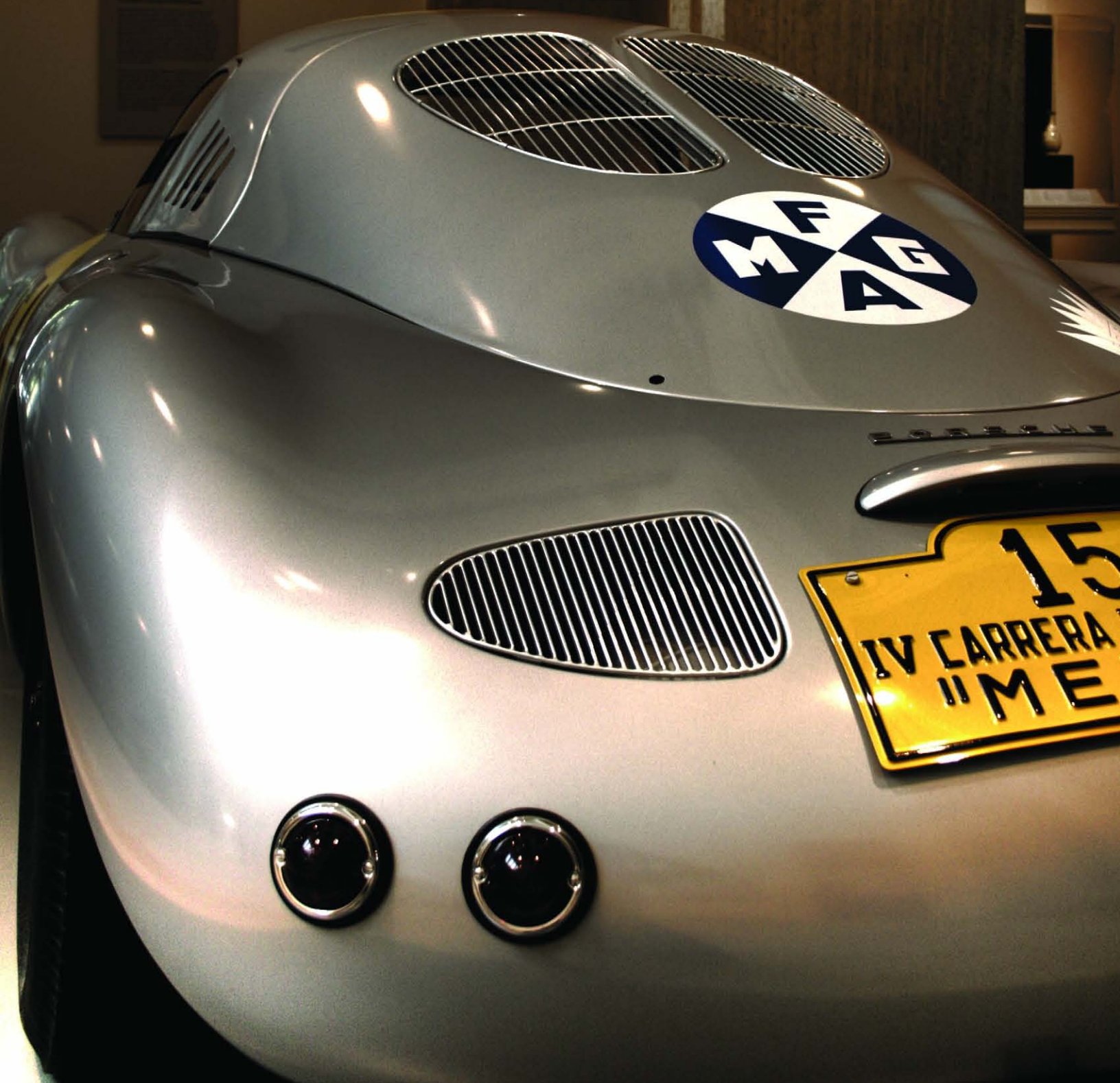




Anzeiger

December 2011





CLUB CARRERA

The Auction Alternative

Consignment & Sales

Motorsport Originals • Daily Drivers • Barn Finds

Carrera
MOTORS

Your Destination Dealership



PORSCHE



Call for Prices and Availability



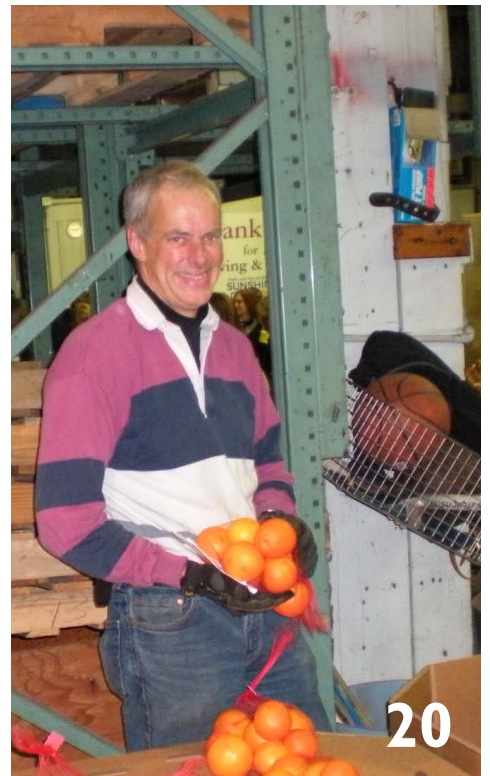
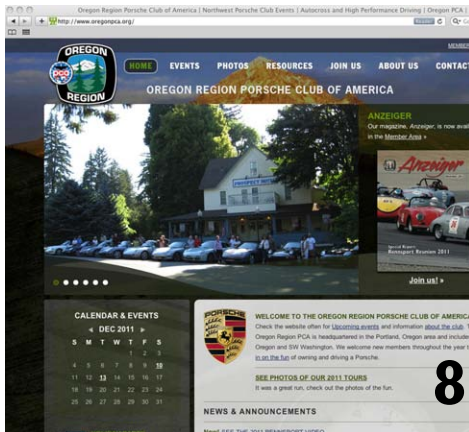
Trades • Financing • Logistics

• BEND • OREGON • CARRERA MOTORS 800.842.1584 •

CLUB CARRERA 541.312.0123 • WWW.CLUBCARRERABEND.COM • INFO@CLUBCARRERABEND.COM

Anzeiger

Volume 51 No. 11
December, 2011



COLUMNS

- 8 From the President
- 10 Still Plays with Cars
- 12 The Driver's Corner

FEATURES

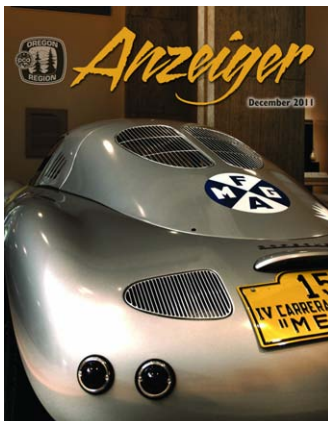
- 15 Porsche Everyday and Christmas
- 16 2011 Board Candidate Statements
- 23 Anzeiger Cover Contest

COMING EVENTS

- 19 Holiday Party 2011
- 20 Holiday Food Box Party

DEPARTMENTS

- 6 Oregon Region Events
- 21 Resource Directory
- 25 New Members and Anniversaries
- 26 Marketplace



ON THE COVER

1953 Porsche 550 Prototype as seen at the Portland Art Museum last summer. Photo by Bob Schatz

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. For more information, refer to page 23.

