

1960 - 2010



# Anzeiger

September 2010







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# Anzeiger

Volume 50 No. 8  
September, 2010



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## ON THE COVER

A variety of Porsches representing old and new lined up in the Porsche Corral at the Baxter Historic Races at PIR. Photo by John Pedersen.

## Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. Photographers selected for the cover will receive a specially-framed copy of the cover. For more information, refer to page 6.



# Anzeiger

(an' zī ger), noun, German

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

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<http://oregonpca.org/>

## Classified Advertising

Classified ads are a free service provided to Oregon Region Porsche Club of America members.

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to [classifieds@oregonpca.org](mailto: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.

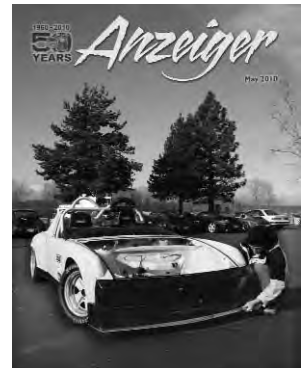
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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](mailto:nanscottdesign@gmail.com) for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.



### Four Color

Outside back cover	\$3,150
Inside front cover	\$2,970
Inside back cover	\$2,736
Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656
1/4 page	\$1,143

### Black and White

Outside back cover	\$1,750
Inside front cover	\$1,650
Inside back cover	\$1,520
Inside full page	\$1,390
2/3 page	\$1,180
1/2 page	\$920
1/4 page	\$635

To place an advertisement in *Anzeiger*, email  
[Editor@oregonpca.org](mailto:Editor@oregonpca.org)

## Anticipating the 50th Anniversary Party

**I**t is the end of July as I write this, and certainly our events are at full throttle!

I am also happy to report that the weather has improved as well. 'Bout time!

July's Autocross was held on the 4th of July holiday, but attendance was up from last year even so. The participants all had numerous runs, tuning up for the big weekend of Autocross in Packwood in August on the 14 and 15.

**T**he Baxter Historic Races were great again this year! I believe we had over 35 cars on display in our corral. Not a bad turnout, given we had an Arrive and Drive scheduled on the same day. All who participated in the corral were able to drive the Parade laps if they chose to do so. The weather was hot, but it didn't seem to wilt the enthusiasm for the event.

**W**e participated in both the Drive and Hikes Doug Twitchell designed and led. For those of you who didn't attend either one, you missed a good time! The Mary's Peak Drive and Hike offered great roads to drive to the Peak for the approximately 18 cars that participated. Our hike to the summit provided us with peek-a-boo views of the valley and coast range; pretty impressive. We all ate our lunch on the summit in the meadow and enjoyed good conversation.

July's Drive and Hike was a fun drive to Warrenton, staying off Highway 26 most of the way. We arrived at Sunshine Beach, caught the shuttle up to Fort Clatsop and then hiked back down to the beach. The 6.5 mile hike took about 2.45 hours and was beautiful. Conversation flowed along the way. Our numbers were fewer on this hike, perhaps due to distance or simply competition from other events, but the event was a blast! Thank you, Doug Twitchell, for events well-planned and well-executed!

**T**he monthly Club Dinner and Social was held this month at E.A.T. at Johnny's, with 45 members attending. I really enjoyed seeing everyone. The food was great and the conversations even better! Thank you, Dinner Meeting Team, for finding these gems! The varying locations and variety of menus adds to the fun of this monthly event. If any of you have a favorite restaurant you would like us to visit, please let Susie Groover at [dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org) know.

**T**he Communications Team continues to work on improving the website, and ultimately our whole communications network. Please spend some time exploring the website [www.oregonpca.org](http://www.oregonpca.org). Take a look at the front page and be sure to keep an eye on the Events Calendar. Note also that the *Anzeiger* is also now online for viewing in advance of the hard copy. Printing and mailing takes about a month, so online viewing is timelier.

