

1960-2010



Anzeiger

July 2010





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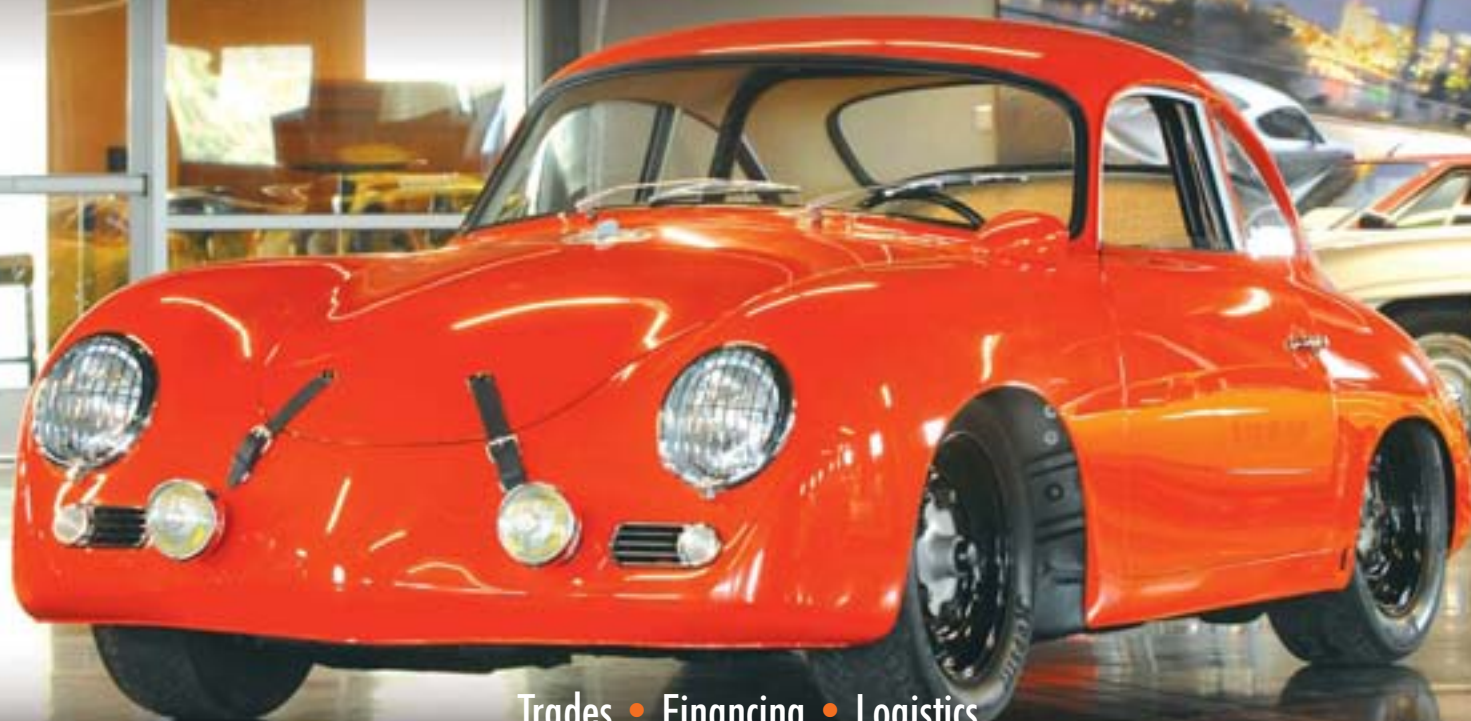
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Anzeiger

Volume 50 No. 6
July, 2010



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ON THE COVER

Porsche #1, "Porsche 356-001" as seen in the new Porsche museum. It was completed in 1948 in Gmund Austria, the first roadster, a realization of Ferry Porsche's "dream car." Photo taken on May 6 in Zuffenhausen Germany by Mike Fleming.

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

Lots of Great Porsche Events in July

Since my last message, we have had seven days of club driving opportunities during the month. Cabin Fever was our first overnight tour for the year. Missed that one, but I was able to attend the May Arrive and Drive with Garage Tour. What a great event! The morning started off with blue bird skies and SUN. We had a huge turnout of at least 60 cars arriving to drive. Denny Torgeson, Tourmeister, along with Bill Helzer assisting, had put together a fun

Drives, but on all tours, there are driving etiquette/rules that are expected to be honored. While we all enjoy driving our cars in a spirited fashion, wise, safe, legal driving is expected. It is everyone's responsibility to drive in a reasonable manner. Please, do not stop on blind corners or hills if you are lost, but find a SAFE place to pull off. Be sensitive to cars following you and avoid putting them in jeopardy. Additionally, in boundless enthusiasm, some drivers took off in

AT THE MEETING CHUCK AND JUDY HERVEY GAVE AN UPDATE ON THE STATUS OF THE ORPCA 50TH ANNIVERSARY PARTY. I ENCOURAGE YOU ALL TO SIGN UP EARLY. IF YOU WAIT TOO LONG, YOU WILL MISS OUT ON THE CHANCE TO ORDER MEMORABILIA, SUCH AS CAR BADGES.

scenic route to get us to the "garage" for the tour. Tom Whiteley had suggested this particular garage. This was not just any normal garage. This car collection, known as Papa's Toys, is John and Susan Davis' (of Stuart-Stiles Trucking) collection of over 150 cars of all makes and vintages from street rods to classics. The warehouse they are displayed in also holds memorabilia from the 50's on up to more current times. This collection is only open to the public one day a year and the admission is a donation of whatever cash your conscience dictates. The money is given to Doernbecher Children's Hospital. We spent time admiring the collection, then moved on to the parking lot filled by many car clubs to check them out as well. Then it was on to McMenamins Grand Lodge for a late lunch with fellow members. What a great day. Many thanks to Denny Torgeson, Bill Helzer and Tom Whiteley for putting on this event!

