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Anzeiger

March 2010





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Anzeiger

Volume 50 No. 2
March 2010



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ON THE COVER

"Pretty maids all in a row ..."
Photo by Jody Leonard

January-February Anzeiger Correction:

The cover photo was incorrectly attributed. The photo was taken by Douglas Alexander, not Bob Schatz. The editor takes full responsibility, has been flogged and regrets the error.

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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Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 5652, Portland, Oregon 97228-5652, is published eleven times a year. Non-member subscriptions are \$30.00 annually.

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

Postmaster:

Send address changes to
Oregon Region PCA Membership
605 NE 115th Circle
Vancouver, WA 98685

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EDITOR'S NOTE

Brett Laurila

Wow! It is March already and lots of Club Events are beginning to appear after a blustery winter off. This month we have Spring Break Out with Autocross and HPDE track time, dinners, instruction and the Teen survival school. If you are considering trying AX or a track day, this event is a wonderful introduction. From March through October, there are events monthly related to Autocross or track days where you have the opportunity to test yourself and your four-wheeled friend!

The monthly dinner is planned a week later due to St. Patty's Day, so check and update your calendar as required.

I received a voice message from a good friend back in January. In the message he asked me to call back as soon as I was able. Once I heard the message, I was immediately thinking something was wrong and I called back. My friend answered, and I asked if everything was all right. "Yep" he said. "Did I tell you about my new car?"

Well, rather than reiterate the conversation here, I asked him to write a brief story and take some pictures. Andy Pilgrim, my long time friend, race buddy and partner in crime, is the godfather of my children. (My wife and I even named one of ours sons after him!) Good friends since meeting in the early '80's racing series "Renault Cup" where we were both rookies, I have been very lucky to live vicariously through him and the many wonderful automobiles and motorcycles that have passed through his hands. He is my brother from a different mother. Many of you may know him for his more recent GM product racing exploits. In 2009 he raced an all wheel drive Volvo for the K-Pax team, along with Porsche driver—Randy Pobst, in the SCCA World Challenge GT. But few know that he is a very accomplished Porsche racer as well. He has some amazing history with Porsche and I am hoping to have him write some of it down. Maybe we can even get some of it here first!

(Continued on page 20)

Board Discusses Direction and Details

It is a blustery winter's day out as I write this, but the future is anything but gray. There is a bright spot out there. The calendar has arrived and is full of events that spell FUN. Even though the first weeks of 2010 are void of scheduled driving events, we do have opportunities to enjoy our Porsche friends. Tonight I am heading for the Spaghetti Factory Dinner and Social and am looking forward to seeing everyone.

Matters of business. Your new Board of Directors met on January 5th to conduct their first business meeting of the year. At the meeting, several issues

depth of field from which to discuss and formulate club direction on down the road. One issue reviewed and addressed was financial objectives. We had about \$100,000.00 invested in long term CDs and savings. Going into 2010, we have had to draw on these reserves temporarily to cover operating expenses until we begin generating revenue. Whether or not to spend, save, invest, etc. has been under discussion previously and we spent a good deal of time in this meeting reviewing options. A major portion of our reserve is monies earned by our two very successful Parades. National has changed the way in which Parades are organized.

THE CALENDAR HAS ARRIVED AND IS FULL OF EVENTS THAT SPELL FUN. EVEN THOUGH THE FIRST WEEKS OF 2010 ARE VOID OF SCHEDULED DRIVING EVENTS, WE DO HAVE OPPORTUNITIES TO ENJOY OUR PORSCHE FRIENDS.

were discussed. We will be further developing a Policy and Procedures Manual to assist our volunteers in the execution of the events. We approved the overall operating budget for 2010. Additionally, the group reviewed the year-end financials and analyzed the financial performance for 2009. As you will see when the annual financials are published, 2009 ended with a deficit of \$3,735.00. The economy affected us, just like everyone else; revenues down and expenses up.

Our monthly BOD meetings are very busy, taking care of event details and ongoing club business. There is little time to discuss long range goals and objectives. We held a Strategic Planning Meeting in January to address big picture items. Individuals with current or recent BOD experience or large areas of responsibility such as Autocross and *Anzeiger* were invited. Eleven were able to attend and these individuals represented a total of approximately 150 years of membership. Collectively, this is an impressive

Consequently, we may not have any major 'profit' opportunities in the future to add large sums to principal. Given that fact and the current economic atmosphere, it was decided this money is to be preserved and invested, in CDs and savings currently, to build income and

THE ECONOMY AFFECTED US, JUST LIKE EVERYONE ELSE; REVENUES DOWN AND EXPENSES UP.

protect principal as a permanent endowment for the Club in order to insure financial stability going forward. On an annual basis, the interest earned will be discretionary income. The BOD can choose to use the funds to subsidize a worthy event, or re invest to build the principal so that the next year's earnings will be greater.

We only have three sources of revenue; Membership, HPDE and Autocross. Membership numbers can drop. HPDE



and Autocross have done well, but they are not guaranteed moneymakers. The rest of our events break even or run at a deficit. Even if we were to charge for all events, the club incurs certain expenses that are unavoidable. If you have your September 2009 *Anzeiger*, please review the Financial Statement for 2008 for further illustration.

Our *Anzeiger* is the biggest deficit spender. A Committee has been formed to review and analyze the magazine. Additionally, the Committee will be looking at the full Communications loop; *Anzeiger*, Website and the email announcements as to how they may

interface and be more consistent in information and timeliness. This is a complex issue. I believe the Committee was hoping to report in with information by mid year. If you have comments on this subject, please contact Eric Freedle, Secretary ORPCA.

I look forward to seeing you soon, perhaps at Spring Break Out. I trust the sun will shine on us, but even if the sun turns out to be a bit shy, SBO should be a lot of fun!

