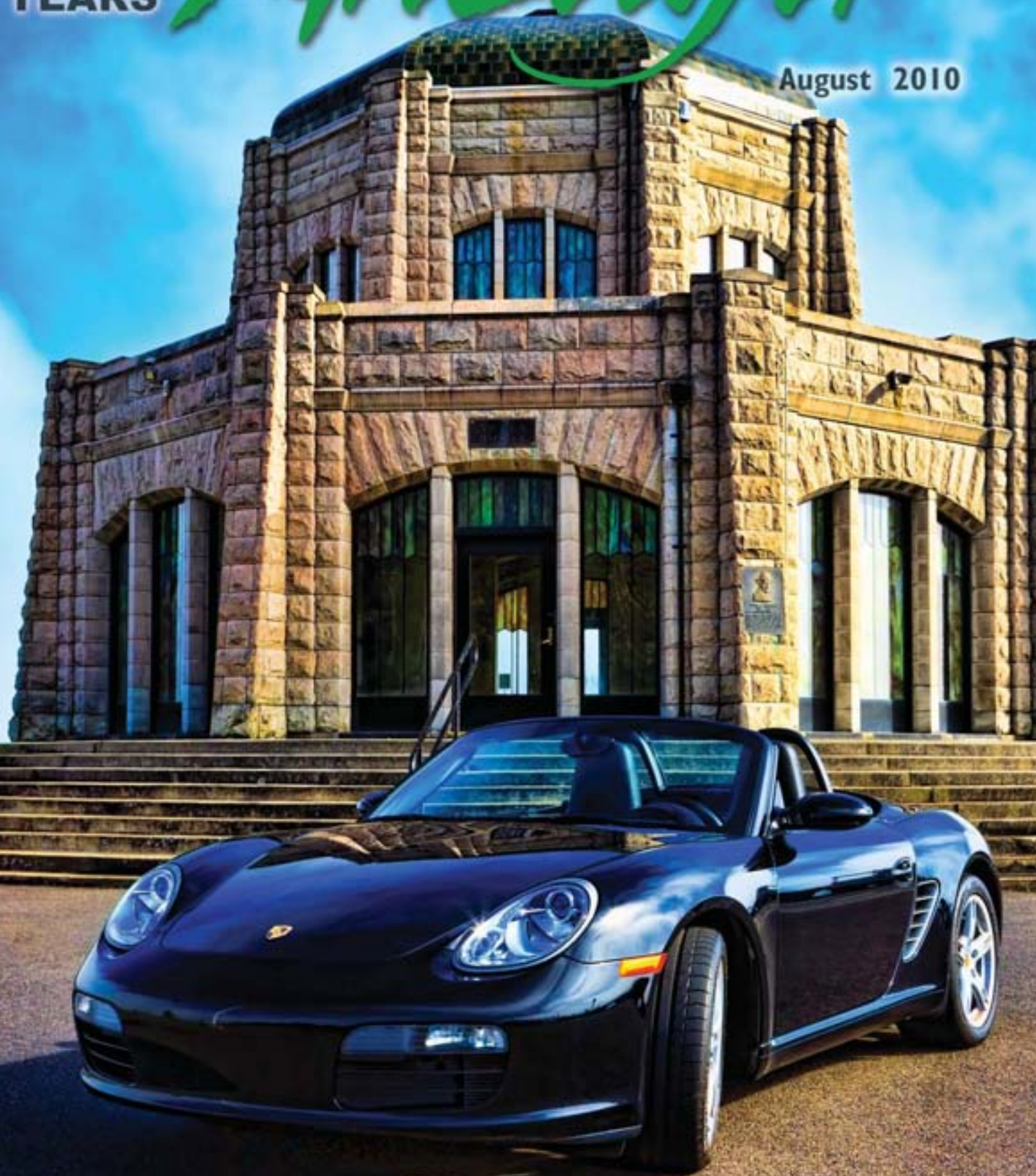


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Anzeiger

August 2010





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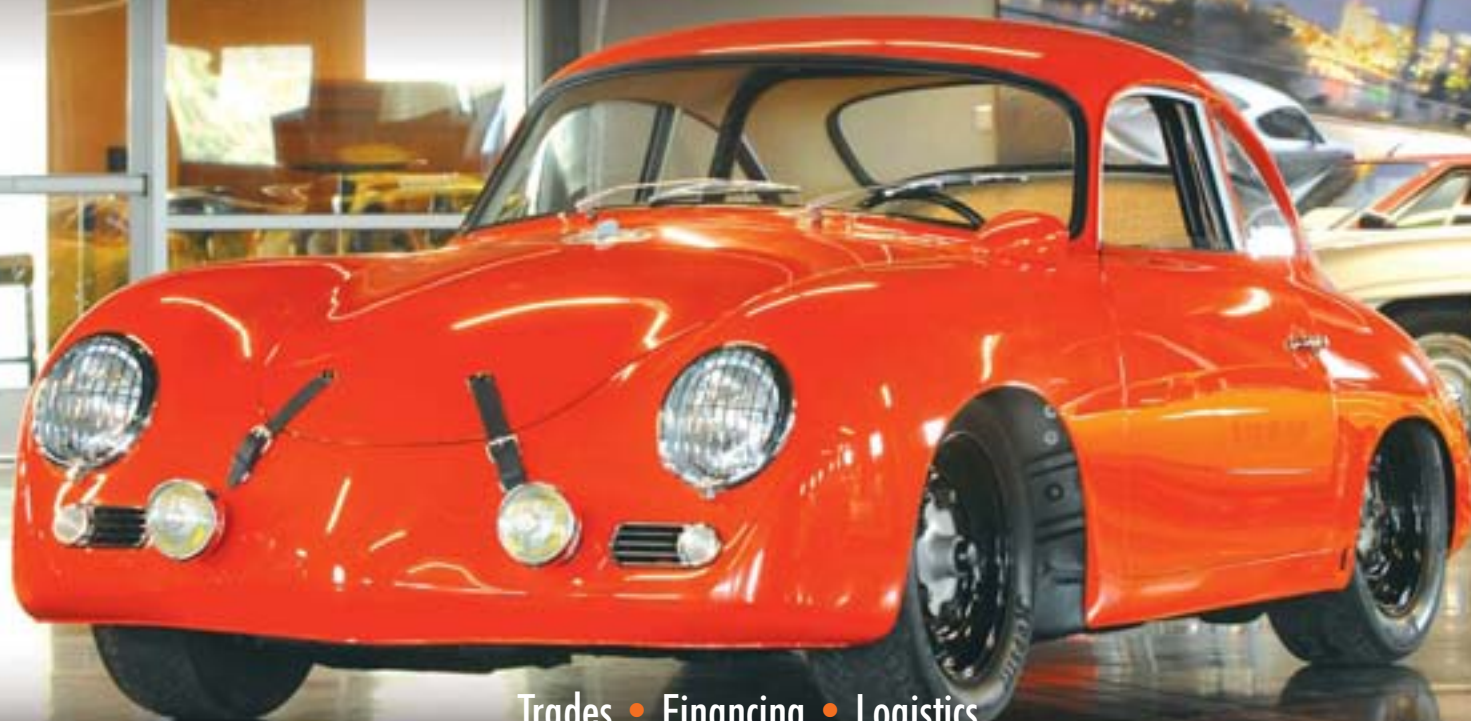
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Anzeiger

Volume 50 No. 7
August, 2010



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ON THE COVER

A stunning 2007 Porsche Boxter in front of the Vista House in the Columbia Gorge. Photo by Lonnie Gorsline.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. Photographers selected for the cover will receive a specially-framed copy of the cover. For more information, refer to page 6.

