole fresh chives, for garnish

1. Place the eggs in a saucepan. Gently rinse them with warm water and drain them. Cover the eggs with cold water, place the pan over medium-high heat, and bring to a boil. Reduce the heat to a gentle simmer and cook for exactly 13 minutes. Drain the eggs, rinse under cold water, and peel. Let them cool in the refrigerator, loosely covered, for 15 minutes.

2. Halve the eggs lengthwise, and carefully scoop out the yolks. Place the yolks in a bowl and mash them with a fork. Add the mustard, Tabasco, salt, pepper, and chives. Stir in the mayonnaise.

3. Fill the whites with the egg yolk mixture, and dust the tops with paprika. Arrange the eggs in a spoke design on a decorative platter garnished with whole chives.

(Makes 12 halves)

Coming Events



Planning Meeting

The annual planning meeting is one of the most important activities on the club's calendar. If you've ever wondered how or who plans the fun events you can take part in, this is where you can see the process in action. We need your help. Yes, you, who has always wanted to do that certain something but didn't have the right group to try it on. We want new ideas and welcome your input.

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 many 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 holiday rush. Sunday is spent at the racetrack; it's our last track day of the year and includes an autocross.

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

Charity Auction & Awards Dinner

One of our most popular events, the annual semi-formal Charity Auction & Awards Dinner will be held at the Riverside Country Club. We begin the event at 6:00 PM with no-host cocktails and appetizers. During this time you can bid on your favorite silent auction items to benefit our charitable trust. Dinner will begin at 7:00 PM, with delectable meal choices & wine. New officers for 2005 will be introduced following the dinner.

Additionally, if you or your business would like to make a tax-deductible contribution of an item or service to our silent auction, this is a rather fun way to make a charitable contribution and to help the Porsche club make its name as a good citizen in our community.

Dream Fulfilled - Happy Anniversary

By Bob Fallow

In 1954, I knew more about cars than I did about girls. Maybe that's still the case today. What a looker she was in 1954 - low, sleek and sexy. Of course, I'm referring to the newly imported 356 Speedster with the "chopped" convertible top.

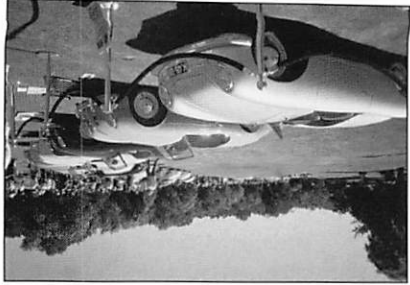
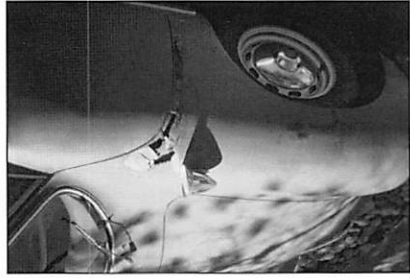
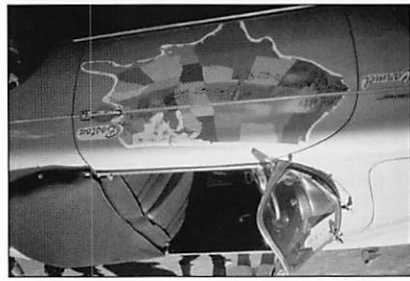
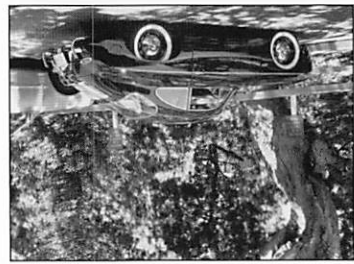
There was a VW/Porsche dealer in town, but Dad was into Buicks and Ramblers, so that's what we went to see each new model year. The closest that I came to a Speedster for many years was a random magazine ad. Many years later, I got much closer, being a Porsche Club member.

When it was announced that there would be a 50th anniversary party for the Speedster, I made airline reservations and my wife and I headed for Monterey, California. Driving in from the airport, I commented that I didn't see any old Porsches on the roads - or in the host hotel parking lot. It turned out that we were (the only ones) there to celebrate the 49th anniversary of the Speedster. The trip wasn't a loss, though. Having relatives in Monterey, we had a great week of dining and visiting.

"When it was announced that there would be a 50th anniversary party for the Speedster, I made airline reservations and my wife and I headed for Monterey..."

Moving ahead a year to June 25 through 27, 2004, we did make it to the "50th Anniversary of the Speedster Party" Event organized by Steve Heinrichs put together the largest gathering of open 356 Porsches in the world. There were approximately 350 of these cars, including Speedsters, America Roadsters and convertible DS.

Friday's dinner was at the Pebble Beach Golf Course Equestrian Center. On display were some of the rarest 356s ever, including the Speedster prototype, the first production Speedster, and the last two Speedsters made.



My Other Favorite Car

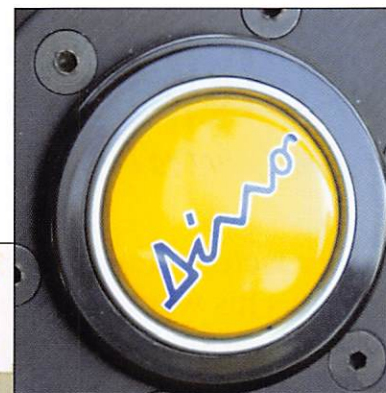
By Steve Dishman • Photos by Chris Greenwood

I've always been a sucker for a red sports car and, of late, red targa sports cars. Italians are very passionate about design and, at times, have come up with some stunning ones of the automotive type. I always thought the Dino was one of the prettiest cars ever built but never had the opportunity to spend any time in or around one. A few years ago, I wrote an article for a club magazine and featured a local Dino GTS. Even though it was an old car compared to what I was driving at the time, I was quite taken by it. The image stuck with me and, a few transactions later, I decided it was time to buy one of my own.

