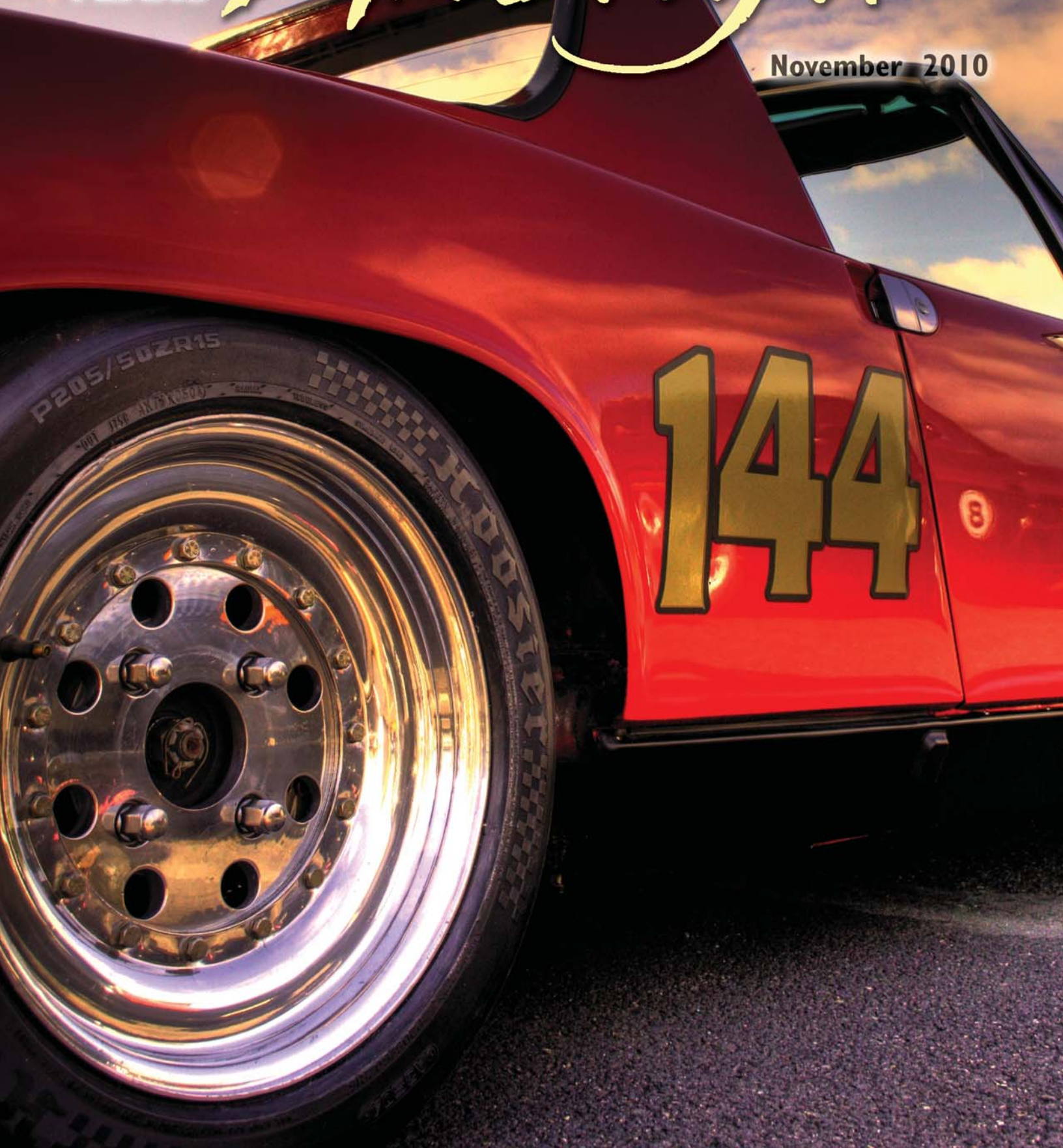


1960 - 2010



Anzeiger

November 2010





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Anzeiger

Volume 50 No. 10
November, 2010



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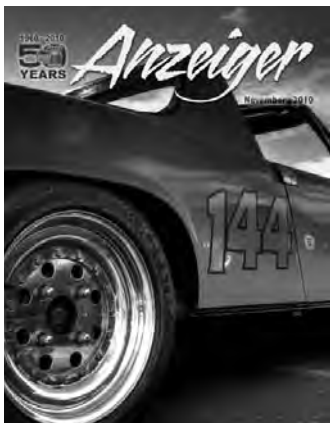
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ON THE COVER

July 4, 2010, Autocross. 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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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.

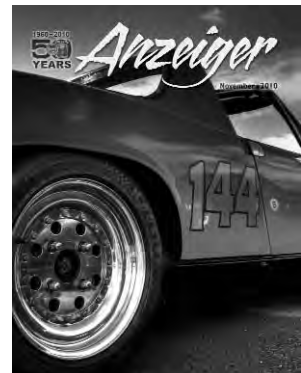
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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
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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

Report from the Northwest Classic Rally

It is November. Our events are winding down and opportunities to drive will be limited to the whim of the weather for a while. Reflecting back into 2010, we have had a great year with oodles of opportunities to drive and socialize. The Arrive and Drives and the Monthly Dinner meetings have been well-attended and super fun. The twist by Dough Twitchell to add a hike to a drive was well received. I thoroughly enjoyed the Northwest Passage and I hear I really missed a good time on Bill's Escape Tour. I sure won't miss it next year! High Performance Driver Education and Autocross continued to be popular with participants. Also, as predicted, we had a great time leading Bob's Mystery Tour. Great people, great roads and the super cars to run them with!

The BOD has been discussing the 2011 directory and calendar and subsequently events for 2011. Dates will be confirmed with Event Chairs soon, as we need to go to press with the calendar in late November. The 2011 calendar and directory should show up in your mailbox in early January.

For the variety of events the club offers, one driving event that has not been in demand is the TSD Rally. The translation

for the acronym is Time, Speed, Distance. Bob and I were privileged to participate in the 22nd running of the Monte Shelton Northwest Classic Rally in August. To enter, they recently raised the vehicle age limit for cars participating from older than 1974, to built prior to 1981. The cars also have to be sports cars. Our 1979 911SC qualified, so we signed up. The fun began on Thursday evening, when we scrutinized all participating vehicles. The street was full of marques such as Alphas, Jaguars, Mercedes, Austin Healeys and of course Porsches; ten, I believe. A 1960 Astin Martin DB4 was running, as well as a 1927 Bentley. Aside from car viewing, we saw many friends and enjoyed great hors d'oeuvres.

Friday morning started early, although our car number being 43 out of 57 entered, we did wait awhile to begin our drive. We were given our route instructions just prior to beginning the transit leg. We started off with Bob, the navigator, madly converting mileages into kilometers, etc. and me driving. The morning had some fun country roads and we arrived at the Sarah Helmick State Park south of Monmouth and enjoyed a gourmet salmon lunch. The afternoon proved to be fun as well, ending at the Valley River Inn, our host hotel for the two nights. Dinner was a buffet, quite good,



and we retired to prepare for the next day.