Anzeiger

(an' zī ger), noun, German

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

COORDINATOR/
DESIGNER

Nancy Scott
503.997.2230

nanscottdesign@gmail.com
editor@oregonpca.org

Copy Editor: Mike Lee

Photo Editor: Bob Schatz
bob@allusaarchitecture.com

Board of Directors

PRESIDENT

Jim North
503.221.6262

president@oregonpca.org

VICE PRESIDENT

Don Clinkinbeard
503.970.4848

vicepresident@oregonpca.org

TREASURER

Marlene MacEwan
503.936.9887

treasurer@oregonpca.org

SECRETARY

Eric Freedle

503.936.0816

secretary@oregonpca.org

BOARD MEMBERS AT LARGE

Gary Chapman

axchair@oregonpca.org

Sue Denfeld

social@oregonpca.org

Andrew Jacobson

bmall1@oregonpca.org

Joe McQueen

webmaster@oregonpca.org

PAST PRESIDENT

Kathleen Ellis

pastpresident@oregonpca.org

MEMBERSHIP CHAIR

Eric Wishan

membership@oregonpca.org

Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 5652, Portland, Oregon 97228-5652, is published eleven times a year.

The ideas, opinions and suggestions expressed are those of the authors and no authentication is implied by the editors or publisher. Editorial contributions are welcomed. By the act of submission, the author expressly warrants that the submitted material is completely original, that all rights are completely available, and that the material in no way infringes on the rights of any other person. The editor reserves the right to edit all materials submitted for publication. The Porsche Club of America, Oregon Region, Inc., has not authenticated claims and guarantees as offered by advertisers in this magazine and cannot assume liability for any products or services advertised herein.

© 2011 Porsche Club of America, Oregon Region, Inc.
All rights reserved.

All pieces reproduced in this issue are under prior copyright by the contributors. Nothing shown may be reproduced in any form without obtaining the permission of the copyright owner.

<http://oregonpca.org/>

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 15th of the month will be included in the next issue of *Anzeiger*.

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.

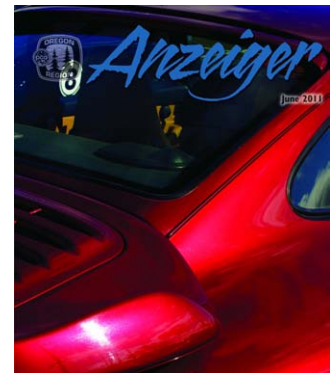
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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.



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

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



Holiday gifts for everyone's list.

Whether it's a bobsleigh or a Cayenne, Sunset Porsche has everything you need this holiday season.



Sunset Porsche

4030 SW 139th Way Beaverton, Oregon 97005
503.641.8600 | www.sunsetporsche.com

www.facebook.com/sunsetporscheaudi



[www.twitter.com/#!/SunsetTweets](https://twitter.com/#!/SunsetTweets)



Oregon Region Events



December, 2011

- 10 Holiday Party
- 13 Board Meeting

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

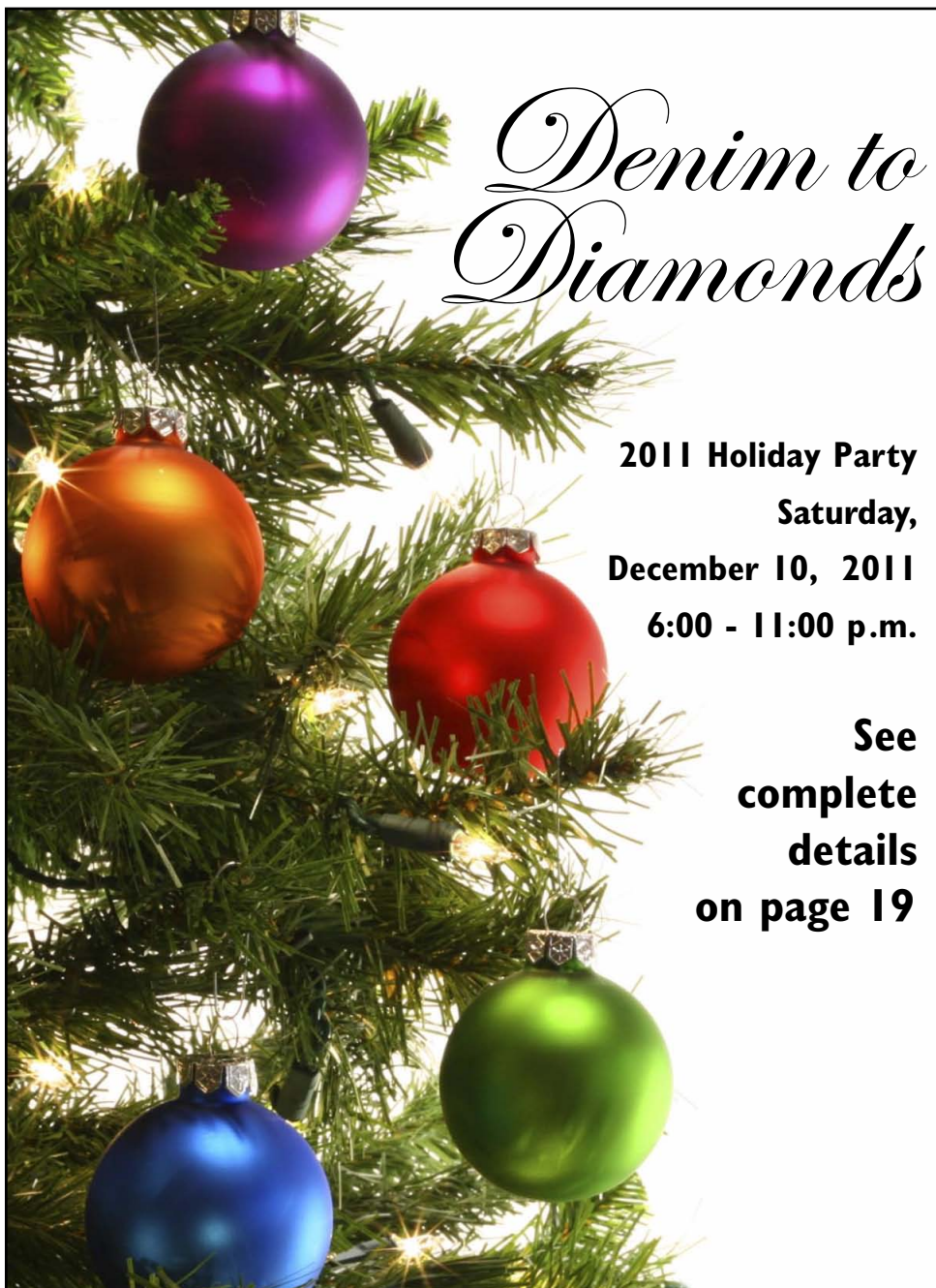
All members are encouraged to attend Oregon Region PCA board meetings. For the exact meeting time and location, please send an e-mail to secretary@oregonpca.org.

Contributions Welcome

With the exception of December, the deadline for Anzeiger contributions is the 15th 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 4 for classified requirements and contact information.