This one is still a work in process. It has been around the world, starting in Switzerland, then to California, Japan, and back here. The history would

have scared off sane people but I believe in driving these cars, not garaging them. The body is in good condition and many mechanicals have had a recent restoration. The interior still needs work but, for now, I am busy driving it. And it is a hoot to drive! Lots of mechanical whirrs and whines coming from the drive train. The usual cranky transmission until it's hot.

The intake for the three two-barrel Webers is just behind the driver's left ear and creates a fantastic howl on hard acceleration. The Ansa dual exhaust, which opens up to four "mufflers," is pretty well burned out and, as a result, the exhaust is loud on acceleration and crackles on decel. I know it should sound mellow but everyone that rides in it (except my wife, Fran) says, "Don't change a thing." It has decent torque and pulls strongly all the way to the 7600 rpm redline. Overall, it is a very involving car to drive, provides lots of strong sensations, and richly



- Weight: 2,500-2,600 lbs depending on configuration
- Dimensions: OAL 168", WB 92", OAW 68", OAHt 44"

Performance (magazine verified): 0-60 in 7.1 sec. (1-2 shift is slow); top speed 148 MPH

Only significant Dino "race" victory: 1975 Cannonball Sea-to-Shining Sea Memorial Trophy Dash from

rewards the driver who drives it hard and gets the timing down.

A few facts about the 1974 246GT Dino:

- Coupe production: 1967-74
Number built: 2,295
- GTS (targa) production: 1972 - 1974
Number built: 1,274
- Engine: Mid transverse mounted, 4 cam, 65deg., 2.4-litre V6
- 195 HP at 7,600 rpm, 3 each 2 bbl Weber carbs, 5-speed transmission
- Chassis: Tubular space frame, full independent suspension, 4-wheel vented disc brakes

Manhattan to Redondo Beach, CA. Stock Dino completed the 3,000 mile course in 35 hours and 53 minutes winning that year's event and beating the previous absolute best time of Dan Gurney and Brock Yates in a Daytona by 1 minute. This after having to visit a Justice for speeding and getting lost in LA! Reportedly lots of time spent over 140.

Monterey Weekend 2004

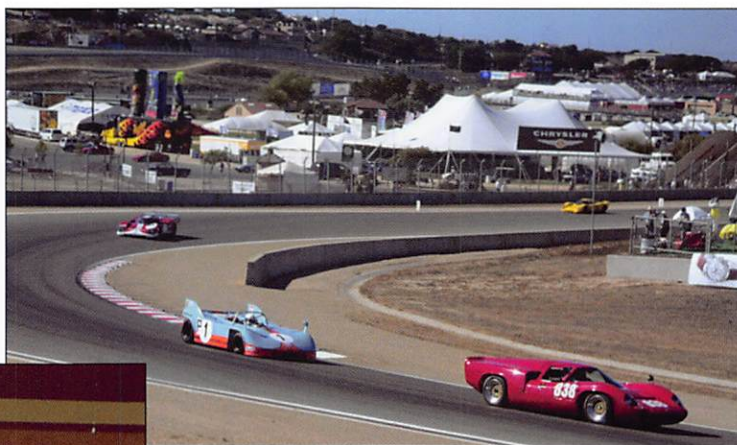
Story and photos by Peter Linsky

Former factory stalwart Brian Redman loves to show that he still knows his way around a race track, especially if you drop him into a car he knows intimately. At this year's Monterey Historics, driving the same Gulf-blue 908/3 Spider in which he and Jo Bonnier won the 1970 Targa Florio, Redman displayed the same brio and preciseness we've grown used to seeing when he gets the bit in his teeth.

Saving his best for the last race of a great weekend of competition, the always-effervescent Redman chased down a well-driven Lola T70-Chevrolet on the sixth of 10 laps and won his race going away. He also handily beat the same Ferrari 512 that he and Bonnier had defeated in Sicily more than three decades earlier. That must have been a disappointment to the throngs of tifosi who had swarmed to Monterey to celebrate Ferrari's long and glorious competition history for the first time since 1984.

Redman's win was the much-appreciated capper to 14 races that saw more than 400 gorgeous old racing cars tackle the twisties at Laguna Seca, or more properly Mazda Raceway at L.S. The other highlight of the Historics was an attempt by Ferrari factory test driver Andrea Bertolini to break the lap record of 1:07.7 set by Helio Castroneves five years ago in a Champ Car Lola. Despite a delighted crowd cheering encouragement, the best Bertolini could muster in the car that Michael Schumacher drove to his sixth Formula One championship last year was a 1:09.1, but it sure was fun to watch and hear, especially with photo credentials. Thanks, Kate and Chris!

In between, there was another wonderful paddock full of race cars, from the fairly commonplace to the most exotic. The oldest car on hand was another of George Wingard's stable of antique Grand Prix

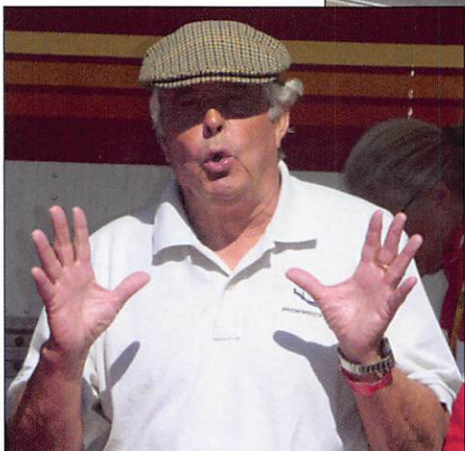


Top: Lots of red Ferraris at the Concorso Italiano at Quail Lodge

Left: Brian Redman

Above: Brian in the 908 chases down a Lola T70.