Saturday was an early start, but the driving—both morning and afternoon—was really top-notch for those of us who love twisties! Using Eugene as a starting point, we were able to enjoy driver roads around Cottage Grove and toward Florence that are hard to reach from here on a day trip. Saturday evening was another buffet dinner, and quite good. The guest speaker was Burt Levy. Sunday morning we were provided with a lovely buffet breakfast and the awards were handed out. There were some amazing results. In this rally, the lowest score wins and gold (10), silver (15) and bronze (25) awards are given out up to to 50th place. The lead car's score for the two days was a total of 33 seconds. The 1927 Bentley came in 11th, with David Reich driving and his young daughter as navigator! The people participating in this event are fun and friendly, and we really enjoyed meeting and playing all weekend with them. Oh yeah, we did come in 25th in the standings, middle of the pack. And yes, all is well on the home front. We didn't come close to qualifying for the flying clipboard award!

I hope to see you all at the Holiday Party in December! ■



Oregon Region Events



November, 2010

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

December, 2010

- 11 Holiday Party
- 7 Board Meeting

Benefits of an Oregon Region Membership

In a word:
COMMUNICATION

- A member directory
-
- Annual calendar: List of events
-
- E-mail up-dates
about current and future
-
- Website information
-
- Anzeiger* magazine

Note:
Your membership is not just a magazine!

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



Porsche Design Rolls Out Sleek and Pricey Kitchen

Given Porsche's historical leadership in bringing technical innovation to the automotive marketplace, it should be no great shock (excuse the bit of humor) that Zuffenhausen announced in late July that it intends to produce the stunning new 918 Spyder hybrid concept for the customer market. Those buyers will certainly be well-heeled, given the car's projected \$630,000 pricetag. The most important part of the story, of course, is that the 918's energy-storing gas-electric drivetrain will certainly find its way into more mundane vehicles such as the Cayenne and Panamera; then—or perhaps concurrently (more humor, forgive me)—he Carrera, Boxster, or Cayman. Porsche says it is already experimenting with several electric Boxster chassis. We should also expect to see it used in various other vehicles from VW. If it proves as successful as it did at first light, Porsche/VW may well license this technology to other manufacturers. Right now, I'm waiting to see the new GT3R Hybrid win its first race against more conventional machinery, as it almost did at the Nurburgring 24 Hours. Maybe it will come through at the Petit LeMans at Road Atlanta in October. That would truly be electrifying—sorry!—news.

THE CAYENNE HAS BECOME THE BEST-SELLING MODEL IN THE COMPANY'S HISTORY. MORE THAN 280,000 EXAMPLES HAVE BEEN SOLD WORLDWIDE, 90,000 IN THE US MARKET.

Speaking of the Panamera, Porsche also announced in July that its factory in Leipzig has shipped out 25,000 of the new sedans in the first 10 months of production, a pretty impressive number. Also on the subject of big, front-engine, water-cooled Porsches, the Cayenne has become



the best-selling model in the company's history. More than 280,000 examples have been sold worldwide, 90,000 in the US market.

An interesting question came up in a lunch conversation with a group of friends this summer, one that I was hard-pressed to answer. I'm still not certain what my answer should be. "With cost no object, which Porsche would you choose to own?" The question implied historic models as well as current offerings. My own short list of candidates would have to include a 356 roadster for nostalgia's sake—I'm a bit too tall to drive a Speedster comfortably. Maybe a 908 Spyder for bugs

in my teeth; probably a new GT3RS for going fast without the oncoming insects. For sheer sexy good looks, though, I'd need a six-cylinder 904, and since I can't fit in one of those comfortably either, I'd either bolt the seats to floor or install a "Gurney bubble" in the roof, à la GT40.

Of course, I'm shrinking in my old age, so maybe I could squeeze into the cockpit after all.

Over the decades, we've become accustomed to opening some glossy lifestyle magazine and reading about the newest, shiniest boutique bit to emerge from Porsche Design, the company created and run by Dr. P's grandson, Ferdinand Alexander. Porsche Design is known for producing extremely well-made, if not pricey, consumer goods, usually in partnership with a better-known manufacturer. So what are we to make of a little-known (over here, at least) item listed simply as Porsche P7340? I spotted this item in a restaurant guide this summer, and that might give you a hint as to what PD hath wrought in this instance. P7340 turns out to be a very masculine, industrial, stainless-steel/glass/granite kitchen. It also carries a pricetag of more than \$200,000, shipping and installation extra. The P7340 is produced by the century-old German appliance maker Poggenpohl, and you can go to that firm's website for more information.

Until next month, drive safely! ■

November Social and Dinner

Wednesday, November 17, 6:00 p.m.

Chutneys

3000 SE 164th Avenue, Su. 100

Vancouver, WA 98683

www.chutneysvancouver.com

\$15 per person (not including drinks)

Served family style

Individual checks

Appetizers:

Pakorras (mix vegetable fritters dipped in a mildly seasoned chickpea batter & fried), Lentil soup

Dinner:

Tandoori Chicken (marinated in herbs & spices and cooked in a clay oven)

Chicken Korma (cooked in coconut sauce)

Lamb Biryani (with basmati rice cooked in saffron & spices)

Vegetarian dishes:

Chana Masala (chickpeas in onion, tomato, ginger & garlic sauce)

Shabnam Kofta (Cheese & vegetable dumplings in almond cashew gravy)

Naan (soft unleavened bread baked in the tandoor)

Rice

Dessert:

Kheer (rice pudding with cashews, raisins & cardamon)

Please RSVP by November 10, 2010, to:

dinnermeeting@oregonpca.org





Fine Tuning and Optimizing ...

I got the new fuel injectors and installed them ... No fire, but that is not a big surprise. I also purchased new crank position and speed sensor harnesses because I knew the old was intermittent. Not too tough to install, even with the engine in the car. I fished the cable bundle from the engine compartment into the cabin so I can replace to old wiring and repined the connector with the new ones. I also have installed a wide-band Lambda sensor so I can watch the fuel mixture in the cockpit. This instrument also has an analog output for the datalogger. While it is great to be able to look at a gauge for snapshots, continuous recording will help me focus on the proper programming points for the fuel injection system more effectively.

After the harness replacement, the engine fired right up, and I did couple more oil changes to get the last of the water out.

I was planning to head over to the local tuning shop. They have a Dynamometer setup that you can rent by the hour. Their shop is just a couple of miles from my workplace, so I can get a good tune on the car and measure the engines output at the rear wheels on an extended lunch break. The plan was to first measure the current tune, and then make adjustments to keep the fuel mixture close to the target of around 11.5 to 1.