Anzeiger

(an' zī ger), noun, German

1. One who points out, indicates, shows.
2. One who informs.

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Classified Advertising

Classified ads are a free service provided to Oregon Region Porsche Club of America members.

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 20th of the month will be included in the issue of *Anzeiger* dated two months hence. For example, ad copy received by June 20 will be included in the August issue, reaching readers on or about August 1. Please note that *Anzeiger* is published 11 times per year; ad copy received after November 20 will reach readers in the March issue.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

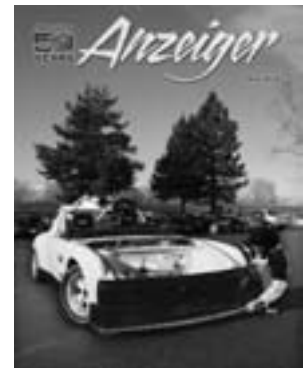
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

Anzeiger Commercial Advertising

Looking for exposure to an audience of high-end car enthusiasts? *Anzeiger* welcomes your advertising. Our annual rates are shown below; the per-issue rate is obtained by dividing the annual rate by 11.

All advertising is to be provided in a digital format. Please contact Nancy Scott, nanscottdesign@gmail.com for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.



Four Color

Outside back cover	\$3,150
Inside front cover	\$2,970
Inside back cover	\$2,736
Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656
1/4 page	\$1,143

Black and White

Outside back cover	\$1,750
Inside front cover	\$1,650
Inside back cover	\$1,520
Inside full page	\$1,390
2/3 page	\$1,180
1/2 page	\$920
1/4 page	\$635

To place an advertisement in *Anzeiger*, email
Editor@oregonpca.org

Got a Great Event Idea? Let us Know!

According to the calendar, summer is now officially underway, although from the weather I have witnessed, it doesn't quite seem so. However, driving opportunities have multiplied and I currently have two dirty Porsches in the garage to prove it!

The first weekend in June we participated in the Northwest Passage, our premier multi-day tour. What a blast! We joined the group Friday morning at Bonneville Hot Springs. Friday's drive

I understand the HPDE day at PIR was great fun. June's Arrive and Drive was well-attended, with over 32 cars. Autocross on Sunday was a mixed bag as to weather, but it didn't dampen the spirits of the participants, from what I hear. Please, as you participate in these events do thank the volunteers for their time and effort. Without the energy and enthusiasm that these members bring to the table, the event would not happen. Thank you all.

IF YOU HAVE A NEW EVENT IDEA, A TWIST ON AN EXISTING ONE, OR A CONTINUATION OF AN EXISTING ONE, PLEASE SUBMIT A SHORT NARRATIVE DESCRIBING THE EVENT, POSSIBLE COMMITTEE MEMBERS AND DATES PREFERRED FOR THE EVENT.

started out damp, but improved as we went along. A local at Stephenson, WA, told me that for every mile you go east, you lose an inch of rain in annual rainfall. Friday's drive was fun, but Saturday's drive was OUTSTANDING. The scenery was gorgeous; the landscape lush and green and water running everywhere. We had never seen the hillsides as green, which was due to the amount of rainfall. We were also privileged to view elk from a safe distance, and at one point, even had to wait for a cattle drive to pass. Dinner Saturday gave us the opportunity to see Club Carrera, a division of Carrera Motors, in Bend. What a neat facility! The dinner served was catered and quite tasty. Sunday, the weather didn't cooperate so well, but we still enjoyed the drive over the Cascades. Between monsoons, we stopped at a couple of waterfalls. The flow of water was amazing. Must be the silver lining to that cloud. Many thanks for a superb job well done by the Northwest Passage Team. I don't believe they missed a detail!

If you had the opportunity to read Don's article in the May issue regarding "Your Club and the Economic Downturn" and review our club financials in the June issue, the following decision will not surprise you. I am sensitive to preserving our working capital, suggesting cuts where it seems reasonable. In review of the Planning Meeting and its expense, I believe it prudent this year to cancel the breakfast meeting on October 2 and try a thriftier format. Additionally, I think we can develop a more streamlined process for the event planning and subsequent calendar. I will be posting a request for event proposals/submittals on the website, the ORPCA email announcements and *Anzeiger*. If you have a new event idea, a twist on an existing one, or a continuation of an existing one, please submit a short narrative describing the event, possible committee members and dates preferred for the event. The date information will assist us in avoiding double-bookings as much as possible. Include a simple budget of the probable costs, such as printing, mileage, charges to participants if any, etc. There is a



budget form on the website under information/library/forms for your use. Usually the submitter acts as the Event Chair with support from a member of the Board. If you don't feel you can be the event chair, but would like to be involved, please notify us as well. These submittals can be sent to president@oregonpca.org and vicepresident@oregonpca.org. If you have questions regarding how to submit, please contact me via the email address above or phone at 503.533.8000, or Jim North at the above email address or phone 503.221.6262. The deadline for submittals will be September 30. This will allow time for the Board of Directors to review the submittals, get back to you with any questions and build the calendar for 2011.

I did take the 1979 911SC out this past weekend and attempted the 2010 Columbia Gorge MGA Club Classic Rally & Tour, an annual event. Over 40 1982 and older exotics ran this event, including four Porsches. This was another learning experience for TSDs and was fun. Hopefully it has better prepared us for running the Monte Shelton Northwest Classic Rally in August. I will keep you posted. In the meantime, I must clean up the Porsches. See you on the road! ■

Oregon Region Events



August, 2010

- 1 Summer Picnic
- 3 Board Meeting
- 14 Arrive and Drive
- 14-15 Autocross Packwood
- 18 Monthly Club Dinner and Social
- 20 Deadline for October *Anzeiger*
- 21 Bob's Mystery Tour
- 24 HPDE PIR
- 29 Volunteer Recognition

Event Notification

To be added or removed from the Oregon Region's event notification service, please send an e-mail to postmaster@oregonpca.org.

Board Meetings

All members are encouraged to attend Oregon Region PCA board meetings. For the exact meeting time and location, please send an e-mail to secretary@oregonpca.org.

Contributions Welcome

With the exception of December, the deadline for *Anzeiger* contributions is the 20th of each month. Please send contributions by e-mail to editor@oregonpca.org. Attach text contributions as a Word file and pictures in JPEG or TIFF format at the highest possible resolution.

Anzeiger Advertising

Commercial advertising requests and inquiries should be emailed to adsales@oregonpca.org. See page 2 for classified requirements and contact information.

Save the Date

**Our 2010
Holiday Party
is now
SATURDAY,
DECEMBER 11**

Watch for more information in future
Anzeigers.

See you there!