Bottom: Hard core enthusiast from across the seas.



racers. The retired archeologist and university professor from Eugene brought out a huge 1904 FIAT of a mere 10-plus liters' displacement. The tiniest was probably the 1940 Austin 7 Special of just 750 cc.

In between was a flood of Ferraris, both full-out racers and ordinary street cars with numbers slapped on the door. Say what you will about the howl of a Porsche flat 6, there's nothing like the shriek of a 12-cylinder Ferrari "coming on the cams" to stir the soul.

While the Fazzaz were the center of attention (21 of the 33 original Series 1 and 2 GTOs plus several of the very rare GTO-64s were among the gems to be seen), Porsches acquitted themselves well, as always. The factory sent over several cars from its museum for a special display hosted by sponsor Rolex. On the track, Portlander Cam Healy's 1953 four-cam



"Pooper" and Len Turnbeaugh's Speedster won their classes with ease. And of course, Redman romped in his contest.

There may be several other major

"gotta-be-there" car freak weekends gaining stature around the country, but taken as a whole, the annual bash at Monterey has more going for it than any other spot on the planet.

We arrived a day earlier than usual so we could catch the "Pebble Beach Tour," which normally

consists of more than a hundred Pebble Beach Concours d'Elegance entries hitting the roads around the Peninsula, hopefully demonstrating that they are more than mere trailer queens. Several beautiful old Rolls Royces (one of the featured marques) including a magnificent 1912 Rolls Royce Silver Ghost, made the run, as did a





1938 Peugeot 402 Dar l'Mat Pourtout aerodynamic coupes, sisters to the lovely yellow-on-yellow roadster currently on view at the Petersen Automotive Museum's "French Curves" exhibit in LA, which I visited in July. One coupe was fully restored; the other was very original, and had been driven to Monterey from British Columbia. A nice cross-section of racing Ferraris was on hand, including some of those GTOs, a very early 166 Spyder Corsa (said to be the second customer car), a Barchetta, and some open-top sports-racers. All drove the route, entertaining the throng with their ripping 12-cylinder open-exhaust arias. Almost lost in the crowd was the eventual Pebble Beach Best-of-Show winner, the last surviving 1938 Horch 835A Erdmann and Rossi Sport Cabriolet, which had just been restored.

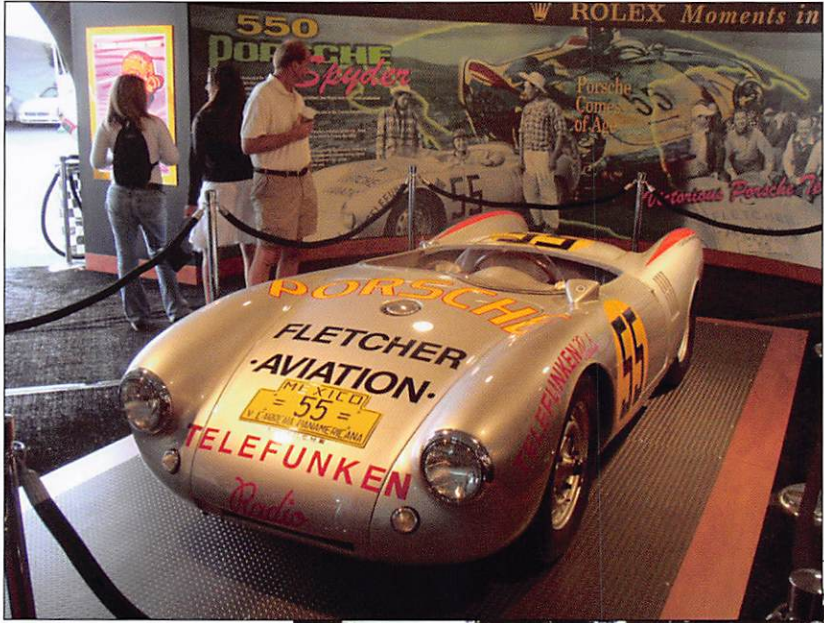
The cars and their occupants departed Pebble Beach onto famed Seventeen Mile Drive at 9 AM sharp on Thursday, traveled in groups north along the ocean at Asilomar State Park into Pacific Grove, then inland to the Carmel Valley before cruising into Carmel for a long lunch break. Carmel put out the red carpet, closing Ocean Avenue and allowing the cars to park in the middle of the street, where thousands of admiring fans could get up close and per-

modern, mid-engined Spyker sports car, and a pair of very rare

sonal, taking pictures as best they could, and talking to the owners. Janice and I were out early, taking pictures along the

beach and at several other locations. We soon discovered that only about half of the 119 entries actually ran the 50-mile course; the others apparently wimped out and were already parked in Carmel when we arrived. The traditional drive over steep Laurales Grade was dropped this year; too tough on the older cars, I guess.

Friday was the 19th annual Concorso Italiano, featuring Ferrari, of course. The fairways at the appropriately-named Black Horse golf course were a sea of Italian racing rosso, with a dappling of silver, black, blue, and Giallo Fly accents. At mid-day, we headed over to the Quail show at Quail Lodge and the adjacent Bonham-Butterfield auction. Bonham's had its largest ever offering of automobilia, and a wide variety of cars. Much of the artwork, books, and models came from the estate of G.M stylist



Left: 550 Spyder with Carrera Panamericana pedigree
Below: Porsche corral
Bottom: 906-118 undergoing typical race prep.



David R. Holls, who gave us those twin-light taillfins on the 1959 Cadillac and the imaginative rear window designs on G.M products of that era. Some watercolors that I had my eyes on were quickly bid well beyond my budget, but when the sales fell behind schedule, the auctioneers began rushing the items through, bidding was thin, and I managed to snag a couple of nice items that will decorate the walls of my library, along with an armful of rare racing books from Holls' collection.