Later,
Kathleen ■

Oregon Region Events



March, 2010

- 2 Board Meeting
- 13-14 Spring Breakout
- 17 Deadline for May *Anzeiger*
- 24 Monthly Club Dinner and Social

April, 2010

- 6 Board Meeting
- 10 Spring Clean
- 15 HPDE PIR
- 20 Deadline for June *Anzeiger*
- 21 Monthly Club Dinner and Social

May, 2010

- 1-2 Cabin Fever Tour
- 4 Board Meeting
- 8 Arrive and Drive
- 9 Autocross
- 15-16 Lapping Day ORP
- 19 Monthly Club Dinner and Social
- 20 Deadline for July *Anzeiger*

June, 2010

- 1 Board Meeting
- 3-6 Northwest Passage
- 11-13 Rose Cup Races PIR
- 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
- 31 Summer Picnic

August, 2010

- 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 Party

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*

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 29 for classified requirements and contact information.

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

STILL PLAYS WITH CARS

Peter Linsky



Vintage Racing Updates for Monterey and Pebble Beach

Changes are afoot in vintage racing. First of all, HMSA becomes the new sanctioning group for the Monterey Historic Races effective in 2010. You probably know by now that Steve Earle and General Racing have ended their association with Laguna Seca after 34 years of presenting the grand-daddy of all vintage races at Monterey. The 2010 races will be August 7-8 for the Pre-Historics and the 12-15 for the Historics. You can already buy tickets for the Historics at www.mazdaraceway.com/ Closer to the ocean, Pebble Beach has announced its lineup for 60th anniversary on Sunday, August 15, 2010. Featured marques include Alfa Romeo, Pierce-Arrow and Jaguar, and the designs of Italian coachbuilder Ghia.

Who builds the best “Driver’s car”? Motor Trend magazine, after checking out the cream of the currently-available domestic and foreign-built crop, had no hesitation in declaring the 2009 Porsche Cayman S with PDK its top choice, saying “Probably more than any other car here, including the R8, this one feels like an extension of your neural synapses.”

Has the 356 Speedster “bubble” burst? Not “burst,” exactly, but it sure appears that it’s leaking air at a steady rate. A well-known California dealer/broker that sold a pair of top-quality Speedsters to England about a year ago for prices close to \$200,000 each was offering similar cars in November for less than \$175,000. If you had to sell, 2008 was the time; if you want to buy, you might want to wait a while to see if the price decline continues.

Porsche Panorama’s European correspondent, Michael Cotton, reported in



Photo from Monterey Historic 2005 by Peter Linsky

November that Porsche is intensely focused on developing electric automobiles, which might include racing cars. A week or so later, Porsche announced that it was now making available an optional light-weight starter battery utilizing lithium-ion technology. The new device weighs just 13 pounds, or 22 less than a standard lead-acid battery. It’s not cheap, however; Porsche lists the price as about \$1900, or almost \$2500. I’d expect that like most high-tech gizmos, this technology will become more widely-available in the next few years with its price falling as volume increases.

From my friend George Hussey, proprietor of Automobile Atlanta, a couple of tech tips for the vasser-cooled crowd: “If your 996 or Boxster has a blue coolant cap, it should be replaced, as they are prone to failure. The later style caps are black, and have a part number ending in 01. (Boxster Specific): If you notice excessive moisture in the rear trunk, the most common cause is a crack in the coolant overflow tank. As soon as you notice mois-

ture in the trunk, you should have the cooling system pressurized and inspected. A little maintenance could save bundles in time and money.” Thanks, George!

Huh? Whazzat? Did you catch that little news item out of England last fall concerning the threat to your hearing by driving a convertible with the top down? Quoting the medical journal Otolaryngology-Head and Neck Surgery, the BBC reported that “Cruising with the top down at speeds of 50-70mph exposes the ears to sound levels sometimes nearing those made by a pneumatic drill. Long or repeated exposure to this noise of the engine, road, traffic and wind could cause permanent hearing loss, a US meeting of ENT experts was told. Researchers said convertible drivers should consider wearing some form of ear protection, as motorcyclists do.” They also found motorists can cut the noise by rolling up the windows when driving with the top down.

Until next month, drive safely! ■

Autocross

This Month's Event: Spring Breakout March 14-15

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 6 and 8 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 pm.



2010 ORPCA Autocross Schedule

3/14 Spring Breakout event at PIR Pro Pits. Tech/Register @ 7:30am

4/18 at PIR South Pits. Tech/Register @ 7:30am

5/9 at PIR South Pits. Tech/Register @ 7:30am

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





The 944 Comes out of Storage for a Motor Rebuild

So I got started on the Turbo motor build this month. The block looks lonely on its stand with nothing else bolted up to it (Pic 1). What I have done so far is to get the crank laid into the block and measure the connecting rod radial play. After the last melt down on this motor there was some crank journal scoring from the oil pressure problems that resulted from toasting the pistons back in 2008. I had Dan Hall Machine turn down the crank journals one size (0.25mm) under to fix the scoring. While that did not cost a lot my error in doing all the bearing surfaces instead of just the journal that was damaged turned out to cost me a lot of bread. The price for Porsche bearing in one size over was substantial. In hind sight I would do this differently if I have to do it again.

So measuring the rod bearing clearances turns out to be fairly straightforward. It is accomplished using a tool called Plastigage. How it works is you select the appropriate color of Plastigage by comparing the range the product can measure to the clearance specification for the bearing you are measuring. In this case the radial play specification for the Porsche 944T shop manual is 0.034-0.092mm. The green gage is good from 0.025 to 0.076 - not quite the full range of the spec but this is all newly done work with no wear. I am betting that I will end up closer to the low end of the range. Well since all of this is new stuff I need to make sure I didn't get any parts that were the wrong one (yes it has happened before). I assembled each rod onto the crank with assembly lube and hand tightened the rod bolts. Then checked to be sure that each rod would turn around the crank smoothly. Here I was looking for any binding or roughness. Everything felt ok on all four rods.



Top left: The block is ready! Top right: Testing Strip. Bottom left: Verifying test. Bottom right: Hidden bling!

To make the radial clearance measurement you clean the bearing surfaces of any oil or other materials, lay a strip of the gage across the bearing radius (Pic 2) and then assemble the rod tightening the rod bolts to spec, in this case 50LbFt. This crushes the bearing shells, which in turn flattens the round gage material. The hard part here is you should not move the piston rod while you are wrenching around on the bolts. This is not easy and it takes two people if you don't have the proper jugs to hold things still. You then remove the rod and compare the crushed gage to a scale on the package (Pic 3) that tells you what the clearance is. In the case of my crank all the measurements were at the low end of the specification (as I had guessed) at about 0.038MM with one at 0.041mm.