September, 2010

- 7 Board Meeting
- 9-12 Canada West Porsche Escape
- 11-12 Lapping Day ORP
(1 Day Each Lapping & HPDE)
- 11 Sunset Swap Meet
- 12 Autocross
- 17-19 Festival of Cars, Sunriver
- 20 Deadline for November *Anzeiger*
- 25 ORPCA 50th Anniversary
Celebration

October, 2010

- 5 Board Meeting
- 9 Andy & Marg's Hillclimb
- 14 HPDE PIR
- 17 Autocross
- 20 Monthly Club Dinner and Social
- 20 Deadline for December *Anzeiger*

November, 2010

- 2 Board Meeting
- 17 Monthly Club Dinner and Social
- 20 Deadline for Jan-Feb *Anzeiger*

December, 2010

- 11 Holiday Party
- 7 Board Meeting

STILL PLAYS WITH CARS

Peter Linsky



Death by Storage: Decay for Long-Parked Porsches

The column was entitled “Death by Storage,” and author Michael Sheehan, best known for his expertise on Ferraris, had some interesting things to say about putting cars away and not driving them for long periods of time. While his comments in the January, 2008 issue of *Sports Car Market* were specifically directed at owners of older Ferraris, much of the content is certainly applicable to other exotics, and older Porsches, for the sake of this discussion, will be placed into that category. Bottom line: the “half-life” of even the best Ferrari restoration is no more than 20 years, when, says Sheehan, “it is usually ‘start-over time,’ as they fade into studies in deferred maintenance.” Every component of a car, he wrote, has a shelf-life, “be it tires, gas, leather, or paint; all are perishable in one way or another. If you were to buy any new car, a Toyota or a 599, and park it for ten years, the list of deferred maintenance will be long and expensive, so why would a (95-point) Ferrari be any different ten years out?” Noting that the bodywork, trim, chrome, and rust-proofing paint in old cars is



no Ferrari.” We can safely add here, “and certainly no Porsche.”

NOTING THAT THE BODYWORK, TRIM, CHROME, AND RUST-PROOFING PAINT IN OLD CARS IS NOTHING LIKE IT IS TODAY, WE MUST ANTICIPATE —AND BE PREPARED TO DEAL WITH—DETERIORATION, EVEN IN THE BEST-RESTORED OF AUTOMOBILES, AND THE OLDER THE RESTORATION, THE MORE LIKELY THAT PROBLEMS WILL BEGIN CROPPING UP.

nothing like it is today, we must anticipate —and be prepared to deal with—deterioration, even in the best-restored of automobiles, and the older the restoration, the more likely that problems will begin cropping up. He concluded by stating that “time stands still for no man, and certainly

We know that the United States is Porsche’s largest sales market, and Germany is Number Two. Number Three is the People’s Republic of China, and factory officials state that China will displace Germany and take over the second slot within five years. Porsche predicts double-digit annual growth for the foreseeable

future. Porsche told *Auto Motor und Sport* magazine that it currently operates in China with 27 dealers. By the end of this year, there will be 35, by 2012 more than 50. A decade ago, Porsche was represented in China by a single storefront agency in Hong Kong. After taking over distribution on the mainland, Porsche sold just 20 sports cars; last year it sold around 9,100.

I have no idea how many new Porsches are sold in Russia, but the powers that be in Zuffenhausen apparently think that market has some potential. The brand-new Porsche 911 GT2 RS will be unveiled at the Moscow Auto Show August 25. This lighter-weight (3021 lbs. with all fluids), 3.6 liter, 620 bhp, twin-turbo coupe is described by the factory as the fastest and most powerful road-going sports car it has ever built. Only 500 will be constructed, and a handful will arrive at US dealers in October.

Of all the places for a European automaker to choose as a place to manufacture parts for a new model, Moses Lake, Washington may be among the head-scratching-est. The *Los Angeles Times* reported in April that BMW Group is partnering with a German carbon-fiber manufacturer, SGL Group, to establish a new factory about two hours west of Spokane, taking advantage of local hydropower, existing utilities, and other inducements. The new factory “will produce ultra-lightweight plastics reinforced with carbon-fiber” for its upcoming electric Megacity vehicle, due for introduction in 2015.

Damit hat Porsche seine Verkäufe in den vergangenen drei Jahren mehr als verdreifacht.

Until next month, drive safely! ■

Summer Tour & Picnic

Sunday, August 1

Please join us on Sunday, August 1, for what is sure to be another great ORPCA picnic! Our Summer Tour & Picnic starts off on Sunday morning at 11100 SW Murray Scholls Place (the 24 Hour Fitness parking lot in Beaverton). Please be at the meeting place no later than 9:30 a.m., as the tour leaves promptly at 10 a.m.

The driving tour will wind its way through some great western Washington County rural roads and end at a beautiful Tuscan style winery, in the hills above Helvetia. We'll have an exceptional catered gourmet lunch, with tastings of their Estate-Grown Pinot Noir, Pinot Gris, and sparkling wines.

Reservations must be made in advance no later than July 18. This event is limited to 40 cars, so please register early!

To register, go online to <http://orpcamotorsportreg.com> and search for the Summer Picnic event. For questions, please contact Jeff Gretz at 503.628.0629 or jgretz@onlinenw.com ■



REGISTRATION DEADLINE: July 18
COST: \$25 Per Person
REGISTER VIA: <http://orpcamotorsportsreg.com>
FOR MORE INFO: Jeff Gretz
jgretz@onlinenw.com, 503.638.0629

**Club
Event**

Arrive and Drive

Saturday, August 14

Enjoy some of the best driving roads in the five county area with the monthly Arrive & Drive. The second Saturday of each month starting this year in May and extending into October, each tour is roughly 60 to 100 miles in length and finishing in under three hours. Its a great way to kick off the weekend and a fun way for new and potential members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel) and, ideally, a navigator to Shari's Restaurant, 9730 N. Whitaker Rd., Portland, OR 97217 (503.289.2351). The restaurant is at the PIR exit from I-5. no later than 8:50 a.m. A brief drivers' meeting to cover the route takes place at 9:00 a.m., but many come early at 8:00 a.m. for breakfast (no host). With an average of 40 to 50 cars, we try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. There is no advance registration and no fee. Just Arrive & Drive! ■

CLUB CONTACT: Eric Freedle
Secretary@oregonpca.org
503.936.0816



Photo from July, 2009, Arrive & Drive by Meghan Fankhauser



Hoping for a Turbo Victory—and a Great Track Day

I was hoping to declare victory in the 944 Turbo build by getting it to start. Once I got it all installed and filled up, I found a water leak. Bummer.

The radiator had finally given up the ghost and had developed a leak from the driver's side tank. I had already had this radiator disassembled and cleaned out about eight years ago, fixing my head gasket issues way back then. The radiator guys told me not to try that again, as aluminum does not take multiple bends well. So I ordered a new radiator, had it shipped here and installed. Refilled the cooling system with water and left it for a few days. No new water drips. Great.

But what is the puddle on the floor? Oil. Argh! Well, there is a drip from the front passenger side corner of the oil pan. Not sure where it originates, but it drips all the time, so it is not pressure-related.

It will keep for a bit while I try to get the car to run. I turned it over again, that worked fine, but no fire. What gives?

Since this car has a ECU, and uses a crank position and speed sensors to determine when to fire the spark and fuel injectors, let's start there. Pull the sensors, and it is clear that one had collided with the flywheel, as the bottom of the sensor is broken off.

Why did that happen? When I installed the sensors outside the car I had gapped them properly, or so I thought. Well, it turns out I left out a tension pivot on the unit that holds the sensors in place, and when I tightened them the speed sensor got just a little too close to the ring on the flywheel.

Order a new pair of sensors and install with the proper tension pivot. Try to crank it over again, nada. In the cockpit, the tachometer needle is not even wiggling. That is a pretty good indication that the ECU is not seeing the pulses. Both of these sensors are the same. They plug into



HPDE at Oregon Raceway Park

two different sockets on the wiring harness.

Porsche manages to identify these sockets by using a mounting bracket with labels on it for the sensor connections. One of my past follies was to remove the bracket and mark these sockets with a little colored tape. I did not note what the colors meant anywhere, and the tape came off anyway, so now I have to swap the sensors and try again.