It was fun to watch bidding as the prices got very serious. The lovely 1933 Maserati 4CM Grand Prix car that was seen at the

continued on page 19

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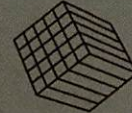
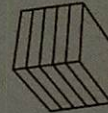
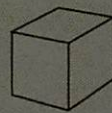
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Monterey Weekend

Continued from page 17

Portland Historics this summer was sold for \$346,000 (including buyer's 15% premium). The 1952 Ferrari 500/625 F2/F1 single-seater, also shown at PIR, changed hands for \$632,000. The last Porsche 956 built apparently failed to make its reserve price, as did a nice Porsche 908/2 Spider. The top price of the evening at Bonham's was \$1.93 million (including premium) paid for a stunning 1939 Type 57C Bugatti Cabriolet with Gangloff art-deco coachwork. If you had a big enough line of credit, and more time, you could also have hit some of the other auctions, too. The most interesting car offered may have been the "Mormon Meteor," the old Duesenberg land speed record car run by the late Ab Jenkins at Bonneville back in the 1930s. Also for sale was the first Chapparral sports racer built by Troutman-Barnes for Jim Hall, a 1939 ALFA 6C-2500 coupe, a 904, a 906, a light-weight Jag E-Type racer, a Mirage GT40, more Bugattis and Benzes, Lincolns and

Lancias, just skim the lists. Too many cars, not enough time!

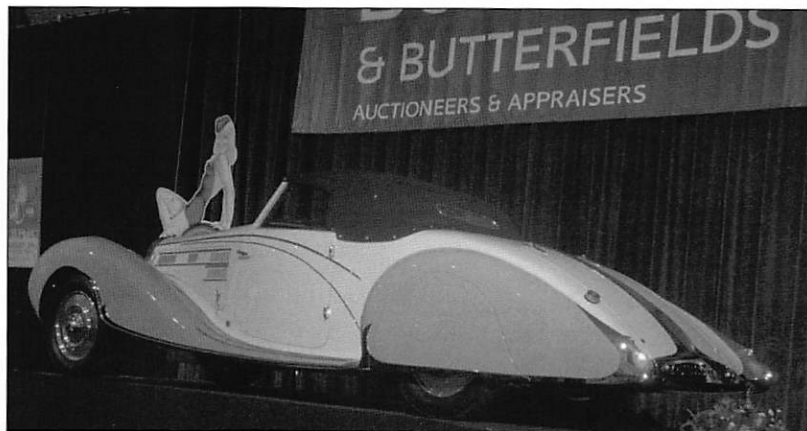
A new Automobilia expo organized by Porsche collector Tony Singer made its debut, but I unfortunately missed it. That won't be the case next year; I've already added one more day to my Monterey

2005 schedule! With great racing on the toughest track in the U.S., several Concours and displays, a growing number of auctions, and many other events, wonderful coastal scenery and top-notch food and drink, there's no reason to stay home.

A good way to find accommodations in the area is to contact one of the local room-finder services 30-40 days before the event; you're likely to find some cancelled reservations. We'll see you there!



The Bonham & Butterfields auction had some stunning examples, all for sale to the highest bidder.



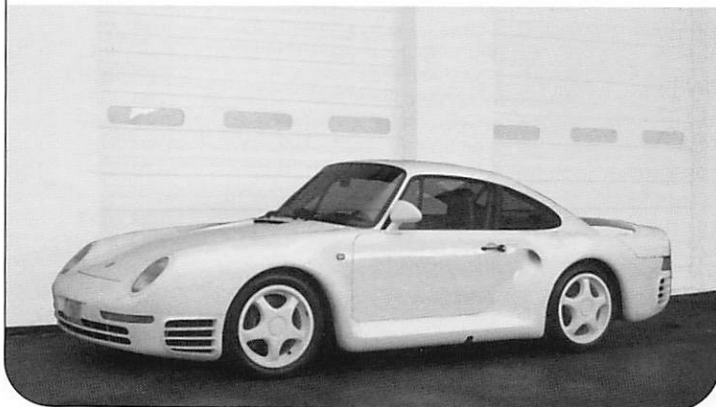
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It Just Doesn't Get any Better

By Chuck West • Photos by Bruce Allert

The Oregon Region autocross for August enjoyed the best weather anyone could ask for. Clear skies and T-shirts were the order of the day. Thirty of the 41 participants drove our favorite marque to the top 10 finish positions.

As they say, we've come a long way, baby. Tragedy struck at the event, however. Kevin Neary had to graciously accept being bested by another driver using Kevin's Twin Turbo: His son, Sean. Congratulations, Sean. Kevin, being the selfless dad that he is, granted Sean's request for extended study in Siberia, and the one-way ticket that comes with it. Keep in touch, Sean.

Moving on, you'll notice that Curtis and Pam Eames are no longer Boxster pilots. It seems that someone on the East Coast is doing rather well with a 993, so the Eameses have chosen the same path. This should be interesting in that the SCCA class Curtis and Pam will be running in,

self. The fastest times were had by those willing to hold their foot down and keep it down while making a course correction around a cone midway through the fastest part of the course. I'm here to tell you that the front end was having a hard time going where it was told, mid course, because the back end was pushing it in another direction. Whew!



"A" Stock, is owned by a bunch of scruffy Corvette guys. Now the "A" Stock class will have some "class".

Doug Barrett is back, in the best way. His times have taken a leap forward. I'll bet the fact that he is just about done with his two years as chairman of SCCA Solo II has something to do with it. Doug Skinner, my perennial nemesis, has sold his other AX car. The rumor, as whispered to me by J.P. Stein, is that part of the proceeds will be used to give his car "Kermie" a bunch of upgrades. As if he wasn't fast enough already.

The course design for this event was similar to one we had earlier this year, one where Steve Germany distinguished him-

We have a number of regular attendees, and I can tell by a glance at the results the distance between top time and the first 20 finishers has decreased significantly. I can hardly wait until next year. Any of you hot shoes up for Solo II next year?