**This is how most
people see a Porsche**



**This is how we
see a Porsche**

Porsche Audi BMW Volkswagen Specialists

At Marque Motors, we don't just specialize in Porsches, we live them; we understand them.

In our opinion, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information, and more at www.marquemotors.com

Factory-scheduled maintenance
Performance modifications
Pre-purchase inspections
Large parts inventory
Over-the-counter sales
Brakes and oil change
Four wheel alignment
Corner weighting
Electrical repair
Fuel injection



MARQUE MOTORS
\$20.00 off
your next service
of \$100 or more



EXPIRES: 12/31/11 . One coupon per visit.
Coupon must be presented at time of purchase.



MARQUE MOTORS
503-293-5386

7310 SW MACADAM AVE PORTLAND OR 97219

Call for an appointment or just drop by
ORPCA Fund-Raising Partner Service Shop

FROM THE PRESIDENT Jim North



Recapping a Great Year for the Club

I have enjoyed this past year—and I hope you have, too. As we enter the holiday season we need to remind ourselves (once again) that we really have a tremendous amount to be thankful for. If we have done our jobs right on the board of directors, then your membership in this club will have been one of the things that has made your life more meaningful. You hopefully have become closer to your car as well as grown your relationship with friends that you have met on the road.

We had several highlights in 2011 that should be noted:

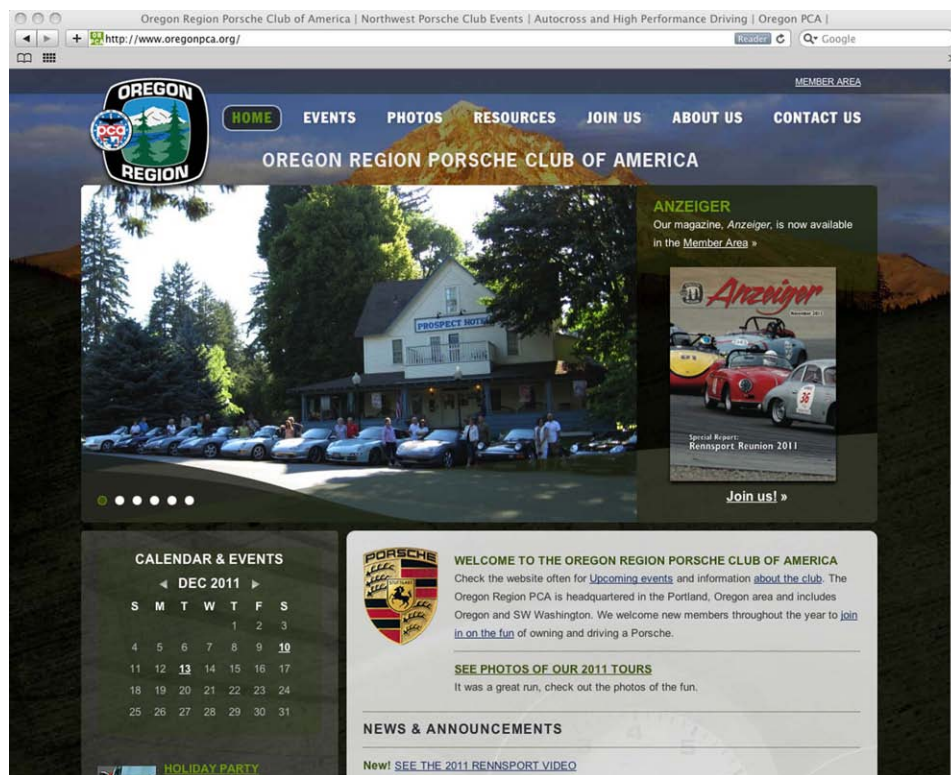
■ We worked hard and developed a new and improved **website** that has become the primary way we communicate with club members. Members have had to adapt to electronic mediums in many parts of their lives and this club is no exception. Joe McQueen and his team did a fine job in coordinating with our outside website developer to make this happen.

■ Full integration of the *Anzeiger* magazine and Email Blast with the website has improved our overall efficiency of **communication** while at the same time cutting costs that were unsustainable. Don Clinkinbeard used his many years of experience and leadership skills to effectively coordinate with Nancy Scott as editor of *Anzeiger* and Harry Danberg as author of the Email Blast to help them integrate with our website and streamline the overall communication effort.

■ Our **membership** function was unwieldy and time-consuming in past years, with perhaps 40 to 50 hours per month spent in this capacity. That was unsustainable for unpaid volunteers. Eric Wishan has done a great job turning this process into one that is much more automated, scalable and sustainable for other volunteers that follow him in future years as we continue to grow the membership.

■ Club **financials** are as strong as they have ever been in the future of this club. We have had challenges with recent cash flow and expenses but this was necessary to grow and preserve the club balance sheet and income statement in future years. Marlene MacEwan has continued her tireless effort and has been a fine steward of our funds.

■ *Anzeiger* continues to be a success story. Most of the club reads the text and enjoys the photographs electronically although a growing number of members have taken the option to have it printed and mailed to their doorstep. Eric Freedle and Bob Schatz have worked hard with the entire *Anzeiger* team to maintain the high quality of the magazine. *(Continued on next page)*



PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

■ For the first time, we have developed an effective long-term document **retention strategy** for the club. Kathleen Ellis put in a lot of time on this effort to ensure that the club meets PCA National guidelines. This brings some needed order to the way we file paper documents in our storage facility and safety deposit box. More significantly, we are now scanning all important documents and posting them to our website.

■ **Social events** this year were a success. The Holiday Party coming up this month will cap off the year. At this event we will meet many of our new members for the first time, award a few volunteers and introduce the new 2012 board. I am impressed with the work that Sue Denfeld has done with this event. Additionally, she assembled a wide range of volunteers that individually sponsored the monthly dinner meetings we enjoyed throughout the year

■ Our **Drivers Education and Autocross** programs continued their excellence and participants from other marques and regions remind us of this all the time. Kim Taylor and Andy Jacobson continued to lead the DE program and Gary Chapman led the Autocross program. Perhaps most significantly, they have built and maintained supportive teams around them that will ensure continuity going forward for the two largest programs the club sponsors.

■ This year we initiated the first annual meeting of the **ORPCA Past Presidents Council**. I invited all past presidents of the club that I had contact information on to enjoy a relaxed and fun event at the home of John Draneas. Please understand that there was a working agenda! I sought and received many insights from these men and women as to how we can better run the club based on their many years of collective experience.

■ The **Nomination Committee** is the deepest it has ever been, with five past ORPCA presidents on this team. Kathleen Ellis coordinated with Don Clinkinbeard, Jeff Gretz, Chuck West and John Draneas to carefully solicit and assemble a nine-person 2012 board of directors. This group is always strategically thinking about club leadership three to five years forward, which is always an interesting chess game.

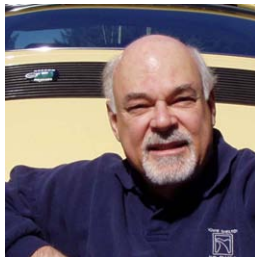
We hope to see all of you at the annual Holiday Party on December 10 at the Avalon Hotel. We will make charitable contributions of unwrapped toys to deserving kids in the Portland area. Members will also enjoy a fine meal, beverages and dancing. Sign up today on MotorsportReg.com for this festive event.

Merry Christmas and Happy Holidays! ■



Above: photo from Holiday Party 2010 by Bob Ellis; below , photo from July 25 Autocross by Bob Schatz.