If you plug the sensors into the wrong socket the car will not start. So swap the sensor connections and try again. No fire.

Okay, this is going to take a bit of time to debug. Get out the old diagnostic equipment. A few years ago, a fellow car nut at work had finally thrown in the towel on the car hobby due to medical issues, and gifted a diagnostic setup to me. It has an engine analyzer and a scope that

can measure many of the subsystems on the engine. Not the most modern of tools, but they can do a lot of good things for a car of the 944's vintage.

I start by checking the sensors to make sure they are generating the proper pulses that the ECU needs. These seem to be working okay.

Breaker, breaker. Life intrudes. I need to get ready for the next track day and work on our home as we prepare to sell it, as well as look at smaller homes to purchase here in the northwest. Oh, and I have to do some work for my employer from time to time so I can pay for all this stuff. Hope to get some time this week and maybe over the weekend of July 4 to get this sorted out.

I will start by verifying the wiring harness connections between the sensors and the ECU. A repaired and tested ECU can cost me as much as \$375, so spending a few hours tracing the various wires is a cost-effective first step. Besides, the thing worked when I took it apart, and leaving the ECU powered down for about a year and a half should not have caused it to fail.

Speaking of the next track day, the June event was close to sold out, with a large intermediate class. While it started off a little ragged in the morning, by afternoon it was running pretty well, but there were many issues to address.

I measure a track day's success by how much time I feel comfortable driving, rather than working at the event. I got in one session on this day with the intermediate run group and that was a check ride. Not as good as our events usually run.

I am excited as the second ORP event is coming up. It will be our first instructed HPDE for this year. Looking forward to that. ■

Duel at the Mill II Hampton Mills, Packwood, WA

August 14 -15

The ORPCA will present its featured autocross event of the 2010 season at Hampton Mills, Packwood, WA on August 14 and 15, 2010. This venue has the largest patch of asphalt (15 acres) used for autocross in the Northwest, and includes two acres of covered paddock area. It is absolutely spectacular.

On Saturday the 14th, we will be hosting the Evolution Driving School. Evo has been providing National champion-quality instruction to autocross drivers for years. You WILL be a better driver after attending their driving school. This year, we will

have both phase I and II schools, to accommodate new students as well as those who took the phase I school last year. The cost will be \$250 per student for the day and will include lunch. Please register at www.evoschool.com. We will also be hosting a group dinner on Saturday evening for all participants. Please register for the dinner at www.motorsportreg.com.

On Sunday, the ORPCA will be hosting an all-comers autocross. We will be providing eight runs per entrant, with all runs counting towards the day's final standings.

Awards for each class will be presented at the end of the day; ORPCA season autocross points will also be awarded. We promise a fast and technical course to test your skills. All northwest autocross clubs have been invited to participate and go head-to-head in timed competition. Event T-shirts will also be for sale at the event.

Please register at: www.motorsportreg.com.

For accommodations in Packwood, please contact: www.destinationpackwood.com.

Club contact: Gary Chapman, AXChair@oregonpca.org ■

EVOLUTION DRIVING SCHOOL, SATURDAY

COST: \$250, includes lunch

REGISTER VIA: www.evoschool.com

PARTICIPANT DINNER SATURDAY NIGHT

COST: TBD

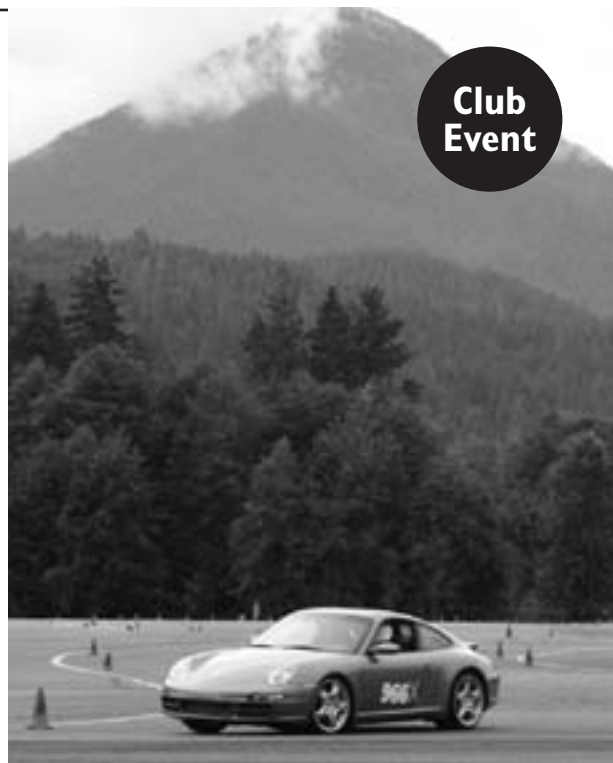
REGISTER VIA: www.motorsportreg.com

ALL-COMERS AUTOCROSS, SUNDAY

MEMBER COST: \$35 Pre-Reg/\$40 Day of event

REGISTER VIA: www.motorsportsreg.com

CLUB CONTACT: Gary Chapman
axchair@oregonpca.org





Porsche Represented Well at 50th Rose Cup Race

by Bob Heilwick / Photos by Bob Schatz



What a beautiful and sunny weekend for one of Portland's longest standing events and the oldest amateur road racing event west of the Mississippi. At one point, we had 39 cars in the Porsche Corral, although some departed early, no doubt to enjoy the wonderful weather. We had more cars than any other marque by far, with only one lone Italian competitor next to us. An assortment of all models including 356s , 944s, a 968, 986 boxsters, 911 coupes, turbos, cabriolets and even a GT3RS and a GT2 in the corral were all eye candy.

This year marked the 50th anniversary of the Rose Cup Races, which is famous around the world. Both amateurs and professionals are represented for the Porsche Cup as well as Groups 1 to 8 in racing, an exciting event to watch and hear with all the various marques.

If you didn't make it this year, why not plan some time next year to attend? ■



August Social and Dinner Wednesday, August 18, 6:00 p.m.

Island Cafe

250 N. Tomahawk Island Dr.
Portland, OR 97217
503.283.0362
www.islandcafepdx.com

Escape the hustle and bustle of the city and join us at a favorite getaway spot—the Island Café on Tomahawk Island. Bask in the late afternoon sun while enjoying a cool drink and delicious casual food selections. Casual attire is expected! (Please, no high heels because of the metal ramp down to the dock.)

We will be ordering individually off the menu.



DEADLINE: August 13, 2010
RSVP: E-mail to:
dinnermeeting@oregonpca.org
or call Nancy Herron, 503.297.6714

Bob's Mystery Tour

Saturday, August 21



I didn't come up with the event name but it's gonna be a picnic in the park, so grab a blanket and dust off your picnic basket. We will even judge the pre-lunch displays.

Your morning drive will be a scenic 170-mile tour through wine country, farmland and forest including an exhilarating 2700-foot climb in elevation over the last nine miles before the lunch break. I found a section of road with about 40 miles of scenic curves that I had never driven, and I'll bet you haven't either.

We will start with a driver / navigator meeting at 8:30 a.m. in the parking lot of J's Restaurant, located at 2017 Portland Road (that would be OR-99W) in Newberg, Oregon.

After lunch we will have another 135 miles of scenic driving and will expect to arrive back in the Wilsonville area by about 4:30 p.m. ■

REGISTRATION DEADLINE: August 19, to receive a route instructions a the pre-drive meeting.

COST: Picnic grounds are within the Siuslaw National Forest; there is a \$5 day use fee.

