

Anzeiger



Oregon Region Porsche Club of America
September 2002 v42-n8





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



OREGON'S #1 PORSCHE DEALER

It's okay.

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

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

We invite you to call or visit our superb showrooms. We'd be happy to help you find your perfect match.

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- '02 Boxster S Seal Gray/Black
- '02 Boxster Guards Red/Black
- '02 Boxster \$43,365 !!
- '02 Carrera Cpe. Speed Yellow/Black
- '02 Carrera C4S Silver/Boxster Red
- '02 Carrera Turbo Lapis Blue

PRE-OWNED

- '96 Carrera C4s 12k miles!
- '96 Carrera Turbo Ocean Blue
- '02 Carrera C4S Black/Black
- '01 Boxster S Lapis Blue



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.

Editor

Sue Hodge
21000 S. Mossy Rock Ct.
Oregon City, OR 97045
503.518.9203 ~ sghodge@bctonline.com

Sales Manager

David Williams, 360.897.1183

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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/Layout

Chris Greenwood
4403 NE 9th Ave
Portland, OR 97211
503.460.9494
chris@chrisgreenwood.com

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v42-n8

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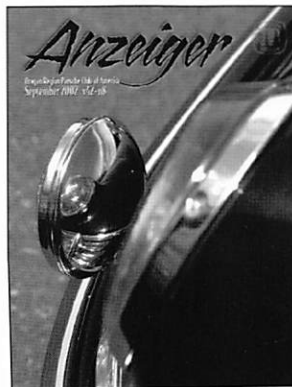
2002
SEPTEMBER

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Cover image:

Stephen Demosthenes' black California black-plate 911 with amber lenses is a cool craft for sure.

Photo by Chris Greenwood

Please check our web site often:

<http://oregonpca.org/>



Don Clinkinheard
FROM THE PRESIDENT

Since I get more questions about my car than the club (ha, ha) I thought I'd start this month's article with the car stuff. I got the engine block and cylinder head back from the machine shop just a few days ahead of Tri-Club track day. No time to put it together for this event. I spent the day as pre-grid control. The McLaren M8d that was out for the event was pretty cool. I saw this car (or one just like it) race at Laguna Seca in the early 1970s (it took the Can-AM championship in 1971.) But, I digress.

I reassembled the 944 engine on Sunday after the Tri-Club day. It took about 15 hours to complete (well almost, but more about that later.) I was feeling really good at this point, as the last time it took about 25 hours to put it together. You know the shop manual doesn't really help a lot with a full engine assembly as it is geared towards fixing parts rather than building the whole banana.

By Monday night I had the beastie hanging from the engine hoist in the engine bay. Tuesday I got the front suspension and the torque tube connected and most of the hoses put on. On Thursday I attempted to start it. It was ready to go but there was a small problem. No oil pressure! This is fairly important if you want the motor to last longer than a few minutes. I tried several things including consulting Kurt Leipzig (of Marque Motors) and Gordon Ledbetter (of RothSport) for suggestions. Nothing they suggested really worked for me. So I sat down and started thinking; the oil pump needs a sealed pathway from the oil pickup tube to the pump gears to work. I'd followed the procedures for sealing this path during the assembly process so what did I miss? At this point I glanced over at the old engine block sitting on the floor in the garage and noticed that where the oil pickup tube enters the engine block there was a bright orange o-ring. Hmm.... Did I forget to put a new o-ring on the oil pick tube? There in the parts pile was a brand new o-ring with oil pickup tube on the attached tag. Bummer - I'd found the problem but it would take another nine hours to fix.

Drop the front suspension while holding the engine up with the hoist. Remove the exhaust crossover (What a bear. It was so easy when the engine was out of the car.) Drop the oil pan, take the oil pickup

tube off ... put it back together; what a way to spend the 4th of July weekend. It runs great now, so we took it out to the BMW track day on the 8th and it ran great after we got the boost dialed in better. It still runs a bit rich but is far stronger than before and makes full boost at only 3/4 throttle. I took it out to the Autocross today and was up in the top times even though the course did not favor turbocharged cars, and the track tires have almost 12 heat cycles on them. A bit slippery.

After the Autocross, I hauled down to Forest Grove, in spite of a huge traffic jam on 26 going west, for the Concours. Wow, did our club do well! Rick Sironen took first place in the featured theme of Boattails with his '36 Auburn Roadster; Jeannie and Jeff Gretz took first place in their class with the Nash Metropolitan that club member Bob Falleur built for them; Duncan Crebbin took first place in the Porsche '79 or older with his '73 Carrera RS and Rich Maloney took first for his 1957 Chevy Bellaire. There were several other classes where members took second and thirds also. A real haul for our club members. Wow, what a great weekend!! And this is just one weekend of a great month.

At the July Board Meeting we started up the nominating committee for next year's club officers. Sharon Pascoe will again head up this team. If you want to nominate someone, or yourself, please contact Sharon at russpascoe@hotmail.com. Rick Sironen will be finishing his term this year, and we will need to replace him. In addition, the executive officers will need to be voted on. Please lend Sharon your support, as she works to keep our club management working for us all.

All for now,
-drc-

OREGON REGION CALENDAR



September

- 1 British Field Meet
- 2 Board of Directors Meeting
- 7 ORPCA Volunteer Recognition Party
- 13-15 Sunriver Exotic Car Show
- 18 Dinner Meeting
- 20 *Anzeiger* Editorial deadline
- 20 Shelby Track Day
- 29 Gorge Tour

October

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

November

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

December

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

SEPTEMBER DINNER MEETING

Club
Event

- Date:** Wednesday, September 18
Place: JoPa
4439 SW Beaverton Hillsdale Hwy
Portland, OR
503-892-6686
Time: 6:00 pm-social Hour / 7:00 pm-dinner
Cuisine: 1/3 Italian & 2/3 NW Grill
Menu: Salad, bread
3-4 Family-Style Main Course Choices
Non-alcoholic beverages
Gratuuity
Cost: \$15.00 per person
RSVP to: RSVP to Nancy Herron at:
bonvoyages@msn.com or 503-293-6714

This newly opened restaurant is a great find!
You will be very happy with this place...promise!
If weather is decent, bring your Porsche! There is
plenty of safe parking.

***Mark Your Calendars
For This Dinner Function!***

Info on the restaurant and directions can be
found on their web site:
<http://www.jopaonline.com>
(You can actually see the room where we will
meet on the web site - under Private Dining)

You are responsible for your individual cost of the event if you
RSVP, unless cancelled with greater than 48 hours notice.

Rear View Mirror (Porsche Quiz #6)

By Peter Linsky



Hi, boys and girls! It's time to check out your knowledge of your favorite brand! I've dug deep into the reference library to come up with these gems. Try your luck!