CAFE Mileage Requirement: 54.5 by 2025

A momentous announcement was made in late July, when U.S. automakers agreed to the Obama administration's call for increasing the CAFE mileage requirement to 54.5 miles per gallon by 2025. It's currently 27 mpg. If the government had followed through—and Congress agreed, the new standard would have forced momentous changes in the sort of cars we and succeeding generations could buy and drive. However, in early September, the administration announced that it was backing off the plan after intense lobbying by automakers, who argued that the new rules would stifle growth of the auto industry. Automakers around the world had been thinking about—and dreading—the arrival of this moment. The Big Three successfully lobbied to reduce—twice—the government's original demand of over 62 mpg. The new figure was to have



PORSCHE WAS ESPECIALLY INTERESTED IN THE "FOOTPRINT" DISCUSSION, BECAUSE IT WOULD HAVE BEEN DIFFICULT FOR THAT SMALL-VOLUME MANUFACTURER TO MEET SO STRINGENT AN AVERAGE FLEET FUEL NUMBER—UNLESS IT COULD SHELTER ITSELF UNDER ITS MUCH LARGER VW FAMILY AVERAGE—OR CONVINCE ITS ENTHUSIAST COMMUNITY THAT ITS FUTURE IS SPELLED "ELECTRIC" OR "HYBRID."

been reviewed halfway through the process for possible adjustment. For the moment, everything is on hold. The undiscussed elephant in the room was which vehicles, or types of vehicles, would have been included under the new standard and which would have been exempted, among other critical points. You may recall that there had been an earlier discussion of pro-rating mileage standards based on a vehicle's physical "footprint," that is, how many square feet of road it occupies. Should a Smartfortwo or Fiat 500 be held to the same rules as a Suburban or Navigator, especially given the high probability that most vehicles are occupied by only one person most of the time? Porsche was especially interested in the "footprint" discussion, because it would have been difficult for that small-volume manufacturer to meet so stringent an average fleet fuel number—unless it could shelter itself under its much larger VW family average—or convince its enthusiast community that its future is spelled "electric" or "hybrid."

Another very important news story leaked out of Germany at the end of July: Porsche is reportedly developing a new mid-engined Ferrari 458-fighter called (in-house) the Type 960, and nicknamed "MIMO." If true, it's long overdue. As much as the Porsche 911 has represented the pinnacle of Porsche's production car racing program, its rear-engined architecture is clearly outdated, and its time to move on. *(Continued on next page)*

STILL PLAYS WITH CARS, CONTINUED

(Continued from previous page) A report appearing in *Automobile Magazine's* website says the new platform is slated to go into production in about four years, which is forever in terms of auto design. The story says the design would share some components with the next 911 evolution due in 2018. Expect the 960 to include a mid-mounted 3.8 liter twin-turbo flat six producing some 600 hp and 555 ft/lb of torque. But in four years, what will Ferrari and BMW have on the table? Will Porsche be simply playing catch-up again?



Another question: Are red-light cameras on their way out? The City of Los Angeles has decided to abandon its program after determining that its enabling ordinance had been written in such a way that fines could not be enforced. Cameras had been installed at 32 intersections since 2004 and more than 180 thousand citations had been issued. Critics of the program had long insisted that it was a revenue-generator more than a safety effort, and the City's admission that it can't collect all the fines seems to be a tacit admission that the critics were right. Several other jurisdictions around the country are also reexamining their own red-light camera operations.

Until next month, drive safely! ■

SERVING YOUR NEEDS, PROTECTING YOUR WEALTH



ERIC WISHAN, M.A., WMS
LPL Financial Planner

eric.wishan@lpl.com
www.tribunewealth.com
10200 SW Greenburg Road,
Suite 300, Portland, OR 97223
503.603.0880
888.603.0880

- ◆ Comprehensive Financial Planning
- ◆ Investment Management
- ◆ Insurance and Risk Management
- ◆ Estate and Retirement Planning

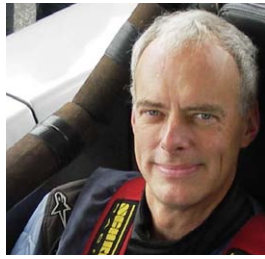
Tribune Wealth Management is committed to building long-lasting relationships based on our honorable business practices and mutual trust and respect with our clients. Our caring and knowledgeable team has the experience to help you select investment tools and strategies designed to protect and grow your wealth, while offering you our signature client service, in which your needs always come first.

We are backed by the resources of **LPL Financial**, the nation's largest independent broker/dealer.* This relationship provides us with industry-leading, unbiased research and a comprehensive array of tools, resources and technology. Because LPL Financial has no proprietary products to sell, we have the freedom to offer objective financial guidance and investment recommendations.



TRIBUNE WEALTH
MANAGEMENT

Securities and Financial Planning offered through LPL Financial, member FINRA/SIPC. *As reported by Financial Planning magazine, June 1996-2011, based on total revenue.



Anticipation and Discernment: Key Driver Skills

The driver noted the exhaust of the car in front hanging lower than normal.

He quickly checked his mirrors and saw a truck coming up in the left lane, but the right lane was open.

The car in front soon bounced slightly and five feet of exhaust pipe came loose from under the car and headed straight toward him.

The driver instantly lifted off the gas, swerved his car into the right lane and was back on the gas missing the loose exhaust pipe completely.

When an unexpected situation presents itself there is often minimal time to react.



Through Anticipation and Discernment, a driver can often avoid problems that ensnare other less fortunate drivers.

Anticipation

By anticipating what may happen, a skilled driver recognizes a potential situation and reacts to it while the situation is still manageable.

To effectively anticipate, a driver needs to be attentive to the other drivers, vehicles and environment at all times, for example:

While driving on a winding country road a driver notices cattle in a field and no fence in sight.

An anticipating driver would be ready to deal with a cow standing on the road around the next blind corner.

Or:

An anticipating driver passing a line of cars on a two lane highway notices one of the cars he is about to pass is missing the outside rear view mirror. The anticipating driver is not surprised and is ready if the car missing the mirror pulls out suddenly to initiate a pass.

The anticipating driver identifies potential situations and formulates a plan to deal with them should it become necessary.

Often the best reaction is to slow slightly, confirm possible avoidance paths by checking mirrors and being ready to honk the horn.

To better anticipate, a driver can play the "What if ..." game.

What if: While driving in the right lane a car in the middle lane, whose passenger is looking at a map, suddenly veers across the road to take an exit? *(Continued on next page)*

DRIVERS CORNER, CONTINUED

(Continued from previous page)

An anticipating driver might:

- Slow slightly to allow more reaction time.

- Check mirrors confirming someone is not riding his or her tail in case a quick brake application is necessary.

- Note the car's front tires in relation to the road stripe and be ready if the car begins to creep over.

- Be prepared to use the horn.

What if: A car ahead plows through a large puddle with its left tires and the driver notes he will be meeting opposing traffic in the same area?

An anticipating driver would be ready to be temporarily blinded with a windshield covered in water and prepare by:

- Slowing as necessary.

- Noting whether the road is straight or bends or if there is a car in front that might slam on its brakes.

- Turning the wipers on.

- Be ready for the car to "pull" toward the side with the water.

By thinking of various options to driving scenarios, an anticipating driver is more apt to react quicker and correctly to a situation versus falling into indecision or worse, freezing at the controls.