CLUB CONTACT: Bob Ellis, bob@kelandscapedesign.com
503.533.8000

Arrive and Drive Ushers in First Real Summer Day

Story and Photos by Ryan Sauer

As far as I was concerned, June 12 was the first real day of summer, 2010. It was an ideal day to see 30+ Porsches, old and new, roaring through the back roads of the Willamette Valley on a sunny 80-degree day. OPCA organizes Arrive and Drive events to offer great opportunities for enthusiasts to meet others, drive, and share a passion for their cars. Our route for the day, designed by Eric Freedle, was an adaptation of a similar route from last year, which I also attended. But for me, the changes were great and an improvement from the original.

Starting from the Miller's Homestead spot, we headed through Lake Oswego toward Stafford Road. These fantastic German sports cars, the drivers and the co-pilots were just getting warmed up and looking forward to the more curved and



unpopulated roads. Cutting through Wilsonville and Sherwood, we were aimed for the climbing switchbacks of Bald Peak Mountain. We reached our stop, the engines cooled as metal clicked and clanked. The drivers and passengers took in the view off the mountain overlooking Newberg as well as the cars lined up one by one. It's always fun to see and discuss the similarities and differences of 40 years of Porsche design and performance.

As we lined up to start off again, I was lucky enough to get behind a beautifully restored early 70's 911T with a 3.0 liter engine and Dansk muffler and the sounds that the car made were musical. The bubbling and backfire of deceleration mimicked my own unmuffled 79 911 SC as we carved our way back and forth down the hills toward the Ribbon Ridge area. These roads opened up into some nice straights that allowed the drivers to stretch their flat six's legs. Our final destination was a great spot in downtown McMinnville, Golden Valley brew pub. The menu and food were



fresh, the conversation and beer were chilled. Thanks for the drive, ORPCA.

As a personal side note, and reminder to all the drivers out there, it seemed that bicyclists liked the same roads as we did that day. It's not uncommon on these drives, so always keep your eyes peeled and drive safe. ■



Mary's Peak: Grin Factor and Stunning Scenery

by Randy Stolz / Photos by Jody Leonard, Randy Stolz, and Randy Sutton

The Route: After 30 minutes south on the superslab out of Tualatin and dodging traffic in Salem, we head southwest toward the towns of Independence and Monmouth.

Life is slower here. Past the storefronts and humble homes; past enormous trees in the front yards; past the old gas stations along the way that accommodate our needs; we turn south on Kings Valley Hwy. It is here at Rittner Bridge, I'm told, that a certain silver turbo driver decided to "blade down" some weeds near the toilets ... but I digress, or rather, he did.

In another 10 minutes, we jog east on 20, then south again on the Alsea Hwy. It's easy going until we reach the edge of the coastal range. Then, "twisty time" begins.

The state engineer who laid out this particular stretch of asphalt knew what he was doing. The road unfurls with perfectly banked corners for maximum grin factor. For a mile or more, it dodges trees and rock, back and forth, like a madman. It's good to let the monster out here because ahead on the right lies Mary's Peak Road.

It begins quietly, almost like any peaceful county road. No dramatic curves here but the speed builds because the road seems extraordinarily wide. After the first mile you realize there's no margin for error here. You are, after all, in a park and it's a long way down. That, and the stunning



scenery competing for your eyeballs mandates this road be taken at a leisurely pace.

Suddenly, we're at the summit parking area and Randy Sutton's shiny new Boxster Spyder is here on its maiden event. It's the beginning of great beauty.

The Trail: The term "verdant" comes to mind. You remember the promo scene from "The Sound of Music?" It's just like that. A sweeping meadow with stands of fir and spruce on either side rises up to the sky with the summit out of sight.

We use the access road to the top, as another path is being returned to nature. All the trail ratings say this is an "easy" climb with only a 5% incline. What they don't say is that you start at 4000 feet. For the couch potato, it's at least "moderate." For a potato chip like me on his first hike

of the season it was okay. Those who exercise on a regular basis will have no trouble.


The Summit: Like the parking lot, the summit bursts open as you curve to the right past a wall of rock and wildflowers. Why there's an access road becomes clear as various antennae take up a small part of the site. Barring that, it's really like being in a living room, with grassy carpet, and priceless views all around. Sitting on a blanket, picnic lunch at hand, it's a great reward for our climb and fitting end to the journey.

Thanks to Doug Twitchell, who organized this event. I'll be back to Mary's Peak. For those who missed this tour, put this on your list of things to do in Oregon. It's definitely a ... umm ... high point. ■






Opposite, top: Randy Sutton's Boxster Spyder on its maiden tour. Photo by Randy Sutton. Opposite, below left: The hills are alive with the sound of Porsches. Photo by Randy Stolz. Opposite, below right: Fast friends at the summit. Photo by Jody Leonard. Above: Room at the top. Photo by Randy Stolz. Left: Walking off lunch. Photo by Randy Sutton.



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Northwest Passage 2010

by Randy Stolz / Photos by Marlene McEwan and Randy Stolz

After a warm greeting at registration and a reception with great hors d'oeuvres the night before, I wake to the sound of rain on Friday morning. The anticipation of the tour and the sound of relentless tree frogs kept me from the soundest sleep but I was anxious to be "On the Road Again" (this year's moniker for the tour).

Though that title evokes special feelings for me, this isn't about a band of gypsies making music together ala Willie Nelson. Nor, is it a search for self affirmation, atonement, or whatever interpretation you have of Jack Kerouac's similarly titled book. No, this is about "Grand Touring" wide open, in wide open country. Simply, a drive out to Baker City on Friday, then back to Bend on Saturday, then

here, no timed sections, no checkpoints. Just you, the car, and the road.

Despite all this, you still feel in control of your own destiny. Much safer than, say, staring down the oncoming rush of 100 head of heedless cattle driven by too few cowboys and their dogs, but that's what happened just outside the town of Hereford (honest). Avoiding a conflagration of sheet metal and pot roast, we moved down the road again through a half mile of—how does one put it?—"Trail mix?" Yes, it made a memorable color contrast on the side of one yellow Lotus Elise.

One consolation to a wet spring was its effect on the countryside. I don't ever recall Eastern Oregon being so green. You had to be there. The dash back to Bend

ONE CONSOLATION TO A WET SPRING WAS ITS EFFECT ON THE COUNTRYSIDE. I DON'T EVER RECALL EASTERN OREGON BEING SO GREEN. YOU HAD TO BE THERE.

Springfield and home on Sunday. No drama, right? Wrong!

After ripping through the Gorge mist, things dried out a bit after Heppner and lunch. It's time to stretch the legs on "Da Perl." Across the Whitman Mountains to Baker City the Geiser Grand Hotel awaits. Though bursts of rain we see the dredges and sites of exploration for silver and gold. I guess they found enough for my fillings, which rattle over every cattle guard—a portent of things to come.

Wonderful wine, dinner, and good company marked the previous night's activities as we checked out of Baker City on Saturday. After telling the local press with tongue in cheek, "We never exceed the speed limit. You can quote me on that." We head south.

There are no cell phones towers here where calls for help can be heard by AAA, not a building for miles. You could be over the edge in a heartbeat and no one would know you're missing for hours, or until the next drivers' meeting. I mulled this over in my mind as I explored the car's soul, charging over the pass near Dooley Mountain. There are no gimmicks

was spectacular. For the first time, I truly understood what a great "balance" is struck by Porsche in their cars. The open road lets you find this. That evening over cocktails at Carrera's, I reflected on that, and other things, with our tourmeister, Jim North.