- In 1960, the annual PCA membership fee was:
 - \$7.50
 - \$9.00
 - \$10.00
 - \$12.00
- Where and when was the first public showing of a true Porsche automobile?
 - March, 1949 at the Geneva Salon
 - September, 1948 at the Frankfurt Auto Show
 - August, 1949 in Berlin
 - January, 1950 at the Geneva Auto Show
- The cars driven by independent racer Carel de Beaufort were instantly recognizable by their _____ paint.
 - black
 - orange
 - blue
 - white
- Porsche used a very unusual rear spoiler on the 908s that ran at Watkins Glen in 1968. It was unique in that it:
 - was manually-controlled by the driver.
 - was adjustable, but only by the pit crew.
 - had two separate flaps linked to the suspension that would decrease the load on the outside rear tire in a corner, while increasing the load on the inside rear tire.
 - could be adjusted by small electric motors.
- On all 911 production engines, the distributor is driven by the:
 - exhaust cam
 - crankshaft
 - intake cam
 - intermediate shaft

Answers to Porsche Quiz #6
1. **d** It only cost 12 bucks to join PCA back in 1960. (Porsche Owners' handbook / Floyd Clymer)
2. **a** The first public exhibition of a postwar Porsche car was in Geneva in March of 1949. (Porsche/Anthony Pritchard)
3. **b** Orange. Privateer and gentleman racer Carel de Beaufort was Dutch, so he painted his steeds the Dutch racing color, representing the House of Orange. (Porsche/Pritchard)
4. **c** The four short-tail 908's running at the Six Hours of The Glen in 1968 featured a pair of foot-wide, seven-inch tall mechanically-operated flaps connected to the rear lower suspension members. Driver Vic Elford opined that they probably helped in fast corners, but were useless on slow bends (Porsche/Pritchard)
5. **b** All 911 distributors are driven by the crankshaft. (911 workshop manual)

GORGE TOUR SEPTEMBER 29

Club
Event



We will start at Beach's Restaurant Parking Lot in Vancouver at 10:00 AM.

Spend a day driving the country roads around the beautiful Columbia River Gorge with stops at scenic overlooks, and a no-host lunch at the Maryhill Winery overlooking the gorge. It could be harvest time at the winery with lots going on. Good food and fun in any event. For information please contact: Jim Olson at jo@worldaccessnet.com, or (360) 896-0437.

Club
Event

ORPCA Volunteer Recognition Party

Join us for the *most exclusive party of the year* - The Volunteer Recognition Party (VRP).

September the 7th
at about 12PM
Cook Park in Tigard.

You can't buy a ticket and the party is by invitation only. You can get an invitation by volunteering to work at one of our events.

Your Board of Directors will cook a barbeque lunch for the volunteers and we will have some additional fun activities at this exclusive event. So, come take the opportunity to be served as you have served the membership of the club.

We will have a few door prizes and keepsakes to commemorate your service to the club, too. Don't miss this opportunity to be recognized and have fun with this most exclusive group within the club. Give any BOD member or event chair a call to find out how to participate.

Club
Event

Singles Tour

SUNDAY, OCTOBER 20

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

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

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

** Pre-register at oregonpca.org **

DRIVERS ED/TRACK DAY

\$100/driver/full day

\$55/second driver

at *Portland International Raceway*

Required Equipment:

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

Schedule

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

Track Chairman

Dick Bader 503.239.5230 x701
dickb@acmetool.com

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

Novice drivers will be assigned an instructor, subject to availability

October 4

Featuring: ORPCA driver training program

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

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

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

Cost: a bargain at \$249.

Space is limited. (usually sells out)

Call Pro Drive to register:

503-285-4449

Please register in advance to secure your spot.



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

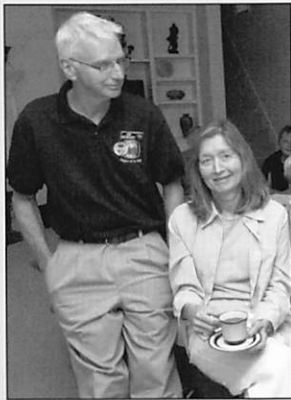
Please refer to the Oregon Region web site for the latest information on this event: oregonpca.org



Around the Region

By John Draneas

Quite a few ORPCA members helped **Jim Neidhart and Nancy Tufts** christen their new home over the 4th of July weekend. It's a wonderful, updated "cabana" on the Lake Oswego shore, with just about everything you could need in a two-person home. So what did Jim have to go out and buy the day before all his ORPCA friends came over? A new boat to fill his new boat house, of course. Jim's pretty quick in the C4, but he must not have had time to learn to drive the boat, as it just sat and looked pretty all day long.



Jim Neidhart & Nancy Tufts

And just when you think you've heard of everything under the ORPCA sun, check this out. **Aaron Hues** comes up with a great idea for a Singles Tour, then technically disqualifies himself by scheduling his own wedding for just before the event. But, dedicated tour organizer that he is, he's going on the tour anyway. Does that mean he's already taking a one-day vacation from wedded bliss, or is it now the Singles Plus One Tour? Kind of makes one want to just show up and see what happens.

Sam Doane has been trying to sell his '88 Targa. Asked why he wants to be Porscheless, he replied it was only going to be temporary. He's leaving soon for a job in Europe that will take a few months, and when he returns he expects his checkbook to be able to handle a new Boxster S. Where do we sign up for this gig?

We had a very fine turnout at the Forest Grove Concours. Congrats to **Duncan Crebbin** and his beautiful

1973 Carrera for the excellent win in the Porsche class. And kudos to the announcer for taking the opportunity to explain to the crowd that Porsche is a two-syllable word. Other notables were too many to remember, but those I can remember are: **Kathleen and Bob Ellis** taking a second in the Porsche class with their extremely nice 1979 911 SC, **Bob Ames** with a first in the Retired Race Cars class with his ex-Stirling Moss 1955 Healey 100 S, **Monte Shelton** with a first in the Vintage Motorcycles class with his 1950 Schwinn Whizzer (quite a sight as he pedal-started it across the stage) coupled with a second for his Studebaker, a first in class for **Rick and Debbie Sironen** with their Auburn Speedster, a first in the Domestic Collector Car class for **Jeannie Gretz** and her pride and joy Metropolitan named Kippy (restored by **Bob Falleur** and featured in the September 2002 *Anzeiger*), a



Monte Shelton & the Whizzer

pain was too much when he was standing on concrete floors at work, but it was okay to fish for salmon every day because it didn't hurt to stand on gravel bars.

It was nice to see some old faces at the July dinner meeting. **Bob and Paula Hanson** were temporarily in town, rotating among their homes in Portland, Montana, Hawaii, and Arizona, and took advantage of the opportunity to get some great French food and wine at La Provence restaurant. **Dave and Signa Palmer** also came by, making a rare appearance at a venue other than a racetrack. Funny how good food brings out many of our shy members.

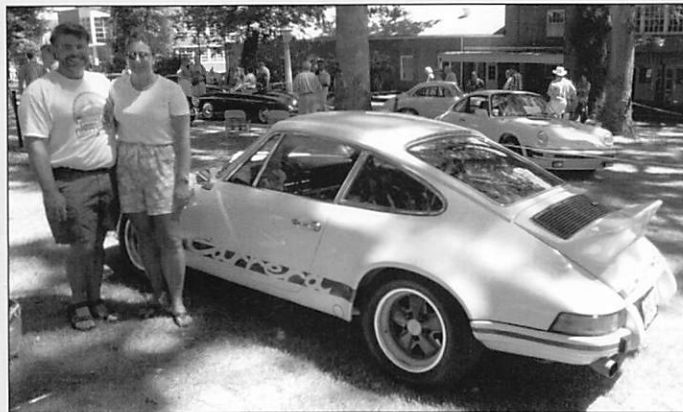
On the medical front, **Gregg Hodge** is recovering from foot surgery. I think the surgery must have saved his job, as they had to be getting tired of his explanations that the

The **Sunriver Exotic Car Show** is coming along very nicely, and we're going to have an excellent turnout. If you haven't decided to come, get on it and register right away. It's one of the best events of the year, and you really shouldn't miss it. I guarantee you will have a great time.

And while on the subject of upcoming events, we've made some progress with our effort to host **Parade 2006**. We have both of the Jantzen Beach Doubletrees and PIR tentatively reserved, and I should get some more feedback from the National folks during the Boise Parade. Meanwhile, keep volunteering to help.

Fearless leader **Don Clinkinbeard** got his 944 running again, and it seems to run really fine. Only problem is that it smokes quite a bit when it comes to a stop. I'm sure he's going to fix that, but maybe he should leave it alone and claim that it's a prototype 944 Turbo Diesel?