Discernment

Driver discernment or judgment is often a matter of considering the risk/reward of a situation.

"Is it worth making a late pass this close to a corner?" (If any doubt, don't.)

"All-wheel drive should allow normal speed regardless of road conditions." (It does not.)

"I drive well enough to turn off the car's traction and stability controls, regardless of the conditions." (Okay, but there are many highly-skilled drivers who don't, for good reason.)

If the memories of a father asking "What the hell were you thinking?!" come to mind when considering a particular driving action, then the risk likely outweighs the reward.

Lastly, when considering the risk/reward of a pending driving exploit, remember the litigious nature of our society and the damage "jackpot justice" can do to one's finances.

Most discerning competition drivers drive conservatively on public roads for good reason.

Public roads offer no flag stations and the abilities of other drivers and the mechanical conditions of the other vehicles are an unknown.

There are several venues available for the discerning driver who wants to use the high performance capabilities of their cars in relative safety. Closed course events such as Autocross, HPDE track days and High Speed Open Road Rallies are all good options.

In conclusion, the ability to Anticipate and Discern is often what separates drivers who finish races and those who don't due to crashing.

They are worthy skills for any high performance driver. ■



**MATRIX
INTEGRATED**

TUNED TO THE GERMAN AUTOMOTIVE SOUL

MORE THAN JUST GERMAN AUTO REPAIR

MAINTENANCE | REPAIR | PERFORMANCE | RACE

www.matrixintegrated.cc
503.443.1141

Serving the Pacific Northwest since 1989



Factory Certified Collision Equipment

"Celette" Dedicated Fixture straightening system. We have factory exact fixtures for most Porsche, Ferrari, BMW & Mercedes models new & old. Few Oregon shops have a Celette or Carbench. Ours have been in use since 1997, most of the others are new. Experience? You do the math.



CAR AUTOBODY
CanyonAutoRebody.com

"Concours or racecourse, of course!"

High-End European Collision Repairs
Vintage Racecar Restoration
Suspension Geometry Upgrades

Factory Certified Paint

"Glasurit" Refinishing System. The exclusive only paint specified by Porsche, it's the paint that is on new Porsches and has been for years. Why accept anything else?



Factory Certified Wheel Alignment

"Beissbarth" Germany's finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth's accuracy.



21916 Ferry Rd. S., PO Box 307, Mehama, OR 97384

1.877.489.2520

Porsche Everyday and Christmas

by Randy Stolz



As I clean the last bit of pine needles from the rear boot of my Boxster, I'm reminded of how much I miss our other car. It all started when Ann was involved in an accident. She's okay, but our 2001 VW Eurovan Weekender (Big Red) was sent to the repair shop. This was back in October, just before Rennsport.

Our 986, nee "de Perl," has always been used as a classic "sports" car. In the early days before my retirement, it ferried me faithfully to work and back while being game for any "sport" on the weekends. And yes, I ALWAYS took the long way home. After a long day at work, I found it an unbeatable way to detoxify. I mean, when you leave town and get out in the countryside, a good stretch

of road with music by Zuffenhausen seems to make all those extra hours worthwhile. Comp time? The road home was a sure thing.

After retirement, those trips into work ceased, but not the weekends. Longer weekend trips became more frequent, adding another dimension to the "da Perl." Where to? Maybe not Tortuga (we've been run aground) but we'd follow Jack's compass to "That which ye desire most."

Like any sports car, the question of cargo in the "da Perl" is a concern when charting the next voyage. No, she can't handle a steamer trunk, but she can handle two-thirds of the volume in the bow and the other third aft of the cabin. This makes for a pretty good cruise as we've developed some "pack light" strategies that serve us well, even when we have the use of Big Red.

Lately, though, the cargo has been more odd, and yet, routine. Cases and bags have given way to all things that were the exclusive domain of Red. Indeed, groceries are now taken in plastic rather than paper. This allows a "contoured fit" and less liquid finding its way to the boot liners. One caution is to put the heavy, solid items in first. Anything larger than a golf bag means only one person can make the trip, as the passenger seat must be used. Still, I haven't had to remove the hardtop fitted for winter and the holidays, which brings me back to those pine needles in the rear boot.

We needed a Christmas tree. I'd seen a picture of Christmas tree tied on top of a 356 (like balancing a pencil on top of a handball). Certainly, a tree in its shipping twine wouldn't be a problem if I had a rack for the hardtop. With said rack, I would also have no fear of a flat tire if the rear boot held cargo on a trip. I would be free to continue to my destination, wheel atop the roof, with Rally/Raid flair. I don't have a rack or a hitch for my folding trailer either. By the way, if you have a flat tire with the front boot full, a wheel can be carried in the rear with the spoiler manually deployed for attaching a bungee net to the deck lid. But, I digress.

Okay, so we don't get the 10-footer. Let me have the five-foot Noble fir (fir needles?). Uh, better deploy the spoiler for extra 'lip'. Where are those bungees? I can't wait.

The shop says 'Big Red' will be ready in December. Ho Ho! Merry Christmas everyone!

See you at the holiday party. ■

2011 Board of Directors Candidate Statements

JIM NORTH / PRESIDENT



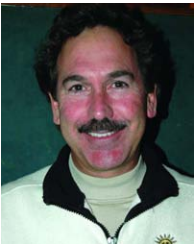
I have had the pleasure of serving as ORPCA President the past year. Prior to my tenure as President I served as Vice-President for one year, Secretary for one year and Treasurer for two years.

Over the past year I have maintained my board liaison role with the Autocross Program, served as event chair for the Northwest Passage Tour Committee and manage the ORPCA annual budget preparation each year with our Treasurer. As a financial advisor during the day for a major investment bank it is perhaps only natural that I focus on the financial aspects of the club and work to preserve a rainy day fund to carry us through lean years when they unexpectedly occur. We were fortunate to have these funds in 2011 as we saw revenues fall and expenses rise with the development of the new website and membership automation process. At the same time, I want to loosen the purse strings as necessary to ensure we give back to the members and provide a fun experience throughout the year.

Next year I would like to focus on continuing to streamline many aspects of the club. My primary focus will be on how we further integrate our *Anzeiger* magazine, the new website and the email blast into one integrated platform that better serves the needs of our members as well as our valued advertiser sponsors. Additionally, I want to continue to complete the automation of our membership process that we initiated this past year. This is necessary given the fact that we have over 1,500 current members and are consistently one of the fastest growing of the 165 National PCA clubs.

We are all busy with our jobs, families and all of the other activities that we involve ourselves in from day to day. As such, my most important goal is to help make the club a place where we simply have fun and relax. I look forward to working with the new board members and doing all I can to grow our volunteer and member base in the coming year. Please take the time to read the other candidate statements on this page and you will hopefully appreciate as I do the depth of experience we will assemble on the board of directors in 2012.

ERIC FREEDLE / VICE-PRESIDENT



Having been a club member for over 12 years, I have seen the benefits of being involved with the Porsche Club; enjoying the benefits of track days, Autocross, and dinner meetings. When the Porsche Parade came to Portland in 2006, I worked with the committee that brought this region one of the most outstanding parades that Porsche has seen. Later that year, I was asked to serve on the board and have been for the last five years assisting the club with the Historics, Rose Cups, Arrive & Drives and co-chaired the communication committee that oversaw the transition of the *Anzeiger* into the new e-format that will save the club significant dollars moving forward. I look

forward to serving on the board as the new Vice-President and helping the club and its members in 2012. Benefits of an Oregon Region Membership: in a word Communication!