Congratulations to all who participated, as it was a fast, fun, challenging course. Also, thanks to all who have made this the best attended and operated autocross season ORPCA has had in several years.

ORPCA Final Raw Time Results, #5 - ORPCA Autocross - 8/08/04 Total Entries: 41

	Car #	Driver	Car Model	Time	Diff.	From 1st
1m	3.0l	14 CHUCK WEST	1974 PORSCHE 914-	35.378	0.000	0.000
2m	4.0l	82 DOUG SKINNER	1973 911	35.515	0.137	0.137
3m	4.0l	54 DOUG BARRETT	2001 BOXSTER S	36.303	0.788	0.925
4m	3.0l	4 PAUL STEIN	1974 PORSCHE 914-	36.588	0.285	1.210
5m	9.0l	155 SEAN NEARY	2002 996 TURBO	36.748	0.160	1.370
6m	9.0l	5 KEVIN NEARY	2002 PORSCHE 996	37.092	0.344	1.714
7m	4.0l	154 JEFF SANDER	2001 BOXSTER S	37.161	0.069	1.783
8m	lady	194 PAM EAMES	1997 993	37.365	0.204	1.987
9m	4.0l	94 CURTIS EAMES	1997 993	37.566	0.201	2.188
10m	4.0l	61 ERIC FREEDLE	1986 911	37.883	0.317	2.505
11	2.0l	106 JIM DANIELS	1994 MIATA	38.050	0.167	2.672
12	2.0l	78 ERIK VANDYKE	1995 NEON ACR	38.150	0.100	2.772
13m	4.0l	24 STEVE GERMANY	2002 996 CAB	38.262	0.112	2.884
14m	4.0l	1 DAVE NANCE	1985 PORSCHE 911	38.451	0.189	3.073
15m	3.0l	68 CHAD EDWARDS	1974 PORSCHE 911	38.462	0.011	3.084
16	2.0l	81 ALEX KNISS	2001 ACURA INTEGR	38.702	0.240	3.324
17	2.0l	53 LAPAS HASDIN	1996 MIATA	38.768	0.066	3.390
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19m	3.0l	43 CHUCK JARVIE	1994 968 TIP	39.422	0.057	4.044
20m	4.0l	13 TOM PAWLK	2001 BOXSTER S	40.036	0.614	4.658
21m	3.0l	60 BOB GROSSO	2000 PORSCHE BOXS	40.058	0.022	4.680
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23m	3.0l	126 RANDY STOLZ	1993 BOXSTER	40.743	0.397	5.365
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32m	3.0l	63 HARRY DANBERG	1973 911 TARGA	42.227	0.082	6.849
33	lady	105 SIMIC ALEKSANDRA	2004 CORVETTE	42.342	0.115	6.964
34	9.0l	98 JACOB GOUDY	2002 BMW M5	42.514	0.172	7.136
35m	3.0l	44 RON TRACY	1981 911SC	42.549	0.035	7.171
36m	4.0l	90 RICHARD PUETZ	1995 993	42.635	0.086	7.257
37m	3.0l	66 MARK GOLDBY	1972 914/V8	42.886	0.251	7.508
38m	2.0l	56 BRUCE ALLERT	1973 914	43.845	0.959	8.467
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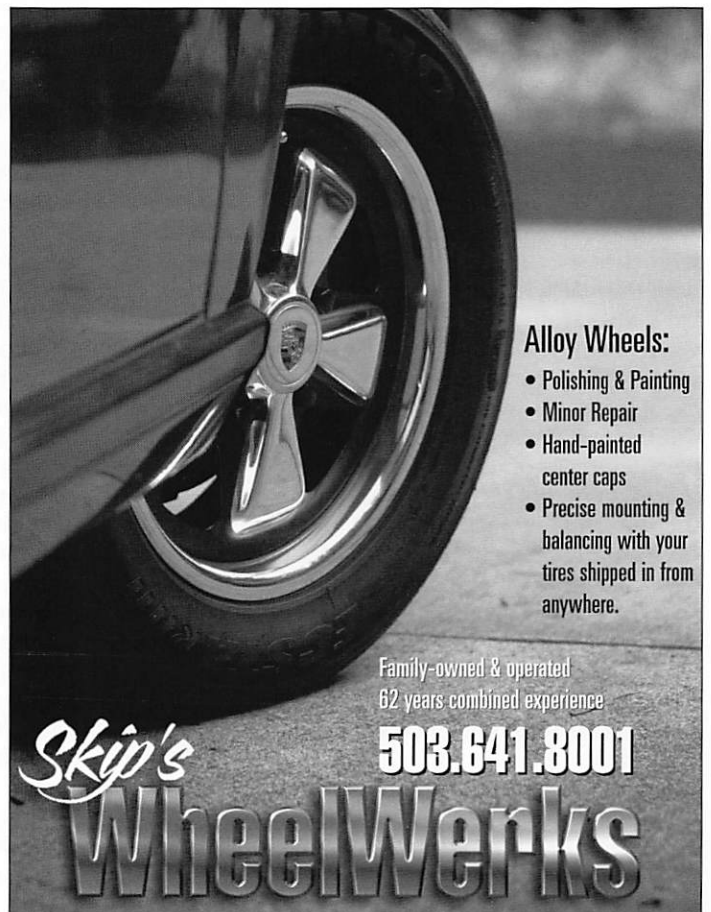
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Lug Nuts...Think I've Lost My Mind

Jim Ayers, Tech Editor

I suspect some of you will see the caption to this article, shake your head and begin to wonder if your Tech Editor has just gone temporarily nuts or completely lost his mind. While that debate will never be completely settled, there is some merit to this month's topic.