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.



Duncan & Michelle Crebbin with award winning '73 Carrera

second in class for **Jeff and Jeannie Gretz** and their new 1958 Jaguar XK 150, and a looking-really-good-but-in-too-tough-a-class nod to my wife **Carlyn** and her 1957 Alfa Giulietta Spider. But the best of the bunch was **Jack Hogan**, who won the class with his impeccably restored 1936 Ford 4 Door Convertible (see page 13), and was also one of the three finalists for the overall Pre-War Best in Show Award. If I missed you, please accept my apologies.

Coming Events



Sunriver Exotic Car Show

The Sunriver Exotic Car Show is one of the year's favorite events. The Sunriver Chamber of Commerce sponsors the event, and invites a number of car clubs to attend. The Porsche Club has historically been the dominant force, but we have been joined by the Jaguar, Ferrari, Mercedes and BMW Clubs, as well as some interesting privateers.

The weekend begins with an optional group drive over the mountains, stopping at Carrera Motors in Bend to clean up in their detail shop. Then it's a registration get together that evening in Sunriver. Saturday is devoted to the Exotic Car Show, a low-key shine and show type affair held in the Sunriver Mall, with judging optional. (Don't let "Exotic" bother you - every Porsche is exotic to the Sunriver Chamber.) The Car Show is followed by the traditional wine and cheese party, then a casual banquet. Sunday brings the famous Sunday Dash, a two-hour-or-so romp to a grand-finale lunch.

For maximum enjoyment, get a small group together to rent a house in Sunriver.

The Sunriver Exotic Car Show is a very popular event, and it is a wonderful way to end the summer driving season. It should definitely be marked on your calendar.

Autocross

We are halfway through the autocross calendar, having just finished the July 21st event, and the events have all been great! Thanks to a newfound group of hardcore enthusiasts, including Chuck West, Steve Germany, Stacie Snider, Harry Danner, Bob Grasso, JP Stein, Doug Barrett, and several others, we have a great nucleus of drivers and volunteers. Our "courses through the cones" have been both fast and challenging and have attracted such local SCCA luminaries as Tom Kotzian, Doug Skinner, and Ed and Donna LaPlante. Talk about fast and furious, these folks are showing us the lines. We have a lot of novice drivers who have never done an autocross before. Without exception, their times have improved remarkably between their first and last runs. Whether you are 18 or 65, autocross is a great driving "tune-up" that hones current skills and develops new ones. There is one more scheduled event in October plus Rainbonnet. Be there! It's time well spent. Please check the ORPCA website for updated times and dates.

October TSD Rally

The third TSD rally of the season has been changed from August 24th to Sunday, October the 6th. All skill levels, especially novices, are encouraged to participate. The start point will be at Sunset Porsche. Brief instruction on "how to" will be given prior to the first car out. A digital time piece will be helpful but not required. Prizes will be awarded after the event. Please watch for further details in October's e-mail from Ken Blanchard.

Rainbonnet

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

The event opens with a Welcome Party Friday night.

Saturday is filled with a top-rate Concours, a full day of Tech

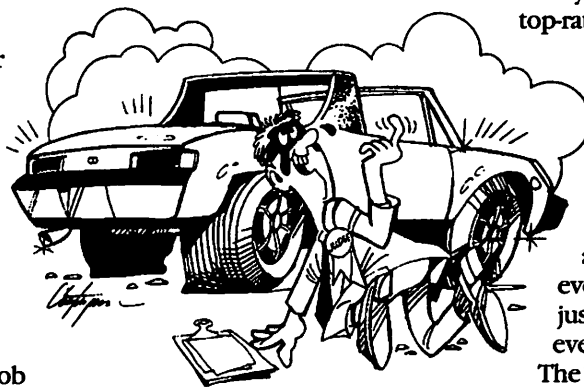
Sessions, a Tech Quiz, and a banquet that night. Enter your Porsche in the Concours and learn about its every crevice. Or, just come and enjoy everyone else's cars.

The Tech Sessions give

you the opportunity to learn

more about all aspects of the Porsche world. And, the well-stocked Goodie Store allows for excellent Porschenut shopping, just in time to beat the Christmas rush. Sunday is spent at the racetrack. It's our last track day of the year, as well as our last autocross of the year.

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



GMW Just the Facts:

German Metal Works focuses on custom conversions, specials and outlaws. Besides

mechanical and interior, everything is done in house, nothing is contracted out. Jim Nichols has his hands on your project at all times.

All aspects of your project are documented

throughout the process with a digital camera. And recorded onto a CD-Rom for your personal records and to enhance the value of your car.

Taught by the best people in the business of

collision repair and custom applications, Jim can now teach them a thing or two because of his 21 years of hands-on experience and the

opportunities he has had to work on

Porsche cars.

You see, there's a lot one can do with a

Porsche, from structural repair and chassis-

stiffening kits to full roll cages and acces-

sories. Many people can do sheet metal and

paint, but Jim pays respect to Porsche's origi-

nal vision while creating the masterpiece that

is your car.

German Metal Works is here for you.

What do you want?

German Metal Works

Your Imagination is our Creation - No Limitations
Specializing in all Porsche models from early 356 to late 911
Sheetmetal Fabrication • Leadwork • Paint

503.642.4706

gmwinfo@germanmetalworks.net
www.germanmetalworks.net

Watch the restoration of a 356 progress online!

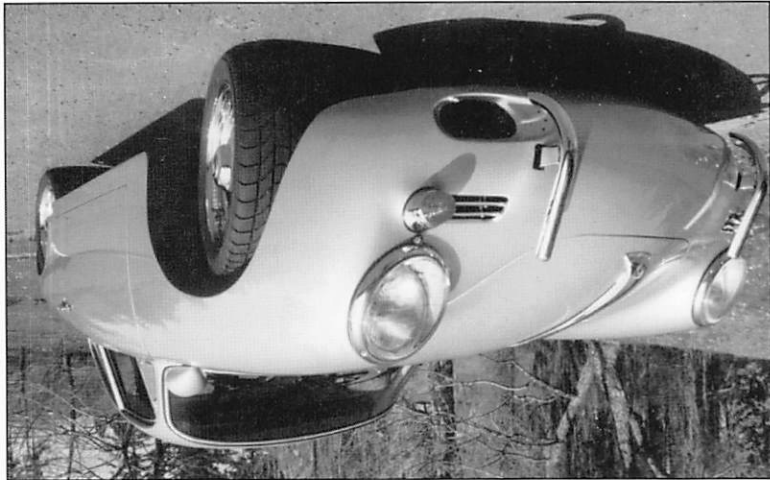
1973 911 Carrera RS Lightweight restoration (Jim's favorite)



Jim installing a factory Speedster nose clip



1964 356 prepared for street and vintage racing



Sunriver Exotic Car Show

September 13-15, 2002

This event has become one of the favorites of the year. Don't miss it!

Once again, the Sunriver Chamber of Commerce has invited the Porsche Club to participate in one of the most fun car club events of the year. Join the Jaguar, Ferrari, Mercedes, Corvette, BMW and other marque clubs at one of the best vacation resorts in Oregon.

Friday. Join the optional tour that leaves Portland at 9 am, with stops for lunch and then at Carrera Motors in Bend, where their detail shop will be available to us for cleaning up our cars. Or, get to Sunriver on your own. Either way, be there for event check-in and complimentary appetizers on Friday evening.

Saturday. Put your Porsche in the Sunriver Exotic Car Show, held in the courtyard of the Sunriver Mall. Relax, it's not a concours, just a shine and show. New this year, your choice of the traditional relaxed judging or display only.