Next, I planned to go for optimizing the power at 15 PSI of boost. I picked this number because that is where I ran the car for the last few years. That boost pressure generated enough HP to pass most of the Corvettes and GT3's on the track in 2008.

Following the optimization step for 15 PSI, I want to do some runs at different boost settings. I would like to get data at 13, 17 and 19 psi of boost on top of the 15 PSI data. This should help me under-



stand how the boost pressure relates to engine power. The turbo system is designed to work up to 21 PSI of boost on 92 octane pump gas. Staying two pounds below this limit should allow for enough



safety margin to avoid detonation (that is what destroyed the engine last time).

I have run this system in the distant past at 28 PSI of boost, the maximum the turbo can supply; I had 110 octane leaded race fuel in it at the time. As I recall, I got the car up to over 165 mph before I chickened out and lifted prior to the braking zone for the first turn at PIR. That was very fast relative to the turn 1 entry speed of about 50 mph ...

Plans are nice, but life often intrudes. This month, Debbie and I helped our middle son, Brandon, and his new wife pack up and move to St. Louis. He felt he needed a change of location to help him refocus his life. Her family is from the area so they will have a support network.

Debbie and I plan to dip our toes into the water, so to speak, on the Phoenix location. We are leaving for a three-week stay right after the 50th Anniversary Celebration and have rented a home there for two months in the spring. I drove the M3 down there. It was a great trip; I managed a day stop in Elko to visit club member Ken Blanchard. We had a great time looking around the local area. The M3 managed to eek out about 26.2 mpg, at an average speed of 72 mph, for the 1500+ mile trip.

Now, we all know how that works. Most of the trip the speedo was indicating about 10 mph over the local speed limit. Since our neighbors to the south are a little more liberal with the posted speed limit, I was able to tool along at 84 pretty often. I even got passed in the night by a Nevada Department of Transportation truck; he must have doing about 95 ...

Next month you should see some charts from the dyno run I am planning, to tune the car for the October 14 HPDE ... ■



Register soon!
Event limited to 110 guests

Diamonds to Denim”

2010 Holiday Party
Saturday, December 11, 6:00 - 11:00 p.m.

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

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

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

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

Questions? Contact Susie Groover, 503.490.2749
susie.groover@comcast.net
or Kathleen Ellis, 503.720.0184 president@oregonpca.org

RSVP by November 29 (\$15 Surcharge per person for payment postmarked November 30 or later)

Name(s) _____
Guest Name(s) _____
Number of reservations _____ @ \$60/ea = \$ _____
Telephone _____ Email _____

Meal Choice(s)	Qty
Grilled Flatiron Steak with salt-baked fingerling potatoes, roasted asparagus & barolo jus	_____
Crispy roasted organic chicken w/grilled seasonal vegetables, wild rice & lemon rosemary honey	_____
Grilled alaskan salmon with whipped potatoes, seasonal vegetable & lemon vinaigrtte	_____
Special Needs (Please provide explanation: _____)	_____

Enclose Check Payable to ORPCA and mail to
Chet and Lyn Martin
605 NE 115th Circle
Vancouver, WA 98685

RSVP's postmarked November 30 or after must include a \$15 surcharge / Cancellations by November 29 are entitled to a full refund.

September Arrive & Drive: The Best for Last

by Eric Freedle / Photos by Neil Russell

Perhaps it was the cool September morning, or the start of the college football season that kept many Porsche enthusiasts at home—but those who ventured out for 2010's last Arrive and Drive were treated to a great drive and a beautiful day!

After the obligatory driver's meeting, and greeting a new member, Jeff Hornick, Neil and Lynn Russell led the tour north into Southwest Washington. Watching the line of 20 Porsches weave through the countryside as the sun made its way past the clouds was a nice scene. Even though our first rest stop was at the Casino in La Center, no one appeared to have lost their paycheck.

In short order, Neil had the drivers on some very scenic roads. We soon came upon the Cedar Creek Grist Mill, a National Historic Landmark where we crossed a very cool covered bridge. By now the sun was shining as bright as Mike O'Connor's yellow Boxster. Better get out those shades!

After some 80 miles of this wonderful Arrive and Drive, we ended up at the Lewis River Golf Course for a planned lunch buffet on the west side of the clubhouse with a great river view. The golf course allowed us to park our Porsches on a reserved grass area, far away from the course and driving range.

To sum up the 70 degree sunny day : Spectacular ! Great job Neil. Mark your calendar for the September 2011 Arrive and Drive. ■



Top: Was Lady Luck riding in your Porsche at the casino in La Center? Center: 70 Degrees and sunny! Who brought sunscreen? Left: Nice lineup of Porsches at the Lewis River Golf Course. Is that a Benz?

Fifty Years of Club Volunteers

by Randy Stolz / Photos by Andy Jacobsen

I'm going to miss the 50th Anniversary celebration and I am bummed. It promises to be one of those "Randy, you should have been there events." Not that I haven't missed a few other events this year, but this was special because there was the possibility of meeting past presidents and learning about the club's history. Not that many of us know all that much about the club to begin with. How can we if we're not involved?

Fortunately, there are some who ARE involved. They are volunteers. They are "fast friends" who, year in and year out, make the club work. We honored them at a recent picnic but found that there were

history of Oregon Region PCA; that being, it was built by volunteers. It was built by their passion for Porsches and motorsport. All of it for fun. Think about it.

The driving season is nearly over, but volunteers have fun all year meeting new friends and cementing acquaintances through helping the club. If you've been to an event this year that you enjoyed, or thought "I could make this better," it's time to take the next step. Contact a board member or go to our website for more information on how you can help. If you've been a volunteer in the past but got in over your head, decided to take a break,



Above: DE girls "have more fun." Left: Looking bak at a great year. Below: Hail, hail, the gang's all here" (almost).



or just burned out, we need you back! Why not try something different this time. Think "recreation."

These days, the old phrase "time is money" rings truer to some. I like to think that if that's true, I'd better be spending it well. Volunteering is a little risky, like that turn in the road ahead. But, done well, the rewards are worth more than money soon to be lost. Nothing is worth more than friends ... hold them "fast." ■

many that weren't there. Times being what they are and life being what it is, they were away, doing what needed to be done for family or friends ... or volunteering elsewhere.

These are special people. They are folks who care not for gain, but for fun in helping others have fun. Folks who have as much or more fun putting on events as they do driving. Why? Well, they get to know others and make new friends. They know that when life gets them down, there's a circle of folks with whom they can have fun within the Porsche realm.

You might say, well, it's only a picnic. It's not like they were well rewarded, so why bother to show up. If you did, you're missing a very important point about the



Distinguished ORPCA Volunteers

The following individuals have enhanced your ORPCA experience through their contribution of time and talent to produce the various events the club has to offer. These events include but are not limited to track events such as High Performance Driver Education and Autocross, Tours such as Northwest Passage, Cabin Fever, Escape Tour, Drive and Hike, and the Arrive and Drives, Social events such as the Summer Picnic, Monthly Dinners and the Holiday Party, and Important areas of Communication such as Membership, the Website, Anzeiger and the ORPCA Admin informational email.