Everyone is aware of the four or five nuts and/or bolts, depending on the model and year of your car, which affix the wheels to the vehicle. At one time or another, most of us have even had to change a tire by ourselves. The problem is that a lot of us don't have a clue about the proper method of torquing the lugs. Proper torque settings keep the wheel from becoming loose and potentially coming off while you are cruising down the road. Driving on three or less wheels is tricky at best. Damage to your vehicle and the property of others — automatically expensive. Damage to you or someone else — priceless!

It used to be, when you changed a tire and wheel, you just tightened the lugs as tight as you could using a star wrench. Tire shops have the habit of using impact nut drivers to speed up the job. Neither of these methods is particularly effective. Proper torque cannot be applied with a lug wrench or most impact wrenches used in tire shops. The problem with the star wrench is simple: Compare Little Miss Muffet with Mean Joe Gargantuan. Miss Muffet, while a physically fit and active individual, is maybe only capable of exerting 40 foot pounds of torque with the star wrench — not a sufficient amount of torque to hold the wheel on without significant damage to the stud and lug nut. Damage may also occur to the brake rotor or Miss Muffet.

On the other hand, Mean Joe played 15 years in the NFL and is capable of exerting 150 foot pounds of torque with his bare hands. (God only knows how much more he can do if you give him a good star wrench.) The same potential problems exist in his scenario. So much for male physical dominance. Taking, for example, any of the 1966 through 1989 Porsche 911 series cars, the proper recommended torque for lug nuts is 94 foot pounds. Given a properly calibrated

torque wrench, both Miss Muffet and Mean Joe can apply the correct torque.

Overtorquing or undertorquing of some or all of the lug nuts can cause brake rotor warpage, lug bolts to shear off, lug nuts to strip threads or, God forbid, a wheel to depart the vehicle.

I once knew a well-educated fellow who just happened to love cars. One day on my way home, I noticed him sitting beside his MGB pondering a flat tire. Being a nice neighbor, I asked what the problem, though obvious, was. He replied

he had no idea how to change a flat tire. Not knowing whether he was stroking me or serious, I gave him the ritual 5-minute instruction in tire removal and replacement.

For purposes of this article, I will assume everyone knows how to take a tire off the vehicle but, for safety's sake, I will describe the process for reinstallation of the wheel and tire. Once the wheel has been set back onto the lug bolts, make sure it is seated properly onto the hub, finger tighten the lug nuts and partially lower the jack until the tire sits on the road enough to hold it in position as you begin tightening the lug nuts with a torque wrench. Simple enough. Now the complex part: Don't just go around the circle of lug nuts and tighten them. Do one on the top, then go across the wheel and do the opposite one. Continue in this fashion until all nuts have been tightened. Once this is done, you can put all of the car's weight on the wheel and, one more time using the torque wrench, check that all nuts are at the proper torque setting. No warped brake rotors, no stripped lug nuts or wheel lug threads and, most likely, no wheels departing the vehicle while it is being driven.

Got an idea for a Tech Article, a project you are working on and would like to see it written up? I would love to hear from you!!



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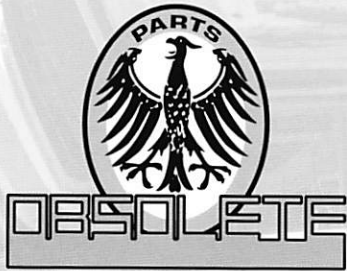
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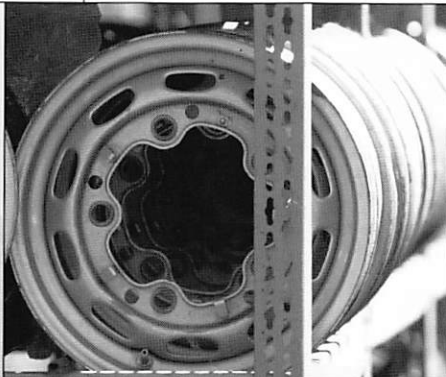
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Bible Creek Road Hill Climb

By Gregg Hodges

Who knew that reading Harry's e-mail could lead to so much adventure? In a recent one, I noticed an announcement concerning the Bible Creek Road hill climb. The sponsors of the climb were unknown to me but I know this road well. The thought ran through my mind, "How could it be that they would use my road without asking?"

I needed to find out who these guys were and why they were promoting the secret road to the coast. Bible Creek Road (owned by the BLM) is one of a series of interconnecting roads that wind through the Coast Range and on to Pacific City. The road is devoid of Land Barges and Old Men in Hats which, like the double Volvo block, are a pestilence to all who choose to maintain the speed limit and accelerate through the apex. Not without hazards, along the road there is the occasional sighting of the Rednecked Four-byitsus. The road is shaded with a soft canopy of alder, and the occasional break in the trees provides for panoramic vistas. I used this road on the 2000 Half a Mille Milgia. At that time, I was led to believe that ORPCA was a white wine spritzer crowd. I was concerned; could this group handle the real thing? When I described the road in committee, it was decided that we should explore it as a group. The smoking brakes on John Johansen's Mercedes had me worried but, when we reached the end, I could see the smiles and I knew that we had something here.

Now someone else was using my road. I quickly accessed their website with the information Harry provided, and I discovered that they had photos and a map. This was serious. They had asked the BLM, they had a plan, and so now I changed mine. How can I use these guys? No, wait, how can we all play together? Yes, that's it... we will all play.

It was raining hard Thursday night. Leaving the house early Friday morning, I wondered if the rain would be enough to drive them from my road. My plan was to drive to Garibaldi and buy some oysters and fresh tuna (paying no mind to the fact that oysters are out of season and I already had fifteen pounds of tuna I'd bought last week). Hey, it was a road trip -

do I need a real reason? Outside of Sherwood, I dropped onto the back roads and soon found myself in Carlton. Seventeen miles up Meadow Lake Road, a left turn and I was almost there. The rain was coming down hard and, as I dodged a deer in the road, I hoped that they would cancel their hill climb.