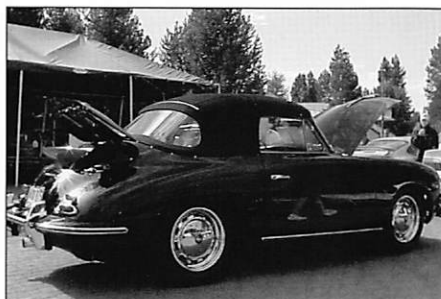
After the show, come to the hosted Beer, Wine and Cheese Party. It's the ultimate block party, with all the available parking taken up by exotic machinery. Bring a camera.

Finally, enjoy a great meal at the banquet held in a tent at Sunriver Lodge. Cheer on the winners, of the Car Show and various other undisclosed competitions, in a very unconventional form of presentation where the audience always gets into the act.

Sunday. Cap off the weekend with the legendary Sunriver Sunday Dash. It's a two-hour-or-so romp through the woods, letting our cars do what they were meant for – being driven spiritedly! This year, we have a new route that is designed to be out of this world and, shall we say, a bit more to ourselves.

Finish it all off with a fantastic lunch at the end of the Dash. Then take your favorite route home.

Lodging Choices. Rent a room from the Sunriver Lodge, get a small group of friends to share a rental house for the most economical alternative, or let our rental agents group you with other car enthusiasts in a shared rental house.



Event cost will be \$70 per person.

For registration information, contact:

John Draneas (503) 639-4036 (eves.), or
Draneas@teleport.com

Barbara Grayson (503) 246-8477 (days)

Sunriver Chamber of Commerce (541) 593-8149

Porsche Progressive Dinner 2002

By Cheryl Carpentier • Photos by Chris Greenwood

What a breathtaking view at Dale and Kay Rhoney's spectacular home in Lake Oswego to start the appetizer course!! Tasty shrimp and cocktail sauce, along with a fabulous olive tapenade, and other tasty tidbits for starters.

Although we didn't get an official tour of the Rhoney's home, I did notice many Japanese artifacts displayed throughout the living and dining rooms while the guys were taking in the big boy toys in the garage. (Nice Mustang, Dale!)

I personally enjoyed the Willamette River setting at Andra Lundstrom and Pat Murphy's exciting home. It was a treat to sit on the dock...there's always something magical for me to be around a large body of water...even the Willamette River. Coming from the land of 10,000 lakes just might have something to do with that. Eric Freedle and Chuck West were eyeing that flat water and eager for

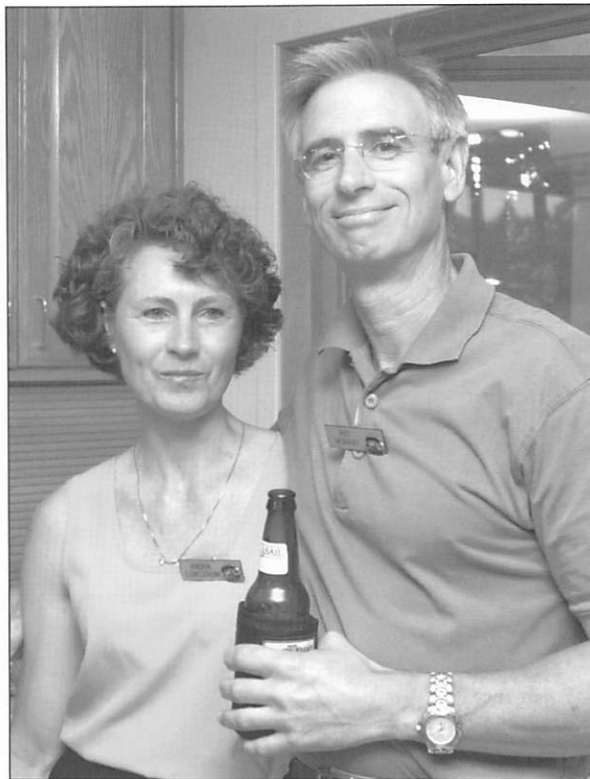
a ski tow. Maybe next weekend, Pat! While enjoying the many excellent main entrees and sitting with Theodore Leno and others, I got some great real estate tips! Such a wealth of knowledge and interesting diversity among our group of fun loving car enthusiasts. Had to get seconds of Michelle and Duncan's fresh asparagus spears and salmon (seasoned with dill) salad.

What a variety of desserts offered at Don and Debbie Clinkinbeard's beautiful Cooper Mountain home. It's a good thing I worked out Sunday! Rich and decadent chocolate treats, several pies and other fruit offerings were there for the sampling. Loved Debbie's kitchen and their gorgeous back yard and water feature (including Mr. Croaker.) He added a bit of spice to the outdoor scene.

Kudos to all our hosts for opening up their homes and garages for all to enjoy!



Dale & Kay Rhoney



Andra Lundstrom & Pat Murphy



Don & Debbie Clinkinbeard

My Other Favorite Car

by Chris Greenwood

Jack Hogan is an automotive enthusiast like few others. His Tornado Red 1958 Porsche Speedster is personally autographed by Peter Porsche. He has an airplane hangar with more classic Fords than you can shake a stick at, all of them meticulously restored and shown all across the country.

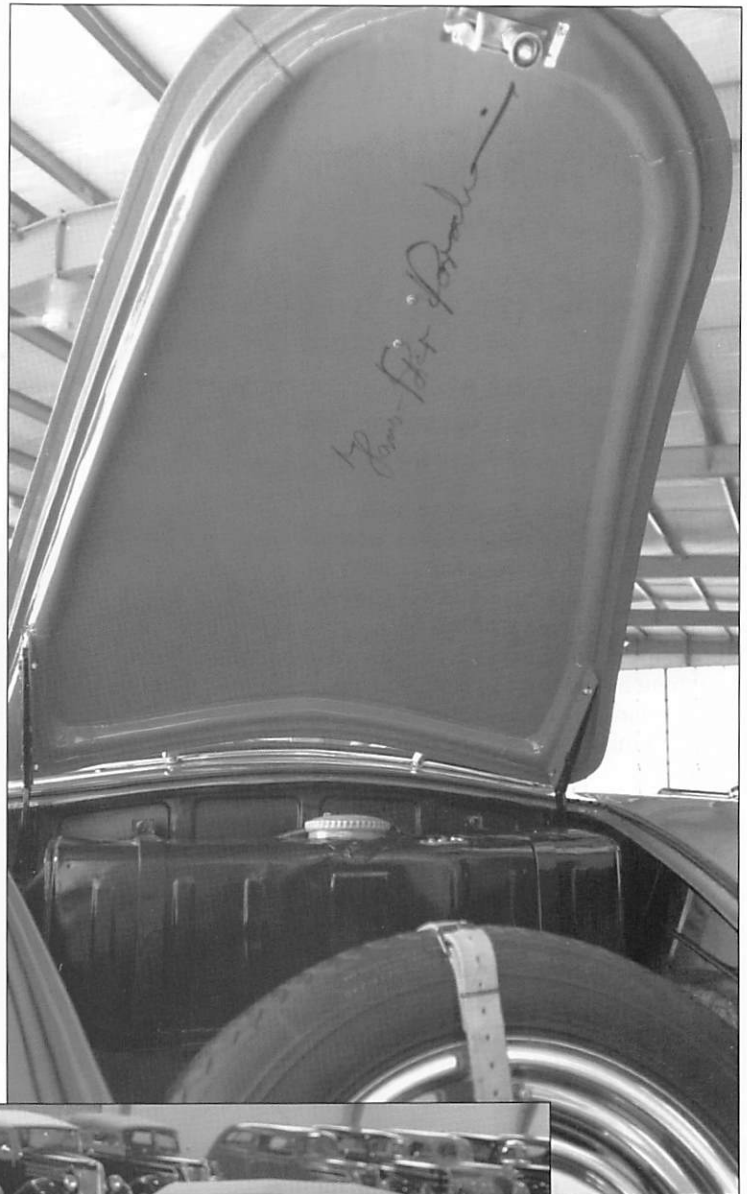
In this case, Jack allowed me to pick my favorites. The Speedster's got a Gamroth-type trick motor and has won its class at Forest Grove in prior years. We went for a ride and it hustles, baby.

