

Anzeiger

Oregon Region PCA
September 2003
v43-n8





An oasis for people who care about cars.



'03 Turbo



'03 Cayenne S



'63 356B

New

'03 Boxster Black/Black	\$49,340
'03 Boxster White/Black	\$45,720
'03 Boxster S Speed Yellow	\$57,145
'03 Boxster S Slate Grey	\$59,950
'03 Carrera Cpe Midnight/Grey	\$88,610
'03 Carrera Cpe Black/Black	\$76,965
'03 Carrera Cpe Silver/Grey	\$77,790
'03 Carrera Targa Silver/Black	\$87,460
'03 Carrera Cab Silver/Grey	\$86,455
'03 Carrera 4 Cab Black/Grey	\$97,850
'04 Cayenne S Dark Teal	\$68,280
'04 Cayenne S Dark Sea Blue	\$62,480
'04 Cayenne S Jarama Beige	\$66,240

Used

'97 Boxster only 16k miles!	\$22,988
'99 Boxster only 8k miles!	\$29,988
'02 Boxster Guards Red	\$38,988
'99 Carrera Cab Seal Grey Tip	\$59,998
'02 Carrera Cpe Basalt/Nat Brown	\$69,998



BMW



Carrera
MOTORS

Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v43-n8

Anzeiger

2003
SEPTEMBER

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Classified Advertising
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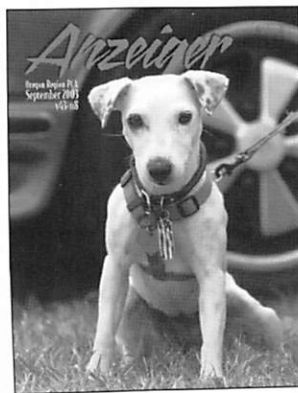
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Cover image:

Jetty Boulton, a 3-year-old Jack Russell terrier, looks fabulous in her one-piece harness and leather collar during the Portland Historic Races. Her parents, Suzi and Robert Boulton, are long-time PCA members, recently transferred to Oregon from Golden Gate Region. Photo by Chris Greenwood

Please check our web site often:
<http://oregonpca.org/>



Don Clinkinbeard
FROM THE PRESIDENT

This month I had a hard time starting this article. I'm actually four days late submitting this. My excuse is that, over the weekend (when my column was due) I was at Jeff and Jeannie Gretz's beach house at Salishan. We rented this home at the Holiday Party silent auction with Gordon and Randi Ledbetter, Ken and Sue Blanchard, and Richard and Clair

Puetz. With Debbie and I, we make up the Laidback Beach Party Clique (LBPC). Good food, good friends, good weather and adult beverages made for a relaxed weekend. The Baxter Historic races were great. Don Stroum and Earl Green did an excellent job of running the Corral, which had a good turnout. Liz Green debuted the Goodie Store and did a brisk business. I noticed that, in the IMSA/Camel GT invited racecar class, there was a really nice Lola coupe. Since these were historic racecars, I was looking for the original race team

name. This one said LAD Lola. I don't recall a LAD team in IMSA, so I asked around. The letters are an acronym for Living A Dream. What a great dream. The driver kicked butt in the race too. I missed three events in July (all on the beach weekend): The Fun Rally (using photos for instruction) an Autocross and the Forest Grove Concours. I hear that the Autocross brought in 50+ drivers. I believe that might be a record for an autocross.

Rainbonnet Chair Richard Puetz has been hard at work lining up an all-star cast for the event. He has booked Hurley Haywood as the premier speaker. The national tech committee will be there in force too. He even lined up a speaker to talk about 944 Turbos (right up my alley). We will have a track program similar to last year with a ground school on Saturday night and, on Sunday, a Driver Skills clinic and an Autocross as well as the traditional DE. We will also be doing the Taste of the Track as well as a noon parade lap for non-DE participants. Richard is working on a Surprise for the Sunday driving program too, so stay tuned.

Don Stroum and his team (The BOD) are getting the Volunteer Recognition Picnic lined up. We are going to have a catered BBQ rather than have the BOD flip burgers. I think you'll like the fare and hope to see all of those that have volunteered for an event this year out there.

The 944T ran great at the Tri-Club DE event, with nary a warm temp reading on a 90-degree day. The overheating we experienced at the last event turned out to be a partially clogged radiator. I took it over to the radiator shop and they rodded it out. The tech told me he pulled out grunge that looked like a stop-leak kind of product that had

continued on page 27

Kate Ayers
FROM THE EDITOR



By the time this goes to print, I for one am hoping the days of 90-plus degrees are over and we have settled into the pleasant September days that make Portland such a treasure. Along with many of you, I wandered the hot pavement of the Baxter Historic Races back in July, and scorched a little upper leg on the bleachers, but it was worth it for the three days of great racing, car — and people — watching, and general jawing about engines and all that goes with them. I even got my first ride on the track. (Yes, I know I'm behind almost everyone else!) The following weekend

52 autocross drivers rejoiced over the very early start to their fun. Ditto for the Concours at Forest Grove, with the high for the day barely under 90, although the trees on the campus were enthusiastically appreciated. All of these fabulous summertime events are covered in this issue. Plus, you might want to pay particular attention to the first installment of Peter Linsky's Visit to Porsche. He and Jan had some great fun and they're sharing it with us in these pages.

Now September has some notable activities too, aside from the usuals like the Dinner Meeting, several Track Days, and another Autocross later on. This month is host to the Sunriver Exotic Car Show, so if you didn't get enough at the Historics or Concours, head over to Sunriver for what promises to be a couple of days filled with dazzling machines, their owners and their stories. And, in the waning days, we have a Fun Rally — fast becoming my personal favorite Saturday activity. Finally, for volunteers who have given of their time and talent, the Board of Directors will host an incredible Volunteer Recognition Party, with delicious food and fun. Only those who have offered their skills and ideas to make the club better for its member have been invited. If you want to be invited next year, get involved!

Meantime, go to our website often. The Goodie Store is now online. That gives you one more place to shop from the convenience of your office!

saw temperatures even higher, leaving me happy that the Photo Rally started at a decent hour. The route wound through treed neighborhoods and parks, keeping the record turnout as cool as possible on a sultry morning. Unlike the Poker Run in May, Jim and I did NOT win. Somehow, our Car # (the tail end one) didn't make it onto the checkpoint lists so the time monitors had packed up and gone to lunch by the time we passed through. What a great route, though, followed by a pizza buffet with a congenial group of Porsche folk. By the next day, Sunday, at PIR,

OREGON REGION CALENDAR



September

- 12 Audi Track Day
- 12-14 Sunriver Exotic Car Show
- 14 Shelby Club Track Day
- 17 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 21 ORPCA Volunteer Recognition Party
- 21 Autocross @ PIR
- 23 BMW Track Day
- 27 Fun Rally

October

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

November

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

December

- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline

Club
Event

FUN RALLY/REGULARITY

Saturday, September 27th

Registration 10:00 am/ Drivers Meeting 10:45 am
Aloha Thriftway Store (Parking lot near the Dairy Queen)

Cost: \$5.00 per person
(Porsches recommended, but not required)

This will be the last fun/gimmick rally of the season. No experience is necessary. Instructions will be provided prior to first car out.

The object of a "Regularity" rally is to drive a course at your own pace. Checkpoint workers time you while hidden. Once at the midpoint, you run the course in reverse direction. The car that comes closest to its original time is the winner.

E-mail any questions to the rallye committee at early.euro@verizon.net



Club
Event

DINNER MEETING

Wednesday, September 17

Hayden's Lakefront Grill

8187 SW Tualatin Sherwood Rd
Tualatin, OR 97062

Phone: (503) 885-9292

<http://www.haydensgrill.com>

Social Hour: 6pm

Dinner Served: 7pm

A Limited Menu Will Be Offered
(\$15 Or \$20 Choices - Including Tip)

Join our fun group of car enthusiasts on the lake in Tualatin, whether you are an old member or brand new, come and enjoy some good food ... and company!

RSVP by September 12 to Nancy Herron
503-293-6714 or hawaitrips@hotmail.com

BACKFIRE



Like an event or hate it? Got a beef, or some kudos? Tell us what you think. Send your comments to: kateayersis@comcast.net

Goodie Store Goods

JIM AYERS - PORTLAND, OR

I'd like to comment on how nicely the Goodie Store is being handled. I spent three days at the Historic Races out at P.I.R. Two of those I spent a fair bit of time shopping the bargains in the Goodie Store. Liz Green has done a great job of ordering inventory that is good looking as well as affordably priced. I think I blew my clothing allowance for the year in one weekend! Liz told me the Store now has a link from the ORPCA web site so I checked it out. I think a lot of big-time commercial ventures would be envious. Easy to navigate, the site has photos of many of the available products. Not only that, it links to a number of manufacturers, so you can select an item and order it with either a Porsche badge or logo. Well done, Liz!

First-Car Synchronicity

STEPHEN DEMOSTHENES - MOSIER, OR

That was very nice of you to include the picture, and mention of my shop recently (Cabin Fever Tour: Destination Condon, July issue). I really appreciate it, and it was great having you all here. In the same magazine there was the story about Bob Falleur, and his first car, purchased in 1958, and subsequent Porsches. Well, guess what? My first car was the same, 1936 Ford two-door sedan, that I purchased in 1958 also, with many dozen subsequent Porsches. I thought this was a pretty ironic coincidence.



DE Is A State of Mind

RON HARRIS INWR/PCA

I've just finished reading the article "Racing is a Mind Game" regarding what it takes to drive on the track. Very well done. I enjoyed reading it since it obviously came from personal experience!

As someone who has been involved in 5 years of Driver's Education track days and a couple of full-blown race schools ... the lower levels of track time compared with John's racing experience, I couldn't agree more that mental imagery and relaxation will give far better results on the track than some last-minute car tuning ever will. Maybe the article will strike a chord with many D.E. drivers so that they come to each event with both the car and themselves prepared for a day at the track and having an enjoyable experience.

Perhaps you should consider doing a series of articles through the year like this on different topics of driver preparation and performance?

Really a Great Rally

REGGIE GAINES - BEAVERTON, OR

Kudos for the Rallymaster! Earl Green put together a superb "Photo Rally" on July 19th. It was a great event that even my 15-year old daughter enjoyed! She got a real kick out of constantly telling me to "slow down!" Earl did a wonderful job laying out the very scenic course, placing the checkpoints and organizing the lunch. Thanks, Earl, for your efforts in putting on a neat activity.

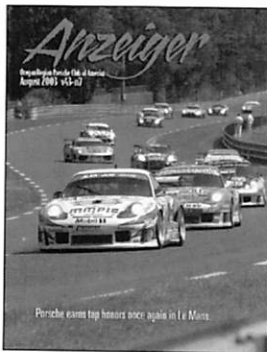
Cool Cover

GARY ELWOOD - EDITOR, PORSCHE SPIEL, PCA/PNWR

Just got the [August] *Anzeiger* in the mail today, Chris. GREAT cover shot! Nice work.

Bet it was a lot of fun being there at the races, too. Keep up the good work.

High praise indeed. PNWR took first place in the 2003 PCA newsletter competition for regions of their size.
Ed.



~ Help Wanted ~

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

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

Call for Nominations

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

Draneas@teleport.com
503.638.0396

CATCH A RIDE!

By Kathleen Ellis

I had participated in Driver Education Day at the track a couple of times in prior years and had been thinking about attending a track day again. The Tri-Club Track Day (Alpha, BMW and Porsche) was scheduled for June 27th this year. At last I had the time and the opportunity to participate.