So after I toasted the motor and was selecting the new components I decided that using connecting rods that were over

20 years old, with more than 100K miles on them and had endured lots of greater than factory stresses applied for about 4 years of HPDE should be replaced. I looked into new factory rods. They were fairly spendy at about \$1000, (not a big surprise.) For \$1400 I got billet machined Pauter rods for the car (Pic 4). A nice looking piece and engineered to allow me to spin the motor to over 8000RPM. While I'm not really planning to do this in the near future, adding this capability to the bottom end will enable me to upgrade in the future by simply replacing the hydraulic cam (with the hydraulic lifter the valves start to float about 7400RPM) with a solid lifter arrangement which is a fairly simple bolt on process. But what I really get is piece of mind with the confidence that the rods should not break anytime soon.

All for now,
-drc- ■

The Friendly Side of the Blue and Red Light

by Johnny Speed

It was early morning and traffic was light on Interstate 5, south of Wilsonville, good potential for some high speed fun.

A quick satisfying pass around two cars doing 60 mph in the left lane, attracted only one "gesture."

"If you don't like being passed on the right, then stay out of the left lane!"

The lane was now open and it was time to "blow the carbon out of the cylinders." Only one car ahead, a domestic sedan, probably a rental and he was in the right lane where he belonged. Ha! Passed him like he was a sign post!

As the velocity increased the few cars on the road stayed nicely in the right lane and out of the way. The rental had fallen in behind and was shadowing, ha ha, lets see if he can keep up, and the accelerator went to the floor. A moment later, a quick glance in the mirror showed not only was the rental able to keep up, he was right behind, then suddenly blue and red strobe lights came piercing out from behind his grill!

BUSTED!

This situation was utterly new to me because I was riding in the "domestic rental" a well equipped unmarked Oregon State Highway Patrol cruiser, driven by Senior Trooper Matt Klare.

I had met Trooper Klare at a dinner several months before and after talking cars and learning that he was an Oregon State Trooper assigned to an "Aggressive Driving Enforcement Program" Car, I became VERY attentive and finally asked if I could get a ride with him (front seat, not back seat). "Sure" was his response.

When schedules allowed, I found myself riding with Matt on the "friendly side of the blue and red lights."

The morning started with my meeting Matt at the Tualatin Office for the Oregon State Highway Patrol. After filling out the necessary paper work we went out to the parking lot to a car that appeared to have just come off a rental car lot. It was a late model domestic four door (non Ford Crown Victoria) that would not gain a second glance, until the driver's door opened displaying the interior of an Oregon State Highway Police Patrol Car.



As I got settled in the front passenger seat, Matt calibrated the various "speed tracking devices" for the mornings shift. We pulled out of the parking lot and in short order found ourselves south bound on Interstate 5, looking for aggressive drivers.

It did not take long.

The black Mercedes ML 320 came charging up in the left lane and started tailgating. Matt smiled; this was going to be a good one. We were traveling at 75 mph and for a car to come up that fast; it had to have been doing 90+ mph. We pull into the middle lane, let him pass, then fell back in behind him. The driver of the black SUV obviously did not realize he had just passed an Oregon State Highway Trooper as he accelerated up to 93 mph. That was enough. The red and blue strobes came on, and a moment later the black Mercedes' brake lights glowed and he began the long somber traverse to the right shoulder. 93 mph in a 65 mph zone,

a class B infraction, lightened the drivers' wallet of \$472.00 not to mention a possible Court appearance and any additional fines the Court may feel like levying. After the necessary explanation of why the ticket was being issued, Matt returned to the car, turned off the red and blue lights and pulled back onto the interstate. Our hunt continued and it did not take long.

Coming over the on-ramp from I-205 south, to I-5 south is a great vantage point. Traffic on I-5 moves at a fairly consistent rate so a car traveling 15 to 20 mph faster, clearly sticks out, and there he was! The burgundy Nissan was in a hurry as he headed south.

It was obvious the driver did not notice the dark nondescript sedan coming up fast. A quick check of his speed with the instant-on radar showed 92 mph and he was not slowing down.

This was like shooting fish in a barrel. With a flick of a switch, the red and blue strobes came on and the Nissan began the long mournful journey to the right shoulder for a chat with Senior Trooper Klare and the issuance of another \$472.00 ticket. The driver admitted he had just gotten his license back after it had been suspended.

There were several other stops during our morning, not all of them being issued tickets.



I began to realize how the odds are stacked against speeders on Oregon roads and highways.

With the advent of instant-on radar and laser, all the Trooper needs to do is see the target, get reasonably close and bang, it is over! (Drivers using radar detectors can only hope another car in front of them will get targeted first and they will have enough warning to slow down.)

As the morning and my ride with Senior Troop Klare came to an end, I found myself genuinely impressed with Matt's demeanor. In spite of the many "unique" personalities of the people he pull over, he was always polite and considerate and I never once saw any "Attitude."

Matt, like the many other troopers I have encountered (admittedly on the side of a few highways) genuinely made an effort to follow the Mission Statement of the Oregon State Police Troopers which reads in part:

"... To develop, promote, and maintain protection of people, property, and natural resources of the State, and to enhance the safety and livability by serving and protecting its citizens and visitors through leadership, action.."

If you do choose to speed on Oregon highways and interstates, you may find yourself meeting an Oregon State Police Trooper. Here are a few suggestions should you find blue and red strobe lights in your mirrors:

- Do not slam on your brakes
 - Pull over safely to the RIGHT shoulder, driveway or parking lot. If there is not a safe area to pull over to, turn on your emergency flashers and continue at a safe and reasonable speed till there is one.
 - Roll down your window and keep your hands on the steering wheel, do not make any sudden moves. Same goes for the passengers (Do not start looking for your insurance and registration. That can be interpreted that you are looking for a weapon and the trooper may act accordingly).
 - Stay in the car and wait for the trooper to come to you. He or she may come up on the left or right side of your vehicle.
- Do not try to mislead the trooper, but be decent and honest and lose any "attitude." Not everyone who gets pulled over gets a ticket and being honest and



respectable will work in your favor. (Lying will almost certainly earn you a ticket.)