The car at left in the photo is a 1932 Ford Deluxe Roadster with rumble seat. It hasn't been shown yet, but is an original, all-metal car.

The 1936 Ford 4-door Convertible (at right) was recently shown at the Forest Grove Concours d'Élégance, winning its class and contending for overall best of show pre-war era. Its pedigree includes standing as a AACA Junior National Champion and a V-8 Car Club Dearborn Walk-around. New price \$700; today's market value, perhaps 100 times that.

Of course I didn't know any of that when I picked out the cars. I just said, "ahh, gimme the blue one and the green one to go with this red one." Makes for a pretty picture.

Got another interesting vehicle you sometimes consider your favorite? Let's chat: chris@chrisgreenwood.com



Michael's Odyssey

One man's journey from dreamer to reality, and the road he traveled.

by Michael Goetz

We've all been attracted to the sexy red sports cars featured on the covers of auto magazines, but how many people have done something about it? Sure, you have, but what about the rest of us? What is the genesis of car lust and when does it blossom into a full-fledged relationship?

Michael Joins the Fraternity

It started for me when I was delivering newspapers in my small hometown. One of my customer's sons was home from college with his little bathtub-shaped foreign car. I'd never seen anything like it, nor I'm sure, had anyone else in town. He was just finishing up working on it when I came by on my route.

"Hey, kid, want to go for a test ride?"

Without hesitation, I squeaked out, "Gosh, yeah!"

The fact that an 11-year-old boy would hop into a stranger's car so easily indicates how long ago this was, how small my hometown was and perhaps my own naivete. There was a narrow, curvy road a couple of miles long nearby and that's where we went.

My entire motoring experience had heretofore consisted of being a passenger in my dad's Plymouth. What a revelation! I thought I was gonna die! There was no way any vehicle could take corners this fast and still

remain road-bound! But of course, it could. Long before I felt the surge of hormones, this rush of adrenaline was the strongest sensation I'd ever had; even better than the day I first learned how to ride my bicycle. That five-mile

drive at what I'm now sure were reasonable speeds in what I now know was a Porsche 356, was an epiphany. I don't remember finishing my paper route that day, but I sure remember that ride. I never did tell my parents about it.

Time passed. I didn't own a car as a teenager. I grew into an ordinary man



Michael and machine.

with ordinary responsibilities. I drove a Plymouth. I had a vague longing to "someday" own a Porsche, but that was all. Then, out of the blue, a co-worker gave me a

mented a plan to buy a pre-owned one. For six years, I drove a used VW Rabbit while I saved for my dream car.

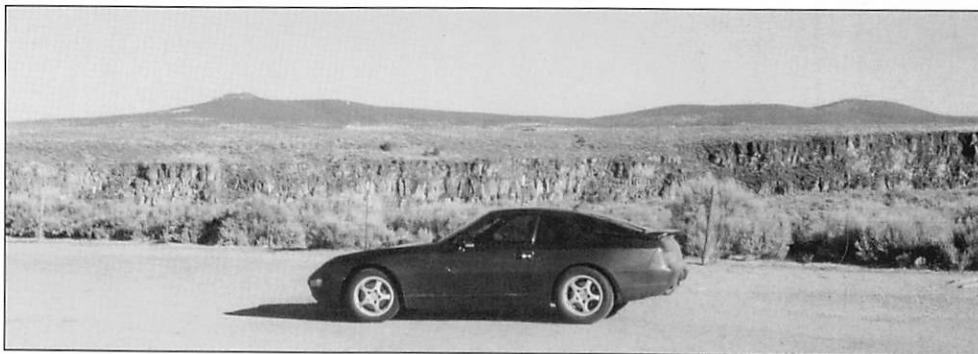
January 1 of the target year, when the curves of my account balance and the car's market price intersected, I began my search. It was then I found out the 968 is

not especially common. No listings in any of the classifieds, none in the lots, nothing anywhere. I didn't know about Panorama. I thought I'd have to settle for a 944 S2.

Then I saw an ad in a Seattle paper. Unfortunately, the car was sold by the time I contacted the owner, but he proved to be a very helpful resource. He told me what to look for in a used Porsche and not to settle for a 944, even an S2. He'd driven both; the 968 was the car to

have. He also pointed me to the Rennlist website, which is where I found a car befitting my budget.

The car was in Oklahoma and seemed to have all the proper qualifications: a southern car living in a garage, owned by a fanatic, well maintained, with all the records, in excellent shape for a seven-



ride in her 951. The long-dormant flame exploded in me and I knew I had to have one. Why was I depriving myself? I fixated on the 968. It just seemed to be the right one for me. Some people won't have anything but a 911, a choice that's right for them. However, a new Porsche, even a 968, was out of the question, so I imple-

year-old, high-mileage daily driver. The owner E-mailed pictures and even gave me the name of the car's mechanic so I could contact him directly. (I never did; it seemed unnecessary.) The circumstances looked right: the owner had a pregnant wife, a 951, and a 968; one of them had to go. He had advertised both cars and would sell the first one on which he got an offer.

the right choice when he contacted me later and asked permission to take the car for one last PCA event. As a sweetener, he worked for an airline subsidiary and got me a one-way, standby plane ticket from Portland to Tulsa for \$98.

Day 1: Portland, OR to Tulsa, OK and Ponca City, OK.

The stage was now set for perhaps the best adventure of my life. I was going to

myself. Hardly an auspicious beginning, but after a short drive with him as a passenger, I was on my own. As I drove away, I felt sure he was glad my final cheque was certified. He wrote me later to say he could tell by the look on my face that I was the right guy for the car. He left me with a full tank of gas and two pieces of advice: First, get used to people staring at you when you drive and total strangers



So I made an offer and it was accepted. But that raised some issues. I was making the second-largest purchase of my life, sight unseen, over the Internet. He was selling a prized possession to someone he'd never even talked to, who only said he would buy it. Being unable to pick up the car for a month further complicated things. He wanted to be sure the car was truly sold and I was concerned how good the car was and how it would be treated once the deal was done. It turns out you're not so much buying a car as buying the seller.

In the end, we each took a leap of faith: I sent him half the purchase price and he promised to garage the car until I arrived. If I got there and didn't like the car, I'd get most of my money back. I knew I'd made

fly down and drive my Porsche back; the acme of road trips. Serendipity awaited! Armed with a suitcase, an AAA Road Atlas and a bunch of cds, I finally connected with the owner late in the afternoon. We completed our transaction and I took the car for a test drive.

I sat in my leather-upholstered high-performance car for the first time, ready to back it out of his driveway. I promptly stalled it. The shame! I restarted and stalled it again. I, who had never owned a vehicle with an automatic transmission. I feared he might reconsider my worthiness. Would he even sell it to me now? In the end, he backed it out onto the road. His driveway had two stone pillars on either side and I didn't have enough of a feel for the car's boundaries to trust

making conversation about the car when you stop. Second, join the PCA; they're good people. Both turned out to be true.