JOE MCQUEEN / SECRETARY



I have been a member of the PCA for 12 years, the last four in the Oregon PCA. When we first moved to the Portland area, I wanted to meet new friends and get involved with the PCA. A great opportunity arose in the 2006 Parade, I volunteered to be the Art Show Chair. This led to creating relationships with the committee and the Board of Directors, and I thoroughly enjoyed working with the outstanding cadre of ORPCA volunteers.

After the Parade I continued to look for areas where I might contribute, and I discovered that the website was in need of care and direction; I volunteered to be your Webmaster. Initially, I worked on making the website more friendly and up to date, but the constraints of the old website environment limited the flexibility we needed to progress to a tool that delivers club information in a timely, appealing, and flexible format. *(Continued on next page)*

BOARD OF DIRECTORS STATEMENTS, CONTINUED

JOE MCQUEEN / SECRETARY, CONTINUED

To this end we engaged the services of a local website design company to update the new ORPCA website, I lead that effort.

Today we have *Anzeiger*, Harry's Blast, and the website all delivering a unified set of information, we created a coherent process that incorporates the best elements of these tools and delivers timely, accurate, and entertaining ORPCA information to the membership. We have a website tool that enables event chairs to publicize their events in a consistent format and keep those event ads up to date. *Anzeiger* has evolved to a timely club newsletter that can be produced with up-to-the-minute information and it is no longer constrained to set pages and formats.

We are engaging new members and getting them involved and participating in our great events. During the next year we plan on further improvements to the website and will be making changes to the way we deliver information from the Board of Directors to the membership, as Secretary I would like to keep that effort on track through a more informative insight into the BOD meetings and decisions. We will need to ensure that our members understand the decisions the club makes and the directions needed to keep ORPCA vital and fun.

JOHN BRAMS / TREASURER



My Name is John Brams and I'd like to be the next treasurer of the Oregon region Porsche Club. My wife and I have been members for about a year and have enjoyed dinners, watching Autocross, participated in the Arrive and Arive to Manzanita and the overnight trip to Crater Lake. Due to other commitments, we have had to miss other events that we wanted to attend. Our current Porsche, a 2006 4S is my sixth—I'm obviously addicted to driving these wonderful cars.

I've been a CPA here in Portland for over 35 years. I understand the duties of the Treasurer and feel this responsibility is within my capabilities. I'm looking forward to being part of the team and help this Club enjoy its diverse activities. We are anticipating meeting other members of the Club and I think this is a good way to do that.

GARY CHAPMAN / BOARD MEMBER AT-LARGE



I have had the pleasure of being an ORPCA member since November of 2004. My wife Pamela and I have enjoyed the club in its many aspects. We love to drive these fantastic cars! As many of you know, I have chaired the Autocross now for three years. These events can't be run by myself alone, I have pulled a fantastic team of club members and non-club members to run the events efficiently and with a huge measure of fun and camaraderie. We have grown the program in budget, participation, quality and scope of events.

Recently, I served on the communication committee regarding the *Anzeiger* and its translation into a modern electronic format. I feel we will have a more complete and up-to-date communication with the membership via electronic means, while preserving our sponsorship from local vendors.

I was asked to participate at the BOD level this year by the nominating committee. I appreciate their confidence in my abilities and leadership.

In my professional life, I guide a talented group of people in the delivery of Orthodontic treatment while having fun with our patients.

This is a club, composed of people who are here to have fun with their cars and other like-minded people. The strengths that I will bring to the board are a passion for organization, teamwork, appropriate recognition of team volunteers, leadership skills, as well as a focus on having good old-fashioned fun first and foremost. We have, as always, challenges to overcome and decisions to be made. Through the combined efforts of your BOD we can guide the club through these challenges and maintain the fun factor for the membership. I am happy to take a leadership role, or be part of the team. (*Continued on next page*)

BOARD OF DIRECTORS STATEMENTS, CONTINUED

GARY CHAPMAN / BOARD MEMBER AT-LARGE, CONTINUED

In the coming year, I will help our president guide the club through the proposed streamlining changes to make it more fun for all involved. I am committed to having fun with our club, growing the membership, and maintaining its financial health for years to come.

BOB SCHATZ / BOARD MEMBER AT-LARGE



You really want me to be a member of the Board? I have only been a member since Fathers Day 2001 and all I do in the club for the past 10 years is have fun driving, drinking and eating with an occasional side of Anzeiger. So hey, why not?

KIM TAYLOR / BOARD MEMBER AT-LARGE



Hi I'm Kim Taylor. I've been an active member of Oregon Region PCA for over 10 years and really enjoy being a member of this organization. I have participated in or volunteered for many different events and areas of responsibility over the years. I have co-Chaired membership worked events and, most recently, become the Chair of the HPDE program. I would be proud to serve as a Board Member at Large representing your needs and wants to our fine club.

DOUG TWITCHELL / BOARD MEMBER AT-LARGE



As a teenager I worked at a service station in suburban Washington DC that employed an Austrian born and trained Porsche mechanic. Our specialties were German cars of all kinds—my favorite being the Porsches. I had the amazing opportunity to drive our customers' various Porsches that we maintained, including my favorites, the turbos. From that early age I was hooked. Good fortune smiled upon me in 2007 when I purchased my first Porsche, a wonderful Cayman S.

If it wasn't for the parts and service folks at Sunset Porsche I would never have known about the Oregon Porsche Club of America. They impressed upon me that I should join "to see what these incredible machines can really do." My first Oregon PCA event was attending the board meeting where ideas were shared for the following year's calendar. I threw out the idea of adding Drive and Hikes. Since that meeting, I've participated in track events, Arrive and Drives and have put together several Drive and Hikes that I think have been very well received by those who participated. I've met some wonderful people through the PCA and hope to meet many more. It would be my pleasure to sit on the board as a Member-at-Large.

ERIC WISHAN / BOARD MEMBER AT-LARGE



I'm honored to be selected for a board member at large position for the Oregon Region Porsche Club. I enjoy socializing with like-minded people, I have wanted to be a 911 Porsche owner since I was a kid, and have a general all-around passion for cars and car clubs. I've been driving with the Porsche club HPDE days for about five years, and have been an instructor with the club for the past three years. I joined the club about a year ago after purchasing my first Porsche, and have been actively participating with the club and social events, arrive and drives, track days, etc. ... for the past six months, I have taken over the Membership Chair position, and have helped bring automation and manageability to the membership role. I look forward to bringing my past experience as a board member of the BMW club to the Porsche Club, and helping in any way that I can.



Denim to Diamonds

2011 Holiday Party
Saturday, December 10, 2011
6:00 - 11:00 p.m.

Avalon Hotel and Spa on the Willamette
Aqua Riva Restaurant
4560 SW Macadam Ave. / Portland, OR 97239
503.802.5800 / www.avalonhotelandspa.com

Watch the Christmas Ships while dining and dancing!
Bring an unwrapped toy for a local charity
No-Host bar at 6:00 p.m.

