

1960-2010



Anzeiger

June 2010



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or who wish to find the car of their dreams.

Anzeiger

Volume 50 No. 5
June, 2010



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ON THE COVER

Barry Cogut's new 2010 Cayman S.
Photo by Bob Schatz

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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<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 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

Calendar of Events is Picking Up Speed

The driving season and our calendar of events are picking up speed! The weather cooperated for the Spring Breakout and the April HPDE; I understand the participants had a great day improving their skills, and generally having a blast. This driving opportunity is always a winner thanks to Don Clinkinbeard and the HPDE team. Thank you all for a job well done!

THE COMMUNICATIONS COMMITTEE IS CONTINUING THEIR INVESTIGATION OF COMMUNICATION UPGRADES. THEY HAVE BEEN CHARGED WITH REVIEWING AND RESEARCHING THE CURRENT AND FUTURE USE OF OUR COMMUNICATIONS NETWORK.

The March and April autocross events were well attended, although I heard a rumor that Porsches were out numbered by non-Porsches! All the drivers did have numerous runs to improve their driving skill and time, and fun was had by all; the Autocross team has these events dialed in for sure. Many thanks to all of you for providing a safe and fun arena for all participants!

The April Arrive and Drive was swapped out for the Spring Clean due to typically inclement weather. I understand 30 cars and members attended the event. It was a nice showing for early in the season! The Monthly Club Dinner and Social continues to be a fun evening for all attending.

The Board of Directors met on April 6 to conduct club business. Imminent events were reviewed to be sure any issues were addressed. The Communications Committee is continuing their investigation of communication upgrades. They have been charged with reviewing and researching the current and future use of our communications network (*Anzeiger*, the web, and admin email), exploring any

and all options. I hope to be able to share their findings in the near future. Comments or questions may be directed to Eric Freedle at secretary@oregonpca.org. Also, as you are probably aware, Brett Laurila has retired as Editor. Nancy Scott, who has been doing our design layout for the *Anzeiger*, has graciously agreed to handle editorial responsibilities for the short term. We are looking for a club member to join the

communications team and take over the duties of Editor for the magazine. If you are interested in getting involved, please contact me or Eric Freedle at secretary@oregonpca.org.

In the March issue, I quoted our 2009 deficit as being \$3,735.00. Additional review of the year-end financial report revealed that our deficit was not as deep as we initially thought. Please refer to the Annual Financials published in this month's *Anzeiger* for updated information.

I WOULD LOVE TO SEE YOUR PARTICIPATING IN SOME EVENT DURING THE YEAR. IF YOU HAVE NOT JOINED IN THE FUN ... OFFER UP IDEAS AS TO WHAT WOULD MAKE IT MORE TEMPTING TO PLAY.

As I look towards the summer driving season, the choices increase. June alone has six driving days, plus other super events. Registration is open for the ORPCA 50th Anniversary Party; this is a once in a lifetime opportunity and I encourage you to sign up as soon as possible! Also, please make a note of the following date change: The date of the Summer Picnic, currently on the calendar



on July 31, has been moved to Sunday, August 1.

In reviewing our calendar, we have numerous events planned for the year which offer a variety of choices. Your Board of Directors and Event Chairs have put a lot of time and effort into the planning and execution of these events. However, signups for some of the events appear to be slow, and attendance numbers reflect a decline from the same events last year. I understand life is busy and \$\$\$ short sometimes. However, this is your club. I would love to see all of your participating in some event during the year. If you have not joined in the

fun, perhaps you can offer up ideas as to what would make it more tempting to play. Please contact me at president@oregonpca.org with any suggestions you may have. Or, phone if you prefer, at 503.720.0184. I welcome the discussion, as without it, we can only guess at what events will be a success or what modifications may need to be addressed. I hope to talk to you soon! ■

Oregon Region Events



June, 2010

- 1 Board Meeting
- 3-6 Northwest Passage
- 11-13 Rose Cup Races PIR
- 12 Arrive and Drive
- 16 Monthly Club Dinner and Social
- 17 HPDE PIR
- 20 Deadline for August *Anzeiger*
- 20 Autocross
- 25 Drive and Hike Mary's Peak

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
- 20 Deadline for September *Anzeiger*
- 21 Monthly Club Dinner and Social
- 24-25 Bill's Escape Tour
- 24-25 HPDE ORP

August, 2010

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

September, 2010

- 7 Board Meeting
- 9-12 Canada West Porsche Escape
- 11 Sunset Swap Meet
- 12 Autocross

- 15 Monthly Club Dinner and Social
- 17-19 Festival of Cars, Sunriver
- 18 Lapping Day ORP
- 20 Deadline for November *Anzeiger*
- 25 OPRCA 50th Anniversary Celebration

October, 2010

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

November, 2010

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

December, 2010

- 5 Holiday Party
- 7 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 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



Boys and Their Toys

For the past 27 years, a special sort of get-together for Porsche enthusiasts has been staged in Los Angeles, normally on the first weekend of March. In more recent years, it has been staged in a ballroom of the Hilton hotel near Los Angeles International Airport. Organized by PCA members Jim Perrin, Prescott Kelly, and Wayne Callaway, the annual Porsche Literature and Toy Show regularly draws well over a thousand eager customers from all over the country and many foreign nations who arrive with their pockets stuffed with cash, all looking for the one or two obscure or NLA items needed to help complete a rebuild or restoration of their prized old Porsche ... or an old volume for their bookshelf. The ballroom is lined with rows of tables where hundreds of vendors have purchased space to display, and hopefully sell, the treasures that they have stored away in shops, attics, and garages.