Be organized, keep your drivers license, car registration and proof of insurance in locations where they are quick and easy to

grab and hand to the trooper AFTER he asks for them.

If you do have "The Need for Speed," there are several safe, enjoyable and completely legal venues available:

ORPCA and Portland International Raceway offer track days, schools and auto cross events starting in late February/early March, through October. If high speed highway driving sounds appealing, try one of the Nevada Open Road Rally events (<http://www.ssc.com>). Depending on driver experience and car safety equipment, speeds up to 164 mph are entirely legal. If your yearning is to hone your driving skills while slicing and dicing through traffic, then get your SCCA Novice Race Permit through Pro Drive Racing School (<http://www.prodrive.net/>) and go racing. The excitement of going into turn one at the start of a race with 15+ other cars is simply beyond words. ■



A word about Fines/Bail amounts for speeding in Oregon, not including additional Court and Municipal fines and fees:

In a 65 mph zone	
1 to 10 mph over:	\$142.00 to \$190.00
11 to 20 mph over:	\$190.00 to \$287.00
21 to 30 mph over:	\$287.00 to \$472.00 (21mph & over in 65 zone)
31 mph or more over:	\$472.00

Driving over 100 mph gets a \$1,103.00 Fine / Bail, in addition to a 30 day License suspension, a likely arrest and your car towed and impounded. Attaching "Reckless Driving"; a Class A Misdemeanor, can add up to \$5,000 in additional fines, possible jail time and increased license suspension. Add "Attempting to Elude a Police Office"; a Class C Felony and depending on the Court, significant license suspension, and increased possible jail time and fines to match.

If you are involved in an accident while speeding and someone is hurt or killed the lawsuit and possible Manslaughter charges will make the above seem trivial.

March Social and Dinner

Wednesday, March 24, 6:00 pm



Buster's Barbeque
11419 SW Pacific Hwy.
Tigard, OR 97223
(503) 452-8384
www.bustersbarbeque.com

**Please
Note
Event
Date!**

This March we will be trying something a bit different on two fronts—a new date and a new place! The task of finding a place that would take us (and that we could take) on St. Patrick's Day was nothing short of Herculean, so we're moving back to the fourth Wednesday of the month—mark your calendar! April will see us back on track again ... Also, through the efforts of Member-at-Large Susie Groover we will be heading to Buster's Barbeque for some genuine, Texas-style barbeque in a relaxed, casual atmosphere. I can't wait to try it!

RSVP to dinnermeeting@oregonpca.com

DEADLINE:	February 15, 2010
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson dinnermeeting@oregonpca.org

**Club
Event**

Spring Clean & Detail

Saturday, April 10, 9:00 a.m.

Despite our wishes for good weather for kicking off the driving season, we often find ourselves fending off the rain instead of trying to block out the sunshine. So we are foregoing the April Arrive & Drive to bring the club another event—Spring Clean & Detail. Mark your calendar, take the cover off the Porsche, recharge the battery and bring your car down to Matrix Integrated where we have brought together many car detailers to freshen up your ride! There will be experts on hand to take care of paint chips and scratches, a paintless dent removal pro for those annoying parking lot door dings, a windshield chip and glass reconditioning pro and a wheel repair person for those nasty nicks and rashes. Bring your Porsches to the pros and get some great tips and tweaks to make it even better than you imagined!



**Club
Event**

DEADLINE:	April 7, 2010
REGISTER VIA:	springcleandetail@gmail.com
CLUB CONTACT:	Mike O'Connor 503.320.2447

The Porsche Leaf Collector

Story and Photos by Bob Ellis

If you own a late model water cooled Porsche and enjoy taking fall drives in the country to enjoy the autumn colors or have followed a hay truck speeding down the freeway, you may have done more than your share of highway cleaning. Put down this magazine, grab a flashlight and head out to the garage. Shine the light into the radiator intake openings and towards the sides of the car. If it looks like mine did then you need to keep reading.

The radiators are mounted low on the car and aren't protected from collecting road debris such as leaves, dirt, paper, pine needles, insects etc. Chances are that you found a surprising accumulation if it has been a while since someone took a look. Over time external clogging may cause the airflow to become restricted and on warm days create a potential for overheating due to loss of heat-exchanging capacity.

When your car is in the shop for service, the annual maintenance schedule includes a visual inspection for debris and blockage of the radiators. Most shops have a special vacuum that will reach through the intake grill and remove the majority of the rubble.

For the do-it-yourselfer, some of the more visible accumulation can be cleaned out, however most home vacuums are too large to fit between the intake grill slats.

The remedy for this is to make an extension for your vacuum hose that will fit between the louvers of the intake grill. One option is to get a cardboard tube that is at least 24 inches long, such as one from a roll of wrapping paper, and flatten it enough to fit. Another choice is get a two-foot section of 3/4-inch diameter irrigation system "funny pipe" from your local hardware store. Tape your new snout to your vacuum cleaner's hose and slide it between the lower louvers and start the vacuum. Use of a flashlight will help you aim the tube towards the debris and to avoid hitting the radiator fins and bending them. Many of the larger pieces will adhere to the end of the tube due to the suction and can be removed by extracting the tube and picking the pieces off.