Dinner starts with a caesar salad of romaine hearts,
grilled foccacia and
oregonzola vinaigrette, followed by
the entree of your choice,
and concluding with a dessert bar.
\$60 per person

Ample parking, self-service or valet.
Hotel special: "Take the Elevator Home" Package
\$119 for King Room
Contact Avalon Hotel & Spa for reservations

Questions? Contact Sue Denfeld,
360.896.5885, socialevents@oregonpca.org

RSVP by November 29;
\$15 Surcharge per person for payments
after November 30

Register at
www.motorsportreg.com

Holiday Food Box Party

Monday, December 12, 6:00 to 9:00 p.m.

and Wednesday, December 14, 6:00 to 9:00 p.m.

Box Delivery: Saturday December 17, 8:00 a.m.

Portland Police Bureau, Sunshine Division

687 N. Thompson

Portland, OR 97227

Get together with fellow club members, and others, to assist the Sunshine Division in packing 5,000 food boxes for the needy. Box packing will take place on two nights; twenty volunteers are needed each night. Be a part of making someone else's holiday season a bit brighter, it's easier to smile with a full tummy. Go an extra step and bring one or two stuffed toys for distribution to children, it could be the only gift they receive.

PORTLAND POLICE BUREAU
SUNSHINE
DIVISION
HELPING FAMILIES SINCE 1923

At the end of the evening the Porsche packers will adjourn to The Gotham Tavern, 2240 N. Interstate, Portland, OR 97227.

Contact: Jim Ayers, 503.453.6939,
escrgo@comcast.net.

**Club
Event**



Photos from the 2010 Food Box Party. Top: Paul Goudy packing oranges. Left: Bob & Kathleen Ellis, Mary O'Connor & Donna Helzer. Above: Andy Wilson. Photos by Jim Ayers

Resource Directory

Auto Upholstery

Guy's Interiors 503.224.8657

Collector Cars

Monte Shelton Motors 503.224.3232

Financial Advisor

Morgan Stanley 503.221.6262

Mortgage Banking

Summit Mortgage 503.819.9712

Paint and Body Works

JM Motorsports 360.577.9171

Porsche Service & Repair

Canyon Auto Rebody 877.489.2520

Collision Rebuilders 503.226.6311

Heckmann Thiemann 503.233.4809

Marque Motors 503.293.5386

Matrix Integrated 503.443.1141

Stuttgart Autotech 503.635.3098

Sunset Imports 503.641.8600

Porsche Sales & Service

Carrera Motors 541.382.1711

Sunset Imports 503.641.8600

Tires & Wheels


A-n-T Tire & Wheel 503.236.2106

Wealth Management


Tribune Wealth Management . . 503.603.0880

Wheel Polishing & Repair

Skip's WheelWerks 503.641.8001



Porsche • Audi • BMW • VW • Mini



Courtesy Honesty Quality

503.635.3098
stuttgartautotech.com

email us at wheelwerks@yahoo.com



Alloy Wheels

- Polishing & Painting
- Minor Repair
- Hand-painted center caps
- Precise mounting & balancing with your tires shipped in from anywhere.

Family-owned & operated
62 years combined experience

503.641.8001

Skip's
WheelWerks

Trackside Motorsports

A Division of A-n-T TIRE AND WHEEL

DRAG • ROAD
AUTOCROSS
RALLY

8131 N. Interstate Ave., Portland, OR • 503-236-2106

*Your Race Tire
Headquarters*

TIRES
ALIGNMENT
SUSPENSION

race - street
work - tow



We Would Like To Buy Your Gently-Used Porsche 911.

(Top Prices Paid for Nice Clean Cars.)

MONTE SHELTON
JAGUAR

Purveyors of quality classic
and collectible automobiles.



1638 W. Burnside P.O. Box 5545 Portland, OR 97228
503-224-3232 Fax 503-224-4310 monteshelton.com

GUY's

INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION
DYEING AND COLOR MATCHING

**The Finest
Upholstery
for Your Car**

Guy Recordon

Jim Enger

503/224-8657

2016 NE Alberta St.
Portland, OR 97211

Morgan Stanley
Smith Barney

WHO'S HELPING YOU PRESERVE YOUR WEALTH?



Your status in life calls for sophisticated estate planning solutions. If wealth preservation has become as important to you as wealth generation, then it's time for Morgan Stanley's personalized trust and estate planning solutions.

Personal trusts are customized estate planning tools used to:

- Control and preserve wealth
- Help reduce tax liabilities
- Plan for asset distribution to heirs/charities

To discover how Morgan Stanley's considerable wealth management experience, along with the trust services and fiduciary experience of Morgan Stanley Trust, N.A., can help you meet your wealth preservation goals, please call.

Morgan Stanley does not render advice on tax and tax accounting matters to clients. This material was not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer under U.S. federal tax laws.

Investments and services are offered through Morgan Stanley & Co., Incorporated, member SIPC.

© 2007 Morgan Stanley.

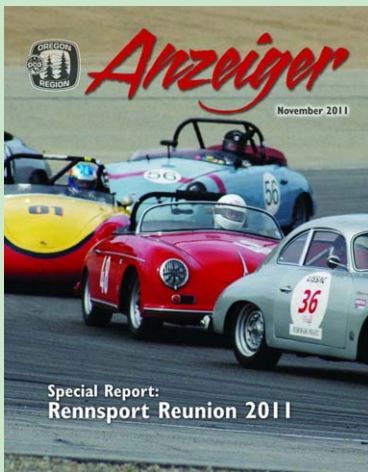
**Jim North
Financial Advisor**

Morgan Stanley Smith Barney
1001 SW 5th Ave. Suite 2200
Portland, OR 97204
James.North@mssb.com
(503) 221-6262 (direct)
(503) 221-8602 (fax)
(800) 767-7824 (toll free)



Announcing the *Anzeiger* Cover Photo Contest!

Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of *Anzeiger*, the Oregon Region's award-winning magazine. Enter as often as you like.

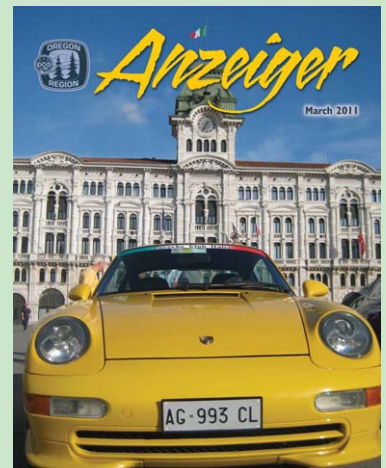
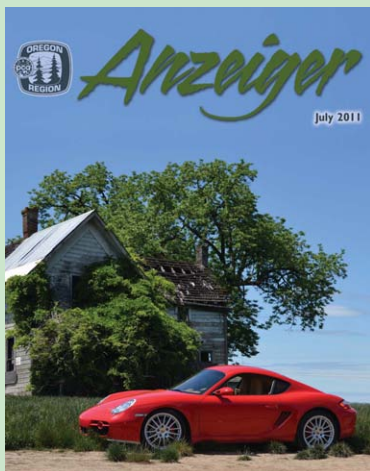


Details: Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

The fame: Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are.

Send your entries to: Bob Schatz, Photo Editor. at bob@allusaarchitecture.com



Collision Rebuilders, Inc.

QUALITY AUTOBODY REPAIRS SINCE 1943

Velocity Measuring Equipment

Glasurit Factory Finish for
all European Cars

Quality Documentation

Body ♦ Frame ♦ Paint



503.226.6311

2077 NW Marshall • Portland, OR 97209

www.collisionrebuilders.net

Robert Edgar
Owner



"Excellence in Service!"