This year, the BMW Club was host, so I contacted Greg Meythaler, who was in charge of the event, and got signed up. Friday morning dawned bright and early. I hopped into the Porsche and off to the track I went, wondering what the day would bring. When I arrived, I had been assigned a number in the Novice class, which had been split into two groups because of its size. Everyone had their car tech-checked. We then moved to a meeting for all participants. When the first, more advanced group began their initial runs, we Novice drivers attended a sec-

ond meeting. This Drivers meeting was a must — and definitely informative. Items such as flags, passing, etc, were discussed. Once the meeting concluded, we joined our instructors and prepared to go out on the track. I had the good fortune to have Don Clinkinbeard for an instructor!

The first run for me was, I believe, the equivalent of our "Ducks in a Row." My instructor, Don, drove my car, 1979 911 SC, three laps of the track, discussing the line to drive, braking, shifting, corner worker locations and etiquette, etc. This was great, because it gave me a visual of the track before I began to drive it — and there is a lot to assimilate. Then it was my turn to drive. We worked on the line, when to brake and when to shift. Things began to fall into place and it was a matter of practicing the instructions and working to drive the car as smoothly as possible.

Then, to my surprise, Don suggested I ride around the track in his car. This was one super experience and I learned more from it than I would have realized. We traveled around the track in his 944 turbo at warp speed! I was able to observe Don drive his talk, so to speak. When I got back in my car for my next session, it was like a tour in the park after having the experience in his car. It seemed like I had all kinds of time to execute instructions, etc. If you ever have an opportunity, CATCH A RIDE!

I drove three sessions that day and left the track with a smile on my face that probably did not vaporize for days. I had learned a lot, had a super time and visited with lots of great people. I would encourage everyone to go out and experience this fun friendly atmosphere. As for me, I can't wait for my next opportunity!

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

Club
Event

DRIVERS ED/TRACK DAY

at Portland International Raceway

October 3

New
Schedule!



\$100

\$55/second driver

Pre-registration Strongly Encouraged

Required Equipment:

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

Schedule

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

Track Chairman

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

Novice drivers will be assigned an instructor, subject to availability

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

Sunriver Exotic Car Show

September 12-14, 2003

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, registration will be held at the Ron Tonkin Gran Turismo



Motorsports transporter, located in the Sunriver Village Courtyard. Tonkin will be hosting hearty appetizers, with a no-host bar.

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!

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

Coming Events



Rally

Rally offers a unique opportunity for both driver and passenger (navigator) to perform as a team. Each team receives instructions for navigating a predetermined course. Scores are based on how close teams come to reaching these check points "on time." This all takes place on public roads and at relaxing speeds.

Afterwards, prizes are given for accomplishment in various categories. Fun rallies are designed to introduce you to rally in general and help novices understand what more traditional Time-Speed-Distance rallies are all about. Additionally, points will accumulate throughout the year for the TSD rally series and will result in a champion award to be presented at the club holiday party.

Autocross

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

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

Day Tours

Day Tours are scheduled on a number of Saturdays throughout the year. Each time, a different tourmeister will be in charge of selecting a route and providing route instructions for all participants. Tour length depends on the tourmeister, but will not exceed six hours. Lunch stops are at the discretion of the tourmeister. Generally,

tours will either end at lunchtime or some sort of lunch stop will be worked into the route. Day Tours are designed for casual motoring through the selected countryside, giving you a chance for spirited driving on interesting roads. There is no cost for these events.

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.

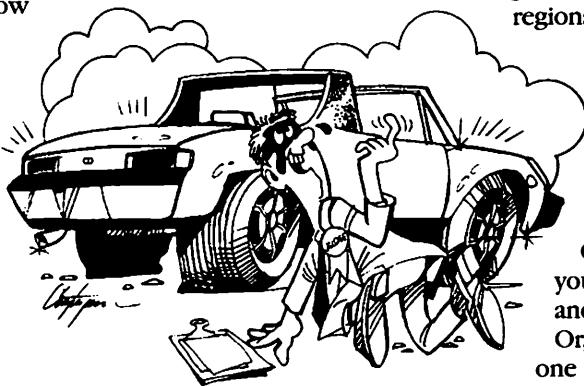
The Sunriver Exotic Car Show is a very popular event, and it is a wonderful way to end the summer driving season. It should definitely be marked on your calendar.

Rainbonnet

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

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

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





Around the Region

By John Draneas

Harry Danberg recently found himself in the midst of a period of unemployment, without any good job prospects, and decided to take advantage of the available time. He finagled to borrow a friend's garage and tools to rebuild the engine in his 1973 911T Targa. Right after he ordered all of the parts, but before he started tearing the car apart, Harry landed a new job as a civilian employee of the Oregon Military Department. He is assigned to the Civil Engineering Squadron at the Portland Air Guard base, and is responsible to help maintain and improve the facility. Fortunately for his friend and his garage, Harry decided that it would take him forever to rebuild the engine while working his new job, so he took the car and parts to

Stuttgart Autotech for a professional assist. One month later, Harry's back on the road, without the blue cloud trailing behind him anymore. He reports no problems with anything, head gaskets included. See, **Clink**, just how easy that can be?

Knowing that it's a tough economy right now, Harry recommends that any of you who find yourselves unexpectedly out of work just order a bunch of Porsche parts, and prosperity will be right around the corner.

Oregon Region Board Member **Chuck West** is an avid autocrosser, and will do just about anything in his pursuit of faster times. Last autocross, Chuck wasn't happy with his first run. He figured out that less weight would make him faster, so he enlisted the help of **Paul Stein** to lighten the 914 by removing the windshield wipers. That didn't do enough

his suggestion before Chuck ran out of timed runs.

Gary Emory and the rest of the gang at **Parts Obsolete** and **Emory Motorsports** are very busy these days caring for Porsche racecars. They now take care of 22 of them on a regular basis, and will be buying a bigger and better transporter so they can haul more of them around. The exciting part is that they are working on the full restoration of a Porsche 906, which will be one of four 906s on the racetrack next year. That will be lots of fun for us to watch, all right.

Recent news is that The Oregonian has re-assigned **Jerry Boone** to a non-racing beat, deciding that all of us can do just fine with total reliance on national wire service reports about auto racing. Take a moment to contact The Oregonian and let them know that we need local coverage of auto racing. The powers that be don't seem to understand that.

Gregg Hodge and I just got back from the International Pinot Noir Celebration in McMinnville. As we were walking into the first morning's wine tasting, the fellow at the door checking nametags spotted Gregg's Porsche T shirt logo, and asked what model Porsche he drove. When Gregg said it was a 928, the fellow got all animated and started talking about his 928. So, what do you think the odds against that chance encounter might have been? And what do you think the 650 pinot noir freaks thought about being kept waiting outside the wine tasting while two 928 freaks talked shop? Personally, I just kept walking like I didn't know either of them or what they were talking about.

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.

Harry Danberg



Gary Emory



Paul Stein

for Chuck, so before his last run, Paul was seen removing the center pad from between the bucket seats and console of the car. **Jim Ayers** was amused by the whole thing, and later suggested to Chuck that he should have had Paul lighten the car more by removing the right front wheel and tire, as it

didn't seem to be touching the ground most of the time anyway. Chuck wasn't terribly amused by the suggestion, and suggested that, if Jim was going to be of any real help, he should have made

Member Profile: Peter & Marianne Calhoun

by the Anzeiger Staff

Anzeiger: since you and your wife are new members of ORPCA, can you give us a little background on the two of you? (Occupations, Hobbies, etc.) Are you transfers from another region?

Marianne and I moved here from San Francisco in October 2002. We were looking to live a more relaxed lifestyle but remain on the West Coast. Marianne is originally from Washington D.C. and I am basically a native of San Francisco having lived in the city most of my 47 years. I was a nonparticipating member of PCA since I purchased my Porsche in December 1998. Marianne is in sales and marketing and I manage a personal portfolio after having managed a small business in the Bay Area and spending seven years in the hospitality industry. In addition to participating in Porsche club events, we love camping, hiking, gardening and fine foods and wines. We are also avid mountain bikers!

Anzeiger: Obviously you enjoy cars. Is your Porsche your first sports car? Your first Porsche? If not, tell us about your history as it relates to cars.



My first "sports" car was a 1973 Alfa Romeo Berlina. The car had lots of personality but little reliability; nevertheless, I had a lot of fun with that little four-banger! Having tired of countless repairs, valve jobs and electrical mishaps, I moved on to Japanese "fun cars," a two-door Acura Integra. Reliable and fun, but no personality or goosebump factor. My twin brother Tom owned a 1985 red 911 Carrera coupe and, after driving it one day, I was hooked. Just had to get one —

and a newer one, too (twin competitive instinct.) After test driving a number of late '80s-era Carreras, I settled on my black 1987 Targa purchased from Hi Tech Automotive on consignment. Its engine had been rebuilt in 1995 with 79,632 miles on it. I purchased the car with 118,370 miles on it and have been enjoying the car ever since. The roads here in Oregon are just great!!

Anzeiger: What activities do you foresee yourselves participating in with ORPCA? Which ones have you participated in so far, and what did you like or what would you suggest as improvements?

The activities we've enjoyed so far with ORPCA are the fun rallies and tours, as well as the great overnight romp to Condon, Oregon, meeting some really fantastic club members. We are sure to do more of these activities as well as perhaps expand our horizons — as time permits. My wife Marianne acts as the navigator at these events and I LISTEN or I would surely get lost! 🚗



ORPCA Autocross 2003

Club
Event

September 21 - PIR Pro Pits

(Cascade Club on track)

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

When: Registration 8:00 am, First Car out at 9:00 am.

Typically finished by 1:00 pm w/4-6 runs each.

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

Cost: \$15/driver + \$6 entry to P.I.R.

Fun Runs \$1/run as interest and time allows.

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

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

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

A Visit to Porsche

By Peter Linsky

Porsche is a very small auto manufacturer ... just 150 new Carreras and Boxsters per day roll out of the factory complex at Zuffenhausen. How small is it? Small enough that the employees' parking lot could almost be mistaken for that at a mid-sized high school.

There's no real provision for visitor parking, even at the museum, and newly-finished cars are crowded together in a scattering of small storage lots until they can be hauled away to distributors. On the other hand, Porsche is large enough to have resisted a potential takeover by any of several larger manufacturers who'd love to bring the little company's brain trust and research expertise under their own roofs.

A long-awaited dream was realized in mid-May when Janice and I finally were able to visit the Porsche complex in the sleepy little suburb north of Stuttgart...and visited the Development Center in Weissach. My wife had hoped to present me with the trip for my birthday (one that ends in a big "0") last year, but unexpected illness put the idea on the shelf until this spring. We began planning in earnest last fall, first going to the Porsche AG website on the Internet to figure out just what events and dates would best fit our schedule.

The Porsche Travel Club offers a surprisingly wide range of activities for enthusiastic owners and ordinary folks who just want to sample the best cars in the world. Whether you want an intense, behind-the-wheel on-track experience, a laid-back guided tour through the Black Forest or the Rhine wine country, overnight stays in medieval or baroque castles or five-star resorts, or something in between, it's all available, and at a very reasonable price.