The ORPCA Board of Directors thanks them! Please thank them as well when you have the opportunity. ■

MICHAEL ASHE

CHUCK HERVEY

PEGGY MUNSON

CHUCK BERGERON

JUDY HERVEY

JUDY NORTH

CHERYL CARPENTIER

GREGG HODGE

MIKE O'CONNOR

GARY CHAPMAN

SUE HODGE

CHERIE OLDENBURG

PAMELA CHAPMAN

KAREN HUTCHINSON

RICHARD PUETZ

ANDY CHENEOWETH

CHUCK JARVIE

RYAN SAUER

DEBBIE CLINKINBEARD

JOHN JOYCE

NEIL RUSSELL

DON CLINKINBEARD

SASCHA KELLER

BOB SCHATZ

HARRY DANBERG

STEVE KNEPPER

MYNDALL SHIVER

CARLYN DRANEAS

RUPERT KOBLEGARDE

BRITAIN SMITH

DRANEAS, JOHN

BOBBY JO KOBLEGARDE

RANDY STOLZ

BOB ELLIS

PAUL KUST

KIM TAYLOR

GARY GOSS

MIKE LEE

DICK THOMAS

PAUL GOUDY

PETER LINSKY

DENNY TORGESON

EARL GREEN

STEVE LYON

DOUG TWITCHELL

JEFF GRETZ

CHET MARTIN

TOM WHITELEY

JEANNIE GRETZ

LYN MARTIN

SIGNA VERNHOLM

GARY GROOVER

JEANNE MCGINNIS

LLOYD WEISZ

LARRY HANNAN

JOE MCQUEEN

CHUCK WEST

BILL HELZER

BILL MUNSON

Sunriver Festival of Cars: German Fest Extraordinaire

by John Draneas / Photos by Doug Miller

Every car event has its own unique style and character. After 13 years, the Sunriver Festival of Cars presented by Sports Car Market has established itself as a must-do Northwest car enthusiast event where the accent is clearly centered on having fun with your car and friends. There is nothing pretentious about it, and the fun, low-key style keeps the participants coming back.

This year's center-field feature was German cars. As would be expected, the largest representation was from Porsche, but we also had a very strong Mercedes display thanks to the Mercedes Benz Club making a special effort, plenty of BMWs and several Audis. And, the owner of the lone 1979 VW Super Beetle was amazed when we selected her car for the featured display.

Selecting about a dozen of the Porsches for the German car display was actually quite a challenge. The object was to achieve a good representation of the marque. At first cut, picking one of each 911 variant just about filled the available space, and brought home how much Porsche has accomplished over 45 years with this surprisingly enduring model. That could have been the display easy enough, but what to do, then, with the fine examples of the 356, 944, 914, 928, 968, Boxster, Boxster S and Cayman models? Sure brings home



hooked up with them along the way. Then it was on to Bend for the afternoon reception hosted by Club Carrera, the exceptional car storage facility/car club created

WHAT TO DO, THEN, WITH THE FINE EXAMPLES OF THE 356, 944, 914, 928, 968, BOXSTER, BOXSTER S AND CAYMAN MODELS? SURE BRINGS HOME JUST HOW AMAZING A LITTLE COMPANY PORSCHE HAS BEEN.

just how amazing a little company Porsche has been.

The weekend started with a Friday morning trip from Ron Tonkin Gran Turismo, stopping at Oregon Raceways Park for some parade laps. Steve Wintermantel, RTGT's Maserati manager, did a great job organizing the tour and keeping everyone on time, on route and happy. A second group of Porsche Club members organized by Gregg Hodge

by Festival sponsor Carrera Motors. This year, we enjoyed a very nice presentation about racing given by Rod Emory of Emory Motorsports. After registration, the Porsche group retired to a dinner organized by the High Desert Region. It was fun to get the two regions together.


The challenge this year was weather. Surprisingly, it actually brought out the best of the participants' character. The long range forecast wasn't getting any bet-

ter as we got closer to the event. But even after it settled in on rain, the registrations started flooding in, eventually exceeding last year's registrations by over 20 cars. Things were fine until about 8 pm on Friday night. As registration was winding down, a big bolt of lightning and a loud thunderclap that seemed to be right over us startled everyone. Then the rain started coming down like a fire hose was aimed at us. A few minutes later, Peter and Cindy Hall came back inside, soaked. Seems they were on their way to their car with its top down when the weather hit.


If you live in the Northwest, you know that doesn't necessarily mean that the next day is going to be really bad. But it's also not likely to be very good. Thankfully, the rain had settled into a pattern of light showers. Right on time, everyone got out their rain gear and placed their cars on the
(Continued on page 16)



Opposite: The pride of Carrera Motors—Tom Anderson's 356 outlaw built by Emory Motorsports.
Top: Wiping off the raindrops. Above: Jeff Gretz and Tom Shilaos examining the top and bottom of a 911 GR3RS.



Porsche • Audi • BMW • VW • Mini



Courtesy Honesty Quality

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Above: Jeff Gretz wiping off his Mustang? Slapping his Mustang? Throwing in the towel? Near Right: Wet weather couldn't keep this Boxster away. Far Right: Filling the field in the morning. Lower Right: Paul Goudy telling onlookers about his GT3RS.

SUNRIVER FESTIVAL OF CARS

(Continued from 14)

grass at the Sunriver Resort Meadows Golf Course without any hesitation or complaint. The coffee cart did a pretty good business, and after each little shower many could be seen wiping down their cars. But no one got flustered, and everyone took it all in good stride. Later in the day, the weather improved considerably, and the Bend Distillery martini bar, housed in their restored vintage Airstream trailer, did a very brisk business.

The gates opened at 10:00 a.m., and a steady stream of spectators came pouring in. Eventually, we saw about 1,000 spectators, quite a testament to the appeal of these cars, given the weather.

The show site offered great views of the surrounding mountains, and the vendor displays added a lot of color. The George Morlan Plumbing motorized bathtub, although not officially entered in the show, got a lot of laughs as it took laps around the field. Ron Tonkin Gran Turismo attracted lots of attention with Ferrari's newest model, the 458 Italia, flanked by their usual assortment of cars

from Maserati, Ferrari and Lotus. Carrera Motors had an extensive display of Porsche, Audi and BMW models and aftermarket goodies. German Mastertech held down the corner spot with a collection of cars that they had restored, includ-

AFTER EACH LITTLE SHOWER MANY COULD BE SEEN WIPING DOWN THEIR CARS. BUT NO ONE GOT FLUSTERED, AND EVERYONE TOOK IT ALL IN GOOD STRIDE.

ing a tricked out VW Vanagon—I don't know why Tim seems to have such a thing for RVs.