My plan was to drive home on secondary roads, avoiding the freeways as much as possible to make this trip truly memorable, so I headed north and west. A few miles down the road, it started raining. A bad omen? But it stopped by the time I reached Ponca City, where I spent the night. I stalled the car once more — on the main street, of course — while searching for a motel. The seller had told me the car felt as tight as if it had just come off the showroom floor, and it seemed so to me, even if my involvement thus far was limited to finding all the controls.

continued on page 19

2002 Baxter Auto Parts Portland Historic Races

By Don Stroum • Photos by Chris Greenwood

The cars are back in their trailers. The smell of racing fuel, sintered brakes and abused clutches has dissipated once again from P.I.R. This year's event featured vintage NASCARs and CAN-AM cars from the 1966 - 1974 unlimited era. These CAN-AM cars are simply amazing. Imagine a racing series in which there are few rules and fewer restrictions on how you prepare your car to race.

The cars all look different, some have huge V8s - others have flat 12s, some with V12s, some sport turbos, some even had 2 engines, one to propel the car and the other to run a rear fan which sucked the car to the ground creating monster down force. Unfortunately it also picked up every pebble on the track and launched them at the unlucky driver in its draft. It kinda reminds me of a 200 mph land locked airboat. The car I talking about was called the Chaparral "Sucker."

Many consider the North American Can-Am series the greatest racing series ever. During their time

these were the fastest road racing cars on the planet. By 1973 an incredible 1,500 horsepower had been reached. This feat was accomplished by Porsche (yup, you guessed it) with the infamous 917. Alas the series started to fade out after Bruce McLaren was killed in 1970 during a testing accident,

and rules were gradually adopted to stifle innovation, ending the series in 1974.

Fourteen Can-Am cars participated this year representing Lola, McLaren, Ferrari, Shadow, Burnett, and a Porsche 917-30 owned by Lance King from New Mexico.

The 917-30 was the final development of the 917. Its 5.4-liter flat 12-twin turbo developed 1,100 bhp at 1.3 bar and 1,500 bhp at 2.0 bar. The boost was adjustable from the cockpit. The 93lb space frame was constructed of a magnesium alloy, and the car weighed 1860 lbs. It would do

vinced most of these car owners see themselves as curators of mechanical pieces of art. On Friday, a group of children suffering from cancer were brought to the track and became passengers in



The mighty 917 squirts into and roars out of turn 12 with sound and fury.

0 - 60 in 2.1 seconds, 0 - 100 in 3.9 seconds, 0 - 200 in 13.4 seconds. Its top speed was an incredible 238mph.

Watching this Porsche accelerate out of the corners at P.I.R. is an experience I will not soon forget.

Of course there were other delightful sights and sounds to enjoy during the three day event; from all the wonderful open wheel cars, to the vintage NASCARs from the early 1990s to the abundant sports cars from the '50s, '60s, and '70s. The oldest car I could find out of the 200 racing entrants was a 1948 Allard. I'm con-

several of the vintage NASCARs. After being belted in and fitted with helmets they experienced hot laps at the hands of professional drivers. At the conclusion, most climbed out of the cars with smiles bigger than this years Indy 500 winner.

The club corrals were again crowded with every imaginable car I have ever lusted after. I was really impressed with the number and quality of the Mini Coopers on display, both the old and the new. I suspect the new Mini is destined to be future classic. Touring the various corrals is like being an alcoholic in charge of the Jim



Left: Earl Green

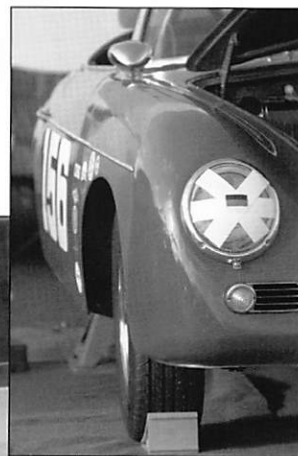
Below: Buzz Kleemeyer relaxes in the Porsche corral in advance the noontime Parade Lap.



Beam factory. I managed to con a ride in a friend's new Superformance 427 SC Cobra. This thing is faster than the decline of my 401(k). I've made several hints to my wife what a great addition a Cobra would make to our garage. It's difficult to describe the look on her face. Let's just say that my checking account is safe from another big hit. Oh so many cars and so little money.

Our Porsche corral had 62 cars this year with a good variety of 356, 911, 944, 986, 993 and 996s. ORPCA and Cascade Sports car club again shared the corral. The "Crowd Favorite" award went to Russ Lindborg of the Cascade club. He has owned his yellow '62 356-B Super 90 for 6 years, and is the second owner. The car

does not show its 68,000 miles, and has modifications to the exhaust, rear suspension, a roll bar, and new Weber carbs. Parts Obsolete installed very unique factory 356 driving lights to the front bumper.



All who desired participated in parade laps, which were carried off without a hitch thanks to Sandy Bauer of Campbell Productions. Carrera Motors showed up, set up their goody store and supplied a great group of pace cars. The weather cooperated with nary a sprinkle

and I suspect everyone left looking forward to next year. Many thanks to Earl and Liz Green for the shade and the goodies they shared with the corral. ☺

More photos on next page



Above: Gary Fahl's 356
Left: 1948 Allard



More Photos from the Portland Historic Races

Left: 427 Cobra

Below left: Green flag drops on the Can-Am race group.

Below: New Mini Cooper and vintage racing Mini Cooper.



Below: Carrera Motors brought several pace cars and had a paddock of impressive hardware to boot.

Bottom right: Ron Federspiel's 1964 Porsche coupe



Michael's Odyssey

continued from page 15

Day 2: Ponca City, OK to Raton, NM.

The next morning I awoke to frost on the car and a severe case of buyer's remorse. Gazing in the bathroom mirror, I wondered, "What on earth have I done? I've just written the largest cheque of my life, I'm 2500 miles from home with an older vehicle about which I know nothing and of which my wife disapproves. Is this merely a pathetic midlife crisis where the fantasy doesn't match the reality?"

Then I got in the car and drove. Revelation returned! What is it about these cars? I still can't put my finger on it exactly; it must be the balance and superior engineering that isn't immediately obvious, but which you sense on a subconscious level. It's as if the energy of every guy who hand-builds these cars in Stuttgart, the life force of a company that proudly makes race cars you can drive daily, is somehow infused into this inanimate pile of metal. It goes beyond the solid, reassuring mechanical whirl of every precision part matched to every other; this is true synergy. These cars are not inanimate; they whisper the siren song, "Let's go."

A transcendent morning followed under a big blue Oklahoma sky. My intent was not to have a schedule (within reason), to start early every day, drive 'til I found a likely-looking place to eat, and stop for the day in mid-afternoon. I stopped at a diner whose parking lot was overflowing with pickup trucks. The patrons all wore overalls, the waitress called me "Hun", and the food was superb — and plentiful. As I sat at my plastic checkered tablecloth with my plastic place-setting listening to the locals banter, I felt I had a better understanding of what "The Heartland" means. I resolved to avoid chains for the duration of my voyage. As I returned to the road, I felt like Easy Rider discovering America, but with a nicer ride.

Oklahoma is very flat. My road traversed endless brown, freshly-plowed fields, swarming with apparently suicidal brown-and-white birds. They fluttered about and flew across the road in front of me. I never hit any; maybe they're smarter than I think. I seemed to be flying too.

The previous evening I had stopped at an authentic-looking restaurant for Oklahoma barbecue. After I'd gorged myself, a man advised me the road through the panhandle was not so good; I'd be better off in Kansas. This would have taken me off my planned route, so I

ignored the advice. That was the second-biggest mistake I made.