I feel that I must comment on some driving behavior I witnessed on this Arrive and Drive. Not just on Arrive and

advance of the Tourmeister, Denny. This is NOT cool. The Tourmeister must/deserves to go first and do his job, which is to lead, not follow! Please, make a note of the Tourmeister and the car he or she is driving and do not pass the Tourmeister unless specifically asked to do so. Allow our Tourmeisters to be the first car out.

As if the Saturday A & D hadn't been enough Porsche fun for one weekend, it was followed Sunday by Autocross. I understand all participants got eight runs and were still home in time to honor or celebrate Mother's Day. Thank you Autocross Team! And if you had the opportunity to participate, the Lapping Day at Oregon Raceway Park was held the following weekend, May 15 and 16. The weather was perfect and all involved had a super time. This track is such an opportunity to drive elevation and distance that for as nice as PIR is, it cannot offer the same experience. Thank you Don and the HPDE Team for all your great efforts to make this driving experience super!



I was able to attend the May Dinner and Social at Casa Colina. I believe there were over 40 people in attendance. It was really great to chat with some members I haven't seen for a while. Thank you, Dinner Meeting Team, for putting this together. Please note: The September Dinner Meeting & Social on September 15 has been cancelled, as our 50th Anniversary Celebration, which includes dinner, is the following week.

The Board of Directors met on May 4 to conduct Club business. Events to happen imminently were reviewed to be sure issues were addressed. At the BOD meeting, Chuck and Judy Hervey gave an update on the status of the ORPCA 50th Anniversary Party. I encourage you all to sign up early. If you wait too long, you will miss out on the chance to order memorabilia, such as car badges.

The opportunity is still available to get involved with the *Anzeiger*. Please contact me or Eric Freedle, Secretary at secretary@oregonpca.org, if you can help.

July offers 12 days of events from which you may choose, or attend them all! I look forward to seeing you out there, enjoying our events! ■

Oregon Region Events



July, 2010

- 4 Autocross PIR
- 6 Board Meeting
- 9-11 Portland Historic Races
- 10 Arrive and Drive
- 17 Drive and Hike Fort to the Sea
- 18 HPDE ORP
- 20 Deadline for September *Anzeiger*
- 21 Monthly Club Dinner and Social
- 24-25 Bill's Escape Tour

August, 2010

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

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

- 2 Planning Meeting
- 5 Board Meeting
- 9 Andy & Marg's Hillclimb
- 14 HPDE PIR
- 17 Autocross

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.

STILL PLAYS WITH CARS

Peter Linsky



Interesting Developments in Engines and Racing Tires

We in the Porsche enthusiast community have sensed for a long time that the factory's incredibly long-lived flat six engine design and placement for the 911 and Carrera derivative family has been stretched to its maximum potential. Now fully water-cooled and punched out to a full four liters of displacement, this engine simply hasn't any more room to grow, and the design is being steadily matched and beaten by competitors with engines of equal size. While Porsche might be working quietly behind the scenes to develop something better, several privateers have already delivered some promising solutions. First, as you already know, a prototype entered by a former Brumos crew under the banner of Action Express Racing took the DP win at the Rolex 24 Hours of Daytona in January. It was powered by a privately-developed 5.0 V8 based on Porsche's Cayenne powerplant. The second indicator came soon after, when famed engineer and designer Alois Ruf took the wraps off his new 911-based RGT-8. Although this new coupe retains the 911's behind-the-axle engine placement, that 4.5 liter engine is also a 90-degree V8 with a 180-degree "flat" crank design. Ruf claims an

DID PORSCHE OR ITS CORPORATE PARENT VW LEND A HAND FINANCIALLY? WILL THIS ENGINE SOME DAY FIND A HOME IN A PRODUCTION PORSCHE? CAN YOU IMAGINE IT TUCKED BEHIND THE SEATS OF A NEW "SUPER-CAYMAN"?

output of 550 bhp at 8500 rpm and massive torque numbers as well, all from a power unit that weighs less than 200 kg, or 440 pounds. At first, I wondered if Porsche's engineers at Weissach cringed when the car was introduced, but later on I wondered if we know the entire story. An entirely new engine such as the Ruf V8



is very costly to design and build. Did Porsche or its corporate parent VW lend a hand financially? Will this engine some day find a home in a production Porsche? Can you imagine it tucked behind the seats of a new "Super-Cayman"?

Interesting doings at Sebring: Yokohama introduced a second-generation racing tire that the company claims has a lower environmental impact than its competitors. First introduced at the Florida circuit a year ago, the Advan ENV-R series tire uses natural rubber and orange oil, reducing the amount of petroleum needed in manufacturing. The first series of the ENV-R used about 15% renewable, natu-

ral content; the latest version boosts that to 20%. Porsche 911 GT3s swept the podium in the Patron GT Challenge, sponsored, by—yup, Yokohama.

Thanks to fellow member Bill Hildick, who spotted an intriguing little item in a British racing magazine. It reports that a

well-known touring car racing team plans to prepare a new Panamera S sedan for the Superstars series. N.Technology successfully raced a Honda in the 2008 World Touring Car Championship. The Panamera will compete against Mercedes, BMW, Cadillac, Maserati, and Chevrolet in the series. Google up N.Technology's website and you'll find more information about this effort.

Bon voyage and Auf wiedersehn to our longtime friends Dr. Dale Rhoney and his wife Kay, who have relocated to Ansbach, Germany. Dale, a retired orthodontist and one of the original notorious Three Amigos, found time heavy on his hands, so when he learned that Uncle Sam was in dire need of tooth straighteners at its army bases in Deutschland, hired on as a civilian employee. Dale says they'll be gone for at least one year. Crossing the Atlantic for a second time will be Dale's lovely black 997 S widebody, which will allow the Rhoneys to visit the factory on a regular basis, since Stuttgart is just 70 miles away. Dale and Kay promise to stay in touch and maintain their ORPCA ties.