Printed materials that are long out-of-print or only available originally in small quantities are always a hot market. Looking for a Porsche factory dealer brochure from 1953, or a color chart from 1960? You'll probably find it there, for a price. Old Porsche parts catalogs, magazines, and books in German, English,

French, and Italian editions are available. A friend who owns a fully-restored Type 597 Jagdewagen, a Jeep-like vehicle that Porsche built in small numbers for the German Army in the 1960s, showed me a special operator's manual for that vehicle. It was never intended for sale in France, but one was sold there new, and Porsche put together a manual with onionskin pages type-written in French by some multi-lingual employee to accompany that single 597.

Rare early Porsche racing posters, carefully stored away for decades, hang from the walls, all looking for new owners. On the mechanical and electrical side, if you need 356 transmission gears, an RSR crankshaft or set of special Carrera pistons, a racing gas tank, early wheels, voltage regulators, switches, lamp housings, original or new reproduction hoods, noses, and engine lids for 356s, interior dashboard knobs, old radios, wiper motors, seat belts, reproduction seats, upholstery kits, you name it, it's probably there. Toys, too—from old tin-type wind-up Porsches from Germany and Japan to latter-day die-cast replicas (my personal weakness) fill tabletops.

Pause for a moment and you'll hear a broad rangof foreign languages: German,



Above: Porsches small as well as large at the LA Lit Show. **Below, far left:** Oregon Region's Jack Jorgenson finds a part for his Speedster. **Below, near left:** A couple of Solex carbs for a 356 await a new owner.

French, Spanish, all chatting happily in our common tongue, Porsche. Last year, I spoke with a Qantas airline captain who had carefully scheduled a flight from Sydney to LA to coincide with the show so he could pick up an original tool kit for his 356. A friend observed that this is really a trade show, where it's just as enjoyable to meet old friends, make new acquaintances, show the flag if you are representing a particular business, and of course, grab that one item you can't possibly live without. I found Oregon Region members Jack and Sally Jorgenson wandering the aisles, Jack pleased that he'd picked up a small part for his '57 Speedster.

The Lit and Toy show is bookended by open-house events at a wide number of Porsche restoration shops around Los Angeles, and a swap meet caps things off. You really should be there! ■



The 2010 Northwest Passage

The On the Road Again Tour, June 3-6

Event
SOLD OUT

Watch for
next year's
NW Passage!

Join us for The 2010 Northwest Passage (formerly known as the Mille Miglia).

The Northwest Passage is ORPCA's premier tour of each year. Stylistically, it is our version of an automotive vacation. You, your navigator, and your Porsche will enjoy three days of exciting roads and scenery, as well as the easy camaraderie of the group of like-minded enthusiasts. It is certain to be a memorable experience.

This year's Northwest Passage route takes us back to the wide-open roads east of the Cascades; hence, the nickname "The On the Road Again Tour." The Northwest Passage starts with Registration at the Bonneville Hot Springs Resort in North Bonneville, Washington. You can be there on June 3 for the kick-off reception with light hors d'oeuvres, wine and beer, join the rest of the On the Road Again gang for a no-host dinner in the Resort's fine dining room, and then get a good night's rest for the next day's drive. We have a block of rooms reserved, most with private spring fed spa tubs for your enjoyment. Or, you can get to the Resort to register at 7:30 a.m. on the morning of June 4.

In keeping with the concept that this is a vacation, we spend a little more on comfortable lodging, great food, and quality wine and beer. The unhurried pace keeps us at about 250 miles per day, but that's enough for you and your navigator to earn



the right to enjoy yourselves at every stop and meal.

Friday's drive will take us to Baker City and the Geiser Grand Hotel. We will have an entire city block barricaded for overnight parking and, no doubt, an impromptu local car show. Dinner will be served in a private dining room at the hotel, accompanied by fine wine and beer.

Saturday's route takes us over some amazing, remote, and appropriately twisty roads with long stretches of limited traffic and access, ending up in Bend, Oregon. Accommodations are available at the Marriott Town Place Suites. Or, if you prefer something a bit more cozy, you can stay across the street at the 20-room Pine Ridge Inn bed and breakfast. Dinner is still being worked out, but we expect that it will be a catered banquet with wine and beer among the cars at Club Carrera, the tremendous car storage club operated by Carrera Motors. Bus transportation will be provided so you don't have to worry about drinking and driving.

Sumptuous catered lunches will be provided along the route on both days.

Sunday starts with complimentary breakfast at both hotels, followed by another fabulous drive ending at a grand finale lunch. After lunch, you can work your way back home using any of the suggested routes, or put together your own driving group and route.

Your Northwest Passage Team consists of Jim and Judy North, Jeff and Jeannie Gretz, Gregg and Sue Hodge, John and Carlyn Draneas, Rupert and Bobby Jo Koblegarde, Bill and Peggy Munson and Gary and Susie Groover.