The road was frost-buckled and had what felt like expansion joints in the pavement every few yards. I pounded along for many, many miles. This was to be the worst road of the entire journey. But I never worried about the car being able to handle it, although I kept the speed around 70. Trouble is, once you're on the Oklahoma panhandle, there's only one road, so I suffered all the way to New Mexico. Arriving in Raton, I crested a rise and descended into town. I caught a green light and sailed through the intersection without reducing speed, at about 45 mph. The speed limit along there is 40. Porsches look faster than they are. There sat a policeman at the cross street. He gave me a very hard look as I drove past and immediately made a right turn to follow. I immediately turned into the first driveway I came upon, which conveniently was a motel. The officer drove past. I decided to stay at that motel.

Day 3: Raton, NM to Kayenta, AZ

The road outside Raton quickly degenerated to a graveled, pot-holed track and I had serious second thoughts about my decision to stick to secondary routes. As I gingerly picked my way along at 45 mph I was passed in a shower of dust and stones by a very

continued on page 20

AUTOCROSS - October 20 - PIR

Club
Event

Location: PIR pro pits

Time: First car out at 9 am

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

What to bring: Helmet, food & water

All autocross events are held, rain or shine.



Michael's Odyssey

continued from page 19

large truck. Shortly after he turned off, the pavement returned.

"Whew! Any more gravel and I'm turning back."

A small herd of antelope grazed by the road. I stopped to take a picture, but as soon as I got out of the car they gracefully leapt the fence and bounded away. Just down the road was the National Rifle Association.

"Probably explains their nervousness," I mused.

After this less-than-promising beginning, just beyond was the best stretch of the trip. Paralleling the Santa Fe Trail, it was narrow and very winding, undulating and tree-lined with blind, decreasing-radius turns, and lightly traveled; a perfect sports car road. If the previous day's experience was transcendent, this was nirvana! The scenery was gorgeous but I didn't notice it much except as a blur. I drove as fast as I could. A yellow streak flashed past in the opposite direction: an Audi S4 doing the same thing I was.

The engine sang, the tires hummed, the air hissed gently by. We were one, my machine and I.

As I swooped through the turns, lost in the rhythm of braking, downshifting, turning, and accelerating, my heart sang too and adrenaline surged through me. My head felt light. I overtook a semi trundling along and, without hesitation, passed it on the outside of a blind curve.

"I HAVE TO STOP NOW. I might not survive another lapse in judgment like that."

So I drove more sedately and enjoyed the scenery on the picturesquely ascending road. As I motored through Taos, my hands were still shaking from the excitement.

Shortly afterwards, I crossed the Rio Grande, not very grande there: a narrow stream at the bottom of a very deep ravine. Next was the Continental Divide. It was all downhill from there. I was in Apache country, and the images of a hundred westerns flooded my mind. The reali-

ty is quite different, of course: An empty sweeping road past scattered homesteads. I stopped to get a closer look at some rattlesnakes sunning themselves.

Further along, the northwest corner of the state seemed particularly ugly after the tranquility of the morning. I approached actual traffic, the heaviest (also the only) I'd encountered so far. At Shiprock, I took a wrong exit off a traffic circle. Unfortunately, I didn't discover this



Four Corners Monument



Immediately. Lost in the sere brown vistas, it was over 70 miles before I realized I had been driving south, not west. When I got out of the car for refreshment, and to kick myself in the pants, I was almost bowled over by the wind. In my Teutonic spaceship, I had no inkling of its velocity. The car didn't indicate its presence by loud rushing noises, sudden jinks in direction or changes in speed. Porsches are very aerodynamically efficient. Retracing my route, I reflected my time hadn't been entirely wasted; I now had a true understanding of what a butte is.

Back on track, I approached the turnout for the Four Corners Monument. It was a bit out of my way, but that was no big deal. The Four Corners is on native land, a windswept, slightly bedraggled place. Still, it is genuine and I did what every other tourist does: took a picture and stood with my feet in four states. The periphery was lined with forlorn booths selling touristy stuff, the owners eking out a living. So early in the season, most were

empty. However, I tried some fresh, warm flatbread with honey. It was scrumptious, reminiscent of elephant ears.

I was in Arizona next and way behind schedule. It was getting late and there were no caravansaries along there. It seemed there

should be in that parched, deserted landscape. Finally, at Kayenta, a T-intersection for the Monument Valley cutoff, I stopped. There was just one motel, which made choosing easier, but it definitely didn't live up to its billboard image. It was the worst of the trip. I even had to find a pay phone for the nightly check-in call to my wife.

However, it was

Cinco de Mayo, so what could be more appropriate than dinner in a Mexican restaurant? Again, there was not a lot of choice, but I easily found one where the patrons' faces were brown and the menu had one side written in Spanish and the other in English. It was crowded, of course, but the food was delicious; another genuine American experience, far removed from the margarita-fueled mayhem of a Who-Song and Larry's. ☺

Editor's Note: Part Two (the conclusion) of Michael's Odyssey will run in next month's *Anzeiger*.

The Champ Car Races: 2002

By Aaron Hues • Photos by Chris Greenwood

When I was originally assigned the task of writing on the Champ car races, I was a bit perplexed on how I would approach the article. This was due to the fact that I knew very little about the drivers involved and about this type of racing in general. However, while walking around the elaborate team displays, I took my first close inspection of a CART car. With that, the inspiration for the article had been discovered!

I decided to focus my piece around the astonishing degree of man's engineering ability that is so evident in these cars. With a background in mechanical engineering and experience with military fighter jet maintenance, I could quickly and fully appreciate the construction and design of these machines.

The electronics were my first tip-off to the extremely advanced technology present. To be more specific, it was the electrical connectors and how the electrical devices were joined together. The method is identical to those used in fighter jet electrical systems and the car is basically a rolling computer. Computers now control every function of the engine. This includes ignition, timing, fuel mixture, SWOL ("Shift Without Lift" allows the driver to shift without letting off the throttle) and throttle control. These are only a few of many features that could be closely related to those found in an F-16 jet plane. Everything from the large mechanical components down to the smallest detail of the hardware used to hold the bits together. Simply put, other than space shuttles and jet fighters, Champ Cars are quite easily the most sophisticated vehicles that we have an opportunity to witness in use today.

The chassis of a Champ Car is formed almost completely out of carbon fiber and aluminum honeycomb, making it an extremely strong and lightweight structure. The entire car weighs around 1900 pounds with an engine that produces 900

hp and burns 1 gallon of methane every 30 seconds, or every 2 miles. This engine will also produce 100,000 BTU per minute, and in 10 hours it has generated enough heat to keep a 2,000 square-foot home heated to 80 degrees for an entire year! Incredibly, this engine can safely reach a revolutionary limit of 15,000 rotations per minute—keep in mind that the average car usually has a limit around 6,500 RPM. Now...all this from a 2.6-liter engine (our 944s have 2.5-liter engines!).

These cars carry 35 gallons of fuel in a fuel cell located behind the driver. This cell is made of a flexible Kevlar and polymer material and is actually a bag rather than a traditional tank. The bag is designed so that in an accident the fuel cell will flex and change shape rather than rupturing. Inside the bag is a spongy substance—this unique characteristic is intended to 'hold' the fuel so that, in a

severe crash, it doesn't spray over the driver and his car. One feature of these cars is something I remember from my childhood. It was common knowledge in school that CART cars produce enough down force to effectively drive upside down on a flat surface indefinitely. In a road course race, the down force creates enough suction to actually lift manhole covers from the road surface—before a street race the manhole covers on the course are welded down! In closing, it's realistic to suggest that the overall sophistication of these machines is probably only a notch or two below a fighter jet or helicopter. ☸



Above: A CART official distributes the official pop-off valves to CART teams.