When I arrived at the base of the hill to find five hardy souls applying chalk lines on what appeared to be a large mud puddle, I was told that this would be the pits. I had no problem with that assessment. There wasn't a wine spritzer in sight. (This was the Tequila & Lime crowd.) I introduced myself and offered to return the next day at 8 o'clock and do some corner work. The more, the merrier, was the response. So I left them to their merriment and continued on for my oysters and tuna.

Saturday morning came early. I decided to bring my raingear. I took off down the empty back roads and, in two hours, I was back at the Big Muddy. The place was different on this day. The puddle was now full of vehicles of all sorts and the trees had sprouted tents at their bases.

The drivers' meeting started promptly at 8 am. The main points were: #1, the red netting in the bushes marks the location of the cliffs. Past experience had shown that it's better to hit the wall in these places and avoid the fall. The tow cable at 30 feet would not be able to pull you out

(too far down), and the rest of the day would not be pleasant. #2, stay on the road and have a good time.

The workers' meeting started right after that. Once more, the main points: The red netting marks the cliffs - stay away from these areas; stay off the road; and the truck will pick you up at noon. Once at my workstation, it was apparent that this was not like corner work at a formal track. Here, the worker has no guardrails or fencing and uses natural elements to separate himself from the cars. We found places of relative safety and, with the radio checks out of the way, the course went hot. The "track" was still very wet in some places and the first few cars were having some control problems. The Neon went up, the 911 and RX7, too. This was going to be fun. Everyone seemed to be following the rules, driving safely and staying on the road. That was until the really cool '65 Falcon. Someone had put a lot of time into this car and it was built for this stuff - cool paint, air dams, big air scoop, Plexiglas windows, and roll cage. It had everything, including big fat racing slicks. He

looked to be the fastest car on the course. His time was unrecorded, crossing the finish line sideways and taking the timing equipment with him. He appeared to gather speed as he went through the first set of trees. He was not following the rules; he had left the road and came to rest in a group of larger trees. The EMT guys were on him in moments, but they had no way to cut him from the car. This was clearly not fun. Calling for an ambulance and a saw, they stabilized the driver and waited. It was about an hour before they loaded him up and took him to Tillamook. He's lucky to be alive with just a compound fracture of the left femur. You know that's got to smart.

The truck came to return us to the pits for lunch, and my time on the hill was over. I decided to retire to home and the safety of my deck. Feeling secure, sipping my white wine spritzer, I realized that the hill climb was a very fun event that could be improved with an inspection of the course by all drivers before the start and maybe the requirement of rain tires on wet roads. Hey, I like tequila too.

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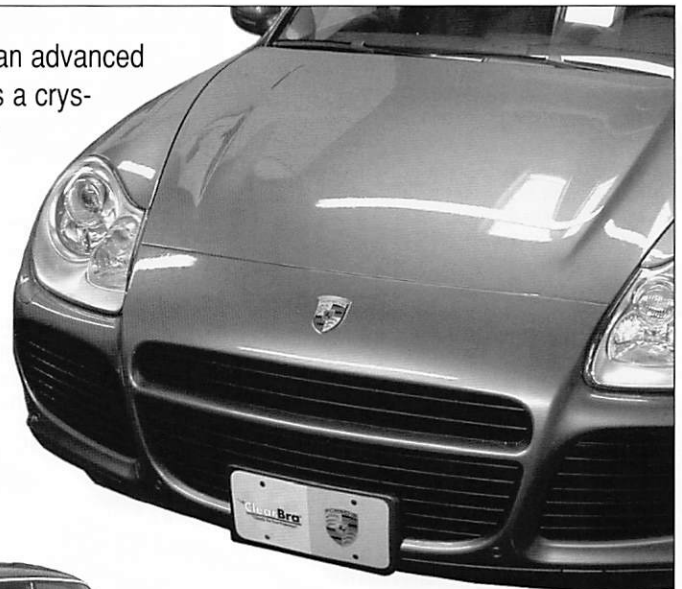
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1982 911 SC, Platinum metallic, Leather sport seats, 96,043 miles, all factory options including Turbo tail and front chin spoiler, engine upgrades, excellent; original condition. \$14,950 OBO. 503-266-2108 dennisjeane@cs.com 08.04

1981 911SC charcoal grey metallic/tan leather, 117K miles, Carrera tensioners, pop-off valve, spring centered clutch, sunroof. This car is all original, never hit, well maintained, always garaged, nonsmoker, great condition. \$15,000 obo. Donn Snyder 503-826-1944, donnnsny@aol.com 06.04

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

1976 911S TARGA Royal Blue (factory code # 304)/black-deep blue, all records since new, lowered to Euro specs, Recaro seats, Bridgestone RE-71's, Fuchs, H-4's, turbo tensioners, stainless steel brake lines, 200,00 with total rebuild @ 104,000, Porsche bra, meticulously maintained. \$11,200. Dave 503/390-3095(Keizer), smededk@open.org 06.04

968

1994 968 Coupe, Guards Red over Cashmere. Tiptronic, 47K miles. Partial leather interior, full power driver's seat, Porsche AM/FM/Cass w/Alpine CD. Cruise, AC, Bra and car cover, 16-inch wheels. All new belts, rollers and water pump. Original owner, all records. \$20,000 Chuck Jarvie 360-256-2995 cajarvie@pacifier.com 06.04

Boxster

2001 Boxster 2.7 Guards Red/Black, 5-speed, 13k miles wty til Mar'05. Sport Pkg (Cruise, Windstop, CD stereo), Hi-Fi sound (Amp+6 speakers), Techequipment rear speakers, Painted roll bars, M030 Sport Suspension, 18" Sport Design Wheels, new Pirelli P-Zeroes (<500 miles). Car is in perfect condition - no scratches or dings. \$33,500. curtis.eames@hp.com 360/604-0933 08.04