Sports Car Shop, who had commissioned this year's fine Festival poster, displayed a few cars, including their very well-prepared Abarth Fiat racecar. At 9:00 a.m., first-time sponsor Skip's Wheelwerks vowed to return again next year. "Skip," I asked, "it hasn't even started yet. How can you decide that yet?" "Oh, I can just tell it's going to be fantastic!" And another first-time sponsor, Chubb Collector Car Insurance, had a steady stream of inquiries

about how they could save everyone money on their car insurance.

We had excellent jazz music throughout the show performed by the Dan Balmer Trio. Dan is one of the top jazz guitarists in the Northwest, and a successful record-

ing artist. His band added a perfect musical complement to the beautiful cars on display.

Our usual master of ceremonies, Sports Car Market publisher Keith Martin, was in Ohio serving as the grand marshal of the Glenmoor Gathering. Keith always adds so much to the Festival, and it wasn't going to be easy to replace him. I coaxed Dave Charvet, the TV face and radio voice of George Morlan Plumbing, to split the duties with me. Fortunately, he is an experienced professional and kept taking the *(Continued on page 19)*





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SUNRIVER FESTIVAL OF CARS

(Continued from page 16)

mike from me before I did or said something that I would never be able to live down.

One of the ways that we keep the Festival fun is that we avoid serious judging. In all honesty, the cars all look tremendous, and getting out the white gloves and QTIPs wouldn't really serve any purpose other than to make people reluctant to enter. The only award given is the Jay Audia People's Choice Award, which is named after my friend and partner who organized the Festival with me before his untimely death last year. It was quite a

job with the food, and everyone was ready to party. We had several German cars on display outside the building, my 1959 Porsche 356A Coupe in the lobby, and Kevin Blount's 1955 Mercedes 300SL Gullwing inside the banquet room. We gave some fun awards to several of the cars, and auctioneer Richard Ransom ran a very enthusiastic charity auction benefiting the local units of the American Cancer Society and the Sparrows Club.

The next day brought decent weather for the Sunday Dash. After a light breakfast at Caldera Springs Resort, we set out on the first 70-minute leg over some nice-

they were technologically very different even though they were built at about the same time. We decided that Porsche and Mercedes must have found completely different ways to get to very similar end results.

The first leg of the Dash ended with a rest stop at Bend Distillery's new facility in Tumalo. After getting refreshed, we drove another 70 minutes over even better roads to our gala lunch at Brasada Ranch. It was a great time, with no worries, no problems, no misbehaving, no tickets, and no arrests. Great work, all of you!

I'd really like to thank my organizing team, Barbara and Ed Grayson, Deb and Tom Shilaos, Brian Cone, Darren Harr, and Bob and Chris Brands. Their dedication, planning, organizing and execution are as good as it gets.

There is no better time to plan ahead for next year's Sunriver Festival of Cars. It's scheduled for September 16-19, 2011, so mark your calendars. The 2011 featured display will be Italian Cars, but that doesn't mean you can't bring your Porsche. All that German silver machinery will contrast very nicely with all that Italian red, and we can't very well let them steal the show, can we?

Look for details here, in your email inbox, or on the Festival website, www.SunriverFestivalofCars.com. ■

THE 2011 FEATURED DISPLAY WILL BE ITALIAN CARS, BUT THAT DOESN'T MEAN YOU CAN'T BRING YOUR PORSCHE. ALL THAT GERMAN SILVER MACHINERY WILL CONTRAST VERY NICELY WITH ALL THAT ITALIAN RED, AND WE CAN'T VERY WELL LET THEM STEAL THE SHOW, CAN WE?

surprise that the award did not go to a German car. Rather, the voters searched out and found a very nicely prepared 1965 Intermeccanica Italia owned by John Ash for top honors.

The Saturday evening banquet was its usual fun self. If you skipped it (I understand—I usually hate banquets and banquet food in particular), you really missed a fun time. The Resort does a very good

ly twisty roads selected by Paul Adams and Don Ball. Kevin Blount and I had been eyeing each other's car the night before. Neither of us had driven the other model, but had always wanted to, so we traded cars for the first leg. Interestingly, we both had the same thoughts. We both thought that the 300SL and the 356 were in many ways very similar in their driving feel and characteristics. Yet, we both knew that



Above Left: John Draneas's 1959 356A Coupe. Above Right: Chuck Hervey displaying his many years of concours experience.

2010 Board of Directors Candidate Statements

JIM NORTH / PRESIDENT



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

When I joined the club in 1996, my primary focus was to drive fast at PIR. Since then I have come to enjoy many varied activities and have developed a special fondness and appreciation for the many social aspects of the club. Becoming a volunteer and then a board member have given me the satisfaction that comes with serving all of the members.

I currently serve as Board Liaison for the Autocross program, provide budget oversight for all events and file all Safety and Insurance documents. I have led the committee that has organized the Northwest Passage Tour (formerly the Mille Miglia) for the past two years. As a financial advisor during the day for a major investment bank I will always continue to focus on the financial aspects of the club and work to preserve a rainy day fund to carry us through lean years when they unexpectedly occur. At the same time, I want to loosen the purse strings as necessary to ensure we give back to the members and provide a fun experience throughout the year.

Next year I would like to focus on streamlining many aspects of the club. My primary focus will be on how we integrate our Anzeiger magazine, the current website and the email blast into one integrated platform that better serves the needs of our members as well as our valued advertiser sponsors. This process will not be without its challenges, but I believe it presents us with an opportunity to improve overall club communications and exercise even greater fiscal responsibility during challenging times.

We are all busy with our jobs, families and all of the other activities that we involve ourselves in. As such, my #1 goal is to help make the club a place where we simply have fun and relax. I look forward to working with the new board members and doing all I can to grow our volunteer and member base in the coming year.

DON CLINKINBEARD / VICE-PRESIDENT



Hi, my name is Don Clinkinbeard. Many of you know me, and I know many of you, but a brief introduction is still in order. I have been a member of ORPCA since September, 1995;

my wife Debbie and I have been contributing as volunteers to this club for 14 of those 15 years.

I have served the club in many positions, helping to bring good, quality fun to many of you. I/we have served variously as autocross co-chairs, Goodie Store co-chairs, founders of the Half-a-Mille Miglia (which has evolved into the Northwest Passage), and HPDE Co-Chairs. I have been Chief Driving Instructor, and am now a member of the Nominating Committee and Past-President of this fine club. Over the years, I have contributed to many areas of club operations including Membership, online registration, the Anzeiger, finance practices, event management, and operations procedures. I passionately believe that this club is great, and that it is due to the club members that step up and pitch in, as well as those that support us all by participating. Without all of us, there would be no club.