**A**s I mentioned last month, the Planning Meeting on October 2 has been cancelled. We are trying a new process this year with the idea that some of you will find it easier to submit without having to find time in your busy schedules for another meeting. The process we have set up this year is as follows:

I have posted a request for event proposals/submittals on the website, the ORPCA email Announcements and in the *Anzeiger*. If you have a new event idea, a twist on an existing one, or a continuation of an existing one, please submit a short narrative describing the event, possible committee members, and dates preferred for the event. The date information will assist us in avoiding double-bookings as much as possible. Include a simple budget of the probable costs such as printing, mileage, charges to partici-



pants if any, etc. There is a budget form on the website under information/library/forms for your use. Usually the submitter acts as the Event Chair, with support from a member of the Board. If you don't feel you can be the event chair, but would like to be involved, please notify us as well. These submittals can be sent to [president@oregonpca.org](mailto:president@oregonpca.org) and [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org). If you have questions regarding how to submit, please contact me via the email address above or phone at 503.533.8000, or Jim North at the above email address or phone 503.221.6262. The deadline for submittals will be September 30. This will allow time for the Board of Directors to review the submittals, get back to you with any questions and build the calendar for 2011.

**W**e still have lots of events on the calendar, such as the HPDE weekend at Oregon Raceway Park and the 50th Anniversary Party. Have a look and jump into some of these events before our season runs out.

Seize the opportunities and enjoy! ■

# Oregon Region Events



## *September, 2010*

- 7 Board Meeting
- 9-12 Canada West Porsche Escape
- 11 Arrive and Drive
- 11-12 Lapping Day ORP  
(1 Day Each Lapping & HPDE)
- 11 Sunset Swap Meet
- 12 Autocross
- 17-19 Festival of Cars, Sunriver
- 20 Deadline for November *Anzeiger*
- 25-26 ORPCA 50th Anniversary Celebration

## ***Event Notification***

To be added or removed from the Oregon Region's event notification service, please send an e-mail to [postmaster@oregonpca.org](mailto: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](mailto: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](mailto: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](mailto:adsales@oregonpca.org). See page 2 for classified requirements and contact information.

## Save the Date

**Our 2010  
Holiday Party  
is now  
SATURDAY,  
DECEMBER 11**

Watch for more information in future  
*Anzeigers*.

**See you there!**



## *October, 2010*

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

## *November, 2010*

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

## *December, 2010*

- 11 Holiday Party
- 7 Board Meeting

## STILL PLAYS WITH CARS

Peter Linsky



# New Jersey Rule Marks Under-21 Drivers' Plates

**T**he end of the road came in early June for another—if not venerable, at least familiar—American auto nameplate. Ford announced that it was ending production of Mercurys, based on weakening sales and the brand's too-close similarity to its Ford sibling. Mercury was launched 72 years ago under the direction of Henry's son, Edsel, as a better-dressed Ford at a slightly higher price. Its existing models will be folded into both Ford and Lincoln brands. Those of us of a certain age will immediately think "Rebel Without a Cause" if asked to identify what "Mercury" means to them. The black '50 coupe that James Dean, as a tormented Los Angeles teenager, drove in his iconic film, will remain the holder of that title. I never owned a Merc, per se, but my first car, a 1928 Ford roadster pickup, had a '48 Mercury flattie under its hood, and with higher-compression heads, a mild cam, and a couple of Stromberg carbs provided enough oomph to get me down the road in fair style. It's scary to think that that was almost 50 years ago ... and yes, while I do sometimes wish I'd held onto it, I chose a different fork in the road that eventually carried me to Porsche.



travelling above the posted speed limit. A lower court upheld the conviction, and that decision was taken to the state's highest court, which ruled against the driver. The high court said that if the officer has been certified by a training academy and has experience watching for speeders, his estimate of speed is legally valid. No word on whether the case will be appealed to the US Supreme Court.

**A**n interesting new motoring rule established in New Jersey earlier this year is

on their cars so that other drivers will give them extra space and expect the unexpected. In New Jersey, the idea is that police would be able to more easily spot vehicles driven by young, inexperienced drivers, and take appropriate action if they are seen on the road when they're not supposed to be. However, many young drivers and their parents alike have protested the rule, saying it might make the kids an easier target for criminals. There's even a move to legislatively repeal the rule. Other states will certainly be watching to see how this one turns out.