Cayenne

2003 Cayenne S, 18K miles, Jarama Beige Metallic, Havana Sand Beige smooth leather, 19" rims with new Pirellis, Bi-Xenon, Electric Comfort, PCM, Front Seat Htr & Strng Whl, Hitch, Colored Crests, Variable Assist Steering, Moonroof, Entry & Drive, Lt. wood pkg, 6-disc CD. Excellent condition. \$56,000.00. Jim Flynn 503-225-0558. jamesf11110@aol.com 07.04

914

970 Porsche 914 with 1962 Oldsmobile all aluminum V8 conversion. Over \$16k invested. Full 911S suspension and brakes, stiffened chassis with 6-point rollcage, new custom paint. Runs and drives excellent, handles great, ready to go! Please email (herbdoc@aracnet.com) or call Mark at 503-280-2066 08.04

356

1958 356A. Beautifully restored and updated. Cream yellow with brown interior. Engine updated to 1968 912 1720cc. Norris cam, Solex 40 P11 carbs, 1965 366C transaxle & disc brakes. Koni 3-way adjust shocks. All gauges & lights updated to 12 volts. Runs great and looks even better. Engine has 10,000 miles. Stored inside past 30 years. \$22,000 OBO. 503-590-2522 or trinidad@comcast.net 08.04

Other Than Porsche

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

24' Featherlite enclosed trailer, great condition, checkerboard floor, tie-downs, 3 jug fuel rack, interior lights, side and rear ramp doors. Recent tires and maintenance. Asking \$8500, or make offer. Email Doug at skinnerd@sil.com or call (503) 246-7067 08.04

Parts

Tires: Bridgestone SO-3, 2-225/40-18, 2-285/30-18, 70% front, 40% rear. First \$100 takes. Tim Larsen 503-246-2724 08.04

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

Parting 1986 944 Turbo. Stainless cat-back \$200. Chin spoiler, rear valance, dash, fenders, doors \$150 ea. Fog lights, Konis, windows, door panels, \$50 ea. sayporsha@excite.com or 503-588-1781 07.04

Please send all classified ads to:

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Classified ads are free to PCA/OR members. Limit 50 words per ad. Ads may also be edited and abbreviated according to available space.

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

K27 turbocharger from '87 930, used under 2k miles (switched to K29S) \$500/obo. Also Borla stainless steel muffler with dual pipes from '87 930 used under 2K miles, \$300/obo, both excellent condition. Contact Mike Kelley @ 503-826-0557, redbird575@cs.com 06.04

One mint set of 8" & 9" genuine Ruf/Speedline wheels with Dunlop SP 8000 245 fronts and 275 rears. Fronts/rears have 80% and 60% respectively. \$1750. Pictures available upon request. Call Tom @ 503-521-9413(cves); Or 503-519-5632 (days) 06.04

Porsche Factory 18" Turbo Twist Wheel Set with caps and used Conti Sport Contact tires. Mint condition. Fits 993/996/C2/968 & Late Model 944. \$2200 obo. Duncan at 503-702-1806 06.04

Parting 1986 944 Turbo. No engine, trans or wheels. Good body (black) except hood, header panel, left fender & headlight. Good interior (black/beige). Email sayporsha@excite.com or call 503-588-1781 for prices 06.04

Wanted

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

WANTED: complete set of OEM 17" Boxster S wheels (version 1). Must be in like-new, mint condition (take-offs or "garage queen"); no scrapes, scuffs, chips, dings, rash, etc. Andy Chenoweth 503-285-3344, a.chenoweth@comcast.net 06.04

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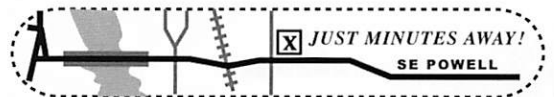
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Consult oregonpca.org for the
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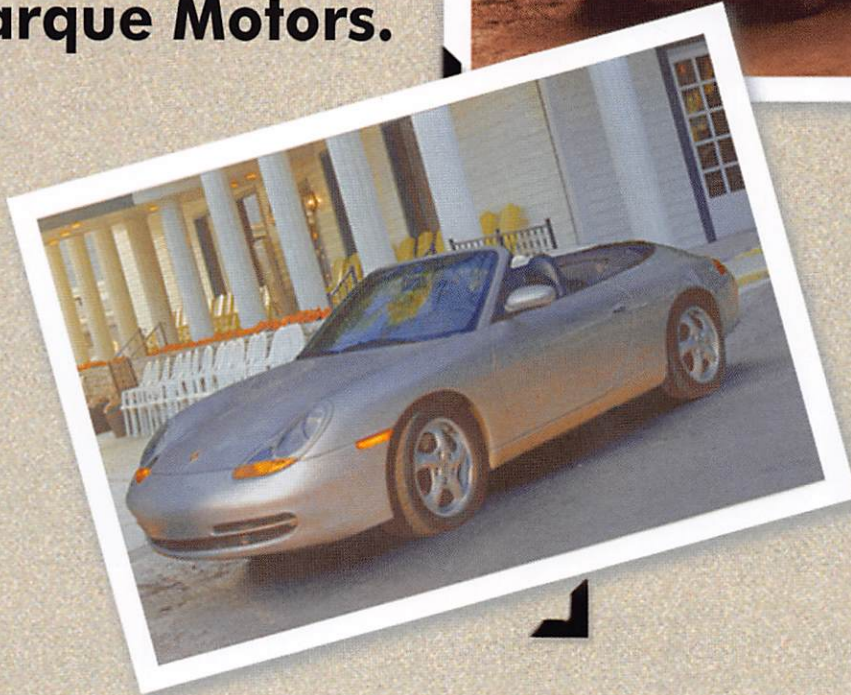
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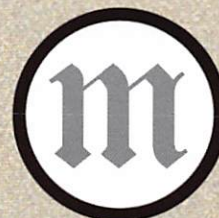


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