Until next month, drive safely! ■

Autocross

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. ■



This Month's Event: July 4 at PIR, 7:30 a.m.



2010 ORPCA Autocross Schedule

7/4 at PIR South Pits. Tech/Register @ 7:30am

8/14 Autocross Evolution Driving School at Hampton Mills,
Packwood, WA. Tech/Registration @ 9:00am

8/15 at Hampton Mills, Packwood, WA.
Tech/Register @ 8:00am

9/12 at PIR South Pits. Tech/Register @ 7:30am

10/17 at PIR South Pits. Tech/Register @ 7:30am

2010 AX Season teeshirts are now available!

Contact axchair@oregonpca.org for more information!





Two Black Flags and a Move Toward the Sunshine

Okay, I got the hatch and rear side windows installed. That was fun. I could have spend two hours trying to preserve the glass. But after a brief web search, I realized the no one was selling this stuff. In my mind this means no one is buying them either. So I got out some moving blankets and covered the inside of the widows, took out my trusty hatchet and popped the windows. These are tempered glass, so they break into about a million very small pieces when you hit them. After that it was fairly trivial to clean up the little bits.

The rear hatch was a bit of a handful to get installed and sealed. It is large and curved. I used silicon sealant to glue it to the window frame and clamps to keep it in place. Across the top I also screwed it to the window frame. The side windows are much easier to install. But before I did that, I needed to cut in the NACA ducts that will supply cool air to the gear box oil cooler. I used a scroll saw and marked the NACA duct cutout pattern on the paper scratch protection that came with the windows. I did a quick drill, and then followed the lines with the saw. I had the windows cut and the ducts installed in about 30 minutes (Photo 2). Putting them in the car was a bit more difficult; it took me about an hour to get these rubber seals installed, even using a little soapy water to help lubricate the seals.



Once they were in, I installed the new cooler duct and then connected the hose from the window intake to the exhaust duct around the oil cooler (Photo 3). Previously, you saw some photos with the turbo, alternator and power steering pump installed on the engine. To drop the engine in with the hoist, you need to remove these bits or it won't go in. The factory installs these from the bottom of the car while I have to drop it in from the top (Photo 4). That's easy enough, though, as they all bolt in quickly once the engine is sitting on the motor mounts. Bolt up to the torque tube, starter and clutch slave cylinder and we are ready to install the gear box, the radiator and start connecting the hoses, wires and other stuff ...

We are back from the ORP lapping day. What a great time! As always, my team did a great job of keeping the event moving along, even helping to serve the Saturday night dinner.

This event was also a first for ORP, as they had their new team of turn workers running for the first time. They did well at making the flag calls and communicating clearly. We spent some time during the weekend with them working exercises in observing cars for driving and mechanical issues and they did well at that. Track management has stepped up their support



relative to last year, and it made the event easier for us to operate.

Just so you all know the DE rules apply to the DE chair just like everyone else, I got two black flags over the weekend and the turn workers requested that I lead the last lap of the day with the black flag. The turn exiting the North Bowl and into the Adams Section is a climbing right hander at full throttle, and you have to turn with virtually no visual references. So my timing was off a couple of times and I dipped the left front wheel close to or off the left side of the track twice over the weekend. I was not the only one.

If you thought about coming out but chose not to, you missed out on some top-drawer fun. As the racers say, this is the most fun you can have with your clothes on.

After helping our friends Richard and Claire Puetz move to Phoenix, Debbie and I have decided that we will work towards purchasing a home there to winter. The Northwest winters are weighing heavily on us as we gain more life experience. Since my job is located here in the Northwest (I really like what I do for a living) we will likely have to maintain two homes, as I will need to spend time here with my employees each week, on my way to retirement in the next ten years or so. This will be an interesting time for us as we go through some life plan changes over the next year or so. ■

Baxter Historic Races at PIR

July 9-11

Celebrating 100 Years
of Alfa Romeo

The 2010 Baxter Portland Historic Races feature an entry list of more than 250 historic race cars. The Baxter Portland Historic Races allow enthusiasts the opportunity to see race cars up close, and feature a display of over 600 collector cars and hot rods, a food & wine pavilion, an autocross, and a kids' zone.

Tickets can be purchased through www.portlandhistorics.com. No corral passes are available.

Come on out and enjoy this summer tradition! ■

TICKETS VIA: www.portlandhistorics.com

CLUB CONTACT: Eric Freedle
503.936.0816



Photo by Chris Rotvik

Arrive and Drive

Saturday, July 10 Next Event 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

May 9 Autocross: A Mother's Day with "Heart"

by Todd Averitt / Photos by Bob Schatz

Sunday morning, May 9, Mother's Day, Autocross # 3 is now in the books. What a beautiful day it turned out to be. Like almost everyone, the night before was spent with our checklist: car numbers, check; tool kit, check; helmets, check; tire pressures, check; course maps, check; alarm set for sunrise, check; weather report (prediction), check; car windows cleaned, check; stuff out of trunk, check ... we were ready.

We arrived a little early to have plenty of time to register and walk around the south pits and admire all the wonderful toys. I'm just like a kid in a candy store, whether it's being allowed to touch Barry's new blue Cayman S, Stephan's '74 240Z, Trevor's new BMW Z4, Kathy and Bill's 944T, all the fabulous Boxsters, 996's, 911's, 914/6's, Corvette's, Neon's, Miata's, etcetera. What a thrill, and such a wonderful mix of vehicles you rarely get to see at other events. As a note, there were 27 Porsche's and 30 non-Porsches in the field. Arriving early also gave us some time to swap stories and get the latest lowdown on the modifications and newest improvements made in the battle of gaining that elusive .2 of a second.