Thanks to Jim and the whole NWP team for a great weekend and a great drive. ■





Top left: Dawn at Baker City, refreshed by sun and rain. Photo by Randy Stolz. Center left: Boxster at Bridge of the Gods. Photo by Marlene McEwan. Opposite, bottom left: Coming or going, it's all smiles on the bus. Photo by Marlene McEwan. Below: Drivers' meeting. Photo by Marlene MacEwan. Below, center: A soggy start at Bonneville. Photo by Marlene MacEwan. Below, bottom: Sheet metal vs pot roast. Photo by Marlene MacEwan.





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June Autocross Features Fun Layout

by Todd and Kathy Averitt / Photo by Bob Schatz

First and foremost, kudos on the course layout! It was so much fun to drive. It was challenging, fast if you set up properly, slow if you weren't sure of the track and long enough for some of us to actually have to shift gears. It was a wonderful test of skill, wet or dry.

Autocross #4 was held on the infield of PIR, affectionately known as the Pro Pits. It turned out to be a very typical northwest day, one which no northwest weather forecaster was even close to being accurate. It was misty but dry for the first run (Group B, which included the I01, P02, P03 classes, some NP and M01 cars). Pouring rain met the second run (Group C cars, including the highly competitive P05 and NP classes). And to top the day off, the A Group drove through a combination mist, rain, and—well, I wouldn't say “dry,” but it wasn't raining hard. A Group included the always-exciting remaining M01 and I01 classes, S02 class, and a few NP vehicles.

Group B ran first, thinking the course would be wet and slick, but after their first run the course dried out and the times really dropped. They would be thrilled when they witnessed what Groups A and C drove through. The TTOD of Ryan Otis (NP) and outstanding runs of Gary Chapman (M01), John Gonzalez (NP), and Greg Olsen (I01) would prove a point—your vehicle will perform faster on dry pavement than on wet.

Running second, Group C, gridded up in the dry, but before their first run, the rain returned. Though tentative at first, many of the drivers handled the wet conditions beautifully and their times improved with each run. The rain brought out the best in the highly competitive P05 class where Liz Bacon took the honors, with less than a second separating her from Jeff Gretz and Barry Cogut. It was very impressive to watch how Group C handled their cars and adjusted to the conditions, though I believe I heard quite a bit of discussion between Group C competitors and the timing trailer that a couple of seconds should be taken off their times, considering the conditions.



Congrats to Group C for demonstrating their competitive driving skills in other-than-ideal conditions.

Group A began in the rain and mist, but after the second run conditions improved. Britain Smith made an attempt at a fast pace early, but found things a little “exciting” right out of the gate. I believe the yellow S*!@ Box exited for the trailer but like the rest of us you just can't sit on the sidelines, you have to RUN. He got back in the cockpit and finished the day .439 of a second behind Ryan Otis' TTOD.

We have a new M01 class name at the top for June—Gary Chapman, who also had the TTOD for the Porsche Club and second TTOD overall. Britain Smith finished second followed by the excellent run of Pamela Chapman.

The I01 class has become very quick and highly competitive. Greg Olsen in his 996 took top spot but only .844 of a second separated him from Alan Wizeman in his '84 911 and Cary Cutter in his '74 911. Jim Ayers and Richard Averitt still have a little work to do.

William Moss in his 968 took top honors in the P02 class. Eric Freedle in his beautiful '86 911 put on a driving clinic and walked away with the P03 class honors. Ryan Sauer in his '79 911SC and Todd Garlach gave it their all chasing after Eric's best time.

The top five places in the large and competitive P05 class are separated by only 2.6 seconds. Cayman S's and Boxster S's make up the class. Congrats to Liz, Jeff, and Barry and also Kevin Neary and Bob Schatz on some great runs. Inside

sources have informed this writer that Austin Schatz will beat Bob ... not.

Randy Stoltz and Chuck Jarvie battled for S01 victory, with Randy coming out .666 of a second ahead. It should be a very exciting run for the Championship with only 10 points separating Gordon Empey from Randy and Chuck.

Steve Tinney in his '96 911 Turbo held off Steve Getsiv in his '73 914/4 in the S02 class. Now wait a minute ... a turbocharged 1996 911 HOLDS OFF a 1973 914/4. That's 23 years of technology and about 250hp advantage. Steve, you should be lapping a 914 (tongue-in-cheek here). Steve Getsiv has a beautiful '73 914 and is in the process of sorting it out. Proof autocross isn't all about the sheer horsepower, though AWD and a turbo in a 914, hmm?

And finally the (non-Porsche) NP class, which is fun to watch and makes for an interesting pit tour. We have trailer vehicles to completely stock daily drivers. The drivers are not only highly competitive between them but are giving our club some great competition. Ryan Otis took TTOD in his '03 Z06 Corvette with John Gonzales and his '05 Dodge SRT4 .853 of a second behind. Kevin Haggerty was the top Subaru, Mike O'Conner the top Miata, and Brendan Hughes the top Mazda 3. There were also beautiful Z4s, 350Zs Honda S2000s, Mustang's, RX-7s, Integras, CXs, Ford Focuses, and 240SXs.

It was quite the day. We want to thank again the timing trailer staff, the course designer, and all those who volunteered their time and hard work to put this event together for us. And thanks to all those that participated. ■

High Performance Driver Education at PIR

Tuesday, August 24

Yet another great track event at PIR for 2010. This event is a HPDE day for drivers from Novice to Instructor. This promises to be a great event with lots of fun and smiles while learning to pilot your favorite ride around PIR. This is a fully instructed event first time track drivers are welcome Put on your learning cap and come out to play and build your driving skills This event is limited to no more than 85 drivers and is eligible for Season Pass A and B (SPA, SPB) holders so make sure to register early.

Please take the time to read about our program at www.oregonpca.org select HP Driver Ed from the quicklinks menu.

REGISTRATION:	July 13 - August 17
	\$165 Early Bird First Driver
	\$100 Second Person/Same Car
REGISTER VIA:	http://orpca.motorsportsreg.com
CLUB CONTACT:	Don Clinkinbeard
	dechair@oregonpca.org
	503.970.4848

**Calling all Cars,
Bring your Driver
out to the track,
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and have fun**

**Club
Event**

Lapping Day, Oregon Raceway Park

Saturday, September 11

**Club
Event**

We are excited to bring you this first-of-a-kind hybrid event that will feature a fully instructed HPDE on Saturday (solo qualified Novice drivers and up) followed by a lapping only day (Advanced Intermediate and up drivers) on Sunday. The Saturday portion of the event will cost \$165 per driver and is limited to no more than 85 drivers, while Sunday the fee is \$270 and is limited to 45 drivers. For your fee Saturday we will provide in-car instruction and a ground school for Novice, and some instruction for intermediate drivers, and will include about 100 minutes of track time for each of the four run groups.

The Sunday event will be an open-track style event with a total of seven hours of track time (we will break for lunch) available. For those that can attend both days, we will provide a BBQ dinner in the paddock Saturday evening. This will be our last event at ORP in 2010 so don't miss it.

REGISTER:	August 1 through September 4
REGISTER VIA:	http://orpca.motorsportsreg.com
CLUB CONTACT:	Don Clinkinbeard
	dechair@oregonpca.org
	503.970.4848

Summer Reading Feature: “The Special”

Fiction by Johnny Speed

The excitement of the auction could be felt outside where John and Cindy stood waiting to get in. They handed their ticket to the attendant and entered.