Our goal was to tour the factory and the Development Center with an English-speaking guide on a Friday...and then take part in an organized tour the following Saturday and Sunday from Stuttgart down to Lake Constance and back, driving a new Carrera. The only time those two offerings coincided this year was the third weekend of May, so I quickly reserved (space is always limited), and as soon as we received confirmation, lined

up two weeks of vacation to bracket that particular weekend.

Jan was able to book some relatively inexpensive airline seats, so the next task was to figure out just what else we wanted to see



Peter and Janice stop for lunch with the Porsche Travel Club.

on our journey. Armed with suggestions from fellow club members (Our thanks to the Clinkinbeards, Colemans, Palmers, Rhoneys, and Jewetts, all of whom generously shared maps, brochures and advice), we began to lay out an itinerary. We would fly into Frankfurt, rent a sedan, and then drive east to explore a section of the so-called Romantic Road (the old Roman trade route that stretches from Austria in the south to Wurzburg, on the Main River, to the north. Jan wanted to visit the ancient but well-preserved walled fortress town of Rothenburg, so we thought we could spend most of a week doing that, then drop in at Porsche for the weekend, and then drive through the Black Forest to the Rhine Valley and its famed vineyards before heading back to Frankfurt and our flight home.

However, as Janice began making hotel reservations, she discovered that room



Bronze bust of Ferdinand Porsche

rates in the Frankfurt area were sky-high the particular week we planned to visit...but dropped sharply the week following. Apparently a major trade show had all the hotels boosting rates that first week. Well, that's a no-brainer. We decided to flip our schedules and travel to the Rhine area first, then over to the Romantic Road the second week to wind up in Frankfurt when it was more affordable. We then booked rooms in all the towns we wanted to stay in, and sat down to research details.

Then we encountered another glitch: Porsche advised us that because the factory would be closed on the particular Friday we'd selected, the tour was not available, and we'd have to reschedule. After a frantic exchange of e-mails, it was arranged that we could still visit Weissach on Friday, but the Werks visit would be delayed until the following Tuesday morning. We had enough flexibility to make that work, and in the end it turned out for the best, as you'll see.

We flew to Frankfurt via Detroit, picked up our rental, and headed south to see Heidelberg and then Baden-Baden; then drove east and then north to the Stuttgart area for our visit to Porsche. We rolled into Ludwigsburg Thursday afternoon and, after checking into our hotel and having supper, drove out to find Porsche's marketing center at Tamm, where we were to show up the next morning.

Friday found us gathering at the marketing complex to meet our guides and the rest of the tour group. We were the only Americans participating and, despite being advertised as an English-language

tour, we were the only two speaking English as our first language. Our German guides, Liz and Stephan, both spoke good English, but things improved when we met James Ma, a Chinese police administrator from Hong Kong. He spoke perfect British English and was a delightful gentleman, a long-time Porsche enthusiast hoping to someday become an owner. He was in Germany to lecture at an international police anti-terrorism conference, and arranged two weeks of vacation afterward to take the factory tour. He had rented a Carrera through an independent agency and intended to drive in a German Porsche club Driver's Ed weekend at the Hockenheimring. Our kinda guy!

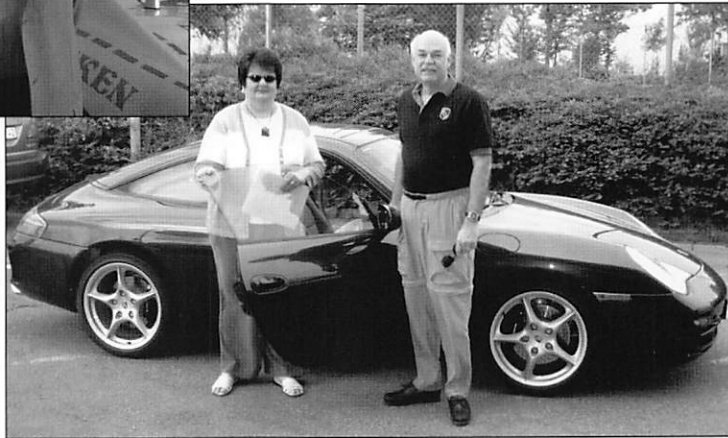
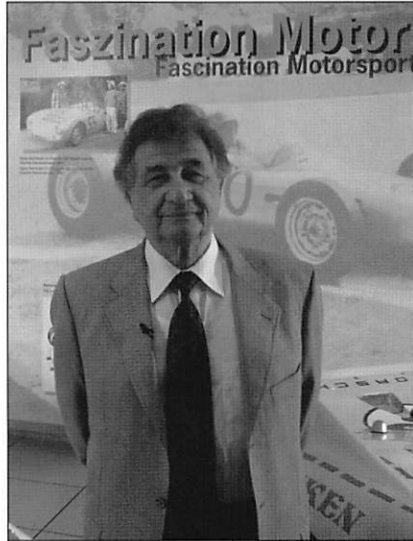
Because of the late change in the factory tour schedule, only James and ourselves would be able to stick around for the Tuesday visit. The rest of the group comprised German insurance company executives, led by a relative of a Porsche employee.

Then a pleasant surprise: Instead of busing the group out to Weissach, as is the usual arrangement, we would all drive out in new Carreras! Sounded good to us! After introductions and signing car rental papers, we were off, with Liz leading the way and Stephan driving the sweep car. Weissach is only 25 kilometers from Zuffenhausen, and half that distance from Ludwigsburg...a normal 15-minute drive. However, Liz led us on a merry chase through the countryside that took over two hours. Boy, that was a fun way to begin the day!

Parking at Weissach, we found several modern office buildings flanked by some plain, business-like structures and another new building going up. Stephan told us that the facility is under almost constant expansion due to the growing number of outside contracts that generate so much of Porsche's income. We were led inside the administrative center and picked up our ID badges. Anyone carrying a camera was asked to leave it in their car, as photography is prohibited. Next, upstairs for an orientation talk and lunch hosted by R and D director Dr. Wolfgang Durheimer, who chatted amiably with the group in German and English. He then led a PowerPoint presentation in German - since our group was predominantly

German - with Stephan trying to simultaneously translate his comments to James and myself. Durheimer told us that the Cayenne is off to a great start, and that the entire run of new Carrera GTs is spoken for, even at an astronomical 350 large per example. We got the bulk of the information, but I'm sure we missed much of the informal chatter that can be so informative.

From lunch, we were escorted to the Engine Testing lab, which has 36 separate dynamometer cells. They showed us a variety of water-cooled 3.8 Carrera flat-sixes and 4.5 Cayenne V8s, either running or in various stages of assembly or disassembly. The lab supervisor, again speaking in German with Stephan



Top: Hans Hermann. Above: Janice and Peter collect the Cabriolet 'rental' of their dreams.

translating, discussed the various testing programs, aimed at improving not just power, but reducing emissions and improving fuel consumption. The lab operates 24/7, as engineers gather data and make changes. They are very proud that engines for the California market emit exhaust that's actually cleaner than the ambient air!

Next stop was the wind tunnel. We were kept waiting outside while employees hustled an unidentified prototype vehicle out of the test chamber and under a cover...perhaps the upcoming 997? The wind turbine is one of the largest of its type in Europe, with a 27-foot diameter turbine capable of simulating 300-mile-an-hour speeds. Most of the work is done with 1/8-scale miniatures, so the real wind speeds are not that extreme.

Outside into the sunshine, and it was time for a short minibus ride to the test track, where we could already hear a car

being wrung out. The track is fairly short, 2.5 kilometers, or 1.5 miles, with lots of tight twisties and only a couple of very short straights. As we arrived, James got a glimpse of a CGT heading off to an adjacent garage, but we were not allowed to look more closely.

We were offered rides in two cars; a new Guards Red Turbo and a Boxster S. I was a bit surprised that they didn't provide a Cayenne. I eyeballed my wrist-watch as other guests took their laps...the 930 gets it done in about 40 seconds from a standing start. Janice watched a couple of guests stagger out of their car on rubbery legs and decided she'd forego the privilege. My turn; I slipped into the Turbo next to factory driver Heinz Reinhard and buckled up. The P-Zero Pirellis were already hot and he didn't mess around, accelerating hard, liberally using the FIA curbs to help launch us into the next section, feet dancing on the pedals. G-forces are brutal. A racing harness would allow

more comfort, but there was nothing to do but hang on and grin. The all-wheel drive simply let Heinz point the car and nail the gas, and it tracked around with no drama. Yellow calipers say ceramic brake option, and they're very impressive. Reinhard finessed the brakes so the tires won't lock up. One fast lap and then back into the

"pit" space to jump out and catch my breath. A few minutes later, I popped into the right seat of the red Boxster S next to Uli Ricker. The car was a Tiptronic on Michelin Pilots and was much more playful. It loves to be tossed and caught, so we were sideways a lot. That's usually not the quickest way around a corner, but it was fun to watch Uli feed in opposite lock and rotate us through a tight 180, steering with the throttle as the tires howled in protest. The staff says the cars need new rubber every 40 to 50 laps.

Back to the Admin building, where we returned our badge holders, climbed into our cars, and headed back down the hill to Ludwigsburg, much more sedately this time. Since Porsche does not hand out free samples of its main product, I picked up a shard of stone from the walkway as a souvenir.

To be continued...

CART 2003: Viva Mexico!

By Sue Hodge • Photos by Chris Greenwood

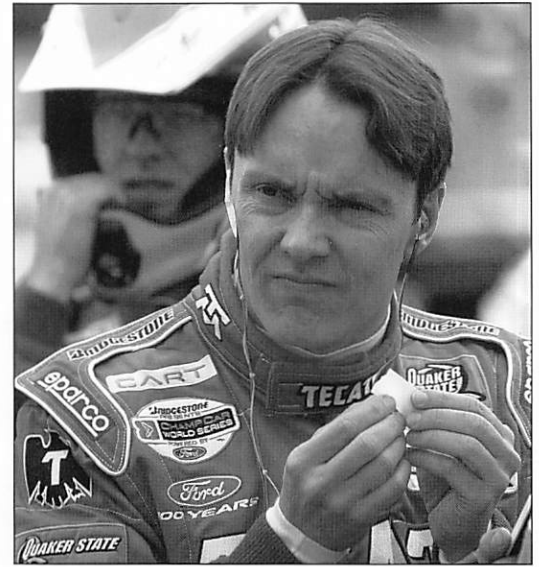
Another CART weekend is done and it delivered the expected “goods” again. There is always the international flavor; however, each year the focus seems to be different, depending on the roster. There are the politics, both local and global. This is a distinct kind of race action that is unlike Formula 1 and certainly unlike SCCA racing, but somewhere in between. There is “celebrity” (both real and imagined). And, on that note, there is people-watching like you don’t often get the opportunity to do here in Portland.

This year the focus was on Mexico, and the push was to attract the Hispanic population in this area and in Mexico (with Portland as a vacation destination and the race as the draw.) There were 4 drivers from Mexico out of 17 this year. With the very recent direct connection by the airlines from Portland to places like Mexico City, our local Hispanic Chamber of Commerce and El Hispanic newspaper



were going all out to promote the race. And it seemed to be working. There was a lot more Spanish being spoken in the crowd by folks likely from places south and east of here. I was not aware that CART was huge in Mexico. According to a spokesperson for the Hispanic Chamber, the drivers are practically god-like in the eyes of the Mexican population!