Then the course walk. Each time I learn a new way to look at each corner and set of cones with advice from those who are far more experienced than I; breaking points and turn-in locations, where to tap the brakes and where to hit them hard. I really appreciate the members of our club and the great camaraderie among those that are there to drive, have fun, and learn something about themselves, their cars, and those participating. We need to recognize all the efforts the staff goes through to get the events together. The next time you see Gary and Pamela Chapman, Britain Smith, John Gonzalez, Kathy Smalley, Bill Thorpe, Bob Schatz, Michael Pinto, Harry and all the others who sit in the scoring trailer tracking times, out setting up the course, or taking those pictures we really enjoy afterwards, say thanks.

It may have been Mother's Day, but you couldn't tell from the massive attack on

the cones; it was "cone carnage day." Many weren't satisfied with just one cone kill, it was entire rows! My gosh, the finish line was skewed with cones as cars raced past the timing light then "locked" up in hopes of making the corner into the pits. We even had a car finish tail first. Even the timing lights came under attack. Fortunately they survived and a driver spared "the punishment." We must take note at this time that Eric Freedle's string of two seasons without hitting an "on course" cone is still intact. However there will be an asterisk by that string which will reflect that his right rear tire killed the first cone at the starting line as he accelerated toward the timing light at the start of his run.

It was a great course. Did everyone notice the heart that Britain worked into the layout just for Mother's Day? It was a very sneaky part of the course. There were places where acceleration was required and other places where finesse was called for. It was downright exciting.

Everyone now appears to be getting more accustomed to the modifications made over the winter, and the times are starting to show it. Britain Smith (TTOD), Gary Chapman, and Bill



Above: Pam Chapman waiting at the starting line.
Below: Racing for the Cure.

Thorpe had good showings in the M01 Class but Pamela's time was right up there with theirs. JP must have thought we wouldn't notice he was back in the 914/6, so where's that MR2 of yours? Barry Cogut, congrats on your good performance in the P05 class but you are up against Bob Schatz in his Boxster S who again took honors in the P05 class if only by 0.35 seconds. It has been recorded earlier that Bob prefers a fast track: it was a fast track. Greg Olsen in his 996 managed to fend off Cary Kutter's 1974 911 for top time in the I01 class and finished with the 4th best TTOD overall and third fastest in a Porsche car. Eric Freedle P03 class, Jim North P04 class, and Steve Getsiv S02 class all won their respective classes. Perhaps one of the best class contests was the S01 class where 1.170 seconds separated first through third. Chuck Jarvie won the class with Gordon Empey a very close second (0.384 sec) and Matt Schultz third. In the NP Class Jim Pileggi in his 1995 Mazda Miata took the honors and had the second fastest TTOD.

The day was beautiful and I finished only 7.01 seconds behind the TTOD. Wasn't great but that isn't what was important. Did I have fun? Check. Did I learn something new? Check. Did I meet someone new? Check. Could I ever stop smiling? No way.

Thanks to everyone that came and participated. See you all next event! ■

Drive & Hike: Fort to Sea

Saturday, July 17



REGISTRATION: Email name and phone # to
fort2sea@yahoo.com

REGISTRATION DEADLINE: July 13

COST: Free

**Club
Event**

Once the Corps of Discovery built Fort Clatsop, they turned their attention to exploring the land nearby. Some of their travels took them southwest to the area's bounteous beaches, including what are now Sunset Beach and Seaside. A 6.5-mile trail now runs much of the same forest, fields and dunes that the Corps traveled. The Fort to Sea Trail wends its way through the woods south of Fort Clatsop to Sunset Beach on the Pacific Ocean, covering land that once was home to the Clatsop Indians who helped the Corps.

Our drive will take us to the parking area at the Sea, where we'll board a shuttle bus to the Fort Clatsop; we'll then hike the 6.5 miles from the Fort to the Sea. You should plan for an entire day—we'll meet at 9:30 a.m., drive to the Sea, board a 12:53 p.m. shuttle bus at the Sea, begin hiking at the Fort about 1:30 p.m. and arrive back at the Sea around 4 p.m. We're not planning to take a tour of the Fort, which requires a fee. There is a bathroom at the beginning and end of the trail.

Requirement: You must be in good physical condition and be able to hike 6.5 miles. ■

HPDE at Oregon Raceway Park

Sunday, July 18

We are excited to announce another great track event at ORP 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 ORP. This is a fun but challenging track with elevation changes and blind corners that test your courage as well as your memory. This is a fully instructed event, but you must to have qualified as a solo driver at PIR before you join us at ORP. 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: June 6 - July 11

\$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

**Club
Event**

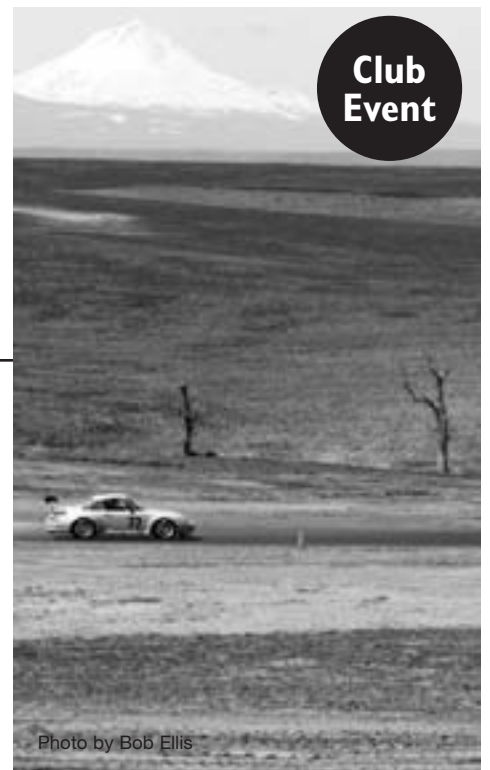


Photo by Bob Ellis

July Social and Dinner

Wednesday, July 21, 6:00 p.m.