IN NEW JERSEY, THE IDEA IS THAT POLICE WOULD BE ABLE TO MORE EASILY SPOT VEHICLES DRIVEN BY YOUNG, INEXPERIENCED DRIVERS, AND TAKE APPROPRIATE ACTION IF THEY ARE SEEN ON THE ROAD WHEN THEY'RE NOT SUPPOSED TO BE.

**I**s this a portent of things to come for the rest of us? Ohio's State Supreme Court has ruled that a subjective opinion, rather than objective fact, is enough to convict a motorist of speeding. A police officer cited a motorist near Cleveland, basing the traffic stop on his belief that the car was

generating something of a public backlash. NJ's Motor Vehicles Department announced that new drivers under age 21 must buy little red reflective stickers and place them on the license plates of their cars. The idea is sort of like the premise that novice race drivers must put an "X"

**F**or those of you wishing to learn more about Porsche's latest push into Hybrid drive, the company has published a new book in both English and German. "Volume Five, Ferdinand Porsche—the Pioneer of Hybrid Drive" is now available from the new Museum's bookstore. The 160-page edition is priced at about 15 Euros. Visit the Museum's website for more information.

[www.porsche.com/museum](http://www.porsche.com/museum)

Until next month, drive safely! ■



# Event Planning for 2011: We Need Your Input!

**E**very year the ORPCA offers a multitude of events from which each member can choose to participate. These events don't just happen; they are created, built and run by fellow club members who put in time

and creative genius. If we are to hit the mark as to what type of event is attractive, we need your input and your help. This is your opportunity to effect

change and be able to join a great team of volunteers. Don't miss out.

If you have a new event idea, a continuation of an established event, or a twist on an existing one, please submit a short narrative describing the event, possible committee members and

dates preferred. Include a simple budget of the probable costs such as

printing, mileage, and possible charges to participants if any, etc. There is a budget form on the website for your use. Usually the submitter acts as the Event Chair with support from a member of the Board. If you don't feel you can

be the event chair, but would like to be involved, please notify us as well.

Submit your comments to [president@oregonpca.org](mailto:president@oregonpca.org), or [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org)

Deadline: September 30, 2010

Questions? Please contact:

**Kathleen Ellis**  
[president@oregonpca.org](mailto:president@oregonpca.org)  
Telephone 503.533.8000

or

**Jim North**  
[vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org)  
503 .221.6262

## Nominations Open for 2011 Board of Directors

**P**ursuant to the ORPCA bylaws, the ORPCA Nominating Committee is pleased to announce that nominations for the 2011 ORPCA Board of Directors are now being accepted.

You can nominate a member for a position on the Board Of Directors by sending the candidate's name and the position you are nominating them for to the Committee.

Nominations received through September 20 will be considered. For the complete process and timeline, see the bylaws published on the ORPCA website.

Positions up for election are:

President  
Vice-President  
Secretary  
Treasurer  
Board Member at Large (2)

If you have any questions or want to make a nomination, please contact any member of the nominating committee via email:

**Chuck West**  
[greenweapon@comcast.net](mailto:greenweapon@comcast.net)

**Don Clinkinbeard**  
[drcbike@comcast.net](mailto:drcbike@comcast.net)

**John Draneas**  
[John@draneaslaw.com](mailto:John@draneaslaw.com)

**Jeff Gretz**  
[jgretz@onlinenw.com](mailto:jgretz@onlinenw.com)





## AMATEUR WRENCH Don Clinkinbeard



## It's Time to Follow for Awhile!

**W**ell, I was hoping this month to be able to declare victory with the 944. I sent my ECU to a repair service in Florida; they found some problems with it. Unfortunately, the issues were in the idle stabilization circuit—that should not affect the ability to fire the engine. When I connected it back up to the car I got the same result—no spark or fuel injector action. Bummer. But life intrudes yet again, and I have not had any time to work on it since then.