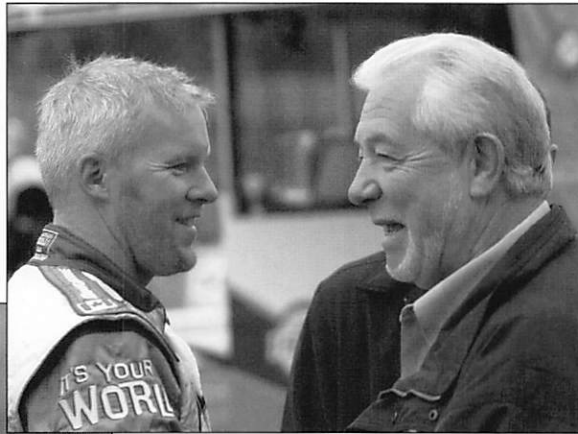
Locally, there was a lot of press time being devoted to the race and the Hispanic connection, but the probable



motivation was the enormous dollar figure this race brings to the city. I have heard figures like \$12,000,000 mentioned. No wonder the press loves this event. The other side of the coin, the Rose Cup races (which are local and affiliated with the Rose Festival) has garnered no mention in the paper – save final results days later — or on TV about the race in years. The National and International press cover the CART race in 150 countries and 19 different languages, and every team brings in a lot of people and their money.

Unfortunately, the CART association has been suffering financially for several years, to the extent that the future of the organization itself is in very real jeopardy. Chris Pook took over the helm in 2001 and has made some sweeping changes ostensibly to save money. New teams, returning drivers and team sponsors that are still a part of the series

continued on page 19



Top, right: Adrian Fernandez minutes before the start of the race.

Above: Bad boy Paul Tracy and CART CEO Chris Pook exchange pleasantries glancingly after the Sunday warm-up session.

Left: Tecate spice.

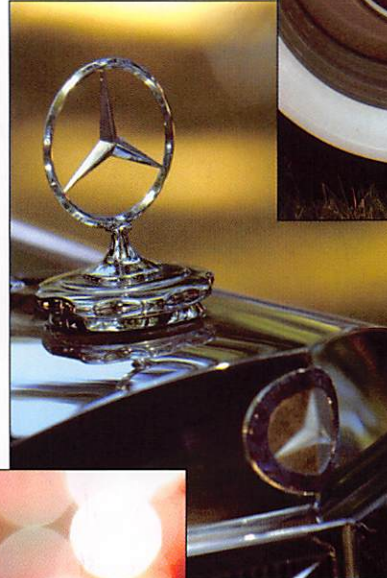
Below: Michel Jourdain, Jr. led the race for many laps, always pulling away from Tracy.



A Concours by Which to Judge

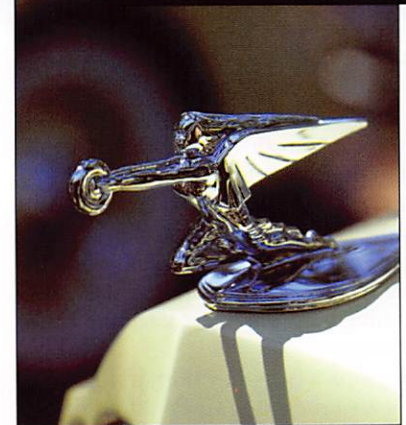
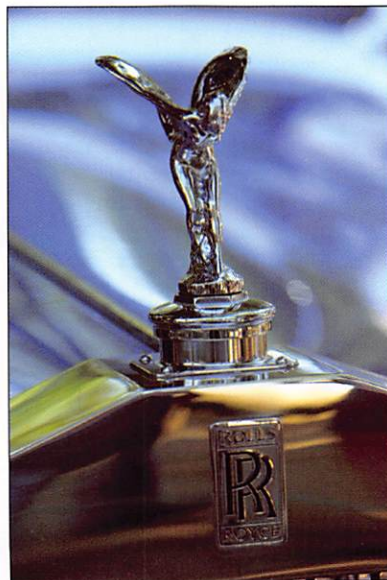
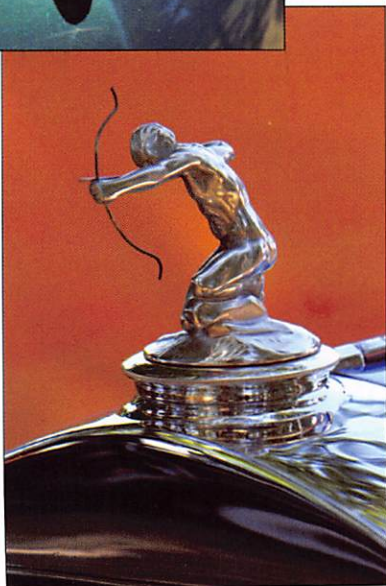
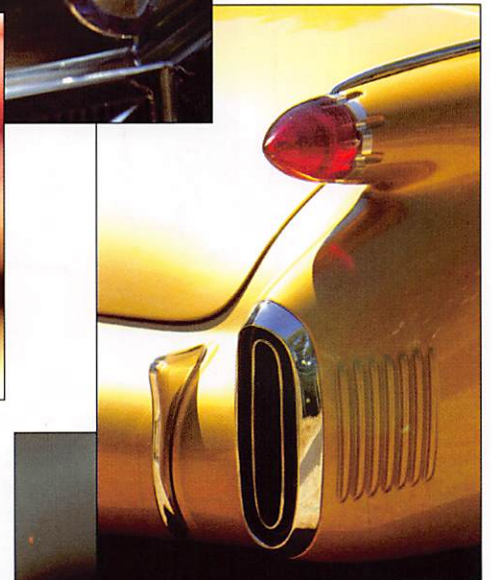
Photos by Chris Greenwood

If there was ever a place to compare what you have against what other people have, the Forest Grove Concours d'Élégance is certainly the place to do it. You will see things you have never seen before and you will see things you remember from your youth. You will see perfect expressions of design and restorations of cars previously thought unworthy. The range is from the grotesque to the sublime. It is a satisfying appreciation of automobilia which always manages to attract vehicles that make you feel better for



having seen them. Porsche club members Kathleen & Bob Ellis took third place in class with their 1979 911 SC. Jeff and Jeannie Gretz also placed well with their Desoto Pace Car.

Join us next year for a picnic under the oak trees.

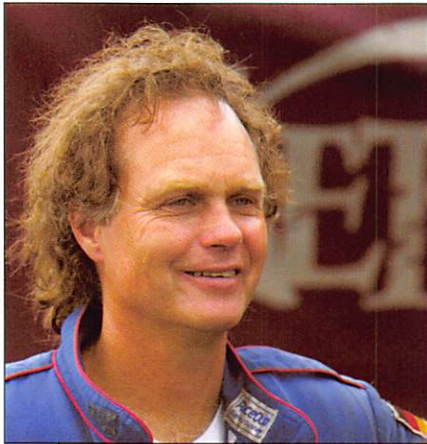


Baxter Historic Races "Outlaw" Connection

By Sue Hodge • Photos by Chris Greenwood

This year, I was anxious to cover the Portland Historic Races again and our esteemed editor said OK. As some of you know, the Emorys of Parts Obsolete and Emory Motorsports are the family who do such wonderful restoration work on the old Porsche 356s. They also have a group who regularly races in events up and down the west coast. That, in a nutshell, is what I knew about this family, and had me wanting to meet them. They're great people.

I was introduced to Gary on Saturday, who is now the "patriarch" of the operation. Something tells me he would choose a different way to describe himself. He is a very down-to-earth guy. Gary had only a few minutes to talk. He told me that they do 8 track days a year, and then there are the races, of course. The weekend before the Historics in



Portland they were in Seattle with 14 cars. This weekend they had 11 cars under the Parts Obsolete awning. Race fans will appreciate their current project, which is to get four 906s ready by next season. They are also working on a 356 and a 911 - a pretty ambitious undertaking since each car has to be built between all the events they participate in during the year.

Bob Falleur introduced me to Gary, and Bob mentioned a rather interesting service that these guys provide that I thought I would like to find out more about. It's the "arrive and drive" car. Racecars, no less. This was intriguing, and I told Gary I would come back on Sunday to find out more.

Sunday was a busy day with a number of their cars entered in three different race classes. I happened to catch Rod (Gary's son) for a few minutes just before lunch. Here, also, is a great guy - just wants to have any opportunity to talk

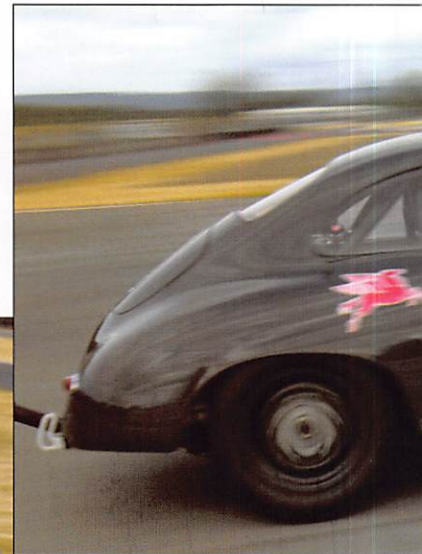
about what he and the family love to do, which is build, restore and race these beautiful vintage autos. Rod



Above: Zane Emory welcomes his dad back to the pits after his race, shortened by a mechanical problem.

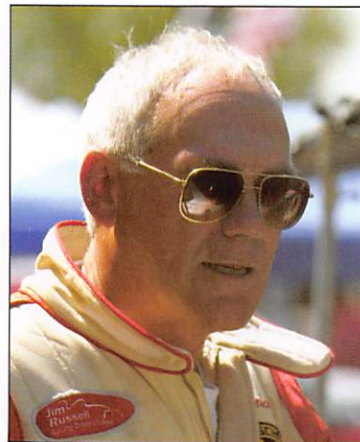
Left, below: Cameron Healy, a long-time Porsche aficionado, races two cars in the same event, a 356 Speedster and this Porsche-powered Cooper (Pooper).

Bottom: Dann Boeschen of St. Helena, CA, drives an Emory Motorsports-prepared 1956 Porsche Speedster.



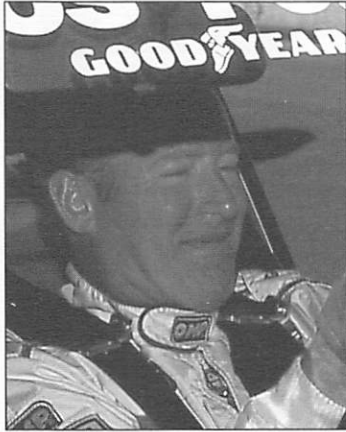
school and get your license. There is a school in the spring up in Seattle with an excellent instructor, Rod says.

explained the racecar rental program to me. This program is not unique, but may be unique for vintage racecars, he said. Here's how it works: If you're interested in racing but want to "try it out" first, go to one of the track days and rent a racecar. This doesn't come cheap, as you can imagine. Daily rental and service support will run you \$750. When you make the decision that you're done being a wannabe and you're ready to become a competitive racer, you have to go to



When you have your license, the fee provides you with a car that is ready to go and the mechanical service support as well as your meals and a nice place to hang out during race day. Entry fees are on your own. If you like it a lot, you can buy the car from the Emorys. Two 911s were sold to

Hurley Haywood



Career Achievements:

- Two-time IMSA GT Champion
- 1988 SCCA TransAm Champion
- 1991 SuperCar Champion
- 1992 Runner-up SuperCar Champion
- Five-time winner of the 24 Hours of Daytona
- Most road racing victories at Daytona International Speedway
- Three-time winner of the 24 Hours of Le Mans
- 18 Indy Car starts
- Fastest Indy Rookie, 1981
- First driver to win 24 Hours of Daytona and 24 Hours of Le Mans in the same year
- Only driver to repeat as winner of 24 Hours of Daytona and 24 Hours of Le Mans in the same year
- Two-time winner of the 12 Hours of Sebring
- All-time winner of Endurance Classics: 10 wins at Daytona, Le Mans and Sebring
- Three-time Norelco Cup winner
- Four-time IROC participant
- Top active IMSA points leader
- 1994 North American GT Endurance Champion
- Inducted into The Florida Sports Hall of Fame, 1992

2003 RAINBONNET OREGON REGION PORSCHE CLUB

Featuring renowned
race car driver

Hurley Haywood!