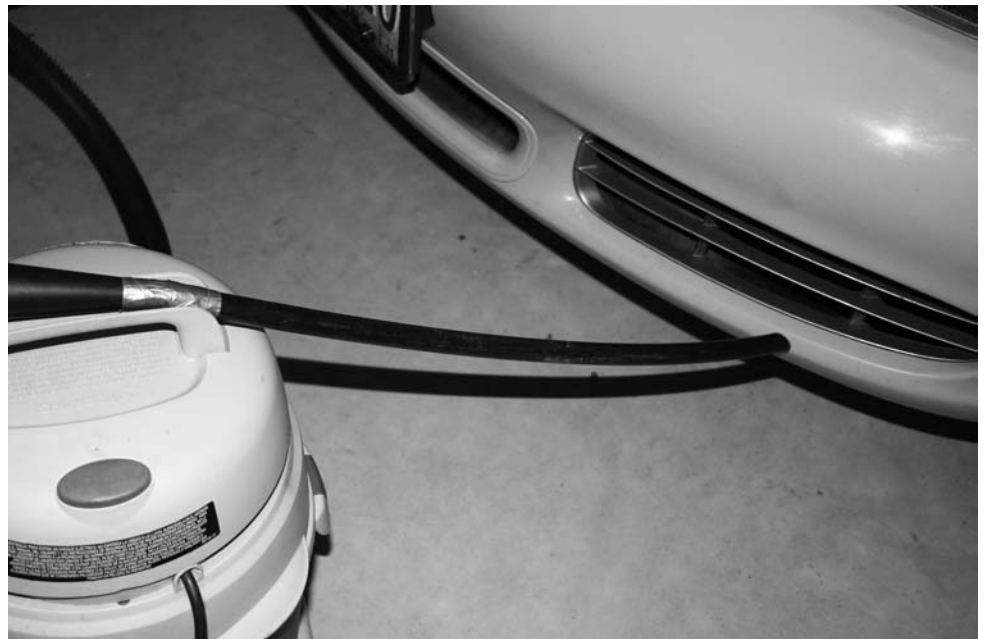
If you still experience overheating after this amount of cleaning, stronger measures may be called for. A little bit of web surfing leads to the information that there are actually two radiator elements on each side. In front of the engine cooling radiator is the air conditioner condenser and the two are separated by about one-quarter inch. This in-between



space can also get filled up with all manner of road debris. In order to clean it out the front bumper has to be removed, after which you can push the AC condenser toward the center of the car until it separates from the main radiator. A very good pictorial with instructions for this entire process is located at <http://skylersrants.com/Porsche/Radiator/Radiator.html> or you might prefer a film on YouTube that can be found by searching for "Porsche 996 986 bumper removal". One estimate states that the whole process of removal, cleaning and replacement can be accomplished in under two hours.

A little time spent cleaning this area every spring is well spent if it helps your Porsche keep its cool during the hot summer months. ■

Top Right: Compressed air vacuum tool. Below left: The dirty truth. Below right: Shop vac modification.



Deja Vu in Miami Beach with a 911 Turbo

Story and Photos by Andy Pilgrim

Déjà vu is something that seems to arrange itself on the margins of inattention and dozing; at least it does with me.

There I was, passing the local Lamborghini/Ferrari dealer in Miami Beach, hungry, looking for something to eat, when this feeling hit me. I could have sworn I just saw a Porsche in there. I said to myself, "Hmm ... that looked just like the grey color of my 1997 Roock Racing GT2 Le Mans car that I always liked."

I HEADED BACK TO THE DEALER TO CURE MY CURIOSITY AND SURE ENOUGH, THERE IT WAS: A DARK GREY 2008 PORSCHE 911 TURBO! THE SALES MANAGER WAS AMAZING; I WAS BARELY LOOKING AT IT FOR FIVE SECONDS BEFORE OUT HE SPRINTED OUT.

How weird. I have to eat, I thought; I'm obviously close to passing out here.

I dived into a sub shop that suddenly materialized in my hunger-hazed view. Now there's fast health food for you! A 6" veggie hit the spot and approximately 1 minute and 37 seconds later I'm out of there and back on the road to my office. OK, what the heck did I really see in that dealer showroom?

I headed back to the dealer to cure my curiosity and sure enough, there it was: a dark grey 2008 Porsche 911 Turbo! The sales manager was amazing; I was barely looking at it for five seconds before out he sprinted out.

I should add something at this point. I was really enjoying my current 2008 M3 but, as usual with me, I like to change things up every year or so. These last few months had me looking at 4-wheel drive sports cars; there was a good reason for this.

In 2009, I raced the K-Pax/3R Volvo S60 AWD in the GT class of SCCA World Challenge. I had a very good year with the new car including a couple of wins. Unfortunately, we also had some new car reliability issues along the way that cost us a run at the Championship and further wins.

My Volvo racecar has 500 plus bhp and weighs 3,400 lbs, according to the rules.



We use F1 style standing starts in World Challenge, and this was a clincher in deciding my direction for a new street ride. Most of the rear wheel drive cars in World Challenge will have, at best, a 0-60 mph time in the high 3 second range and usually in the mid 4's due to dust on the

I STOPPED THE CAR, LOADED THE BRAKE AND THROTTLE, (YES, IT'S A TIPTRONIC) AND BANG! WE GOT REAR ENDED BY A TRUCK. NO, NOT REALLY, IT JUST FELT LIKE THAT. SOLD! ONE METEOR GREY 2008 911 TURBO WITH 3,500 MILES, TO A RACECAR DRIVER WITH ARRESTED DEVELOPMENT ISSUES.

race track. The first time I launched the Volvo I had to retrieve my teeth fillings from my shoes, 2.9 secs! It was just nuts how it blasted off the line.

Okay, so I'm considering new rides. All wheel drive or any slight variation thereof was looking very good to me. A new Nissan GTR or slightly used 911 Turbo were the two finalists, with me leaning heavily towards a slightly used Porsche Turbo for reasons that will be obvious to readers here.

Back at the dealer, the sales manger throws me the keys and off we go for a quick test ride. I'm driving a bit like grandma until I see a bend in the dealer's back road test track. I rip through the corner and I'm feeling very good about

this car. Our friendly sales manager, however, seemed to have swallowed his tongue, lost the color in his face and, for some reason I can't imagine, the passenger door handle had come off in his hand, but I digress. I was sold but for one small test: the now critical 0-60 mph test.

I stopped the car, loaded the brake and throttle, (yes, it's a tiptronic) and bang! We got rear ended by a truck. No, not really, it just felt like that. Sold! One Meteor Grey 2008 911 Turbo with 3,500 miles, to a racecar driver with arrested

development issues. All wheel drive rules 0-60 mph. I'm a believer!

Sure enough, the car does have almost an identical color to the Roock Porsche GT2 that I raced at Le Mans in 1997.