I am offering my services as Vice President of the club for 2011. I feel that I can make a positive difference as the club continues to evolve and keep pace with today's world. I bring a strong set of demonstrated leadership skills and business sense, as well as a customer and fun orientation that I believe will help the BOD serve the membership well in 2011. In my real life, I was formerly a Principal Engineer, and am now a Senior Engineering Manager for a leading edge technology company. The knowledge I have gained through my work will help me to provide technical guidance to the BOD as we continue our operational evolution and consider the various technologies that will make our club even more successful. This club has many fine traditions from its 50 years of existence; I know we can evolve without losing sight of our past, while making the best of the future. I'm looking forward to another fine year with ORPCA.

ERIC FREEDLE / SECRETARY



My experience with ORPCA started 12 years ago. As my club involvement grew, I found my life enriched with what the club offered. I have served as the hospitality chair

for the 2006 Portland Porsche Parade and also served the last four years on the ORPCA board. I'm looking forward to assisting all members with Arrive & Drive events, Autocross, Historic Races, Rose Cup Races and making the club fun and enjoyable.

Thanks ...

MARLENE MACEWAN / TREASURER



I have enjoyed serving as Treasurer this past year, my second on the ORPCA Board of Directors. I am honored to be asked to continue for another year.

I have been a member of ORPCA since 2000, when I joined with my late husband, Bob. It wasn't until Bob's death in 2004, that I became an active member. I have been self-employed as a Tax Accountant for the past 29 years, which comes in handy as Treasurer.

I am proud to be a member of the HPDE staff and participate in DE days in my 993. I take pleasure in being involved in other ORPCA activities as well, such as Arrive and Drives, various tours, monthly dinner meetings, Summer Picnic and the Holiday Party. I enjoy getting to know old and new members and cherish the strong friendships I have with club members.

It is an honor and a privilege to serve on the Board of Directors. I look forward to continuing to serve this club that I love.

GARY CHAPMAN / MEMBER-AT-LARGE



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

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

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

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

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

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

SUE DENFELD / MEMBER-AT-LARGE



After a one-year sabbatical from the ORPCA Board for personal/business reasons with my husband, Gregg (Santa), it is my desire to return to the ORPCA Board. You know me to be very upbeat, enthusiastic, highly motivated and eager to make Club events enjoyable for all ... Santa prefers to take our 996 out and test the reliability of all four tires.

I look forward to working with the Board and other club members in the execution of many enjoyable events for 2011.

The spirit of volunteerism is alive in this Club! I find pleasure working with volunteers who want to keep our Club active, energetic, and fun for all. After all, that's what our club is all about—great friends and fast cars.

As many of you know, I have served as Chair for the 2007-2009 Holiday Event and Volunteer Recognition Party, monitored the Dinner Meetings, and participated actively (along with Santa) in the 2006 Portland Porsche Parade, for which I was the Calendar "Girl" ... not what you think ... I tracked committee events and due dates.

As Board Member at Large, ORPCA will receive my full dedication, enthusiasm and the benefits of my ten-year ORPCA experience. It is my goal to assist the Board and the Club to create events for 2011 that are enjoyable and memorable for all!

ANDY JACOBSEN / MEMBER-AT-LARGE



Born Jan 22, 1942 in Chicago Illinois. Grew up on a farm in Iowa, and then later moved to a town called Centerville, (Iowa) where I graduated from High School, and completed my first year of Community College. I later attended and graduated from the Art Center College of Design in Los Angeles (now it's located in Pasadena) as an Automobile Designer. I worked for Ford Motor Co. for 31+ yrs, and was located in Dearborn Michigan, Melbourne Australia, Koln Germany, and Dunton England, living a total of 13+ years overseas.

I retired in 1997 and my wife and I moved to Trout Lake Washington, where we built our Log home. We have three (grown) children, and eight grandchildren. We have a 2000 Boxster S, a 2001 Turbo and an Ariel

Atom, that I use for track events. I also have a few motorbikes, and am a self-confessed bike and car enthusiast. I am also one of the Co-CDI's for our HPDE events.

I look forward to continuing in my position as a Board Member at Large, and hope to make a positive contribution to our club.

JOE MCQUEEN / MEMBER-AT-LARGE



I have been a member of the PCA for 12 years, the last four in the Oregon PCA. When we first moved to the Portland area I wanted to meet new friends and get

involved with the PCA. A great opportunity arose in the 2006 Parade, I volunteered to be the Art Show Chair. This led to creating relationships with the committee and the Board of Directors, and I thoroughly enjoyed working with the outstanding cadre of ORPCA volunteers.

After the Parade I continued to look for areas where I might contribute, and I discovered that the website was in need of care and direction, I volunteered to be your Webmaster. In the past two years I have worked on making the website more friendly and up-to-date. The constraints of the current website environment have limited the flexibility we need to progress to a tool that delivers club information in a timely and flexible format. To this end we have engaged the services of a local website design company to update the new ORPCA website, I am leading that effort.

We desperately need to get new members involved and participating in our great events. We cannot grow without seeding the future of our club with the involvement of our new members. Without a great communications tool our job will be very difficult. During the next year we will be making significant changes to way we deliver information to the membership, I would like to keep that effort on track. We will need to ensure that we get value for the expenditures we make in improving communications and meeting deadlines set by the BOD.

Today we have the Anzeiger, Harry's Blast, and the website all delivering similar information, my goal in the coming year is to create a coherent process that incorporates the best elements of these tools and delivers timely, accurate, and entertaining ORPCA information to the membership. ■



September Autocross: Another Great Event

by Todd Averitt / Photo by Bob Schatz

It is hard to believe Autocross #7 is over; it's harder to believe Autocross #7 was September 12, 2010. I can't believe and our final Autocross is only a week away as I'm writing this.

First of all, I want to remind everyone who participated in this year's events that without the great voluntary efforts of many people—our timing trailer staff, the publishers of event results on the web and the *Anzeiger*, the devilish course builders, the trailering of all our clubs equipment to and from each event, those that helped chalk each and every cone, the safety and instructor staff, and our organizer—none of this would happen. Be sure and thank them.

Perhaps you would be interested in volunteering for next year events. If so contact Gary Chapman at: drchapman@chapmansmiles.com or Britain Smith at britain@britainsmith.com.

Thank you one and all for a great season.

Now on to the event, with an apology to my wife, Kathy, who couldn't participate because her car, the white '92 Honda

Civic Hatchback, was still in pieces on the shop floor. It will be at our final season event (or I will be sleeping with one eye open on the couch). Yeah, she's that tough and competitive.

The course was a thrill for me. It was tight with a capital T. Horsepower and torque always play a factor but handling and balance played a much bigger role. The times in all the classes got a lot tighter, where one cone could make the difference between first and fourth.

The individual class runs for the trophies stacks up as follows:

M01 is sewed up by Britain Smith, though I sometimes think he should be in a class like WC01 for World Class. The only restriction for that class would be that a Porsche isn't allowed to break Newtonian Theories and the basic laws of physics. I've watched Britain on YouTube which is found in the "Media" section on our website (www.oregonpca.org under "Autocross"). Tell me if you don't think he has come awfully close to breaking those laws on a few occasions.