E.A.T. at Johnny's

485 State Street / Lake Oswego, OR 97034

503.305.8528

6 p.m. Social Hour / 7 p.m. Dinner

Cost: \$20 Cash (includes gratuity)

Please come join us for a delicious home-style BBQ which will include salmon, ribs, pulled pork, Caesar salad, fresh fruit and more! Non alcoholic beverages will be included. Wine and beer will be offered.

We will have the whole restaurant to ourselves. Let's hope that the sun is shining so we can mosey on out to the patio and visit with John while he barbeques our dinner! It's going to be a fun evening visiting with friends and enjoying some good old fashioned dining.

We would appreciate you bringing exact change if you can. Thanks!

DEADLINE: July 16, 2010

RSVP: E-mail to:
dinnermeeting@oregonpca.org



Bill's Escape Tour

July 24-25



Join us for a weekend of driving and an overnight stay with some of the most fun members of the Club. This is an informal event where you can bring your own snacks and beverages for the "social hour" that lasts from shortly after we reach the hotel to just before dinner.

As far as the drive is concerned, we aim to please with scenic roads that have the best surface with the least amount of traffic that we can find. So your Porsche should feel right at home with its siblings, and you should feel the same way with the other like-minded Club members. ■

REGISTRATION DEADLINE: July 6, 2010

FOR MORE INFO: drive2escape@gmail.com

CLUB CONTACT: Bill Munson

drive2escape@gmail.com



Cabin Fever 2010: Hood River and the Walla Walla Spring Release Weekend

by Sue Hodge / Photos by Don Crawford and Gregg Hodge

The tour this year had very few participants—is this a message that it's time to hang this event up? Even our very first tour had 12 cars. This one had four! Those of us who came along had a great time, however.

As is usually the case, the weather was “iffy” on our Saturday departure. Not raining, but just unseasonably cold. Terry Peterson's navigator, Phil, wore shorts which provided some real entertainment value later on. Tourmeister Gregg had two routes worked out, depending on the weather. The route took the group up to Government Camp for lunch, instead of around the mountain as in the past. One option would take us up further to Timberline Lodge; the other went back out to Hwy. 26 and then continued down the road toward Hood River, avoiding the elevation increase.

After a great morning drive that visited a new road never included in our routes before, we arrived at our lunch destination—a newer place in Government Camp called the Ice Axe Grill and Pub. A couple of our people remembered the building had been a ski rental location in earlier years. Now it was a great little pub/brewery with wonderful food. Suffice to say everybody in our small group agreed that this was an unexpected treat. The other unexpected treat was the fireplace at the end of the room closest to our table. The one with shorts on was particularly happy ... While waiting for our food, Phil posed over next to the fire—turning himself as one would do on a rotisserie to brown (or warm) all sides. I wish we had a photo of that to show you!

After lunch we made our way toward Hood River through some lovely areas made green and lush by all of our wonderful Oregon rain. Gregg found a stop for us that also was new, out in the middle of nowhere, that called itself an “Air Museum.” In the big, old refurbished hangar there were not only planes but all manner of old cars and motorcycles as well. Actually, some very cool stuff. It turns out, in our small group we had a



pilot (Don Crawford) and an owner and collector of classic cars (Greg Kirchem), and the rest of us just loving beautifully retained or restored vehicles of all kinds, so you know this place was a hit.

Awhile before the event Gregg and I had been contacted by a Hood River area Porsche guy who was anxious to meet up with our group. He and others from the area have felt sort of disenfranchised in that it is a long way to drive to take part in Portland area events; also a ways (not as far) to High Desert area club events. We told Todd that we could do a late afternoon winetasting in town at the Springwater tasting room (just a block below the Hood River Hotel). He said that would work, and he would bring some friends. In the meantime, we had our whole group hang out in our suite including Terry Peterson's wife, Jill, who drove out to join us there.




At 5:30-ish we walked down the hill to the tasting room, and within minutes the 911's began to arrive. One, two, three and four ... Our new friend, Todd, brought his wife and two daughters, who would join us for dinner at the wonderful Celilo restaurant across from the hotel for dinner. At dinner we had Gayle Kovacs and Don Crawford, Greg and Kayleen Kirchem and Gregg and I from our group, and we had a great talk with Todd and his charming family. The area around Hood River has a lot to offer, and Todd was promoting it all—and he had some great ideas. We will pursue this, we promised, since we already drive through there so frequently on our events.


As is typical of the Cabin Fever Tour, half of our people would not continue on to Walla Walla the next day due to other commitments. Gayle and Don, and Gregg and I went on to Walla Walla for all the Spring Release winery open houses. The weather was excellent, and the wine was wonderful as it always is there. On the way home we ran into the most challenging wind storm I can remember on this tour. We have had some interesting weather experiences but this one was a high wind experience that threatened to lift our car right off the highway (84 out on the far east end). And the inevitable rain returned just as we were nearing Portland at about Troutdale ... ■



Opposite, top: The tour's stop at the Air Museum. Photo by Don Crawford. Opposite, below: Saturday's lunch stop. Photo by Don Crawford. Above: The 911s in Hood River. Photo by Gregg Hodge. Left: The Ice Axe Grill and Pub. Photo by Don Crawford. Below Left: Planes, bikes and automobiles. Photo by Gregg Hodge.



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What Makes a Great Arrive and Drive?

by Bill Helzer / Photos by Bob Ellis and Ben Brown

A few of the things that come to mind for me are: Sunny weather, a good group of cars, a challenging and interesting course, an interesting destination and a ending point with atmosphere and good food. Dennis Torgenson met all these criteria with our first Arrive and Drive of the season.