The moral of this story would be to ignore déjà vu, eat at home and look straight ahead while driving, because if you don't, it can be very, very expensive.

Take care all!


Andy Pilgrim ■

Above: Author kneeling next to No. 74 Navision Porsche-Le Mans 1997 Roock Racing Team. Right, top: 2008 turbo 3/4 front. Right center: 3/4 Rear. Right bottom: Interior.





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Below: Kathleen and Bob Ellis tell Santa what they want for Christmas. Right: All eyes are on Nadine Lowe as we recognize Warner's contributions to the club. Below right: Tim Merrihew, Marlene McEwan, Scott Kinder, Don Stroum, Min Jin Lee (exchange student) and Mary Kay Stroum anticipate dessert.



Celebrating Happy Holidays with the Club

by Jim Ayers / Photos by Greg Heinze and Bob Ellis

The annual Holiday Party, sans charitable auction, seemed to be a success by all accounts. Gone from prior years was the auction portion of the evening, replaced by a Dee Jay playing dance music from the Sixties and Seventies. Another format change from prior years was the presentation of Volunteer recognition which had been done at the Volunteer Picnic in September and was not a party of the Holiday Party.

The Heathman Lodge in Vancouver was once again the place to be. As it was last year the facility was decorated to the nines, upside Christmas trees hung from the log ceilings in the lobby and restaurant area. The banquet room was aglow with Christmas lights and ornaments bringing the season to life. In years past the club has used a number of venues, some good, some bad for the party. Consensus opinion of the attendees was the Heathman Lodge has done a great job with their food service and site preparation. Dinner choices were a very good and properly cooked top sirloin steak, a tasty chicken 1/4, and a to die for salmon filet. I had the steak and was very pleased but begged, groveled, and made a total fool of myself in front of a number of people until finally Eric Freedle traded me some salmon for some steak.



Trust me the salmon was worth the humiliation. Mike O'Connor had the chicken and said it was very good but he would have had salmon in retrospect.

Santa made an appearance and agreed to have his photo taken with party goers, for a price of course, proceeds to charity. Greg and Connie Heinze took the photos and printed them on the spot for presentation. Santa also collected new, unwrapped toys for delivery to the Boys and Girls Club of Vancouver.

Sue Denfeld and Gregg Denning, James and Jean Ohl, Chet and Lyn Martin, with

the assistance of incoming Holiday Party Chairs Shari and James Gregory did a fine job.

President Kathleen Ellis did present the 2010 Board of Directors;

President: Kathleen Ellis
Vice President: Jim North
Secretary: Eric Freedle
Treasurer: Marlene McEwan
Board Member at Large: Susie Groover
Board Member at Large:

Andy Jacobson
 (Continued on page 22)



Below: Holiday partiers visit before dinner. Below center, left: Dick Thomas receives Enthusiast of the Year award. Below center, right: After-dinner dancing was lively. Bottom left: Don and Debbie Clinkinbeard, Tim Taylor and Ann Stolz anticipate dinner. Bottom right: Santa mentally preparing for his long journey.





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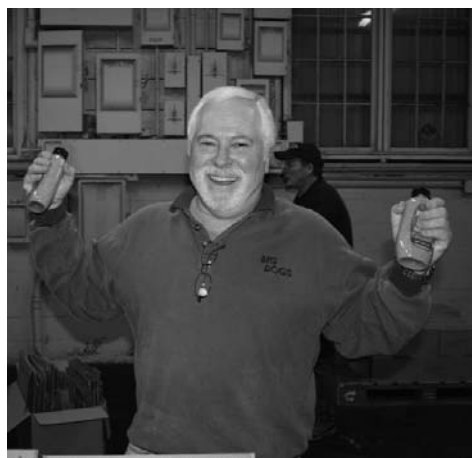
Sunshine Division: An Annual Club Effort

Story and Photos by Jim Ayers

I would assume that after three consecutive years of hard work by members of ORPCA, you could call the Portland Police Bureau Sunshine Division holiday box stuffing nights a tradition. Everyone knows the two evenings in mid-December are going to be cold, but the effort heartwarming. Unfortunately, due to our very sick economy, the demand for food assistance has skyrocketed in 2009—and worse yet, donations of food and money have declined. Those of us who have been involved with Sunshine for the past few years can attest to the reduced amount of food to sort and fill boxes with this year. The goal of distributing 5,000 food boxes to families in need was met.

Unlike December, 2008, we didn't need to fight snow which had piled up in multiple inches. Four-wheel drive wasn't required to deliver boxes on Saturday. And while it was wet and cold, staying warm was much easier.

Due to limitations on space, the number of Porsche club members has had to be limited to approximately 20 per evening. We were over the limit both Monday and Wednesday nights, which just goes to show what a great group of people we have in the club. Everyone had a good time and at the completion of the assigned tasks adjourned to either Widmer Brothers or Gotham Tavern for something to eat and drink. Also due to having club members working in two separate areas of the warehouse, I missed getting some people into the group photos, sorry. ■



Top: Still smiling after all that work, the Monday crew. Center left: Barry Cogut stars in a fistful of mustard. Center right: Chet Martin gets to the bottom of the tub. Bottom left: Krispy Kreme and coffee, mmm! Bottom right: Not to be outdone, the Wednesday crew relaxed after their shift.

High Performance Driver Education

Thursday, April 15

We are excited to announce our second track event for the 2010 season at PIR. This event is a full HPDE with instruction for all levels of driver from Novice to Instructor. This promises to be a great event with lots of fun and smiles while learning to pilot your favorite ride around PIR at speeds approaching double the 15 speed limit. This is our first event eligible for season pass holders so make sure to register early.

Register via <http://orpca.motorsportsreg.com>

Registration opens March 4th and closes April 8th

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.

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out to the track,
get some exercise
and have fun**



REGISTER:

March 4 to April 8, 2010

REGISTER VIA:

dechair@oregonpca.org, 503.970.4848

CLUB CONTACT:

Don Clinkinbeard

FROM THE EDITOR

(Continued from page 2)

If you participate in Autocross, you will be excited to see the changes in the Britain's yellow 914-6. Since purchasing the "... box" from JP Stein last fall, Britain has been busy updating with a few modifications. You may not know, however, that he has been working on another project Porsche. I hope to have Britain share his experiences and write an article or two about this unusual yet intriguing project!