The registration fee is \$625 per car and this includes the event, door signs, a keepsake route book, participant souvenirs and meals for both the driver and the navigator. That's a great bargain for this type of event, as the food and beverage budget alone is about \$500 per car.

Please contact our registrar quickly since we have a limit of 35 cars due to hotel and dining restrictions.. ■





Cooling the Gears

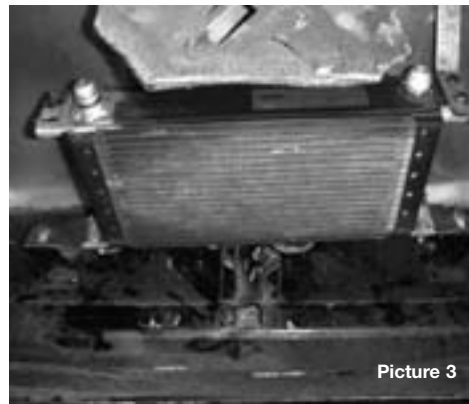
Okay; I got the exhaust studs installed and the pipes bolted on, so the engine was ready to drop into the car. One of the issues I ran into in the past round were lots of small but annoying transmission leaks. The gearbox used o-rings and slide fittings to connect to the factory oil cooler. While this worked well using the factory cooler, it tended to leak with the aftermarket cooler that I installed, after my factory cooler loop was damaged by the coil-over suspension which I added.

The first order of business was to install NPT to AN fittings on the gearbox (Picture 1). This was straightforward, and I managed to accomplish it without disassembling the gearbox. By cleverly plugging the oil passages with foil and paper towels, I captured all of the cuttings from the NPT tap. Since the case is aluminum and you can't get stray particles with a magnet,



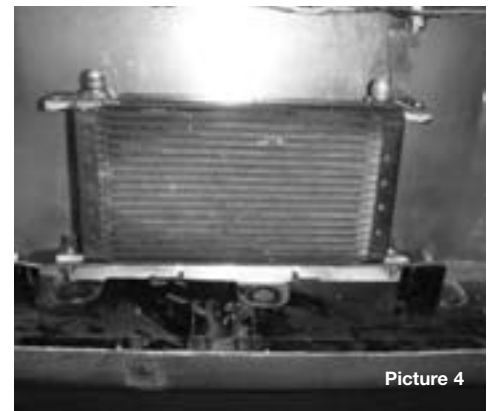
it is critical that you ensure no metal gets into the gearbox.

Next, I had to relocate the cooler from its previous, very exposed position below the torque tube, to a place where it will be less likely to get hit by track debris. I chose to put it in the spare tire well (Picture 2). While this is a protected position, I needed to make some sheet metal modifications to the car to enable this. Cutting out large portions of the spare tire well with a metal cutting wheel worked pretty well (Picture 3). Removing the well will also make getting the gearbox out of the car easier in the future, as it normally only sits about 1 inch from the tire well. I fabricated a few brackets, using the spare tire props, to mount the cooler in the well, below the aluminum plate I added to cover it (Pictures 4 and 5).



Ducting will be added to route air from the rear passenger windows to the cooler. This will help keep the gear box oil much cooler than in the past. Hopefully, it will reduce the wear rate on the gears and synchros that results from nearly doubling the engine output. My son Ian will be replacing the six-year-old braided brake lines this weekend, and will be going over the calipers to ensure that they still function well after sitting for a year; stopping is a fairly important function on the race track. Next month, we will look at adding the ducting and replacing the rear window with a lexan replacement, which will further lighten the car as well as effectively lowering the center of gravity.

All for now
-drc- ■



Rose Cup Races 2010: 50th Anniversary

PIR, June 11 - 13, 2010

The Portland Rose Festival is proud to bring the Rose Cup Races to PIR celebrating the 50th running of one of amateur auto racing oldest traditions. Come and support the racing community and show off your car at the same time.

Porsche's to Formula cars, Vipers to GT's, Miata's to Vintage—400 racers from

all over the country compete for regional points in 25 different classes. The Rose Cup Races, the oldest amateur auto racing event west of the Mississippi, is sure to excite all that attend !

The car corrals will be on the south side of the race track. **NOTE: Order deadline for the Club ticket package (which**

included parade lap, corral pass, and three-day ticket) has passed.

To get tickets for the event, go to www.rosecupraces.com. No corral passes are available.

Club contact: Eric Freedle, 503.936.0816, secretary@oregonpca.org



Arrive and Drive Saturday, June 12

Next Event July 10

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 Miller's Homestead at 17933 SW McEwan Ave., Tigard, 97224 (503.684.2831) 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

Autocross

This Month's Event: June 20 at PIR, 7:30 a.m.

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.



2010 ORPCA Autocross Schedule

6/20 at PIR South Pits. Tech/Register @ 7:30am

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!



June Social and Dinner

Wednesday, June 16, 6:00 p.m.