**I** have gained some additional job responsibilities at my place of employment that will require considerable travel. In fact, I am sitting in my hotel room in Penang, Malaysia this evening. These additional responsibilities will require increased focus in my professional life and as a result of this, and our desire to relocate (at least part of the year) to Arizona, Debbie and I both feel it is time to tender our resignation as the HPDE co-chairs for ORPCA.

Debbie and I joined the Club in September, 1995, and have been leading various areas of the club since 1996, when we took over the Goodie Store for the Club.

It has been a great ride for the last 14 years at the front, but we feel it is time to step aside and let some of you lead while we follow for a while. This will allow us time to enjoy the various events the club offers without having to spend considerable time as organizers.

We are not done for 2010, though, as we still have two more HPDE events to complete. As I write this in mid-August, my Director on the Board of Directors, Andy Jacobson, is searching for a qualified individual or team to take the reins of the HPDE program. If you are willing to step up or know someone that is a good organizer and passionate about track driving please contact Andy and let him know.

**I**n addition, I will finish the last of these columns with the December issue. This has been a new experience for me. I have enjoyed sharing my learning, trials and tribulations through this missive—hopefully, also providing a bit of entertainment

for you, as I lurched my way along learning to build a track car while simultaneously building up the HPDE program for the club. I have truly appreciated the positive comments from those of you that have followed my adventure over the past four years or so.



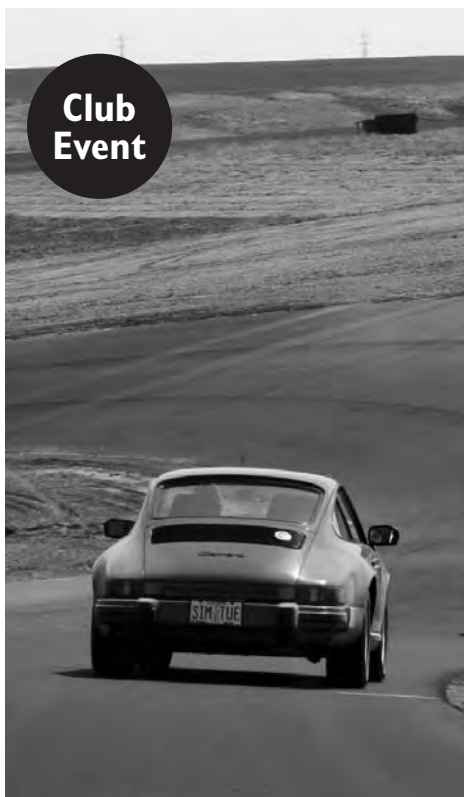
**S**o on to a bit of follow up. A few months ago I penned an Op-Ed piece on the economy and my questions on how it was affecting the HPDE program. I got feedback from several of you. Overall, it seems that most folks that replied were beginning to operate your households on more of a cash basis, reducing short term debt as well as being a bit more selective with your spending as a direct result of the woes of the US economy. I know I have certainly been doing this more than in the past. Is anyone surprised?

**H**opefully next month I will be able to declare victory in getting the 944 Turbo up and running. ■



# Lapping Day, Oregon Raceway Park

Saturday, September 11



**W**e are excited to bring you this first-of-a-kind hybrid event that will feature a fully instructed HPDE on Saturday (solo qualified Novice drivers and up) followed by a lapping-only day (Advanced Intermediate and up drivers) on Sunday. The Saturday portion of the event will cost \$165 per driver and is limited to no more than 85 drivers, while Sunday the fee is \$270 and is limited to 45 drivers. For your fee Saturday we will provide in-car instruction and a ground school for Novice, and some instruction for intermediate drivers, and will include about 100 minutes of track time for each of the four run groups.

The Sunday event will be an open-track style event with a total of seven hours of track time (we will break for lunch) available. For those that can attend both days, we will provide a BBQ dinner in the paddock Saturday evening. This will be our last event at ORP in 2010 so don't miss it.