As we arrived at the starting point at the Homestead Restaurant it was “Top Down Weather:” sunny, clear and warm. With more then 60 cars, with drivers and navigators, the group was one of the largest to participate in an Arrive and Drive ... What a way to start the year.

Our route took us on challenging and scenic roads of Washington County. There was a good mix of twisties, straights and wonderful vista of rural Oregon.

Forty-five miles later, we arrived at Poppa's Toys in Cornelius. Poppa's Toys is

the private car collection of the Davis family and is open to the public only once a year. Hot Rods to Classics, Custom Isetta to Corvettes, there was eye candy for all tastes. All donated entry fees go to Doernbecher Children's Hospital. The Porsche club was given its own parking area and it was impressive to view almost all of the 60+ starters in one group.

Many of the members ended the day at McMenamins Grand Lodge in Forest Grove for a sandwich and some sun.

Thanks Dennis ... Great job, especially the way you got the weather to cooperate!





Opposite, top: A&D meets sunshine. Photo by Bob Ellis. Left: Porsches line up at Papa's Toys. Photo by Bob Ellis. Below, left: Photo by Ben Brown. Below, right: Final stop: McMenamin's. Photo by Bob Ellis. Bottom, left: Photo by Ben Brown. Bottom, right: Eye candy at Papa's Toys. Photo by Bob Ellis.





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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

Bob's Mystery Tour

Saturday, August 21



Club
Event

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 at 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

May's ORP Lapping Day: The Pucker Factor ...

by Jim McGovern / Photos by Bob Schatz

ORPCA held its first Oregon Raceway Park lapping event May 15 and 16. As most of you know, Oregon Raceway Park (ORP, www.Oregonraceway.com) is Oregon's newest racetrack, about an hour southeast of The Dalles. It's an exciting 2.3 mile road course that can be run clockwise or counterclockwise. Located in Grass Valley, its about a 2.5 hour drive (leisurely pace) from Portland. There are two different scenic routes to get there, and both are perfect to loosen up both car and driver prior to a track event.

I opted for the Hwy. 26 east to Hwy. 216 east on the outbound, and took 1-84 on the return. While certainly the lapping event was the highlight, the drive to and from was almost as much fun. At 4:30 a.m., traffic was light, temperatures cool and after I was appropriately caffeinated, I fired up my '84 Carrera and headed east. The drive took me around the south flanks of Mt Hood at just about sunrise and then onto Hwy. 216. which snakes further east and is chock-full of twisties. I managed to shave a few minutes off the Mapquest prescribed 2.5 hour travel time, with the rationale of needing to break in my new track tires. A quizzical glance from a very large elk on the side of the road curbed my enthusiastic corner exits and short bursts down the straights. Recalling what a deer did to my truck last year left me a bit skittish about the prospect of an elk through the windshield.

The event was well attended by over 45 drivers representing a variety of makes and models, with the missed absence of anything Italian or English. We ran the track counter-clockwise and only a handful of the drivers present had actually run that way before, so caution was the theme of the first few laps, which were run under yellow. The track features a number of elevation changes, which, according to many, were more challenging than in the clockwise direction. One section of the track is aptly titled "Pucker Factor." It happens after a sweeping left, and after you take a slight right and then crest Valkyrie Hill. Imagine exiting a corner at



full throttle, catching your next gear as your vehicle approaches a rise, and all you see is a remnant sunrise on the horizon. I hope nobody's there. I hope I have the right line. I hope I arrive on pavement. Pucker Factor. Those concerns invariably lead to braking but gradually gave way to throttle lift and then flat out, once I had memorized that point on the horizon. Being able to see through your next sections of a track helps, but it can be replaced with a decent memory. While the entire track was fun and exciting there were a couple of other sections worthy of mention. Half Pipe is a series of S-turns

with perfect camber. Initially I found myself driving into these corners but later, I threw the car into them. Once I had the line down, it was all out and the car stuck like a train on rails. Lastly, the Continental Corner was close to the merge of the exit pit lane and track. This seemingly innocuous right hander off the Caspell straight away had a negative camber with a slightly decreasing radius and was clearly the most challenging section for many. After coming into the corner far too hot, I saw the apex in front of me and resigned to a different, more scenic route through the pasture. Several Lotuses, Corvettes and BMWs found themselves in similar predicaments, which led to a drivers meeting, out of which came agreement to reduce speeds through that section.

On the drive back to West Linn, I reflected on the venue, its founders, my fellow drivers, the ORPCA staff and corner workers that made it safe, fun and challenging. Of the last 20 years of driving events in which I've participated, it ranks close to the best. Your ORPCA will be having a HPDE event on Sunday, July 18. If running your car on the track isn't in the cards, perhaps the scenic drive to and from is. But pay attention to disapproving glares from roadside elk and deer. ■



... on the Racer's Field of Dreams

by Rich Cohn-Lee / Photo by Bob Schatz

In the 1989 movie "Field of Dreams," character Ray Kinsella creates a baseball field in the middle of an Iowa cornfield attracting players from bygone eras and people from miles around. Hollywood fantasy? Well, the owners of Oregon Raceway Park (ORP) have created a modern-day field of dreams for racers and track junkies in the most unlikely of settings.

The basics: ORP is a 2.3 mile road course located in Grass Valley, Oregon, about 137 miles east of Portland, Oregon or 30 miles south of the town of Biggs Junction off of I-84. The track is almost brand-new, having hosted its first pre-opening event in 2008 and its first club events in 2009. The track takes advantage of the rolling hills and natural topography of the region, creating dramatic elevation changes and multiple blind corners with names like Valkyrie Hill, Big Dipper, Half Pipe, the Plunge and the appropriately named Pucker Factor.