Sam's Billiards

1845 NE 41st Avenue

Portland, OR

503.282.2749



**Club
Event**

Sam's Billiards in the Hollywood District of Portland Oregon first opened in October of 1962. Over the years, Sam's has hosted many of the legends of pool, Jimmy Caras, Willie Mosconi, Nick Varner, Jeanette Lee, Sarge Aylesworth and many more. The members of "Pink Floyd" stopped in while performing in Portland on a couple of different occasions, played pool, and enjoyed the warm friendly atmosphere.

Since 1984, Valerie Schwartz has managed Sam's Billiards boasting of an excellent kitchen, full bar and 12 pool tables with pool cues, cases and accessories for sale. From the kitchen you can savor fresh homemade meals, everything from hamburgers, pasta, chicken and steaks, just to mention a few. There are tempting specials every night of the week where the ingredients are not prepared in advance. All meals are made to order. Sam's Billiards has hosted many charitable events the most recent being "Hot Shots for Hot Lunches." In conjunction with Loaves & Fishes Meals-On-Wheels, Valerie held an open pool tournament with half of the dinner proceeds benefiting the Hollywood Meals-On-Wheels program. Sam's is not just a place to go shoot pool. Valerie is involved in the community, it's needs and concerns and has generously opened her doors to help contribute.

DEADLINE: May 12, 2010

REGISTER VIA:

RSVP via e-mail to:

dinnermeeting@oregonpca.org

High Performance Driver Education at PIR

Thursday, June 17

Track Time in June, 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.



**Club
Event**



REGISTER VIA:

dechair@oregonpca.org, 503.970.4848

CLUB CONTACT:

Don Clinkinbeard

Drive and Hike, Mary's Peak

Friday, June 25



Club Event

Mary's Peak is the highest point on the Oregon coastal range at 4,097 feet. A wonderful, curvy and newly paved road takes you to a parking lot near the summit, but the last 500 feet of elevation must be done on foot, so bring your hiking shoes. On a clear day, the Pacific Ocean and mountains in California, Oregon and Washington are all observable. We'll meet at 10 a.m. on the June 25 at a place to be determined (somewhere south of Portland.) We'll drive on Interstate 5 for a short way and then take back roads to Mary's Peak Road southwest of Philomath. We'll plan to hike to the summit and have a sack lunch. Everyone will be on their own going home. Let's all hope for good weather.

COST:	Free
REGISTER BY:	June 22
REGISTER VIA:	Email name and phone to maryspeakdriveandhike@yahoo.com
CLUB CONTACT:	Doug Twitchell doug@bvresources.com
WHAT TO BRING:	Hiking shoes, water, sack lunch

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.

The ORPCA is offering a ticket package consisting of three-day admission for two adults, one car corral pass, and the ever-popular parade lap.

The three-day ticket package can be purchased for \$50 through motorsportreg.com

The order deadline is June 1, 2010

We ask that you have your Porsche in the corral by 10:00 a.m. each morning.

Come on out and help to make the Porsche car corral larger than all of the other makes! ■

REGISTRATION DEADLINE:	June 1, 2010
COST:	\$50 for three-day ticket package
REGISTER VIA:	www.motorsportreg.com
CLUB CONTACT:	Eric Freedle 503.936.0816 secretary@oregonpca.org



Photo by Chris Rotvik

April 18 Autocross

Story and Photos by Bob Schatz

April 18 was another beautiful day for an autocross, and Britain set up another great track layout for us to enjoy. Sixty-seven drivers came out to play; 27 drove Porsches and 40 drove other brands. We had enough drivers to run three run groups, and the track was fast enough to have eight runs each. What a blast!

The run groups tend to be set up with the stock cars running first and the modified cars running last. Times tend to get faster during the day due to this setup. It becomes a better spectator sport, watching how long the fastest time of the day will stay on top before another car gains top time. Also, with the drivers having one race session and one work session, it leaves the third session open for watching the



races, which gives you a chance to see what others are doing right or wrong.

The top time of the day belonged to Britain Smith in his 914-6 again, but followed closely by autocross champion Tom Kotzian in a highly modified Mini Cooper. I would never have thought a Mini could be so fast. Instead, I am constantly reminded that they are all just chunks of steel with four wheels; on a road course such as an autocross, it is the driver that makes a car fast.

The Modified group was the largest class, with eight cars. Three of the cars were very close in times, with Bill Thorp, Kathy Smalley, and Gary Chapman finish-

ing within half a second of each other. The Chapmans came out with their street tires instead of their racing slicks, and you could tell the difference in their times. I would estimate it made a two second difference in where they usually place. It goes to show you that tires are the number one improvement you can make to get better times.

The P05 class was the next largest group, and the two leaders were Liz Bacon and Jeff Gretz; there is going to be some good competition between them this season. Barry Cogut brought out his brand spanking new 2010 Cayman S and got third in class. I am positive that he will be getting top times when he gets that car

figured out, but the whole class had better watch out for newcomer Liz Bacon, as she is smoking the pack.

There is such a wide variety of cars at our autocross; it is really good to see them all out there. The only Porsches I don't see are the 356s, and I have yet to see a 928. Other than that, we usually see the street production cars, and it is great to see how cars from the past 40 years perform alongside other cars of the same pedigree. Check out our autocross schedule in this magazine; even if you are a spectator, it will be good to see new faces that Sunday morning.