Please take the time to read about our program at [www.oregonpca.org](http://www.oregonpca.org) select HP Driver Ed from the quicklinks menu.

REGISTER:	August 1 through September 4
REGISTER VIA:	<a href="http://orpca.motorsportsreg.com">http://orpca.motorsportsreg.com</a>
CLUB CONTACT:	Don Clinkinbeard <a href="mailto:dechair@oregonpca.org">dechair@oregonpca.org</a> 503.970.4848

## Arrive and Drive

Saturday, September 11

**E**njoy some of the best driving roads in the five county area with the monthly Arrive & Drive. The second Saturday of each month starting this year in May and extending into October, each tour is roughly 60 to 100 miles in length and finishing in under three hours. Its a great way to kick off the weekend and a fun way for new and potential members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel) and, ideally, a navigator to Shari's Restaurant, 9730 N. Whitaker Rd., Portland, OR 97217 (503.289.2351), no later than 8:50 a.m. The restaurant is at the PIR exit from I-5. A brief drivers' meeting to cover the route takes place at 9:00 a.m., but many come early at 8:00 a.m. for breakfast (no host). With an average of 40 to 50 cars, we try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. There is no advance registration and no fee. Just Arrive & Drive! ■

CLUB CONTACT:	Eric Freedle <a href="mailto:Secretary@oregonpca.org">Secretary@oregonpca.org</a> 503.936.0816
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Photo from July, 2009, Arrive & Drive by Meghan Fankhauser



# July Autocross Features “Fireworks” on the Course

by Todd and Kathy Averitt / Photos by Bob Schatz

**W**hat a difference two weeks can make. The fourth of July opened dry and beautiful. I saw fireworks on display as our auto-crossers smoked tires, cornered with wheels in the air, and squealed tires heading for the finish line.

This course layout took skill to navigate quickly, particularly the last four gates. There were quick sections, where some found third gear then prayed a little, looking for second gear to shift down.

Some sections required heavy braking, quick gear changes, and early turn-ins; others, a tap tap-gas-and-go. It was a dance with your vehicle, though I'm afraid I stepped on her toes a few too many times to be really quick.

Everyone is showing great improvement. It could be the dry track, but more likely improved skills, as demonstrated by the close completion in almost all car classes.

Below: Happy Jim. Top right: Driver “L” wedges three cones under her car in a spectacular finish. Bottom right: Lined up for the next race.

The following is a summary of the results of our July 4 Autocross, and point standings as of 6-21-2010:

Eleven points is all that separates Britain Smith, Gary Chapman, Pamela Chapman, Bill Thorp and Chuck West in the M01 Class as of June 21. Britain finished first and TTOD, and Gary finished second and next-best TTOD; they were on top in points. Chuck and Bill finally finished ahead of Pamela (1.140 seconds separating all), shuffling the deck for the third spot.

Greg Olsen, Gary Cutter, and Alan Wizeman in the I01 Class are separated by only seven points. Greg took the July 4 event, but Gary and Alan traded places for second and third places.

Veronica Brock and William Moss in P02 are in a dead heat in point standings. Unless Eric Freedle breaks the other leg, he appears to have a pretty good advan-

tage over the P03 class. Second place between Harry Danberg and Ryan Sauer is too close to call; Harry had a great run.

Jim North is cruising along in the P04 Class. He needs some competition! P05 is red hot. They let out all the stops, and only 0.683 seconds separated first from fourth place (which is the time it takes me to shift from second gear to third). Liz Bacon, Bob Schatz, Barry Cogut, and Jeff Gretz really mixed it up this week, with only eight points separating these top four contenders.

S02 Class is also too close to call. Steve Tinney, David Meharry and Paul Brotterbrodt all gained points, with Scott Voruz and Rick Slavin working to close the gap. In S01 Class, the top five finishers were separated by only 1.425 seconds. *(Continued on page 23)*



# ORPCA 50th Anniversary Celebration Extravaganza

September 25-26, 2010

Monarch Hotel and Conference Center, Clackamas, OR

## Fifty Years of Fast Friends



Join us for a once-in-a-lifetime weekend celebrating the Club's first 50 years! This two-day event promises to be unforgettable. Note, both current and former members are invited, so tell your friends, and plan on an amazing experience.