The room resonated with the sound of people and engines.

John looked toward the stage as a black Porsche 356A was disappearing behind a curtain.

A bright red 930 Turbo Cab drove up the ramp to the stage and the auctioneer began describing the well-known virtues of the Porsche Turbo, but John wasn't listening.

What was it about that 356 that had caught his attention? Curiosity finally got the better of him and he turned to Cindy saying “I need to look at that 356 again.”

“But it already sold,” Cindy replied.

JOHN STOOD LOOKING AT THE CAR. HERE WAS THE CAR, THE VERY CAR THAT HAD ORIGINALLY LIT HIS PASSION, NOT ONLY FOR CARS AND DRIVING, BUT FOR THE PORSCHE MARQUE, AND IT HAD JUST SLIPPED THROUGH HIS FINGERS.

John walked toward a side door, down the hall to the back of the building where the cars were parked. Cindy followed.

There the car sat, a black 1958 Porsche 356A, but what John saw next stopped him cold.

The car had louvers in the rear fenders.

Cindy saw John's reaction and asked, “What is it?”

It couldn't be the same car. John thought, that car had been destroyed, the car that had ignited his passion for Porsche, his father's first Porsche, The Special.

The louvers in the rear fenders were a very unique option, so special that John's father had to work through a friend who knew Ferry Porsche personally and have him ask Ferry to intervene and authorized the installation of the louvers on the car.

John stood facing the back of the car, his eyes canvassed every inch looking for the details he remembered, he walked around the car, looking at every minuscule detail. Was it destroyed then later restored?

The special wheels and the air inlet cowl just below the windshield that his Dad had installed the first year of his ownership; it was all there just as John remembered. But how could it be his dad's first Porsche?

This was not making any sense.

Cindy asked “What's wrong?”

“I think this is my dad's first Porsche...”

“I thought that car had been destroyed in a garage fire,” Cindy replied.

“So did I,” John replied.

John took his hand and felt the bottom of the left rear fender; as a boy, he and his dad had washed the car weekly, and his dad's car had a small paint run on the bottom edge of the fender.

It was there!

There was an auction catalog sitting nearby and John grabbed it and began thumbing through the pages until he found it. The chassis serial number was listed

To this day, John remembered the last four digits of his dad's car, chassis serial number ***0323; March 23, John's birthday

An attendant came up and asked whether John was the new owner; John excitedly said no, but that he wanted to confirm the chassis serial number—he thought his dad may have been the original owner of the car. The attendant apologized, saying the area was for car owners only, so John and Cindy needed to leave.

John said he understood, and then began telling the attendant about how his dad had owned a 356 with louvers in the rear fenders, which were very unusual for this model. John went on to tell how his dad had taught him to drive in the car.

The attendant nodded, saying that was nice, but that the area was only for the car owners and winning bidders, that John needed to leave.

John said he understood and he asked the attendant if he could just look at the serial number. He wanted to see, if by some miracle, this could actually be his Dad's car after all these years.

The attendant reluctantly opened the car.

John knew where to look and when he did it confirmed what he already knew.

“323, the last three digits are 323. My birthday! This is the car ... my Dad's first Porsche!”

A smile shot across Cindy's face.

John looked at the attendant and asked “Who bought this?”

“I did,” said a voice behind John.

John introduced himself and began telling the story about how his father had ordered the car new, how he had specified the unusual louvers in the rear fenders, how Ferry Porsche himself authorized their installation, and how his father and mother took delivery of the car in Germany.

The Porsche representative who presented the car to his parents at the Porsche factory in Germany told them the car was a very special and unique 356. From that day on his dad always referred to it as The Special.

After taking delivery of the car, his parents drove it throughout Europe before shipping it home.

John went on to tell the buyer how his dad had taught him to drive in this very car and about the many trips he and his dad made in The Special, how those were some of his most fond memories growing up.

John looked at him and proclaimed, “Name your price and I'll pay it!” The words came out so quickly it surprised John, but even after saying it, he knew he meant every word.

The buyer explained that he wished he could sell the car to John, but that he was actually an agent for the real buyer. He went on to explain that the actual buyer contacted him and gave him only one instruction: “Buy the black 356.”

John asked who the actual buyer was.

The agent replied he was not at liberty to share that information, but that he would pass on John's contact information to the actual buyer, if John wanted him too.

John realized he wasn't going to get any further with the agent, so he wrote down his contact information and gave it to the agent to pass along; he also got the agent's contact information.

John turned and looked at Cindy, who said “I think that is all you can do for now.”

John stood looking at the car. Here was the car, the very car that had originally lit his passion, not only for cars and driving, but for the Porsche marque, and it had just slipped through his fingers.

Cindy saw the desperation in her husband's eyes and realized how much the car meant to him. She tried to console him, but it was no use.

He would have traded any car from his collection to get this car.

(Continued on page 23)

Sunriver Cruise via Oregon Raceway Park

Friday, September 17

We are teaming up with Ron Tonkin's crew for a cruise to Oregon Raceway Park.

A tour of the Park will be followed by lunch at the park (time TBA). From there it's on to Sunriver.

In Sunriver, there will be a No-host bar at 6 p.m. followed by dinner at 6:30 at RJB's Sports Lounge & Dining, 56880 Venture Lane, Sunriver (541.593.6577). We will be ordering from the menu. Following the dinner, you can stay for karaoke!

This event is designed for both show entrants and non-entrants.

Please RSVP by September 9 via email to sghodge@bctonline.com.

REGISTRATION DEADLINE Sept. 9

REGISTER VIA: sghodge@bctonline.com



Andy & Marg's Hillclimb

Saturday, October 9

Want to have some fun with your Porsche, partner, and friends? Come on out Saturday, October 9 and drive some of the most scenic roads in Washington. Our drive will go into the forest, by beautiful waterfalls and end at Marg and Andy's log home in the mountains for lunch.

Marg's famous "Sloppy Joes" will headline the lunch menu along with soda, coffee, water, chips, potato salad and ice-cream or cake for dessert. We're hoping for great weather and outside seating, but there's room inside if the weather doesn't cooperate.

Registration will be capped at the first 80 who sign up—so please RSVP early so you don't miss out on this end-of-the-driving-season special event. To sign up, please send your name and total number of enthusiasts in your car to AMhillclimb@yahoo.com—we'll have to cut registration off when we reach 80. We'll meet at 9:30 a.m. on October 9—meeting place and driving details to follow.

Please bring a \$5.00 contribution for lunch, paid at the door.

You're welcome to hang-out for the afternoon to explore the area. There are also some nice trails close to the house if anyone is up for a hike in the woods

REGISTRATION:

First 80 only

REGISTER VIA:

amhillclimb@yahoo.com

CLUB CONTACT:

Doug Twitchell

doug@bvresources.com



THE SPECIAL

(Continued from page 21)

John asked if he could at least just sit in the car for a moment. Okay, the agent replied, but only for a moment.

As John opened the door he noticed it still had the same 356 smell that he remembered.

He sat in the seat and the memories came flooding back to him.

He looked at the key and remembered how the car had come with a special key with 356A cut into it

He moved the gear shift and felt the chip that was missing. He had forgotten the knob had a small chip missing from the bottom of it; it was the same knob the car had when he was learning to drive it!

If only they had come to the auction earlier, if only he had thought to get an auction catalog, if only ...

John got out of the car and thanked the agent for allowing him to sit in it, and then he looked the agent in the eye and said "Tell the buyer to call me and name his price."

Reason had gone out the window and emotion had taken over.