The Oregon PCA recently returned to ORP on May 15-16 for an advanced lapping event. While the PCA had hosted DE events at ORP before, this event was unique in that it was run counterclockwise. One of the pluses of ORP is that it can be run both counterclockwise and clockwise.

I had attended previous track days at ORP where the track was run clockwise, but this was my first experience running counter-clockwise. First, a disclaimer about me: On a good day I am what the PCA guidelines would describe as an Intermediate driver so my observations probably differ from more seasoned track and racing veterans. Nonetheless, the general consensus is that this is a track that demands respect: Unlike some other tracks where you can see clearly around corners to apex and track out points, there are multiple blind corners that require a firm working memory of the track. I found myself muttering "left, right, left again, Half Pipe," while driving trying to anticipate the layout one, sometimes two corners in advance. When I failed to do this on-track mantra, I would find the

track suddenly disappearing to the left or the right when I crested a hill. Not a happy feeling.

The PCA set the first few laps of the day under yellow to allow participants to acclimate to the layout of the track. Caution is definitely in order for the first few laps out to allow both your tires, body and brain to process the track layout. Another related precaution is to properly rest, feed and hydrate yourself during your time at ORP. A few times during the day I stayed out longer than I should have and let my concentration flag for a few moments causing me blank on the layout of the next corner. At this track, this is a formula for an off road excursion or worse.

Despite (or because of) these challenging aspects of the track, once you begin to hit a rhythm the experience is incredibly exciting and rewarding in a way that few other tracks can duplicate. After a few sessions I was able to hit a rhythm and it felt like piloting your own rollercoaster ride. I also had the benefit of getting a ride and insights on track layout from the PCA's Don Clinkinbeard (thanks Don, my stomach is still recovering). If you can, I highly recommend getting a ride from, or

doing a lead and follow exercise, with veterans of this track before going out on your own.

A final word on facilities: When you do visit this track, you will see that the comparison to Field of Dreams is pretty apt: There are lodging options in the area but they are limited. Likewise, the town of Grass Valley is quite small and lacks many of the amenities one would find near PIR or Pacific Raceways. That being said, the owners of ORP have done an amazing job of making steady improvements to the on-site facilities: From the construction of turn stations, the addition of curbing, the paving of a nearly two mile access road to the track by the county, to making premium gas (and soon race fuel) available at the track, ORP has become a first-class venue for DE folks like me as well as the serious racer.

ORP is now officially sanctioned to run competition racing events and by the time this story reaches you, the track will have hosted its first road race, a Conference event, the first of many to come. Do yourself a favor and come out to this track. You will come away tired but blown away by this amazing venue. ■



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 NW 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

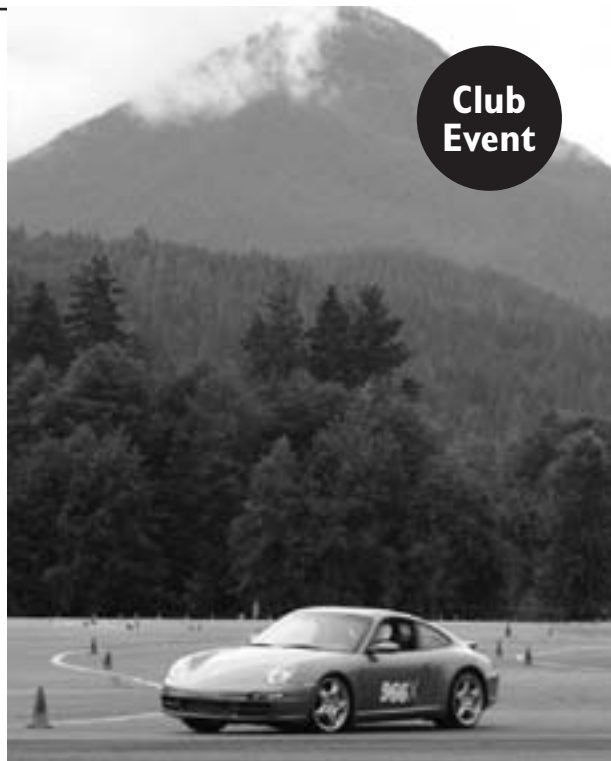
ALL-COMERS AUTOCROSS, SUNDAY

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

REGISTER VIA: www.motorsportsreg.com

CLUB CONTACT: Gary Chapman
axchair@oregonpca.org

**Club
Event**



High Performance Driver Education at PIR

Tuesday, August 24

Track Time for you and your favorite Porsche (though we do allow any car that has passed a tech inspection; visit the web site to find out more details). If you have never been before, I would highly encourage you to give it a try. We have some outstanding Instructors that are there to teach and assist, and, here's the good part—it costs NOTHING extra for Instruction, it's all included in your entry fee. We also divide the run groups into four classes, Novice, Intermediate, Advanced, and Instructors, so you're sure to find a pace that is good for you.

The event fee is \$165 for the first driver in the car and \$100 for the second.

For registration assistance contact Don Clinkinbeard, dechair@oregonpca.org, 503.970.4848

If this is your first time driving the track with us we strongly encourage you to read about and understand our HPDE program. You can do this at www.oregonpca.org select HP Driver Ed from the quick links 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,
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and have fun**

**Club
Event**

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 7 p.m. (location TBA).

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

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

See August *Anzeiger* for more details about this event.

REGISTRATION DEADLINE Sept. 9

REGISTER VIA: sghodge@bctonline.com



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

Plan on joining us on September 25 for an awesome display of our club members' Porsches. We will be arranging the cars by decade, giving you an opportunity to walk through the years, imagine the past, and experience the present, from 356s to 911 GT3s.

To make this display possible, we are inviting you to register and bring your car out and put it on display.

This event will not involve the men in white coats.

The only judging will be by the people, and that will be YOU.

We would like you to register, so that we may have the information on you and your car printed on a 50th Anniversary collectible placard, and to assist in placement planning for the most awesome display of our members' favorite cars!