## Saturday, September 25

### Porsche Touring Corral And Racing Heritage Display

This part of the event is **FREE! FREE! FREE!**

**P**lan on joining us on September 25 for an awesome display of our club members' Porsches.

Placement: 9:00 a.m. to 10:00 a.m.

Show: 10:00 a.m. to 3:00 p.m.

Voting for People's Choice

To make this event possible, we are inviting you to register, so we know how many cars to expect, bring your car out and put it on display!

### Touring Corral and Racing Heritage Display

Contact: Paul Kust: 360.256.3873 or [pkust@comcast.net](mailto:pkust@comcast.net)

### Fifty Years Video Presentation & Memorabilia

**A**ll day Saturday—from 9 a.m. to midnight—plan to take some time in the hotel Ballroom to enjoy a continual showing of a video commemorating the Club's first 50 years, as well as displays of memorabilia from dozens of current and past members.

### Elegant Gourmet Dinner, Libations & Dancing with Design Band

**E**njoy a delicious meal at 7 p.m., with dancing to follow from 8:30 p.m. to midnight. Dinner and dancing are included in the \$40 registration.

### Past Presidents and Board Members

**W**e're thrilled to announce that all past Club presidents have been contacted and almost all of them—80%—will be attending the event. This is your chance to rub shoulders and reminisce over the last five decades!



# Sunday, September 26

## Historic Car Tour and Luncheon

**M**eeet at the Hotel at 9 a.m. for a delightful tour and destination lunch (\$15). The tour will return to the hotel at 2 p.m.



Photo from Portland Parade by Kathy Jones

## LODGING

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

## EVENT REGISTRATION

REGISTER BY: June 1 through September 11, 2010

**NOTE:** July 20 is the deadline for ordering any additional items (i.e., car badges, polo shirts). We will not be able to place any orders after this date.

REGISTER VIA: [www.motorsportsreg.com](http://www.motorsportsreg.com)

**NOTE:** If you haven't registered via [motorsportsreg.com](http://motorsportsreg.com), you will be asked to open an account in order to register

EVENT COST: \$40 Includes all events except lunch during Sunday's tour

CLUB CONTACTS: Richard Puetz, [rlp2cjp@aol.com](mailto:rlp2cjp@aol.com)  
Chuck Hervey, [cjchervey@sbcglobal.net](mailto:cjchervey@sbcglobal.net)

# July 17 Drive and Hike: Cars, Clatsop and Cows

by Doug Twitchell / Photos by Bob Ellis and Doug Twitchell

Coincidences. History. One ornery cow.

**W**hat could all of these possibly have in common? Keep reading to find out. The July 17 Fort to Sea Drive and Hike began in North Plains on a chilly Saturday morning, where three mid-engine Porsches, one rear engine Porsche and one BMW motorcycle met to begin our trek. In addition to those meeting in North Plains, there was one more car that was going to meet us at the coast parking lot—Mike and Mary were staying in Astoria and would join us for the hike.

Our journey took us through Vernonia, Mist and Jewell, with our first pit stop at the Jewell Meadows Wildlife Area on route 202W. If you haven't been to the Wildlife Area, it's definitely worth a stop—their website indicates the best time for viewing elk is between November and April. This was the location of our first coincidence. Minutes after the four Porsches and one motorcycle arrived at the Wildlife Area, in pulled 16 Mazda Miatas. The Miata club was holding an event in Astoria and picked the same pit stop we had picked. And who happened to be in the Miata group but Mike and Mary—a Miata event in the morning, a Porsche event in the afternoon—that's living. After some car talk, picture taking and ogling each other's

cars, the Porsche group hit the road again towards the Fort to Sea parking lot.