November 7, 8, 9

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

Featuring legendary Porsche race car driver
Hurley Haywood!

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RAINBONNET

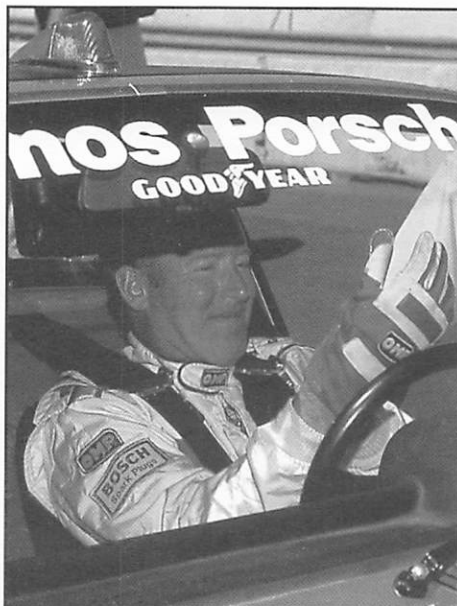
Featuring renowned Porsche race car driver **Hurley Haywood!**

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

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

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

Brumos Racing web site



Technical Speakers

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

* From the PCA National Technical Committee

Expert information.
Almost any question
can be answered.



Schedule

Friday, November 7 at the Monarch

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

Saturday, November 8 at the Monarch

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

Sunday, November 9 at Portland International Raceway

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

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

Cost

\$135 per person

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

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

Accommodations

Monarch Hotel

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

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

A Special Thanks to our Sponsors:

HOOSIER RACING TIRES • DUCK DELIVERY • GUY'S INTERIORS RESTORATIONS • MARQUE MOTORS • MOTOR SPORTS INTERNATIONAL • A-n-T Tire & Wheel • Steve Austin's Automobilia • Auto Week • Carrera Motors • Derek Daly Driving School • Greenwood Marketing • Park Place Ltd & Exotic Car Rental • Parts Obsolete • Performance Products • PRO DRIVE Racing School • Sports Car Magazine • T

VET 2003

Limited Space Available - 30 cars only

Cars MUST BE REMOVED from concours area Saturday night.

R A I N B O N N E T CONCOURS

Porsches may be entered in any of the following Divisions:

1. **Traditional.** This Division is intended for serious competitors. The judging will be of the intensive, Parade-style.
2. **Daily Driver.** Are Porsches that are regularly driven more than 7,000 miles per year for the life of the car.
3. **Pleasure Driver.** Are Porsches that are driven less than 7,000 miles per year.
4. **Special Interest.** Are Porsches that differ substantially from stock production cars, such as race cars and modified cars.
5. **Display only.** Show and shine only, subject to space availability.



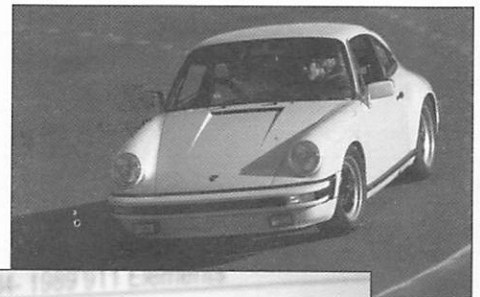
DE/Track Day

For a lucky few of you, our special guest speaker and Porsche driver extraordinaire Hurley Haywood will provide advanced driver training during the Driver's Education & Track Day at PIR. For several qualified drivers, Mr. Haywood will help you progress to the next level of your driving skill in your very own car. The cost is \$225 and prequalification is intermediate to advanced track-driving skill. Call Don Clinkinbeard at 503.356.1764 for details.

For a few more of you, Hurley will offer "Fun Rides" in a brand new 911 provided by Sunset Imports. The cost is \$30 for 6-7 thrilling laps with a professional race car driver. Can you even imagine?

Driver Skills Clinic

The popular Skills Clinic will be offered again this year to the first 24 registrants who sign up for it. It consists of 3 general exercises: Skid Pad, Threshold Braking, and Slalom Driving. ORPCA will provide instructors to help you understand what is happening with your car as you move through the skills sessions. During lunch we will have the parade laps for non-Drivers-Education participants. After lunch there will be an autocross to help you practice the new-found skills you gained or tuned up. This is a timed competition driving event through a course defined by traffic cones. The cost for these are included in the Full Registration.



RAINBONNET 2003 REGISTRATION

Entrant

Last Name	First Name	Initial
Address		
City	State	Zip
Daytime Phone	Evening Phone	
Region	Membership #	Exp. Date
Nametag should read		
Current National or Regional office (if any)		
Number of Rainbonnets attended (including this one)		

Porsche to be Entered

Model	Year	Body Style	Color	Engine Disp.
License Plate	State			

Co-Entrant

Last Name	First Name	Initial
Address		
City	State	Zip
Daytime Phone	Evening Phone	
Region	Membership #	Exp. Date
Nametag should read		
Current National or Regional office (if any)		
Trailer Parking? <input type="checkbox"/> Yes <input type="checkbox"/> No		

Porsche to be Entered

Model	Year	Body Style	Color	Engine Disp.
License Plate	State			

Competitive & Social Events Please check the appropriate boxes	Event	Entrant	Co-Entrant	Concours Division <input type="checkbox"/> Special Interest <input type="checkbox"/> Pleasure Driver <input type="checkbox"/> Daily Driver <input type="checkbox"/> Display Only <input type="checkbox"/> Traditional → <input type="checkbox"/> Top only or <input type="checkbox"/> Full
	Tech Sessions	<input type="checkbox"/>	<input type="checkbox"/>	
	Tech Quiz	<input type="checkbox"/>	<input type="checkbox"/>	
	DE/Track Day	<input type="checkbox"/>	<input type="checkbox"/>	
	Driver Skills Clinic	<input type="checkbox"/>	<input type="checkbox"/>	
	Autocross	<input type="checkbox"/>	<input type="checkbox"/>	
	Concours	<input type="checkbox"/>	<input type="checkbox"/>	

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FULL REGISTRATION - Includes all four meals, tech sessions & track day (indicate entree selection below)		\$135.00	
Welcome Party Meal only (buffet)		\$18.00	
Ladies Portland Tour (not included in Full Registration)		\$40.00	
Saturday Luncheon Meal only (buffet)		\$20.00	
Awards Banquet Meal only (buffet dinner)		\$38.00	
Tech Sessions only		\$40.00	
Tech Sessions & Luncheon only		\$50.00	
Track Day only		\$100.00	
Track Luncheon only (Monarch Catering)		\$15.00	
Autocross only (per driver)		\$25.00	
		Total:	

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Signature _____

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Cancellation Policy: Cancellations received by October 20, 2003 will receive a full refund. No refunds will be made for cancellations received after October 20, 2003.

the drivers that had been renting them last year.

One of the impressions I was left with after chatting with these two on the Historic Race weekend was the family atmosphere and just general camaraderie under their tent. Rod has two kids. His oldest, Zane, is 5 and Rod says he is already racing go-karts. He explained that Zane had to wait until he was 5 to do it — rules, you know. Gary told me he has been in the business for 43 years. His father, Neil, was in the business before. There is a lot to tell about this family. I haven't done the story justice, but check out their website at www.partsobsolete.com for a good article that chronicles the family history, and for more information on the "arrive and drive" program, as well. 🚗

The 27th Annual Historic Races

By Don Stroum Sr.

Once again, great weather and great cars came together at Portland International Raceway, providing a terrific weekend for us excessive compulsive motorheads. The featured cars this year were 2.5-Liter Trans-Am Racers and Historic Stock cars. When I think of Trans-Am, I visualize Camaros, Mustangs and Javelins. Obviously, these are

in the Festival curves at the same time, but the only injuries were to the cars — and the egos.

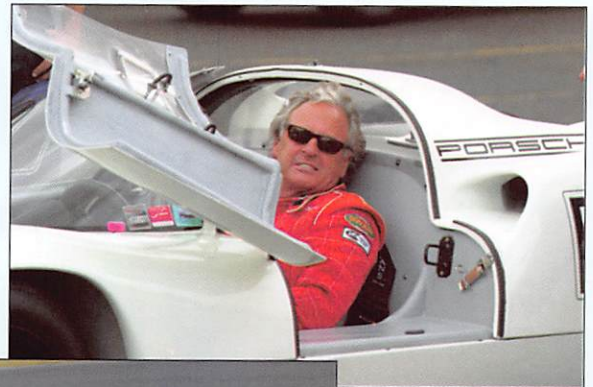


Above: Paul Gaudio of Portland, OR drives an Emory Motorsports-prepared 1959 coupe. After a morning practice session, he describes the handling to his dad.

more than 2.5 liters so I was surprised to see a gaggle of Alfas, BMW 2002s, Datsun 510s, a Mazda, and even a '71 Ford Capri. I remember these cars from my youth but I had forgotten how fast and well handling these cars are. These cars hadn't been at PIR since 1972 and, at that time, John Norman's 1971 Alfa Romeo GTV held the track record, not only at Portland but also Laguna Seca, Riverside and several other tracks. It was great to see this car back in competition. There were two beautiful Porsches in the exhibition class. A '67 910 (below) owned by Mike Malone from Seattle and a '74 RSR (top) owned by Larry Grove from Bandon. The sports car classes pro-

Our Corral again produced a variety of stunning Porsches from all over the Northwest. It never ceases to amaze me that Porsches are unique in their ability to evoke a passion in their owners that seems to make the car a family member, not mere transportation like lesser rides. Everyone who desired was able to drive the track during lunchtime parade laps.

My apologies for parking my Cobra in the Corral but it was its first foray to the track and I just couldn't park it out of



sight without suffering a nervous breakdown. Porsche ownership certainly has its differences from Cobra ownership. Pre-Cobra, my wife assumed that, when I was not home, I

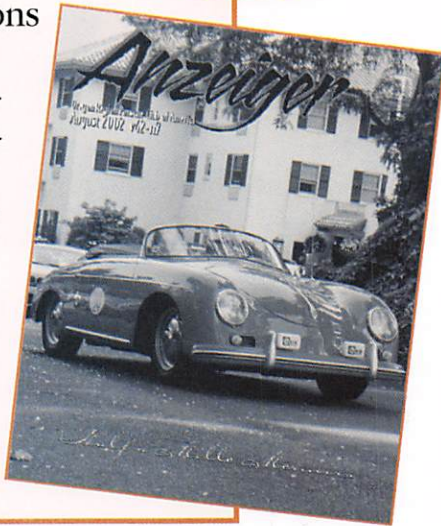
duced numerous 356s, 911s and 912s, any of which can park in my garage any time they want. There were several off-track excursions, and several open-wheel cars decided to occupy the same space

was out enjoying the Boxster driving experience. When she now finds the house vacant, she assumes I am at the Auto Parts store again testing the credit

continued on page 27

Anzeiger earned a Bronze Medal in the 2002 Newsletter Competition, announced at this year's PCA Parade in Tampa, Florida.