See you at the track! ■

**See complete April 18
Autocross results on page
19!**






Opposite, top: Eric trying to jump his car around this cone. Opposite, middle: Eric crossing the finish line. Opposite, bottom: This beautiful early 1970's 911 across the finish line. Above: Could you get any closer to that cone? Left: Barry likes his new car. Below left: Mark Behrens in his Cayman S finishing up the slalom.



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April Spring Clean and Detail

by Randy Stolz / Photos by Randy Stolz, Marlene MacEwan and Robin Shaunessy

Six years ago, I was the proud owner of a new (to me) '03 Boxster with 4500 miles. Her black paint fairly glowed on one of those bright sunny days that we live for and, while driving south on Macadam Blvd., I was musing for her name. We had recently seen Johnny Depp's sensational role as Capt. Jack Sparrow and I thought ... why not call her "Da Pearl"?

Black cars have a special place in my heart. They are, at once, unmatched in beauty and demanding in maintenance. And so, this Saturday I rolled into Matrix Integrated for ORPCA's Spring Clean and Detail to allay "the curse of the black pearl."

DRIVING SOUTH AGAIN ON MACADAM BLVD. LIKE I DID SIX YEARS AGO, "DA PEARL" GLOWED IN THE SUNLIGHT; THE CURSE WAS LIFTED, AND I IMAGINED MYSELF AS JACK SPARROW ONCE AGAIN AT THE HELM SAYING, "... BRING ME THAT HORIZON."

Wow! What a turnout! Nestled between the buildings on SW Thomas, the Porsches were literally wall to wall. Weaving through parked cars, Chuck Hervey motioned me into the garage and the obligatory signup sheets. Hmm.

Four detailers were available for paint, glass, wheels, and paintless (painless?) dent

removal. I needed to rid "Da Pearl" of the chips on her bow and windshield, so it was paint and glass for me.

There were folks ahead of me, so I knew I'd have a bit of a wait. No matter, there were lots of people to catch up with after a long winter. But first, I set about looking over the car and marking the worst faults with blue tape. After a dozen or so iterations, I quit and mentally feared there was no hope for the tiny nicks that peppered the car.

First up was Paul Kinne from Glass Solutions, who took a look at my windshield. I had 16 tiny surface nicks and one small fracture to take care of. As he worked, Paul (a MoPar man) who uses the

"audible tachometer," told me about how he once found himself hitting 90 in a Porsche on the Tektronix campus while working for Sunset. He said "Porsches aren't like the V-8 in my Road Runner." Using a special material cured by UV rays, he made the windshield look like new again. *(Continued on page 17)*





Opposite, far left: Photo by Robin Shaunessy. Opposite, bottom: Wall to wall Porsches. Photo by Randy Stolz. Left: Photo by Marlene MacEwan. Left, middle: Photo by Robin Shaunessy. Left, bottom: Cavan Dover practices the magic art of metal reshaping. Photo by Randy Stolz.

(Continued from page 16)

Next was Mike Barthe of Showroom New for paint touchup. He used a “smear technique” that made all those tiny nicks disappear in about twenty minutes, with the only stipulation being “... not to wash the car for 48 hours. But, with the sun out today probably less.” Mike and two other guys were really hoping, with so many folks in need of their services.

While my car was attended to, I watched Cavan Dover of Carmedic perform what is to my mind the “art” of paintless dent removal. While using the reflection of parallel lines from a movable panel, he pushed from the inside, then hammered from the outside to re-shape the metal, and then followed with buffing. It’s a process that you have false misgivings about (especially the hammering) while he restores the surface of a new Turbo. You really don’t want to watch this but it’s fascinating and worth every penny.

My paint was done and I could leave but I was having too much fun with my friends who were still waiting. Drinking more coffee, eating a muffin, and doing more catch-up, I watched the boys from Wheelkraft pop out one refinished wheel after another until it was time to go.

Many thanks go to Mike O’Connor and Eric Freedle for organizing this event and keeping things smoothly humming along.

Driving south again on Macadam Blvd. like I did six years ago, “Da Pearl” glowed in the sunlight; the curse was lifted, and I imagined myself as Jack Sparrow once again at the helm saying, “... Bring me that horizon.” ■





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ORPCA Autocross Results, April 18, 2010