We added a caffeine stop at Starbucks and a few more miles on the odometer, and then arrived at the coast, ate our sack lunches and hopped aboard the shuttle to Fort Clatsop to begin our outing. That's where history entered our day. On December 8, 1805, Lewis and Clark reached Astoria and began building Fort Clatsop. They lived there for 106 days and say only six sunny days. Unlike the Corps of Volunteers weather experiences, our day was sunny and perfect for a tour of the Fort and a walk in the woods.

After a quick tour of the Fort and its museum, our 6.5 mile hike began at Fort Clatsop, where the trail twisted its way through thick forests with many downed trees—a byproduct of the major wind storm on December 2-3, 2008. Because of the blow-down, the tree canopy was opened and now allows foxgloves and elderberries to thrive.

Along the initial part of our hike, coincidence number two occurred. Once we all got to know each other a little better, one

hiker learned she worked with the niece of one of the other hikers. What are the odds of that happening—a million or more to one?

The trail rose to a high point with a distant view of the ocean—and then headed downhill over boardwalks, through skunk cabbage wetlands, over floating bridges, through open fields, over fixed foot bridges and through coast pine thickets. Thankfully, when the trail crossed through the open fields with grazing cows nearby, there was a barbed wire fence between the hikers and the cows—and these weren't your normal cows, these were killer cows the size of rhinoceroses—okay, maybe not quite *that* big, but they were very large, and one was especially vicious. I stepped off the trail a couple of feet to take a picture of the rest of the group, and the head killer cow must have feared for her offspring—she snorted and lunged forward right up to the fence. We all jumped, fearing for our lives.


After a wonderful day, we arrived safely back at the coast and our rides home, a safe distance from that crazy cow. ■

Below, left: Hikers pause to catch a glimpse of the ocean. Photo by Bob Ellis. Below: Participants are all smiles. Photo by Doug Twitchell. Opposite, top: A colorful display at the Sunset Beach Parking area. Photo by Bob Ellis. Opposite, center left: A pause in a beautiful meadow. Photo by Doug Twitchell. Opposite, center right: Heading down the ramp toward a floating bridge. Photo by Doug Twitchell. Opposite, bottom: Miata owners admire Porsches. Photo by Bob Ellis.










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# Historic Races Celebrate 100 Years of Alfa Romeo

by Eric Freedle / Photos by Peter Linsky and John Pedersen

**G**reat weather greeted those who ventured out to the Baxter's Historic Races. Alfa Romeo has inspired many car enthusiasts through the years.

In 1910, A.L.F.A. (Anonima Lombarda Fabbrica Automobili) was created under the leadership of Cavaliere Stella. Many of these red Italian sports cars were seen on

bore Corvettes and Shelby GT 350s, which delighted the crowd. The racing throughout the weekend was great all the way to the last race on Sunday.

The Historics also featured more than 600 collector cars and hot rods, the Fred Meyer Pavilion, and an autocross that was open to the public.

IN ONE OF THE GROUP FOUR RACES, THE #54 PORSCHE, DRIVEN BY A LOCAL CLUB MEMBER DAVE SCHROEDER, PUT ON A DRIVING CLINIC AND HELD OFF THE BIG BORE CORVETTES AND SHELBY GT 350S, WHICH DELIGHTED THE CROWD.

the track and in the paddock, where you could get up close to the race cars. In addition to the Alfas, there were many other makes for the eye to see: Corvettes, Lotuses, Marches, Mustangs, Porsches and others.

There were about eight races groups to satisfy all car enthusiasts. In one of the Group Four races, the #54 Porsche, driven by a local club member Dave Schroeder, put on a driving clinic and held off the big

For those who ventured out to the Historics, the reward was many smiles! If you haven't made it out to this classic event, perhaps you should consider it for next year.

A tip of the cap to Lloyd Weisz and Alison Smith for helping with the Porsche Corral, which had about 40 to 50 cars over the weekend, resulting in one of the largest of the car corrals of the event. ■

Clockwise from top center: Beautiful 356s graced the paddock, Photo by Peter Linsky; Steve Schuler heading down the front straight, Photo by John Pedersen; David Schroeder's "Electric Banana" has a rich racing history, photo by Peter Linsky; Stan Rinne exits turn 12 onto the front straight, photo by John Pedersen.