With the board discussing the fiscal policies of the club, it is important for you, the club members, to review, understand and communicate any thoughts or feelings about the policies and decisions the board makes. If you have thoughts, concerns, ideas and suggestions about the club, its direction or its services, please communicate them. Nothing worthwhile fosters in a vacuum. We take for granted the effort that this automotive club obsession requires. I want to take a moment

and thank Kathleen Ellis and Marlene MacEwan. (Our President and Treasurer.) Their efforts the past few months have made the workload this position requires, manageable. We met and discussed how to make this position more controllable and came up with some creative solutions and this month saw some rewards in efficiencies. I greatly appreciate their efforts! ■

Confessions of a Speed Junkie

by Dave Palmer / Originally Appeared in March, 1993 *Anzeiger*

Welcome to the Club, they said with a wide friendly grin. Glad to have you aboard. We have quite a variety of functions that you're sure to enjoy, plus we can make owning your Porsche a little less expensive due to tech sessions and discounts for Club members. By the way, what model Porsche do you have? Oh, a 930. Well, you're in luck; we just happen to be having a track event this very weekend.

WHOA! TAKE IT EASY, SAID THE DOCTOR; YOU'RE GETTING A LITTLE EXCITED. WHY DON'T YOU GET DOWN OFF MY DESK AND LAY BACK ON THE COUCH ...

That's how it all started, Doc. They didn't tell me they were going to expose me to something more addictive than crack cocaine. Please Doc, you've gotta help me!

Now, now, son, get a hold of yourself, he said. Take a deep breath, lay back on the couch and try to let go of my arm; you're wrinkling my suit. That's better! Let's start at the beginning and you can tell me what happened.

Ok, Doc, I'll try. Well, I went to that track day and it was wonderful. Right from the start all the beautiful cars, the sounds of engines and all the technical talk; you know, tire pressure, brakes, heel-toe, stiffer bars, later apex, more power, turbo lag, this, that, brake later, faster and faster and faster and faster and faster!

Whoa! Take it easy, said the doctor; you're getting a little excited. Why don't you get down off my desk and lay back on the couch and take half of this bottle of Valium. Now, if you feel better, let's start again.

Ok. Thanks Doc, I got carried away. Well anyway, this was my first time at a track event, so as a novice I was required to ride with an instructor in order to learn the proper track procedure. I was assigned to ride with this really nice guy named Larry, who was driving a little mid-engine

4-wheel drive Peugeot. As we pull up to the starting position, I notice that I am experiencing a strange tingling sensation, my palms are sweaty and I have a smile etched on my face. We get a green flag and we're off. Larry is explaining that his car is not very fast on the straightway because it has the aerodynamics of a shoebox. Even so, we're doing about 125 m.p.h. Then he starts to explain that the car does handle pretty well and that we don't have to slow much for the corners; he touches the brake

just long enough to verify that the pedal is still there and then turns. After a few laps, I was really excited about getting out in my own car and, after a few more laps with an instructor driving, it was my turn. It was everything I expected and more. Driving my car on the street is great fun, but exploring the limits of a Porsche is something that can only be accomplished at the track if you intend to retain your license for any length of time. So that's

AS HE LEFT, A BROCHURE FELL FROM HIS COAT POCKET ... IT WAS AN ADVERTISEMENT AND SALES SLIP FOR A RUF 6-SPEED TRANSMISSION. ANOTHER JUNKIE. NO ONE IS SAFE

what I did, lap after lap. I couldn't get enough.

Eventually, after attending numerous track events, I worked through the intermediate group and into the expert group. This is where the real problem started. At first, I found that my driving skill was the limiting factor; the car's limits were so high that it seemed it was always laughing at me (well, is that all you've got?). But after awhile, my skills improved and I finally started to find the car's limits. By now, I was getting around the track pretty fast and I fell in to a group of Club mem-

bers who were already beyond help. They were the guys who were always a little faster and no one was sure why. I mean everyone is driving cars that are stock, right? (Wrong!) Upon closer inspection, I started to notice that these guys were changing things a little here and a little there; every time they came out, something would be slightly different – springs, shocks, tires, exhaust. At first, everyone was out in the open about it, but soon we began to make our modifications in secret, the first sign of a problem. Not long after I discovered what was happening, I too, was hooked. I found if I made modifications, I too could be faster. I had contracted the disease just like the others. We all had the need, the need for speed – the more we got. The more we needed.

After all the cheap modifications were made, they became more and more expensive, but it didn't matter. I had to go faster, nothing was important to me anymore. I traded the dog for a set of trick brake pads. One night, I found myself on a street corner in my tightest jeans, ready to sell it all for a titanium gas cap that would allow me to shave two ounces off the car's

weight. I had finally hit rock bottom. Well, that's the story, Doc, now can you help me?

The Doc looked me in the eye and said, sure, kid, no problem, Twenty or 30 sessions and you'll be good as new, Well, time's up and I gotta run. Be sure to pay the receptionist on your way out, will you? Bye.

As he left, a brochure fell from his coat pocket As I bent to pick it up. I broke out into a cold sweat. It was an advertisement and sales slip for a Ruf 6-speed transmission. Another junkie. No one is safe. ■

10,000th Panamera Leaves Leipzig Plant

On December 14th 2009, just three months after the new Panamera went on sale, the 10,000th car rolled off the production line at the Leipzig plant of Dr. Ing. h.c. F. Porsche AG, Stuttgart. The 500 HP platinum silver metallic Panamera Turbo will be delivered to a customer in Singapore.

Michael Macht, Chairman of the Board of Porsche AG: "Sales of the Panamera have really taken off: we have already

secured over 9,000 orders. Shortly after it was launched our Gran Turismo won the coveted "Goldenes Lenkrad" ["Golden steering wheel"] and "Auto Trophy" awards in Germany. It has also won many international prizes." The Panamera 4S is proving particularly popular and has a share of 44 percent - putting it ahead of the Turbo (36 percent) and the Panamera S (20 percent).