Portland International Raceway

Pos.	Class	Driver	Vehicle	Time					
1	M1	Britain Smith	1974 Porsche 914-6	37.986	34	NP	Keith Gover	2007 Mini Cooper	42.973
2	NP	Tom Kotzian	2006 Mini Cooper	38.559	35	P4	Jim North	2000 Porsche 911 C4	42.992
3	NP	Dallas Cutler	1995 Eagle Talon	38.985	36	M1	Dick Thomas	1970 Porsche 911T	43.055
4	NP	Josh McCall	1987 Mazda RX7	39.066	37	S1	Randy Stolz	2003 Porsche Boxster	43.431
5	M1	Chuck West	1974 Porsche 914/6	39.765	38	NP	Josh Voigt	1991 Mazda Miata	43.501
6	NP	James Shepherd	2003 Chevrolet Corvette	39.825	39	NP	Mike O'Conner	1993 Mazda Miata	43.803
7	NP	Becky Zacharda	2006 Mini Cooper	39.826	40	NP	JP Stein	1992 Toyota MR-2	44.013
8	NP	Steve Barnes	2003 Chevrolet Corvette	39.961	41	NP	Peter Howard	2008 Subaru STi	44.094
9	NP	Kendall Reed	1987 RX7	40.032	42	NP	Michael Pinto	1993 Mazda Miata	44.346
10	M1	Bill Thorp	1986 Porsche 944T	40.105	43	NP	Tobias Rollinson	2005 Nissan 350z	44.618
11	P5	Liz Bacon	2006 Porsche Cayman S	40.210	44	I1	Richard Averitt	1971 Porsche 914	44.687
12	M1	Kathy Smalley	1986 Porsche 944T	40.360	45	NP	Morgan Peterson	1990 Mazda Miata	44.826
13	NP	James Paulson	2006 Mazda MX5	40.461	46	P3	Harry Danberg	1973 Porsche 911T	44.827
14	I1	Greg Olsen	2000 Porsche 996	40.470	47	NP	Chris Ramsby	2001 Audi A4	44.852
15	M1	Gary Chapman	1970 Porsche 914-6	40.645	48	NP	Kathy Averitt	1992 Honda CRX	45.006
16	P5	Jeff Gretz	2001 Porsche Boxster S	40.837	49	M1	Pamela Chapman	1970 Porsche 914-6	45.237
17	NP	Brian Clemons	2006 Mazda MX5	40.983	50	NP	Jorge Lara	2003 Honda S2000	45.241
18	NP	Brian Doyle	2004 Subaru WRX STi	41.086	51	I1	Jim Ayers	1976 Porsche 911S	45.471
19	NP	Joel Dietzman	2004 Chevrolet Corvette Z06		52	NP	Chris Currey	2004 VW R32	45.835
20	P5	Barry Cogut	2010 Porsche Cayman S	41.484	53	NP	Stephan Ryabinin	1974 Datsun 240z	45.972
21	M1	Bob Schatz	1970 Porsche 911T	41.717	54	S2	Steve Getsiv	1973 Porsche 914/4	46.108
22	I1	Cary Kutter	1974 Porsche 911	41.776	55	P5	George Davis	2008 Porsche Cayman	46.519
23	NP	Kyle Keenan	1999 Mazda Miata	41.799	56	NP	Zachary Bloomfield	1979 Toyota Corolla	46.808
24	P3	Eric Freedle	1986 Porsche 911	42.033	57	NP	Randall Sutton	2010 Mini Clubman	46.837
25	NP	John Gonzalez	2005 Dodge SRT4	42.084	58	P3	Jamie Nowlin	1969 Porsche 911E	46.892
26	NP	Jon Zweiger	1999 Mazda Miata	42.309	59	NP	David George	1983 Mazda RX7	47.122
27	NP	Phil Nishikawa	2002 Subaru WRX Wagon	42.514	60	P5	Mark Behrens	2008 Porsche Cayman S	47.330
28	NP	Jon Balgley	2006 Honda Civic Si	42.644	61	P5	Austin Schatz	2001 Porsche Boxster S	47.609
29	NP	Zachary Morgan	1987 Toyota Corolla	42.779	62	NP	Audra Degg	1993 Mazda Miata	47.657
30	I1	Alan Wizeman	1984 Porsche 911	42.791	63	NP	David Russell	1995 Mazda Miata	47.772
31	NP	Jeff Peterson	1990 Mazda Miata	42.813	64	NP	Ed Moeller	1999 Mazda Miata	48.046
32	S1	Gordon Empey	2006 Porsche Cayman S	42.909	65	NP	Mary Chase	1993 Mazda Miata	48.399
33	NP	Bryan Brock	2000 BMW M Coupe	42.938	66	S1	Norman Vonk	1985 Porsche 944	50.037
					67	NP	Richard Brown	1988 Mazda RX-7	50.165



Bill's Escape Tour

July 24-25

Club
Event



Photos of Escape Tour 2009
by Kaylene Kirchem

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.

Watch for more info in July *Anzeiger*. ■

REGISTRATION DEADLINE: July 6, 2010

FOR MORE INFO: drive2escape@gmail.com

CLUB CONTACT: Bill Munson

drive2escape@gmail.com



HPDE at Oregon Raceway Park

July 24-25

Club
Event

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 12 - July 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



Photo by Bob Ellis

Bruce S. Dalrymple: Farewell to a Quiet Star

by Eric Freedle

As a relatively new Porsche owner, many did not know Bruce Dalrymple, but he touched so many through his years of civic service with Washington County, Tualatin Hills Parks and Recs and most recently as a city councilor for Beaverton. He lost his battle with lung cancer April 7, 2010. Note : Bruce was a lifelong non-smoker. His lung cancer was a possible side effect from the Hodgkin's Lymphoma treatments 25 years ago.

Joining the club in 2006, Bruce was fueled by many years of being a car junkie. Growing up in Southern Cal, his first vehicle was a Volkswagen surfer van, allowing him to transport buddies and boards to the beach for those early morning waves.