This is a once in a lifetime opportunity to participate in an event like this, and we want to make it something to be remembered.

Touring Corral and Racing Heritage Display Contact: Paul Kust: 360.256.3873 or pkust@comcast.net
Steve Knepper: 503.407.6408 or stevencknepper@yahoo.com

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

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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



Willkommen

Brian Wegner
Cascade Locks, OR
1996 993 C4S

Bruce Kerr / Renee Kerr
Lake Oswego, OR
1987 911

William Moss
Tigard, OR
1995 968

Randall W. LaRoy
Vancouver, WA
1997 993

Tom Mesdag / Cheryl Mesdag
Monmouth, OR
1967 911

Taylor L. Morris
Independence, OR
1998 Boxster

Jeremy Williams
Justin Williams
Portland, OR
2006 97 C2S

Richard Springer
Tigard, OR
2005 987 Boxster

Michael Fohl
Beaverton, OR
1997 C4S

Colin Strong
Portland, OR
2002 911

William J. Fulton
Portland, OR
1994 968

Paul G Kriegler
Portland, OR
2006 997 C2

Anniversaries

5 Year Anniversary

Doug Everett
Kathleen Bernstein
Ed Grayson
Barbara Grayson
James R. Hosford
Karen Hosford
Lanny R. Mix
Karen Mix
Nathan P. Fekete
Tammy L. Fekete

15 Year Anniversary

Thomas Dunbar
Ryan Dunbar

20 Year Anniversary

Dennis Phelan
Linda Phelan
David Lettow
Kimberly Lettow

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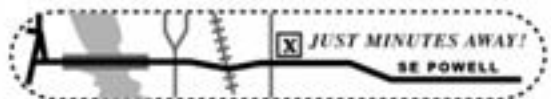
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Marketplace

■ CARS FOR SALE

911

2005 Porsche 911 Carrera 2 Coupe Low Mileage Basalt Black with Full Sand Beige Leather interior option and 23,000 miles. Tiptronic S, heated seats, 3 spoke steering wheel, colored crest wheel inserts, navigation, Bose High End Sound, 6 disk CD, dual power seats with lumbar, Bi-Xenon headlamps, center console to match exterior paint, stainless steel door entry guards, 3M Clear Bra, Lojack with early warning system. \$48,900. Bruce Greenberg. 503-816-8343. padres17@msn.com (6/10)

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)

997

Rare Cobalt Blue GT-3 - only 7650 miles! 2007 997 GT-3 with virtually all options except PCCB brakes. Over \$9,000 in additional upgrades including \$4500 stereo enhancements (iPod connection and charging, Zapco multi-channel amp, Focal and Morel speakers and subs, and Dynamat). Only 7650 miles, no accidents, dents, dings or paint work. Full front wrap with ClearBra since day one! Truly mint condition! Original MSRP over \$122,500. Car has had "RS" lightweight fly wheel, clutch and pulley installed by Sunset Porsche. Only reason that I am selling is that my new RS is on its way!!! Asking \$86,000. Please contact me at mark.mueller@gmscpa.com or call (503) 581-7788 weekdays. I am in Salem Oregon. (4/10)

Cabriolet

2006 PORSCHE C4S CABRIOLET. Seal grey metallic/black leather with stone grey (cabriolet) top. Removable hard top, 6-speed, loaded with sport chrono pkg plus, Bose high end sound, remote CD changer, Nav, power seat pkg, ClearBra, X 51 factory Carrera Power Kit with sport exhaust. Original owner w all svc records. Always garaged. Only 18,000 miles. List was \$123,250. Sell at \$65,000. Call 503.362.3674, 503.378.9000 eves or davidt@truittbros.com (6/10)



Boxster

2000 Porsche Boxster. Complete paper documentation from Porsche delivery papers, original window sticker, maintenance receipts and COA. Always garaged, non-smoker, never seen rain, Meticulously owned by ORPCA member and dealer (Sunset Imports) maintained. Front bra, rear wind deflector. As new condition. \$20,000.00. 360-281-3198. Carreraguy@aol.com. (6/10)

Other than Porsche

2007 BMW X3, 22,000 mi., Platinum Bronze/Sand Beige Leather, cold weather package, premium package, 18" alloys, heated steering wheel, park distance control, panoramic moon-roof, light poplar wood trim, Xenons, navigation system, premium sound package, \$29,900. jo_alex@comcast.net, 503-799-1528; also interested in trade + cash for 2006 or newer 997 tiptronic coupe. (5/10)

■ PARTS FOR SALE

996/986 BRAKE PADS: Brand new, never used, OEM front brake pads. PN 996.352.947.03 FITMENT: all 996, except turbo; 2000-2004 Boxster S. RETAIL PRICE: \$188.37. SUNCOAST ONLINE PRICE: \$134.77 + shipping. YOUR PRICE: \$95. (6/10)

Fitment: 1999-2004 996 C2, Front; 2005-2010 997 C2, Front; 1997-2004 986 Boxster, Front; 1997-2004 986 Boxster S, Front; 2005-2010 987 Boxster, Front; 2005-2010 987 Boxster S, Front; 2006-2010 987 Cayman, Front; 2006-2010 987 Cayman S, Front. Retail cost >\$4,600. \$2,750. Andy Chenoweth, 503-285-3344. a.chenoweth@comcast.net (5/10)

■ OTHER

I won't be able to make the Sunriver show this year. My Sunriver home is available if anyone is interested. 4 bedroom (two masters), 3.5 bath, hot tub, deck, flat screen, sleeps 10. \$300/night + \$125 cleaning. Contact me at (503) 209-1195 or korym@roth-heat.com. (6/10)



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All Porsches. All years.

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Vendors need to arrive at 8:00am.

Tables available only if prearranged – \$15 each.

Advance order required.

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