The company plans to build 20,000 Panamera per year across the whole product cycle. The fourth Porsche model series is being manufactured at the Leipzig plant in the so-called model mix, sharing a production line with the Cayenne SUV. The innovative, highly streamlined production is seen as a model of technological and economic excellence for the automobile industry worldwide. ■



HAPPY HOLIDAYS

(Continued from page 16)

Kathleen also presented the annual perpetual trophies for outstanding volunteer service to the club.

President's Award: Chet and Lyn Martin

Mark Donohue Memorial Trophy:

Don Clinkinbeard

Gear of the Year: Earl Green

Enthusiast of the Year: Dick Thomas

Family of the Year:

Brad and Laura Larson

New Member of the Year:

Doug Twitchell

Tourmeister of the Year:

Gregg and Sue Hodge

After all awards had been presented the fun began, the dance floor was rockin, the walls were shakin, and the music was getting people on their feet. Those not up to dancing sat at tables and visited or just listened and watched. All in all it was a great evening. ■

School Zones Can Be Confusing

Story and Photos by Jim Hosford

One of my Porsche friends shared this story with me last month. Dan told me he was cruising down a street in Beaverton when he noticed he was entering a school zone. He checked his speed and made sure he was going just a little over 20 mph while he slipped by a photo radar van. To his surprise the radar van bathed Dan and his Boxster with a huge flash of light. Dan quickly looked down on his speedometer to verify his speed, he was going 22 mph. Thinking either his speedometer or the photo radar were not accurate; Dan circled the block and drove by the van again, this time at exactly 20 mph. Flash, he got another shot from the radar van. Dan told me he was totally peeved; he was going to prove to himself that his Boxster's speedometer was accurate and the photo radar was not operating correctly. This time he was going to circle the block again and entered the school zone below 20 mph.



This time he watched the Boxster's speedometer like it was his first date with his girlfriend. Dan said he kept the speed steady at 18 mph as he crawled by the radar van for the third time and he got flashed for the third time.

Well, Dan drove his Porsche home and explained to his wife what happened today while cruising through one of Beaverton's school zones.

Two weeks later he got a letter from the Beaverton Police department. His first thought while opening the letter was how he was going to fight this ticket for going too fast through a school zone.

The letter contained a perfect photo of Dan sitting in his Boxster with a perfect explanation of the citation; you are being fined \$100 for not wearing your seat belt. Thanks for the verification photos.

Drive safely through your local school zones and make sure you smile. ■



ORPCA
50th Anniversary
Party

September 25, 2010

Porsche Sport Driving School and Porsche Travel Club Offer Activities for 2010

Porsche is challenging its most passionate drivers in 2010 to hone their performance skills on an array of new and established locations that include the renowned Porsche Driving School at the scenic but challenging Barber Motorsport Park in Birmingham, Alabama, as well as other special locations around the globe.

Internationally, Porsche has plans for special hands-on driver training, as well as exclusive travel and driving experiences at exciting locations worldwide. Interested participants can begin booking immediately through Porsche Sport Driving School and the Porsche Travel Club 2010.

Most appropriately at this time of the year, the first event is Winter Training as part of the Porsche Driving Experience. Two ideal events for beginners are Porsche's Precision Training Camp in Austria and Camp 4 in Finland. For the more experienced winter drivers, on the other hand, Porsche is offering snowbound tracks and ice lake driving courses prepared exclusively for the German automaker at the Porsche Driving Experience Center in north Finland, which recently opened in 2009. Here several Winter Training Sessions are being offered on this frozen tundra from January until the end of April. The ultimate driving experience here is reserved for the Master Training Experience with Porsches running on ice with spiked tires that

promise the ultimate in severe winter driving fun.

As always, the Porsche Sport Driving School operates year round and offers numerous courses for beginners, intermediates and advanced drivers, including special programs tailored to specific groups of drivers. Porsche Classic Training with historical sports cars, for example, is now being held for the second time. Super Sport Training, in turn, thrills drivers with

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the very high-performance Porsche sports cars such as the Carrera GT, the 911 GT2, or the GT3. The "Women Only," program, as the name indicates, is targeted specifically at women with a penchant for driving in truly sporting style.

The Porsche Sport Driving School forms the heart of Porsche's performance driving events for most of its customers and has been a part of Porsche's special events for many years. Here in the U.S., Porsche operates one of the country's top Sport Driving Schools anywhere. Guest drivers of all skill levels receive personal instruction in Porsche renowned sports cars from 28 top professional drivers, many of whom are highly accomplished drivers in their sport with historic wins in

some of the world's most renowned races. For example, the team is led by the great endurance racer, Hurley Haywood, who among other accomplishments, has won five times at the 24 Hours of Daytona, three times at the 24 Hours of Le Mans, and twice the 12 Hours of Sebring. Various programs include beginning, intermediate and advanced race instruction. Programs can be booked for one, two or three days.

All in all, some 250 instructors working for Porsche the world over guarantee optimum support and know-how for participants—on national and international race tracks, both offroad and on ice. Participants even have the opportunity to acquire a motorsport license in order to join in customer races such as the Porsche Sports Cup.

The wide range of activities offered by the Porsche Travel Club subdivided in 2010 into four specific themes is both attractive and highly individual: Porsche Behind the Scenes, Porsche Weekends, Porsche Adventure Tours, and Porsche Camps. Apart from day and weekend excursions to popular destinations in Germany, Porsche Travel Club also offers exclusive tours to beautiful places both nearer by and far away. Driving a Porsche sports car, a Cayenne or the Panamera, for example, guests have the opportunity to discover both the Provence and the Côte d'Azur, the Alps or the Pyrenees.

The various courses and sessions offered by the Porsche Driving Experience may also be booked by companies wishing to give their employees a very special gift. For further information on both U.S. and international programs, please visit Porschedriving.com or call 888 204-7474.



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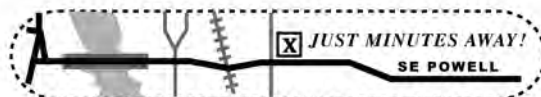
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Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 20th of the month will be included in the issue of *Anzeiger* dated two months hence. For example, ad copy received 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.

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