ASE Certified!

SERVING PORTLAND
FOR 36 YEARS

Award Winning!

"Trusted!"

356 / 912 / 912e / 911 / 911se / Carrera

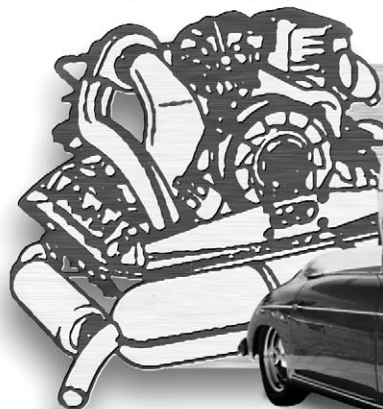
Porsche Specialists!



Ed Thieman

"Our reputation is built
on trust and exceptional
service."

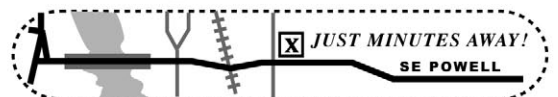
Thank you for being
Portland's best
customers."



Heckmann Thiemann Motors

2327 SE Powell Blvd. Portland OR

503-233-4809





Willkommen

Craig Bosch
2006 Cayman S

Douglas and Linda Knight
2009 Boxster

Kevin Strang
1999 Boxster

Jerry Talton
2012 Cayman S

Bruce Tran
Daniel Romero
2010 Panamera
2012 Cayenne

Kyle Valenta
2007 Cayman S

Trevor and Kristi Bacon



Anniversaries

5 Year Anniversary

John and Jennifer Helmer
J and Carol Welch
Robert and Marcie Edgar
William and Barbara Crothers
Brad Bernard and James Bernard

10 Year Anniversary

Harry and Stephanie Danberg
Kevin and Melinda Sahli

15 Year Anniversary

Kirk Austbo and Angela Barber-Austbo
Neil and Kathrine Gray

20 Year Anniversary

Jim Weidenbaum and Brian Weidenbaum

25 Year Anniversary

Patrick Wheary and Peter Wheary



Quality Paint & Bodywork

Specializing in - 911, 914

40 years experience, reasonable rates & references

jmmotorsports9@gmail.com

Jerry Mahoney
360-577-9171

Kelso, WA 98626

Marketplace

■ CARS FOR SALE

944

1985.1 Porsche 944 - Red/Black - 5-spd. New Rack & Pinion, driver's seat upholstery, seat belts, hood struts, power mirror. 174,### miles. Car cover, bra, mirror bras. All lights and gauges work. Factory alarm. \$4300. - Michael - 503 333 5651 or bigmarlin@mail.com (8/11)



Cayman

2007 Cayman S Cobalt Blue Metallic, buckskin interior, leather adaptive sport seats, heated. Bose surround, Sports chrono and preferred and bi-xenon driving packages. Sports 19" Carrera wheels/brakes, 3 spoke steering wheel, self-dimming mirror. 6 speed No smoke or animals or food. One owner all records and remaining warranty. \$39000. Patrick (503) 318-7783 C (4/11)

356

1962 356x T6 Coupe, Smyrna Green w/tan. Not Concourse, but really nice. Rod Birkland, 503.292.5839. (3/11)



Targa

For Sale, 1983 911 SC Targa with only 140K miles. There is a long list of new parts as well as performance upgrades. Asking \$14,500. Contact Bruce Reynolds at 503-364-7675 or email caroler@wildblue.net. (12/11)

■ OTHER



Front Hood Shocks, Stabilis brand (OEM supplier), fit 911 from 1965 through 1989, and 912 from 1965 through 1969. Two Heavy-Duty Version (pressure = 430N) Pelican parts number 911-511-331-00-M117 New unused, cost \$16.75 each, plus shipping. Sell for \$20.00 for the pair.. Bob 503-533-8000 (12/11)

ROAD or TRACK DAYS – Yokohama Advan Neova AD07 Tires

2ea 205/50R17 @ 7/32" left - \$100. 2ea 255/40R17 @ 6/32" left. \$200

<http://www.tirerack.com/tires/tires.jsp?tireMake=Yokohama&tireModel=ADVAN+Neova+AD07>

Randy - 503.524.8888 paellero@comcast.net (10/11)



For sale cheap: 1 set of four Borbet silver aluminum alloy wheels, five spoke, 14 x 6, four-bolt pattern to fit early VW Rabbit/Golf/Scirocco, Audi Fox/4000/80/90. Good used condition, includes long bolts and locks. Wheels are mounted with Bridgestone 195/60-14 with approximately 2-3/32" remaining. First \$100.00 takes. Peter Linsky 503-644-2709 (10/11)

New in boxes a set of four Fikse FM/5 forged alloy modular (3 piece) wheels. 7.5 X 17 & 9 X 17 with back spacing to fit Porsche 911SC & Carrera (1978 - 1989). Optional satin anodized finish on wheels, center caps and alloy lug nuts brought the total price to \$3860 plus shipping. \$3350/OBO. Cell: 503.705.5355. Gary R. Engel (8/11)



GT-3 Wheels and Michelin Pilot Sport Cup tires for sale. Take-off wheels from my 2007 GT-3 totally stock, with Tire Pressure Monitor Sensors. Only 4000 miles and wheels are in near perfect condition! Front tires 40% tread, rears have 25% left. \$2250. mark.mueller@gmscpa.com, Salem Oregon. (503)559-0385 (cell) or (503)581-7788 (work). (10/11)

GT-3 Rear Wheels from 997 GT-3 less than 1000 miles, perfect condition, Tire Pressure Monitor Sensors and "GT-3" center caps. \$1000 for the pair.

mark.mueller@gmscpa.com, Salem Oregon. (503)559-0385 (cell) or (503)581-7788 (work). (10/11)

■ Bilstein front Sport Shocks for 986 Boxster – list price \$245 each, sell for \$125 each.

■ Bilstein rear Sport Shocks for 986 Boxster – list price \$230 each, sell for \$125 each.

■ H&R performance springs for 986 Boxster – list price \$360, sell for \$150.

All parts used less than 1,000 miles. Jeff 503.628.0629 jgretz@onlinenw.com (5/11)

2 unused Hoosier A6 tires, 285/30/ZR18. \$550 OBO if local, else add shipping from 97229. Call Liz Bacon, 503-347-4931 (5/11)

■ Bell M2 Helmet - Snell 2005;large; clear & shaded visors; fleece lined carrying bag; head sock

■ Simpson driving shoes; size 9

■ OMP driving gloves Sold as a package, \$300.00. John S. Mazmanian,

Krugerinor@hotmail.com, 503.617.4680 (5/11)

EVO Motorsports 996 Turbo Airbox w/ cone filter. \$250.00. John S. Mazmanian, Krugerinor@hotmail.com, 503.617.4680 (5/11)

4 O.Z. Allegherita HLT lightweight wheels, gold. 2 are 18 x 8" and 2 are 18 x 9" (stock Cayman sizes) w/5 x 130mm offset. ~1.5 years old, used for 8 track days & 20 autox's; great condition except for a small ding. \$1200 OBO. Call Liz Bacon, 503-347-4931 (5/11)

See page 4 for information on placing Marketplace advertising