Congratulations to Chuck West for finishing with the 3rd TTOD. The run for 2nd, 3rd, and 4th is a much more earthly experience and a far closer race. Gary Chapman and Chuck West have 2nd and 3rd in hand. Pamela Chapman and Bill Thorp are tied for 4th. Gary, Bill, and Pamela were missed at this event so it comes down to the final event in the run for a trophy.

I01 sees Greg Olsen in his 2000 996 wrapping up first place. Only one point separates Gary Cutter from Alan Wiseman for 2nd and 3rd. Hope both make it to the final event. It will come down to the last run of the year for each driver.

P02 is anybody's class. Veronica Brock, William Moss, and Bryan Brock are only separated by five points for the one and only trophy. Wish each driver the best and encourage them to go for it!

P03 winner this year is Eric Freedle, followed by Harry Danberg then Ryan Sauer. Harry and Ryan need a few more events next year to have a chance to unseat Eric, "Mr. Showtime."

P04 champ is Jim North. Jim needs a little “pushing” next year.

P05 has without a doubt been one of the most competitive and highly contested classes. Huge congratulations to Barry Cogut, Liz Bacon, Bob Schatz, Jeff Gretz and all the other six competitors for making this a great class to watch and write about. Barry and Liz are tied with 48 points; Bob has 43 and Jeff 41. Autocross #8 will have to be run to sort this class out.

S01 is pretty well stacked and sorted by excellent runs—by excellent drivers—in a class of 14 entrants. There were several cars and drivers who could really shake up next year’s outcome with a few more events. This year looks like Gordon Empey 1st, Chuck Jarvie 2nd, Randy Stoltz 3rd, Norman Vonk 4th, and Matt Schultz 5th. If Christopher Pethick returns and takes first like he did at this event, 14th overall, and Chuck has another great drive and Gordon doesn’t show, then ...

S02 Rick Slavin had the winning class time, picking up 10 points. David Meharry the class point’s leader picked up 8. David has first place wrapped up but second is a race between Steve Tinney and Rick Slavin. It’s down to who shows up and who has the best drive.

NP has been an exciting class all year. Dallas Cutler in an Eagle Talon, Jim Pileggi in a Mazda Miata, Steve Barnes and James Shepherd in Chevrolet Corvettes, Mike O’Conner in a Mazda



Miata, John Gonzalez in a Dodge SRT4, Jorge Lara in a Honda S2000, Jeff and Morgan Peterson in Mazda Miatas all finished in the top 20 overall of 45 entrants. In the points standing, Jim Pileggi has a 7-point lead over Steve Barnes. Steve has a 2-point lead over James Shepherd who has a 15-point lead over John Gonzalez. John has a 2-point lead over Josh McCall and Dallas Cutler. I’ll leave it to you to work out the various combinations. Or we could just wait until October 17, 2010.

Congratulations to Dallas, who finished with the 2nd best TTOD and Jim who had the 4th best TTOD. Congratulations to all who participated. Since it is our last event I’m planning on throwing it all out there and flat footing it around one more time.

See you all at our final event. ■



September Autocross Results

Portland International Raceway, September 12, 2010

Pos.	Class	Driver	Vehicle	Time	27	S1	Randy Stolz	2003 Porsche Boxster	40.911
1	M1	Britain Smith	1974 Porsche 914-6	34.889	28	P3	Tony Calvert	1988 Porsche 911	41.533
2	NP	Dallas Cutler	1995 Eagle Talon	36.090	29	P5	Mark Behrens	2008 Porsche Cayman S	41.570
3	M1	Chuck West	1974 Porsche 914/6	36.093	30	I1	Richard Averitt	1971 Porsche 914	41.726
4	NP	Jim Pileggi	1995 Mazda Miata	36.393	31	NP	Debbie Kennedy	2004 Mazda Miata	41.806
5	NP	Steve Barnes	2003 Chevrolet Corvette	36.747	32	P3	Harry Danberg	1973 Porsche 911T	41.832
6	I1	Greg Olsen	2000 Porsche 996	36.749	33	NP	Casey Lebold	1994 Mazda Miata	41.973
7	NP	James Shepherd	2003 Chevrolet Corvette	37.006	34	NP	Michael Pinto	1993 Mazda Miata	42.108
8	P5	Barry Cogut	2010 Porsche Cayman S	37.708	35	S2	Rick Slavin	1997 Porsche C4 Cab	42.324
9	P5	Jeff Gretz	2001 Porsche Boxster S	37.744	36	NP	Brendan Hughes	2004 Mazda 3	42.391
10	P5	Bob Schatz	2001 Porsche Boxster S	37.912	37	NP	Travis Walter	2007 Mazda 3	42.416
11	I1	Cary Kutter	1974 Porsche 911	38.485	38	S2	David Meharry	2000 Porsche Carrera	42.596
12	NP	Mike O'Conner	1993 Mazda Miata	38.819	39	NP	Jeff Hills	1985 Toyota Celica	42.747
13	NP	John Gonzalez	2005 Dodge SRT4	39.147	40	NP	Andy Hsiao	1990 Mazda Miata	43.096
14	S1	Christopher Pethick	2006 Porsche Cayman S	39.299	41	NP	Mary Chase	1993 Mazda Miata	43.574
15	M1	Douglas Skinner	1973 Porsche 911	39.301	42	P2	Veronica Brock	1994 Porsche 968	43.657
16	P3	Eric Freedle	1986 Porsche 911	39.626	43	NP	Kris Fairbrother	2004 Mazda Miata	45.049
17	NP	Jorge Lara	2003 Honda S2000	39.856	44	S1	Norman Vonk	1985 Porsche 944	45.526
18	NP	Jeff Peterson	1990 Mazda Miata	39.860	45	NP	Richard Brown	1988 Mazda RX-7	49.310
19	NP	Morgan Peterson	1990 Mazda Miata	39.936					
20	S1	Chuck Jarvie	2004 Porsche Boxster S	39.989					
21	NP	Niels Henselman	1994 Mazda Miata	40.227					
22	S1	Gordon Empey	2006 Porsche Cayman S	40.333					
23	NP	Adam Espino	2006 Honda S2000	40.512					
24	P5	Austin Schatz	2001 Porsche Boxster S	40.575					
25	P5	Peter Pereira	1999 Porsche Boxster	40.593					
26	P2	Bryan Brock	1994 Porsche 968	40.734					



Photo by Bob Schatz

September Track Day Weekend at Oregon Raceway Park

by Andy Jacobsen / Photos by Don Clinkinbeard

For our club members and friends that haven't been there, the new racetrack near Grass Valley, Oregon, is really special. It opened in 2009, and our club was the first club to ever hold an event there.

The track is positioned on 500 acres of what used to be a wheat farm in the rolling hills of Eastern Oregon. On a clear day, you can see four major mountains (Mt. Jefferson, Mt. Hood, Mt. Adams, and Mt. Rainier), as well as lots of flashing red lights (at night) that sit on top of the wind generators towards the northeast horizon. It's wide open country and quite beautiful.