Soon, he was caught up in the 60's muscle car era, finding himself behind the wheel of a Chevelle, a Mustang, then ultimately owning not one, but two Shelby GT 350's. Bruce moved to Oregon in the

early 70's, where he attended Portland State University, earning degrees in Biology and Environmental Studies. Yet, it was those construction jobs in the summer and after graduation that led him into a career as a partner at Touchmark, a local company that develops, builds, and operates adult living centers.

After years of not owning sports cars, he decided that his new marque would be a Porsche. His first was a silver 2002 996 that he and his wife Sandra took to the Parade in San Diego. Bruce and Sandra were familiar faces at many of the Arrive & Drives and monthly dinner socials, but was faced with the dilemma of which Porsche to drive as he added to the stable, a mint low-mileage black 993 Carrera 4 and a sun in your face Boxster S. Suffice it to say, Bruce loved cars and he loved his Porsches.

Bruce passion's were not just his cars, but his family. He coached every sport his boys played, finding that precious time to

attend most of the games. Golf, the outdoors, family barbeques and working in the yard were other favorites.

He is survived by his wife, Sandra; sons, Jason, Brian and Scott; and stepchildren Sarah, Rachel and Matthew. ■



Sandra and Bruce Dalrymple.
Photo courtesy Photo Memories by Harvey.

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://orpca.motorsportreg.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://orpca.motorsportsreg.com
FOR MORE INFO:	Jeff Gretz jgretz@onlinenw.com , 503.638.0629

**Club
Event**

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

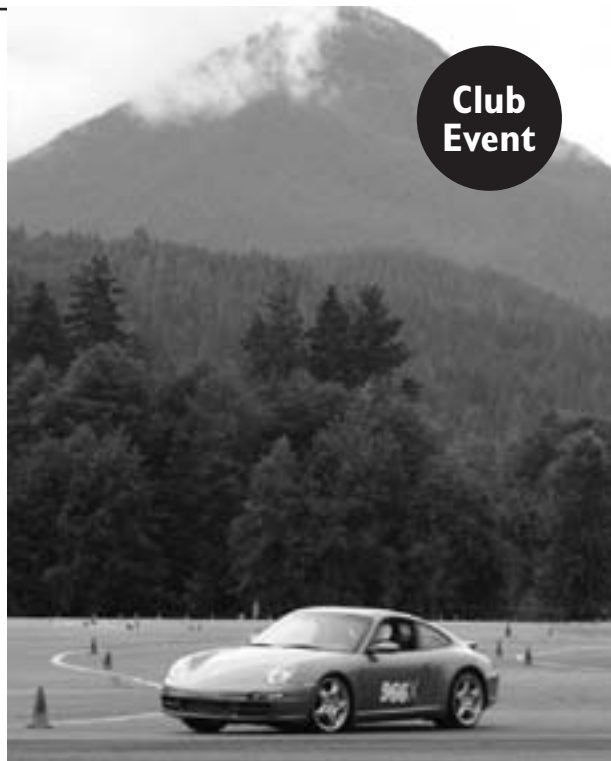
ALL-COMERS AUTOCROSS, SUNDAY

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

REGISTER VIA: www.motorsportsreg.com

CLUB CONTACT: Gary Chapman
axchair@oregonpca.org

**Club
Event**



DE Day: Learning—and Fun—at the Track

by Andy Jacobsen

The morning of our April PIR track event started with a track that was a little wet and very cold. It had been raining the night before, but there were breaks in the clouds and it looked like the track would dry.

Not that driving a wet track is a bad thing. In fact, it can be a very good thing for most drivers, especially, the ones with less experience. I know it sounds a bit crazy to most novice drivers, but the fact is that everything that can happen when you are on a dry track, now happens in the wet at a much lower speed, and you get a very good opportunity to experience you and your car's capabilities at a much reduced pace.

Personally, though, I like it warm and dry, because the car I drive on the track is an Ariel Atom; it has no bodywork, and I'm running slicks. Therefore, it works better for me in the dry, and on this day I would be instructing my son, Dane, in that car. I had my fingers crossed, hoping for dry and warm.

Don Clinkinbeard held the drivers meeting in the grandstands while Andy Chenoweth and I had the Instructors' Meeting in the tower. The school for the novice group (and a few intermediates) was conducted by Paul Goudy, who uses some very clever visuals to illustrate and explain how and why a car "does what it does" during breaking, acceleration, and cornering. It is not only impressive to see

this classroom demonstration, but then to witness it when Paul gets into his GT-3 and drives in the same way that he discussed in class.

It was very interesting for me to instruct my son Dane in this car, as he'd never ridden in it, let alone driven it. I adopted what I hoped what would work for an instructing technique; I told him to forget (temporarily at least) our father-son relationship—he is the student and I am the instructor. I explained a few of this car's peculiarities, i.e., low weight (therefore, it takes a bit of time to warm up the tires for good traction), how physically close the spacing of the gears are, the sensitivity of the throttle, etc. Also, I explained there is limited traction until these tires truly warm up.

The first couple of laps were a little "jerky," but he was getting better and his confidence was building. On the third lap, just after the chicane, Dane was a bit too anxious on the throttle application, and we did a big rotation off into the grass. It was exciting, especially for Dane, but a huge lesson in sensitivity to "inputs."