Congratulations to all of you who have contributed generously to the success of our publication. Please accept our sincere thanks and keep up the good work!



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Viva Mexico!

continued from page 14

seem to be happy with the changes. At the same time, last year began the exodus of major teams like Marlboro and Penske, and names like Andretti, Brack, Franchitti, and de Ferran to other series - mainly the IRL - that are much more financially stable.

Back to the situation today, the diehard crowd at this year's race cheered loudly when it was announced over the loud-speaker at one point that CART had signed a document of commitment to return to Portland for three more years. It may be a moot point if the organization cannot overcome its financial woes...

The race action this year had its own twist. Friday qualifying put Michel Jourdain at the pole for Saturday but Paul Tracy, who has never done better than 17th place in Portland, had the fastest time and the pole going into the big race on Sunday. Adrian Fernandez started in the third position. From the beginning it was clear that these three were out for blood. There was a record four false starts to the race - at least two due to Fernandez jumping the gun. In the first lap, Jourdain jumped in front of Tracy and held first




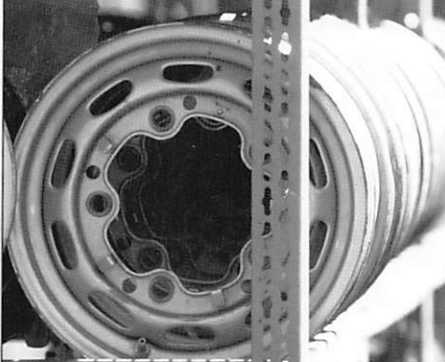


Adrian Fernandez' bike is nearly as cool as his car.

position through 40 laps. On lap 44, Tracy was the first out of the mandatory pit stop and took back the lead. But the very next lap there was contact between Tracy and Jourdain (on the other side of the track, of course), which eventually allowed Fernandez to take over the lead.

He was lap leader from lap 86 'til the end. You have to love it. He was the hardest working racer there that day, being a fairly new team owner. And he won.

Then there is the spectacle of it all. This race brings out the exotic people that are part of the entourage for the international teams. They are beautiful people, and they're fun to look at. The racers themselves are a group that is almost as diverse as their fans. Some are very down to earth and accessible, and others carry themselves as though they believe they are god-like too. This year, there were the "Tecate girls," as well, available for photos with all the drooling guys with enough courage to step up.

And the groupies always turn out. They walk the outside of the track - in heels, no less - and either dressed to the nines or dressed down to leave nothing to the imagination. It's all part of the show: the politics, the race, the people. And I have to come back every year. It's entertainment at its best. ☺

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Colossal Autocross

By Chuck West

A hot time was had by all, literally and figuratively, at the latest ORPCA autocross held in the south paddock area at PIR. 52 drivers, the largest field in recent history, came out to drive on what turned out to be one of the warmest days of the year.



Ed LaPlante and his wife Donna, both active competitors in the SCCA's Solo II autocross series, volunteered to lay out a course that was both fun and challenging. In the first run group, Curtis Eames, driving a Boxster, set the pace, and never looked back, with his best lap being over a second faster than any other competitor. Dennis Cornforth, making some outstanding runs in a 1965 Cobra, was second overall. Who says big iron can't handle? The Neary family was out in force, as usual, with Kevin leading the pack in his 2002 Twin Turbo. Sean and Tim are going to have to push a lot harder if they want to catch their dad. Don and Judy Thompson, driving their E36 M3, came to practice for the up and coming Solo II events in Seattle, and looked good. Ask me why they weren't driving their beautiful E46.

The Hall family is back from a two-year hiatus and everyone better look out. Nicole, Danielle, and their father Gus drove the wheels off of a 1972 914 1.7, and all finished within one second of each other. Sharon drove her 1983 Cab aggressively, but the rest of the family stayed out in front. My son-in-law, Joel Siegersma, has seen the light and is now driving my old beater 911. I wonder where his wife is? Give him a few more events and he'll

be faster than me — if he can afford the tires.

JP Stein and I managed to keep the 914/6 pointed in the right direction for the most part, and I managed not to DNEWOW! JP has done a great job of tuning both the engine and the suspension. This week he tuned the suspension for oversteer, and for a moment I thought I was driving the Green Weapon. Steering with the throttle is soooo much fun!

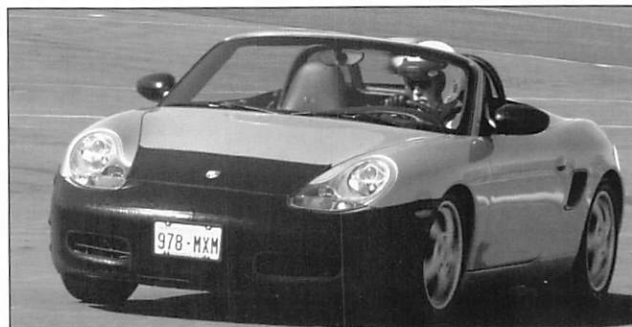
The number of women that are attending our events is increasing, and I'm glad to see it. Look at Pam Eames' times if you have any questions about their competitive nature.

Our autocross is growing and the club is getting a reputation for putting on a good, competitive event that's a bit more relaxed than the SCCA program. We had folks from Montana and the Seattle area who came to drive, as well as a number of non-club members that heard about us and wanted to see what autocross is all about. We are gratified and hope the trend continues. 🌀

Above: Danielle and Nicole Hall.

Below: Dennis Cornforth

Bottom: Bob Grasso



Judy Thompson

ORPCA - Event: 'autox #3 Pir S. Pits' 07/20/2003 - Overall Results

Pos	Class	#	Name	Car	Best Time
1m	3,5l	94	Curtis Eames	2001 Boxster	55.880
2	9,9l	265	Dennis Cornforth	1965 Cobra	57.057
3m	Lady	194	Pam Eames	2001 Boxster	57.159
4m	3,5l	14	Chuck West	1974 914-6	57.176
5m	9,9l	47	Kevin Neary	2002 996 Turbo	58.396
6m	3,5l	4	Paul Stein	1974 914-6	58.484
7m	3,5l	54	Doug Barrett	2001 Boxster S	58.589
8	2,5l	95	Brian Clemons	1993 Miata	58.629
9m	3,5l	2	Joel Siegersma	1966 911	58.849
10	3,5l	78	Donald Thompson	1996 Bmw M3	59.042
11	9,9l	13	Ed Laplante	1995 Camaro	59.680
12	Lady	113	Donna Laplante	1995 Camaro	59.777
13	3,5l	70	James Paulson	2004 Wrx Sti	60.526
14m	9,9l	165	Rick Moore	1965 Cobra	61.022
15m	2,5l	76	Chris Reale	1973 914	61.139
16	3,5l	72	Brian Doyle	1997 Eclipse	61.300
17m	4,5l	23	Steve Gernmany	2002 996 Cab	61.421
18	2,5l	69	Alex Kniess	2001 Integra R	61.775
19m	Lady	40	Nicole Hall	1983 911	61.917
20m	2,5l	41	Gus Hall	1972 914	61.986
21m	4,5l	28	Tim Larsen	1997 C2s	62.130
22m	3,5l	1	Dave Nance	1985 911 Cab	62.227
23	3,5l	74	Joe Stein	914-6	62.789
24m	Lady	42	Danielle Hall	1972 914	62.822
25	9,9l	81	John Joast	2002 Corvette Z06	62.901
26	2,5l	75	David Gaab	1989 Bmw 325	62.941
27m	3,5l	66	Cary Kutter	911 Rs Replica	62.989
28m	3,5l	68	Tony Calvert	1988 911	63.688
29	2,5l	728	Bob Kivisto	1980 Rx7	63.690
30m	4,5l	49	Sean Neary	2001 C4	63.710
31m	3,5l	61	Eric Freedle	1986 911	63.765
32	Lady	87	Judy Thompson	1996 M3	64.078
33m	2,5l	20	Bill Maitland	1973 914	64.278
34m	4,5l	48	Tim Neary	2001 C4	64.419
35m	3,5l	8	Bob Schatz	1977 911s	64.464
36m	3,5l	43	Chuck Jarvie	1994 968	64.802
37m	3,5l	60	Bob Grasso	2000 Boxster	65.621
38m	3,5l	63	Bart Locanthi	944 Turbo	66.011
39m	3,5l	62	Ron Pihulak	1986 911	66.235
40m	3,5l	50	Nathan Grimes	1988 911	66.415
41	3,5l	80	Larry Kniess	2001 Bmw M3	66.815
42m	2,5l	17	Harry Danberg	1973 911 Targa	67.991
43m	Lady	39	Sharon Hall	1983 911	68.292
44m	2,5l	79	Larry Bruton	2002 Mini S	68.523
45m	2,5l	56	Bruce Allert	1973 914	68.594
46m	3,5l	67	Ray Gauthier	968	69.248
47m	2,5l	34	Jim Chambers	1974 914	69.691
48	2,5l	65	Tony Koach	Bmw 2002	69.947
49m	3,5l	36	Jim Ayers	1977 911s	71.868
50m	Lady	64	Jenny Locanthi	944 Turbo	72.452
51	3,5l	77	Won Lee	2001 Bmw M3	73.499
52	9,9l	73	Norm Anderson	1972 240z V-8	74.402
53m	3,5l	82	Jonny Schwatz	1982 911	74.700

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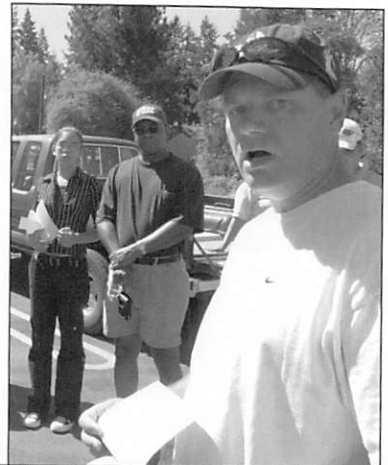
By Earl Green

The turnout and enthusiasm at the photo instruction rally was incredible! We had thirty-two participants and, judging by the smiles, laughter and roar of the crowd, everyone had a great time. Jim and Nancy Neidhart won the event, posting the lowest score being closest to the average time.