Race Track Economics 101

By Sue Hodge • Photos by Chris Greenwood

Christiano da Matta won the CART race in June over fellow Brazilian Bruno Junqueira by a margin of 0.625 seconds. And he has gone on, by the way, to continue his winning streak begun before Portland. That's a story by itself. This guy is a very gutsy and talented driver. But the story I found really interesting this year was the economics story.

The CART series had been garnering a lot of press due to the loss of a couple of big name sponsors (Marlboro and Team Penske.) The series was in trouble, and a change in focus was overdue. They hired well-known motorsports promoter, Chris Pook, to help them figure out a way to turn the finances around and he came up with several great ideas. I sat in on a press conference during the race weekend. The financial situation was really "made public" when Max Papis, last year's winner in Portland, was left literally sitting in his car ready to drive and they pulled the plug on him. When cut loose by the high-profile Team Rahal after the 2001 season, he opted to go with a very small team - Sigma Autosports. They only have one car and no money available for extra engines. Therein lay the problem for Papis. In Portland, Cosworth (the engine maker) said no to fronting any money or extra engines for Sigma Autosports, which left Max Papis relegated to the status of spectator.

OK, so back to the press conference and solutions to the problems. I was really impressed with Chris Pook's enthusiasm and commitment to the task, although his solutions were pretty much based on common sense. He is motivated to change the focus of the series to the fans (who, by the way, have a median annual income of \$63,000, and therefore lots of options on how to spend it to have a good time.)



Above: Christiano da Matta

Left: Max Papis in street clothes greets fellow drivers on the grid before the Portland race.

od they'll then have the input to make an informed long-term plan.

Secondly, a financial assistance program will be put into place beginning with next year's series to provide 20 teams (first come-first served with no favorites) with \$1.5 million given to each team to offset expenses. Called the Entrant Support Program, it should help attract more teams. Money can be applied to fees for Spring Training testing, season entry fees, travel expenses, tire

purchases and, of course, engine leasing for example.

These are good, sound business decisions that should keep CART fiscally fit next year and for years to come. I have very little doubt that CART will be back next year. I read we had a terrific turnout of 125,000 people for the weekend due to the great weather this year in Portland. That didn't hurt our chances either...

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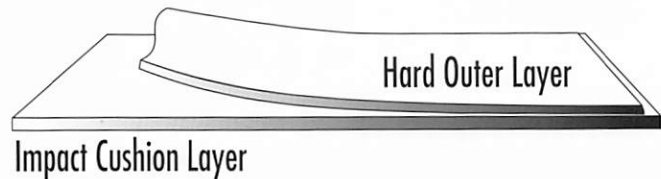
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Steve's Tech Corner: Carrera Throttle Hesitation Repair

by Steve Grosekemper, San Diego Region (from The Windblown Witness)

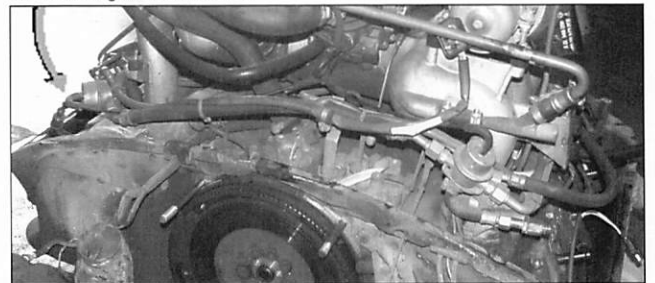
As the miles stack up on your 84-89 Carrera you may notice a slight hesitation just off idle. This symptom can be caused from one of several problems from dirty injectors to incorrect fuel mixture. One of the most common failures is the loss of the fuel rail vacuum source.

Vacuum is supplied to the fuel pressure regulator and dampener to help tailor the fuel mixture according to engine load. As load increases and vacuum decreases, fuel pressure and mixture go up.

However, if the lines or connections fail and the vacuum signal is lost, fuel pressure and mixture will remain higher than usual under all conditions. With the addition of unmetered air at idle a lean condition will occur (the air leak is unmetered because it enters the engine after the air flow meter, and is not measured). The air leak at idle is a large percentage of the total volume that the engine sees. Under acceleration the air leak becomes an increasingly smaller percentage of the total volume. This causes the engine to experience a rapid change in fuel mixture within a very short period of time, and a subsequent flat spot off idle (the idle mixture is lean because of the unmetered air leak and off idle is rich due to the missing vacuum signal).

The cause for this vacuum signal loss is usually the failure of the connector at the vacuum dampener. It simply becomes soaked with oil vapor and expands, losing its seal at the dampener. This connector can be found at the forward right side of the engine above #6 cylinder. Replacement is quite straightforward after the air filter housing has been removed (see rear view of Carrera engine in the figure). The connector at the left side pressure regulator and the throttle body can also fail, but this is much less common. After the appropriate repairs have been made the base idle fuel mixture should be reset and the hesitation should be gone.

The failure point is usually the small black curved hose that connects at the fuel regulator (see arrow)



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Circulation/Membership

Russ & Sharon Pascoe
503.362.1145
russpascoe@hotmail.com

Webmaster

Larry Rinehart
503.849.6948
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Managing Editor

John Draneas
503.639.4036
draneas@teleport.com

Executive Editor

Sue Hodge
503.518.9203
sghodge@bctonline.com

Assistant Editor

Gregg Hodge

Production Editor

Chris Greenwood
503.460.9494
chris@chrisgreenwood.com

Scheduling Editor

Susan Falleur
503.653.7691
HouseofFalleur@netscape.net

Classified Editors

Kirsten Fasching & Craig Oty
503.232.4892
anzeigerclassified@earthlink.net

Sales Manager

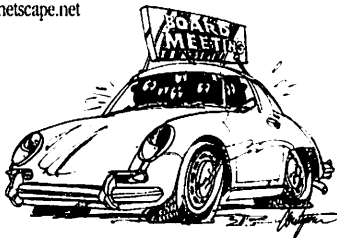
David Williams
360.897.1183

Asst. Sales Manager

Bob Falleur
503.653.7691

Contributing Editor

Peter Linsky
503.644.2709
Linsky911@aol.com



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

Consult oregonpca.org for the
latest information and location

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

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Steve's Tech Corner:

Racer Lingo – Bump Steer

By Steve Grosekemper, San Diego
Region (from *The Windblown
Witness*)

If you spend enough time at the various PCA events, you will eventually hear a multitude of new words that may not be in your daily vocabulary. These are words used by track and bench racers alike. They are best described as racer lingo, or *Porschese*.

You may hear words like apex, heel and toe, corner balance and bump steer. It is my goal to explain this sometimes-foreign tongue and convert it into plain English.

Bump steer is one of the few terms which is actually what it says (unlike heel and toe). If you hit a bump, the car steers to one side. On early Porsches, such as 356s, the tie rod ends were of two very different lengths. They were installed in the car at an angle. When the car hit a bump and lowered, the short tie rod would straighten more than the long one. This would increase the

amount of toe the car would see on the short tie rod side, causing the car to steer to the right when it hit a bump.

Later on, when the 911 was introduced, this problem was addressed by using rack and pinion steering with equal length tie rods. In these cars the tie rods were parallel with the ground and caused very little toe change as the car went through bumps. As time went on, people discovered that if you lowered a 911 it would handle much better.

However, this caused yet another problem: the tie rods were now at such an angle that a bump in the road would cause excessive toe change. While this problem would not cause the car to pull to one side or another, it did create a very darty feeling.

The cure was to install spacers between the steering rack and the front suspension member to raise the steering rack. This levels out the angled tie rods causing less toe change. This is what is done when someone is said to set the bump steer.

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