After making sure traffic was clear, we were pulled back on the track and back to the hot pit area to make sure all was okay, which it thankfully was. As it turned out, the theory of sensitivity is explained much better by a real experience, rather than someone just talking about it, and I'm pleased to say that Dane learned well and made excellent progress with his driving skills for the rest of the day.

I spent some time going around the paddock speaking with other drivers and instructors. One knows it's a good thing when you see many smiling faces! I encourage all of you who have thought that "the track is not for me" to come out and give it a try. We have an excellent staff of instructors, and not only are they good, enthusiastic, and keen to pass on their car skills to others, but it costs you absolutely nothing extra for the instruction and classroom. Come on out to one of our events and see what I'm talking about. For those who haven't tried it, you'll have a very fun experience in store! ■

2009 Oregon PCA Financials

	<u>Income</u>	<u>Expense</u>	<u>Gross Profit</u>
Meetings/Events			
Holiday Party	5,720.00	8,150.18	(2,430.18)
Holiday Party 08, pd 09		1,839.81	(1,839.81)
NW Passage Tour	18,445.00	15,599.82	2,845.18
Zupans Historic Races	3,583.50	3,390.00	193.50
Volunteer Party	-	1,162.76	(1,162.76)
Planning Meeting	-	356.92	(356.92)
Other Meetings/Events	2,387.92	5,174.36	(2,786.44)
	<u>30,136.42</u>	<u>35,673.85</u>	<u>(5,537.43)</u>
Track Events			
Autocross	115,332.53	105,788.50	9,544.03
Autocross	20,678.68	14,911.49	5,767.19
Anzeiger/Calendar	27,400.02	49,741.86	(22,341.84)
Membership	22,767.50	6,184.89	16,582.61
Business Operations	-	4,138.38	(4,138.38)
Fees/Charges	-	650.00	(650.00)
	<u>186,178.73</u>	<u>181,415.12</u>	<u>4,763.61</u>
Sub Totals	<u>216,315.15</u>	<u>217,088.97</u>	<u>(773.82)</u>
Interest Income	3769.65	-	3769.65
Net Income			<u>2,995.83</u>

Balance Sheet Highlights

Assets

Reserve Account	107,631.18
Checking Account	13,723.90
	<u>121,355.08</u>
Track Prepaid Exp	6,472.62
Accounts Receivable	1,746.62
Total Assets	<u>129,574.32</u>
Total Liabilities	-
Total Equity	<u>129,574.32</u>

Statement of Cash Flows

Net Income	2,995.83
Net cash provided by Operations	(7,947.35)
Net cash provided by Reserves	(23,334.02)
Net cash increase for period	<u>(31,281.37)</u>

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

LODGING

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

EVENT REGISTRATION

REGISTER BY: June 1 / September 11, 2010
NOTE: Those who register by June 1 will be guaranteed to receive all gifts; later registrants will receive them while supplies last

REGISTER VIA: www.motorsportsreg.com
NOTE: If you haven't registered via [motorsportsreg.com](http://www.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

Steven Arychuk
Portland, OR
2006 Cayman S

Won Lee
Camas, WA
2006 Carrera 4S

Chris J. Colgan
Aloha, OR
1985 944

Christopher S. Mathias
Beaverton, OR
2002 911

Michael Eisele / Linda Eisele
Portland, OR
1985 911 Cab

Rich Miller
Happy Valley, OR
2009 911

James R. Ferris / Barbara Ferris
Vancouver, WA
1961 356B

Bruce R. Maxwell Jr. / Joyce
Maxwell
Portland, OR
2001 Boxster

Lonnie L. Gorsline / Debby
Gorsline
Vancouver, WA
2007 Boxster

Robin Shaughnessy
Portland, OR
1995 911

Rupa N. Jack / Steven Jack
Portland, OR
2009 Carrera 4S

Thomas Tillema
Tualatin, OR
2002 996

Roger A. Johnson / Mary Johnson
Silverton, OR
2007 Boxster S

Steven D. Hogge
Portland, OR
1988 911

Roger Kelsay
Hillsboro, OR
2009 911

Scott R. Longballa / Tina Longballa
Corvallis, OR
1972 911S

Anniversaries

5 Year Anniversary

Hari C. Galanopoulos
Debby Galanopoulos
John F. Hubbard
Katy Hubbard
Roger Saulson
Norman D. Vonk
Takahiro Yamada

15 Year Anniversary

Andres D. Sulla Jr.
Kathy Sulla

30 Year Anniversary

Jeffrey C. Gretz
Jeannie Gretz

40 Year Anniversary

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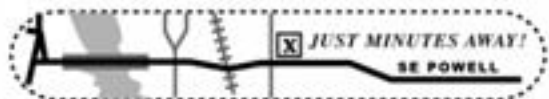
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■ CARS FOR SALE

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

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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

BRAKE UPGRADE: Brembo Gran Turismo big brake kit (red), front, 14" (355mm) two-piece slotted rotors; brand new (in box) Pagid yellow pads, F; stainless steel brake lines, F&R; 997S brake master cylinder (improves pedal firmness, modulation); GT3 front brake ducts; titanium brake shields F&R.

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)

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