John and Cindy returned home the following day.

The next week Cindy noticed an old photo appear on her husband's desk. It was a picture of John as a teenager with a big smile in the driver seat of the 356 and his dad next to him.

Several days passed and John finally heard from the agent.

John came in and told Cindy the news: the new owner was very pleased with the purchase and wasn't interested in selling the car, not even for a substantial profit.

John slumped, dejected.

To think the most meaningful car he had ever known had been in an auction and he could have bought it.

John looked at his calendar and saw the note.

"I am going up and see my dad; it's his birthday." Cindy asked if he would like some company, so they both went.

They entered the low marble building and walked down several passageways before stopping in front of the marble wall; John R. Speed Sr. the brass lettering read. John reached up and ran his fingers across the letters.

Cindy heard her husband mumble "I almost had it, dad, I almost got it back, but it slipped away ..." it wasn't until that moment that Cindy realized just how much the little black Special meant to John.

They stayed there a few more minutes and with a sigh John turned saying "Let's go."

"Feel like a cup of coffee?" Cindy asked,

"Sure, I know a place" John responded.

As they sat out on the patio with their drinks in the warm sun, John started to reminisce.

"My dad and I used to come to this very coffee shop after a summer afternoon drive. We would sit here facing the parking lot and 'gaze upon the beauty of our car'."

Cindy smiled and asked "Like that car over there?"

John turned and looked over his shoulder and saw the black 1958 Porsche 356A and he saw the louvers in its rear fenders.

John turned in shock to Cindy who was beaming; he then noticed the key on the table, the key that had 356A cut in it.

He reached out and took the key and looked at it and then he reached out, gently taking Cindy's hand, closed his eyes and asked "How did you do it?"

"I saw the auction catalog about two months ago and was paging through it, when I saw the car—I noticed the last digits of the serial number was your birthday, and I remembered the story of The Special.

"I contacted the auction company and confirmed the serial number and the history of the car.

"It was in a garage fire, but it had minimal damage that was easily repaired.

"I then hired an agent to inspect the car and if it was as described, to purchase the car." Cindy added "We met him at the auction."

"I was planning a surprise for your birthday next month, but I saw how disappointed you were, so I decided your dad's birthday would work."

John wiped his eyes and looking at Cindy said "I am so glad I married you!"

"I know. Now come on, Johnny Speed, take me for a ride!"

With that they got into The Special and drove away. ■

Autocross

September 12 at PIR, 7:30 a.m.

Next Event: Oct. 17

Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! A high-intensity driving experience, it consists of one car at a time making runs against the clock on a closed course marked with cones. No previous experience is necessary; novices are welcome. We cultivate an air of camaraderie and fun amongst our participants. All you need is a driver's license, an automotive helmet and a car that can pass a basic mechanical safety inspection, we can even supply the helmet! Cars are run in classes against cars with similar performance. So whether you have an old 914, a Boxster or a new Turbo Carrera, we have a class for you.



Speeds are generally below 70 mph and driving is mostly in second gear. Each driver gets between six and eight runs competing for time against others in their class, and at the end of the event, elapsed times factored for penalties are posted for

comparison. It's not necessary to compete in order to enter, but you may find that as you gain proficiency your competitive juices rise to the surface and before you know it, you'll be an autocross enthusiast! Most events are done by 2:00 p.m. ■

ORPCA 50th Anniversary Celebration Extravaganza

September 25-26, 2010

Monarch Hotel and Conference Center, Clackamas, OR

Fifty Years of Fast Friends



Join us for a once-in-a-lifetime weekend celebrating the Club's first 50 years! This two-day event promises to be unforgettable. Note, both current and former members are invited, so tell your friends, and plan on an amazing experience.

Saturday, September 25

Porsche Touring Corral And Racing Heritage Display

This part of the event is **FREE! FREE! FREE!**

Plan on joining us on September 25 for an awesome display of our club members' Porsches.

Placement: 9:00 a.m. to 10:00 a.m.

Show: 10:00 a.m. to 3:00 p.m.

Voting for People's Choice

To make this event possible, we are inviting you to register, so we know how many cars to expect, bring your car out and put it on display!

Touring Corral and Racing Heritage Display

Contact: Paul Kust: 360.256.3873 or pkust@comcast.net

Fifty Years Video Presentation & Memorabilia

All day Saturday—from 9 a.m. to midnight—plan to take some time in the hotel Ballroom to enjoy a continual showing of a video commemorating the Club's first 50 years, as well as displays of memorabilia from dozens of current and past members.

Elegant Gourmet Dinner, Libations & Dancing with Design Band

Enjoy a delicious meal at 7 p.m., with dancing to follow from 8:30 p.m. to midnight. Dinner and dancing are included in the \$40 registration.

Past Presidents and Board Members

We're thrilled to announce that all past Club presidents have been contacted and almost all of them—80%—will be attending the event. This is your chance to rub shoulders and reminisce over the last five decades!

Sunday, September 26

Historic Car Tour and Luncheon

Meeet at the Hotel at 9 a.m. for a delightful tour and destination lunch (\$15). The tour will return to the hotel at 2 p.m. Watch for details about the tour in June *Anzeiger*.



Photo from Portland Parade by Kathy Jones

LODGING

MONARCH HOTEL: We have a block of rooms at the Monarch Hotel at \$99 + tax.
The rooms are updated and beautiful.
Call 1.800.492.8700 to book your rooms

EVENT REGISTRATION

REGISTER BY: June 1 through September 11, 2010

NOTE: July 20 is the deadline for ordering any additional items (i.e., car badges, polo shirts). We will not be able to place any orders after this date.

REGISTER VIA: www.motorsportsreg.com

NOTE: If you haven't registered via motorsportsreg.com, you will be asked to open an account in order to register

EVENT COST: \$40 Includes all events except lunch during Sunday's tour

CLUB CONTACTS: Richard Puetz, rlp2cjp@aol.com
Chuck Hervey, cjchervey@sbcglobal.net



Wilkommen

Bill Nicholson
Linda Brower
Lake Oswego, OR
2006 Carrera 4

William H. Nicholson
Linda Brower
Lake Oswego, OR
2006 Carrera 4

Maryann Conrad
Gary Conrad
Portland, OR
2008 Cayman

Ken Phillips
Linda Phillips
Tigard, OR
1999 911

Fred Fardamesh
Anne Marie Fardamesh
Portland, OR
2007 911

Rick Slavin
Portland, OR
1997 993 C4

George K. Fogg
Donna Fogg
Portland, OR
2010 Cayman S

David L. Wilson
Karole Wilson
Sherwood, OR
2006 911

Pavel Kushniryuk
Portland, OR
1996 911

Dennis Nolder
Jeane Nolder
Pacific City, OR
1982 911SC

Anniversaries

5 Year Anniversary

Rafael J. Cancio
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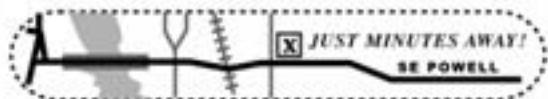
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993

1997 993 Coupe, 34,500 Miles, Tiptronic, Arena Red Met./Cashmere-Black Leather, Sun-roof, 17" Cup Design Wheels, rim caps with crests, AM/FM with CD, Window Sticker and service records, car cover, bra, charger, always garaged, \$39,900. jo_alex@comcast.net, 503-799-1528 (cell); also interested in trade + cash for 2006 or newer 997 tiptronic coupe. (5/10)

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Other than Porsche

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■ OTHER

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