But the good part—the really good part—is that because of the rolling terrain, it gives the track 300 feet of elevation changes in the track's 2.3-mile length. The track has 14 corners in these 2.3 miles; some of the corners are off-camber for an additional challenge; some of the corners are “blind,” which means that one must memorize the track; and one of the best parts: the track can be run in both directions. This, in effect, gives us two new tracks that are accessible from the Portland vicinity.

There are a few motels in Biggs and Moro where some of racetrack visitors stay, as well as camping at the track. We have usually run two-day events there, and one of the neat things about the venue is that it not only gives the participants to get totally involved with learning the track and the skills required to run it, but it is a great chance to build friendships. The camaraderie that develops with participants that come from great distances is really enjoyable. That was the situation for me during the event we held in September, where I made some new friends from Seattle and Spokane.

It's always fun to talk with people who enjoy some of the same things you do, and to get their perspective and knowledge on how they approach our great hobby of driving fun cars on racetrack. As an Instructor, it's also a neat way to meet new folks and show them what a great sport this is. It's in a way, giving back some of



the enjoyment I get from the track to others, which is a very fun thing to do.

That was the case this past track day weekend at ORP. I took my son Dane with me, and instructed him in the little Ariel Atom that I drive on the track. One of our Instructors, Kim Taylor, was kind enough to give him some demo laps in her racecar, and after that instructed him in the same car. The following day, Sunday, he felt confident enough to want to try a session in the Atom. I will admit that it is not the easiest thing to instruct one's own son, and the first session we did together was somewhat less than ideal. In fact it was very tense and full of emotional exchanges.

We decided to come back into the pit area and talk about it, rather than carry

on. After a lengthy discussion, we decided to give it one more try for six laps, and I'm happy to report that it was a great experience, almost like driving with a different student, and we both had a really good time. Taking time to “cool down” and carefully analyze a situation is always a good thing, and we made great progress in doing so.

ORP is not a track for the first time driver experience—PIR is a much better venue for that—and, fortunately, Dane had driven at PIR earlier this year, and that was helpful in building his experience.

The weather for our event was almost perfect: a little cool at night, but what a show the stars put on with the vast horizon you can see when one is out in the High Country. It's hard to believe that there can be so many stars.

On Saturday evening, we had some very good at-the-track catering for all who signed up for the two-day event. The catering personnel from Grass Valley did a superb job of hamburgers and chicken on the grill, as well as good salads and other fine things.

Also, it is very enjoyable to just “hang out” together with like-minded friends, both old and new and have some fun conversations. I'm thinking that's one of the very strong pluses of going out to ORP. It's just too far to leave right after the event, like we do at PIR, and it gives us time to be together. A lot of the folks bring campers, motor homes, or tents and camp right there in the paddock.

I would encourage anyone who wants a fun car-related experience to come out next year and give it a try. It's even worth coming out as a spectator to just check it out. Our “Taste of the Track” rides with an Instructor can usually be arranged for a small fee, or you can drive your own car that is not track prepared for a few slow laps at lunchtime. I can tell you that everyone I've talked with who have done that have been happy they made the drive.

We look forward to seeing next year as a participant or visitor. If you have any questions, please feel free to contact me at akjducati@gmail.com and I'd be happy to give you more details. ■





Willkommen

Shary L. Brams
John Brams
Portland, OR
2006 11 4S

Henry C. MacQueen
Ronalee MacQueen
Eagle Point, OR
1983 911SC

E.P. Edwards
Portland, OR
2001 996

Stuart T. Oishi
Portland, OR
1984 Carrera

Robert B. Hewitt
West Linn, OR
1974 911

Charles Pratt III
Deborah Pratt
Portland, OR
1965 356C

Jenny C. Kirkendall
Gresham, OR
1988 Carrera

Dave Schwartz
Tualatin, OR
1985 911

Peter J. Kost Jr.
Portland, OR
1983 911 Sc

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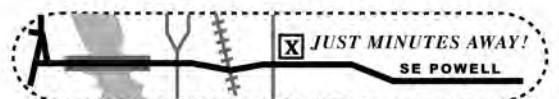
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2002 Porsche 911 Carrera Cabriolet 996 Low Mileage, Manufactured 2001-08-29, 28,250 miles, 3.6 liter, Six Speed Gearbox, Y1Y1, Seal Grey Metallic Body with Additional Seal Grey Metallic Hardtop & Cover & Stand, AH Interior Trim Optional Leather Interior Black (MSRP) Additional \$3,250.00, Soft look Black Supple Full Leather Interior / Seats, 18" Wheels with Wheels caps with colored Porsche Crest, Porsche Stability Management, AM/FM Radio with CD Player Black Floor Mat with Porsche lettering, P03- Technic Package, P14- Heated Front Seats, P15-Power Seats with Memory Includes Mirror memory when Reverse is engaged, XSC- Porsche Crest in Headrest, YO8-Dark maple Burr Wood / Aluminum shifter knob and brake handle, Porsche Car cover, Porsche is always Garaged. Only reason I am selling is that I have a 997 4 Coupe and only drive this Cabriolet a few times a year and it is not fair to this pristine car to just sit and be stored. Asking \$39,950.00 for a truly mint condition 996 Cabriolet. Larry Werre, 503.653.5495 (Home) or 503.320.8187 (Cell). lewerre@comcast.net (9/10)

2002 911 Turbo, Seal Grey Metallic with Graphite Grey Full Leather, heated seats, aluminum instrument dials. One owner, non-smoker, and no collisions or body work ever. 54,000 miles. \$46,900. A Pappas, 503.559.2616, tony@pappas1g2b.com (9/10)

1969 911E Coupe. Good straight car with very minimal rust. Fuchs, vented brakes, decent interior with aftermarket seats, Webers, New Diehard battery. Great car to drive and upgrade at your leisure. 108,xxx miles. \$15,900. Ted Rodgers, 503.857.2182 or rogers356@msn.com. (9/10)

1970-911T -Silver/Black, with: 'S' trim option & 911E engine, overall mileage unknown, approx 90,000+ (original T engine with matching #'s comes with car). Rare rust free car. 15 foot- repaint. Nice original interior. \$18,950. JOHN 503-936-2433 cell, 503.935.4209 (home). signatur@comcast.net

Cayman

2007 Porsche Cayman Sport: Basalt Black Metallic with Black Leather Sport Seats, black interior w/alum accents; 6- Speed manual trans. Low miles. 19" Carrera Classic Wheels, Sport Chrono Pkg, Bi-Xenon headlamp w/leveling and washers, Self-dimming mirrors, 3-Spoke Sport Steering Wheel, Auto Climate Control, Bose High End Sound System 680, Heated Seats. Garaged, cover included. Original owner; \$48,000, Becky Hucke 503.784.3868; porsche4sale@comcast.net (11/10)



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