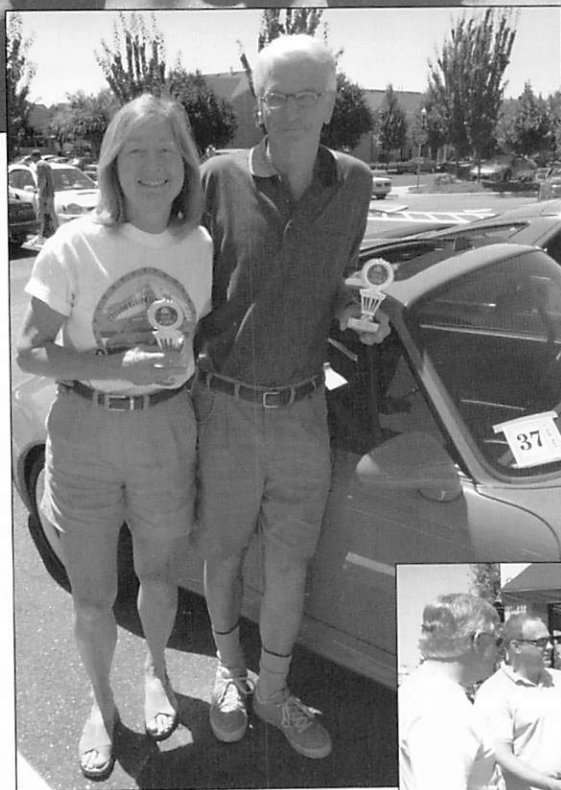
The rally ran through some of the roads I frequently drove when I was a kid. It started in Raleigh Hills, ran up to Council Crest, over to the Zoo, through Washington Park, the Hoyt Arboretum, up on Skyline Blvd, wrapping down Thompson Rd., Laidlaw, Kaiser and ending at Godfathers Pizza on Bethany Blvd. Running Porsches in the west hills today is a lot different than it was pushing a Triumph TR-4 through those turns twenty five years ago. I was trying to recapture and share an old thrill and I think it got pretty close, even considering the speed bumps, cyclists, blind corners and new mail boxes in those hills today.

I came up with the idea for a photo rally several months ago from a link on the Internet. It seemed simple enough. It would be a gimmick rally with the instructions being photographs of intersections and sites along the way. I didn't know how I would get those pictures until I got out there with my trusty digital camera. I couldn't just park in an intersection and take a picture. I had to park a block or two away, walk to the intersection, take three or four pictures, walk back to the car, climb in and do it again at the next traffic control device. That was one long, exhausting day. I downloaded 180 pictures and sorted out 45 that would be used as instructions. The pictures were confusing by themselves so a written instruction of what to do was provided below each image. Liz, my wife, printed the instructions from her Tektronix phaser color printer, so the images were crisp and picture perfect.

The final rally of the season is this month. It is going to be a regularity rally running up and around Bald Peak. This



Earl Green



Above: A record-sized group turns out for the Photo Fun Rally.

Left: Jim & Nancy Neidhart take top honors, in part, by getting a little lost on the route. It worked to their advantage.

Below: Some discussion about the route afterward by those who finished ahead of the others.

format is a lot of fun. Driver and navigator run a set course at their own pace while being timed at hidden checkpoints. We break for a picnic lunch, then run the course again. The team that comes closest to its original time wins. We should have another great turnout for this event. The rally program is really taking off! ☺



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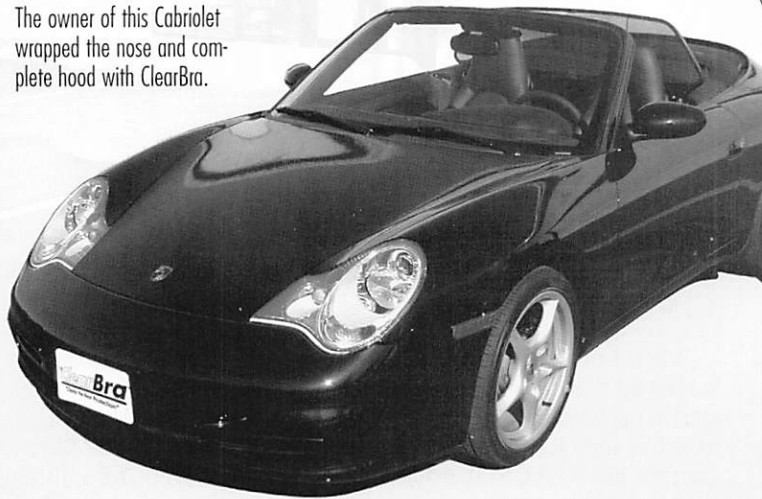
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1973 1/2 911T CIS Fuel Filter Update

By Harry Danberg

Recently, I decided to replace the fuel filter in my 1973 1/2 911T Porsche. As you may know, this is the first Porsche with CIS fuel injection.

When I ordered the filter, I was informed that the original filter (Bosch part #0-450-903-056) was no longer available but they had a replacement (Bosch part #0-450-905-016) that would work. I said OK and had it sent.

When it arrived, I realized I had a problem: The original filter was short, fat and had a hose barb on the inlet and a flare fitting on the outlet. The new filter was long, skinny and had flare fittings at each end. You can see the comparison of the filter bodies in Figure 1.

I first thought of seeing if a kit was available to install the updated filter. In the past, Porsche offered a kit, but the updated bracket is no longer available. (It must be a conspiracy!) I looked at a parts catalog and noticed several problems if I went with the updated filter as well. The original filter is attached to a fuel pressure accumulator that has the inlet and outlet on the same end and the filter is directly above the accumulator at a 45-degree angle (Figure 2). The newer filter is attached to an accumulator that has the inlet and outlet on different ends and the filter is next to the accumulator (Figure 3).

To use the factory update would cost more money for additional parts (new accumulator, new hard line between accumulator and filter, and bracket). Being the tightwad that I am, I decided I could make what I had work — for much less. This led to two problems. First, the fittings on the

new filter needed to be modified. Second, the filter was much longer and would not fit where the original filter went.

To get the filter to plumb in correctly, I looked at the fittings on the new filter.

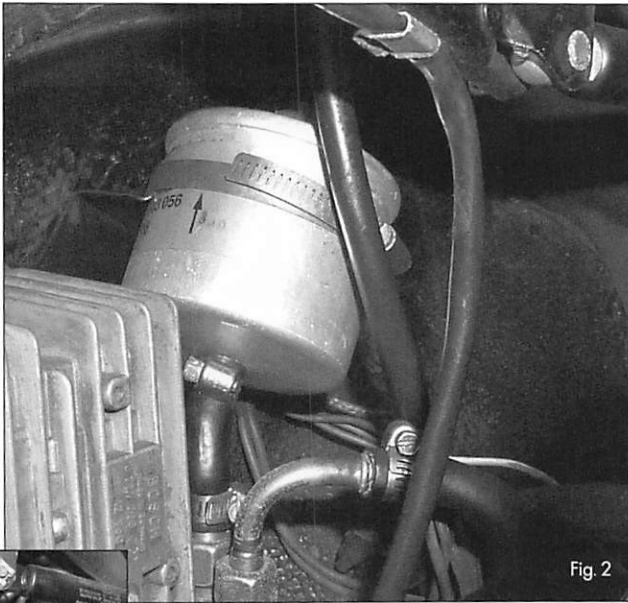


Fig. 2

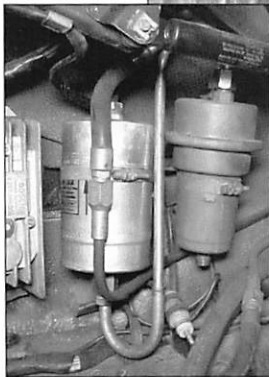


Fig. 3

Both fittings are threaded into the filter body. The filter body inlet and outlet threads are the same size as well. It turns out the inlet fitting flare is the same size as the outlet fitting flare on the original filter. I removed the inlet fitting and moved it to the outlet of the filter. I then took the filter to several local hose shops to see if I could purchase a fitting that threaded into the filter inlet and had a 1/2-inch hose barb connection. After visiting several shops and coming up empty, I had them cut the flare off of my remaining fitting and weld a 1/2-inch barb onto the fitting. You can see the finished

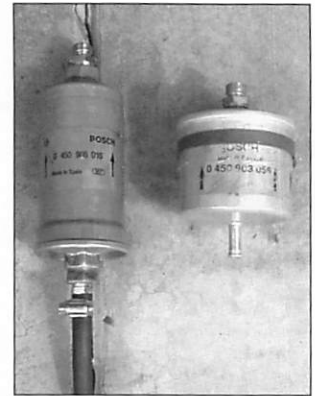


Fig. 1

result, including the inlet hose attached, in Figure 1.

I took the filter and found that it would fit in the space between the firewall and the accumulator but I would need to fabricate a bracket. After some head scratching and discussions with some of the local PCA members, I decided a simple bracket made up of two 2-inch mending plates with a worm clamp sandwiched between would be the way to go. I drilled two holes in the inner fender for the large stainless steel sheet metal screws and attached the bracket (Figure 4). I attached the fittings to my new filter, then slipped the filter into its new bracket and attached the line to the CIS fuel distributor to the filter outlet. I took a length of fuel injection rated hose and replaced the existing line between the accumulator and filter with the new hose. I cut the new hose to length and attached it with worm clamps to the accumulator fitting and filter inlet hose barb (Figure 5).

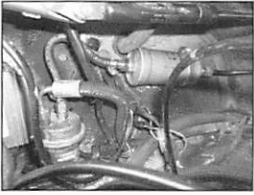
I noticed that the line between the filter and the CIS fuel distributor was touching the firewall at several spots. I figured



Fig. 4

that, over time, the line would rub and get thin at these spots. Not wanting a fire, I took some clear plastic tubing, slit it

Fig 5

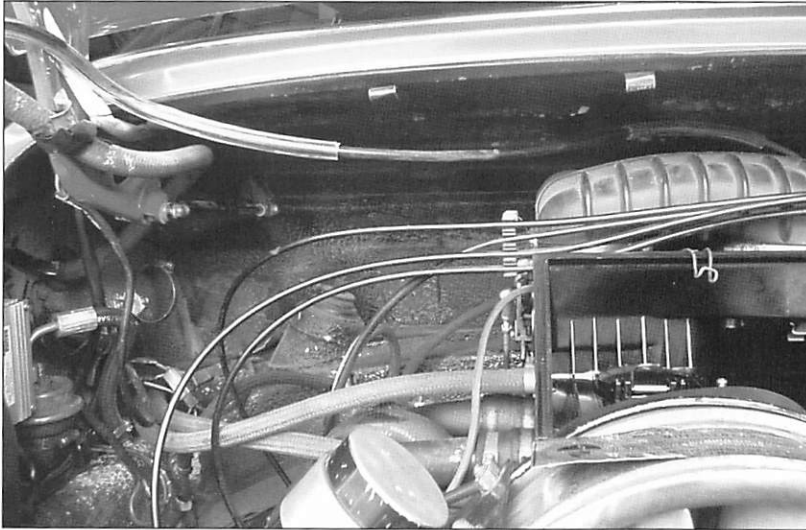


lengthwise and slipped it over the fuel line to act as a buffer (Figure 6). Now, if the line rubs, the plastic will wear and I can easily replace it

with new material and not risk a fuel leak and subsequent fire.

After the parts were installed, I put the key in the RUN position to let the fuel pump run. I waited about a minute and looked for fuel leaks. None were noted and I gently pressed the air flow sensor in the inlet box up to "burp" any trapped air from the lines. I waited another minute to look for leaks. Since none were found, I started the car and went for a drive. ☺

Fig 6



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Tech Tips: Metal & Paint

By Tom Rennie

Paint-less Dent Removal

This service is obviously not an in-home routine but is a staple in the restorative detail business. Paint-less dent removal has been around a long time, but only widely available for about ten years. There are situations that this service will not rectify, but 90% of the time it is effective. The primary inhibitors to successful PDR are internal supports blocking access to the affected sheet metal area and heavy-gauge old steel. The dings on most cars go unnoticed until polishing enhances their appearance. One can save thousands in body shop expenses by looking into these services. They are surprisingly affordable and a good PDR tech can literally smooth a riddled panel to where one would never notice there was prior damage.

Paint Touch-up with solids & metallics

Flawless paint touch-up is difficult to achieve unless you have several components in place. Using the products from

the local dealer will work, but the brushes in them should be used for painting houses. They are huge and bulky and you can't cut them down due to the poor bristle quality. I recommend you buy a no. 1 & 2 brush from a hobby store. They are not cheap and have very high quality bristles. When applying touch-up paint, start with a small amount on the brush, start in the center of the chip and begin to spiral the paint in a very small circular motion working the paint outwards towards the edge. This will prevent overloading the chip with too much paint and having it flow outside the desired area. It is better to apply too little than too much; you can always go back over the area, layering the material. Metallics and solids are very different to work with. Solids are simple, but the parti-



cles in metallics tend to settle with gravity. This is a bit tough to deal with. However, I let the first thin application set up slightly, then begin redistributing the metallic particles with the very tip of the brush. Then, keep layering the paint with the same routine. Metallics are tricky to 'brush touch' effectively, but if you master the technique, your services will be in demand.

Tom Rennie is the owner/proprietor of Autobella, an automotive detailing shop in NE Portland. For more information on the topics he discusses, click through www.autobellausa.com.



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From the President

continued from page 4

caught a bunch of carbon deposits (probably from the last time I blew the head gasket.

We ran to boost at 16 lbs for the day and the car ran fantastic. The only guy in the High Performance class that I couldn't keep up with was David Rice in his new ZO6, and I know he can drive faster than me. I did require one flat tow during the day but that was due to a small screw in the distributor coming out of the rotor so the engine lost its timing. After a quick fix, we were back on the track. Hallelujah. We finally finished a DE day without towing the car home. I'm going to pull the cylinder head anyway to install my trick head gasket. I know the one in there now will eventually fail. Might as well nip it in the bud and enjoy the next DE day.

Hope to see you out there at an event this year.

All for now,

-drc-

Portland Historic Races

continued from page 17

card limits. At least I could assure her it made it there and home again without overheating.

Saturday, the 12th, was my 60th birthday and, while cruising through the vendor kiosks, I spotted a large oil painting of a black 427 Cobra. After studying the print for several minutes, my son, Don Jr., ask me if I knew whose car it was. Having a senior moment, I told him I didn't have a clue. He pointed out it was the very car I had parked in the Corral. Sure enough, it was my car. I verified this with the artist, Ted Gadecki, and inquired as to its price. Needless to say, it was more than I could justify even if it was my birthday. I tried the old property right argument, "Can you sell that painting without my permission?" The sneer told me this was the wrong approach. We finally negotiated a compromise and Ted was even nice enough to deliver it to my home. The painting is so good, it appears at first glance to be a photograph. He has also done some amazing Porsche oils and could likely be convinced to do your "second love" for the right price. He can be contacted at City Imaging in Portland.

Thanks to Liz and Earl Green, we had the Goodie Store up and running and the clothing prices were unbelievably inexpensive. If you missed the opportunity to browse, you can now buy clothing and other items online through a link on the ORPCA website.

Thanks to Bob Falleur, Don And Debbie Clinkinbeard, and Earl and Liz Green for all their help. I hope everybody had good time. See you there again next year. ☺

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1982 911 SC 96,000 miles Platinum (Platinmetalli©), Turbo Tail, Chin Dam, Leather Sport Seats, completely original. Including complete tool kit, original spare tire & tire pump. Interior is very good. No cracks in dash. This car is in very good original condition thru-out. \$17,500 OBO **Dennis & Jeane Nolder** 503-266-2108 dennisjeane@cs.com 08.03

1973.5 (CIS) 911T. Sepia brown/Cinnamon. Rust-free. 98K miles. Upgrades include new H4's, SSI exhaust, & Carrera tensioners. Rebuilt suspension. All records available including dealer window sticker, bill of sale, & Porsche certificate of authenticity. Extremely original. Excellent condition. Needs nothing. **Howard Lazarus.** (503) 274-4443. hlazarus2000@yahoo.com. 07.03

1981 911SC Chaffon with Brown leather interior. 88,000 miles. Second owner. All records. All upgrades. Showroom condition. \$15,900. (503) 399-4743 07.03

1987 911 CARRERA CAB 98K miles, wht/burgundy int+top, power top, 4-way power driver's seat, A/C, in-dash CD and CD changer with sub/W. Exterior is very good condition, interior excellent, 15" painted Fuchs with original finish and new Potenza RE950's. Drives wonderful with top up or down, with wind stop. All service done and recent 4 wheel alignment, \$21,500 obo. **Claudio Insaurralde** (360) 254-6865 08.03

1989 911 Speedster Black with black interior and black top, CD player, Leather sports seats, A/C, aftermarket alarm. 43,994 miles. \$50,000 OBO. **Bob Hanson** (503) 649-0922 08.03

1992 911 America Roadster. Very rare factory widebody roadster. All turbo running gear, suspension and body (w/out tail). Lmt'd slip; a/c; pwr seats-top-lcks/wndws; CD; alarm; 17" Turbo wheels w/painted crests. Have most records and it's a gorgeous triple-black widebody Porsche. **Tom Arenz** (503) 221-1772 07.03

914

1972 914 This car has a 74 914 motor and transmission. Good runner. \$3,000. **Gus Hall.** (503) 355-0503. 08.03

1974 914 2.0 Dell carbs, proper jets, top-end rebuild 3,000 miles ago. Factory sway bars F&R, center console w/gauges. Light Ivory, one repaint, excellent original CA car. 5 OEM Fuchs 2 liter wheels with new tires. Current lic. in Oregon and clear title. \$6,500 **Craig C. Laughlin** CAMP 914 503-799-5794 or laughline@hasson.com 08.03

930

1977 930, blk/blk. engine rebuilt by Marque Motors. 5-spd Late model jet-coated exhaust. \$22,000. **Gary Hagstrom** (503) 631-2906 (h) (503) 358-0203 (c). 08.03

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1987 944. Guards Red, Black Partial Leather, 79,500 mi, 5-speed, Power Driver's Seat, Power Windows, Power Locks, Blaupunkt CD, Cruise, Recent Struts/Shocks, Recent Clutch. Very good overall condition. Always well maintained, and serviced regularly. \$6,500 obo. **Tim Drimby** at (503) 745-7407 days or email timdrimby@freightliner.com. 08.03

1984 Porsche 944 up for adoption, needs good home. Complete records, CD, air, moon roof, black on black. Great condition. Always garaged, car and seat covers. Runs great. Sad to see it go. Must sell. Asking \$4,000, willing to negotiate. **Mike McLeron** mcleron@teleport.com 08.03

993

1995 993 Carrera 2 Meticulously maintained White/Black 95 Carrera. Third owner. 42k miles. All records since 15k miles. Dealer Serviced. Looks and Drives like new. Dual pwr/lumbar seats. Hi-Fi sound. 17" twist wheels. Nearly new tires. \$42,500. Call or email for pix (503) 591-9770 jniemer@hotmail.com 07.03

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PARTS FOR SALE

Aluminum alloy 17-inch rims. 9-inch rear, 7-inch front. Bought at Plus One. Sold car. Azeu Type B. New: \$2,540 Tires: About half tread remaining. Make offer. **Larry Davidson** (503) 229-0199 days, (503) 636-9325 before 9:00 pm 08.03

Four new never mounted Michelin Pilots at less than half price. \$600 buys all four. Front: 205/50ZR 17 MXX3, Rear: 255/40ZR 17 MXX3 **John M. Coletti, Jr.** (503) 681-1271 08.03

Two Pirelli Tires - just off of a 1997 911 993 CZS Size: 285/30ZR18, 65% tread left. A great pair of track tires. \$100 for both or best offer. **Rich Maloney** (503) 697-9988 or richmaloney@aol.com 07.03

Fikse 18-inch "FM 10" 3-piece wheels custom made last year for a narrow body 993 Porsche, with Kumho track tires. Perfect shape, polished rims with race satin centers. Fronts are 8x18, rears are 10x18, same offset as factory wheels and even lighter. \$2,500 obo. **Pat Murphy.** (503) 780-2927. pat.murphy@paccoast.com 07.03

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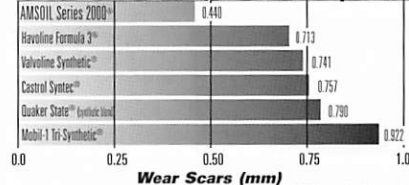
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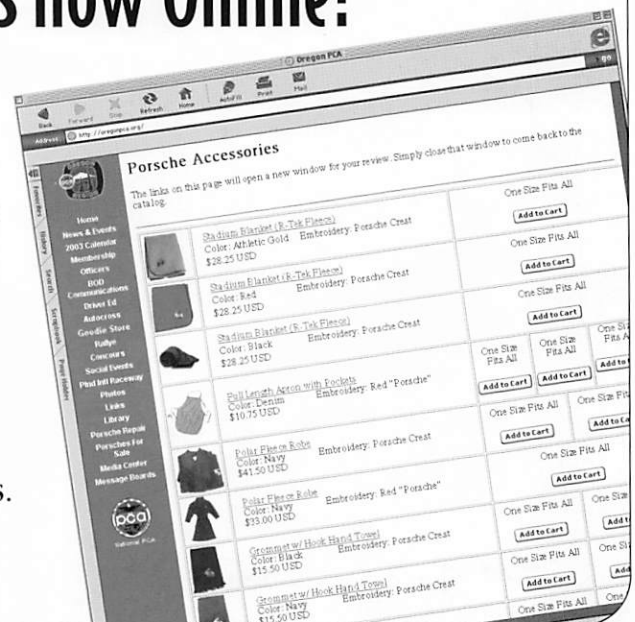
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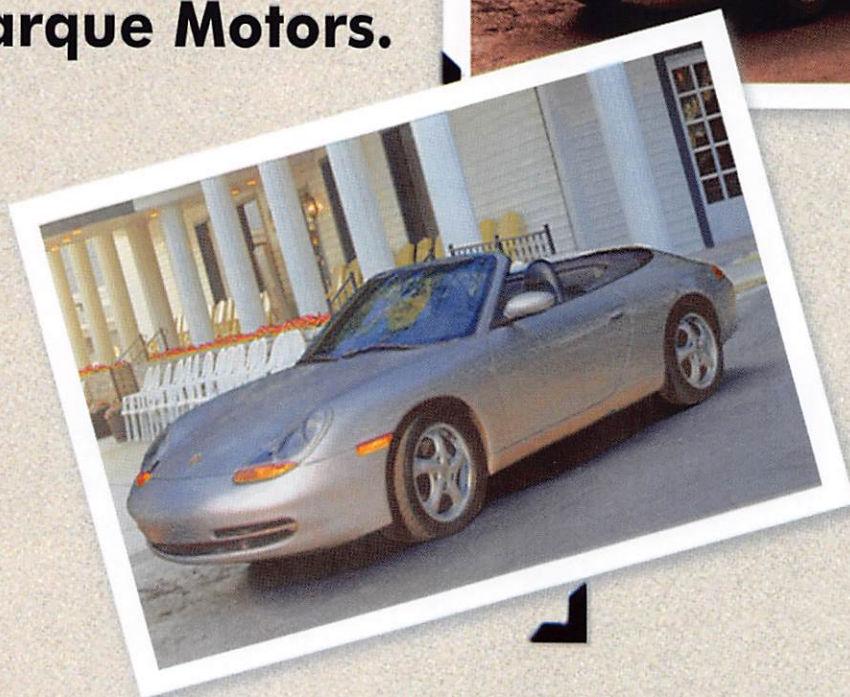
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