## More Historics Photos on page 19









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## BAXTER HISTORIC RACES, CONTINUED



Clockwise from top: This 917, which raced at LeMans in 1970 as a short-tail coupe, was rebodied as a Spyder to run in later Interseries races. It was sold in August at the Bonham auction at Monterey for \$4 million. The original body brought \$150,000, photo by Peter Linsky; Quiet time for an early 911 driver, photo by Peter Linsky; close competition, photo by John Pedersen; This 910 prototype coupe brought \$797,000 at Monterey, photo by Peter Linsky.



# Autocross

September 12 at PIR, 7:30 a.m.

Next Event: Oct. 17

**A**utocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! A high-intensity driving experience, it consists of one car at a time making runs against the clock on a closed course marked with cones. No previous experience is necessary; novices are welcome. We cultivate an air of camaraderie and fun amongst our participants. All you need is a driver's license, an automotive helmet and a car that can pass a basic mechanical safety inspection. We can even supply the helmet! Cars are run in classes against cars with similar performance. So whether you have an old 914, a Boxster or a new Turbo Carrera, we have a class for you.

Speeds are generally below 70 mph and driving is mostly in second gear. Each driver gets between six and eight runs competing for time against others in their class, and at the end of the event, elapsed times factored for penalties are posted for comparison. It's not necessary to compete in order to enter, but you may find that as you gain proficiency your competitive juices rise to the surface and before you know it, you'll be an autocross enthusiast.

Most events are done by 2:00 p.m. ■



REGISTER:	August 1 through September 4
REGISTER VIA:	<a href="http://orpca.motorsportsreg.com">http://orpca.motorsportsreg.com</a>
CLUB CONTACT:	Don Clinkinbeard <a href="mailto:dechair@oregonpca.org">dechair@oregonpca.org</a> 503.970.4848

## Sunriver Festival of Cars September 17 - 19

**T**he Sunriver Festival of Cars is featuring German Cars this year, and we thought we would get the Porsches there in style. We'll be leaving Friday morning from Ron Tonkin Gran Turismo, stopping at Oregon Raceway Park for on-track parade laps and a no-host lunch, then arriving at Carrera Motors in time for their reception.

Immediately after Festival registration Friday evening, the High Desert Region has invited us to join them in an all-Porsche dinner at RJB's Sports Lounge & Dining in Sunriver. Order off the menu, enjoy the rest of the Porsche gang, and even try a little karaoke!

Please RSVP for the drive and dinner to Gregg Hodge at [sghodge@bctonline.com](mailto:sghodge@bctonline.com).

Registration information for the Sunriver Festival of Cars is available at [www.Sunriverfestivalofcars.com](http://www.Sunriverfestivalofcars.com). ■





# July 10 Arrive & Drive: Sunshine and Hillclimbs

by Jim Hosford / Photos by Jim Hosford and Robin Shaughnessy

In Oregon, July usually means there is a good chance of beautiful weather; therefore outside activities are heavily scheduled. I surfed the internet and looked in my *Anzeiger* to see what was available for Saturday, July 10. I was considering checking out one of the many car cruise-ins in the Portland area ... or the Baxter Historic Races at PIR, which is a nice way to enjoy watching classic car races and drool over some older Porsches.

Then I realized it was the second Saturday of the month: this meant the ORPCA Arrive & Drive. My decision was easy: I could stand around and watch other people drive their cars, or I could drive my Porsche on some of our coolest roads with my ORPCA friends. Since driving our favorite German sports car is what it's all about, I headed to the Arrive & Drive rendezvous point.

The weather that Saturday couldn't have been better: a cool morning in the 70s, mid-morning in the low- to mid-80s. If you drive a convertible, it doesn't get any better than that in Oregon.

Our starting point was near PIR. This provided us with an additional benefit, seeing several 356 Porsches and several other car clubs gathering for the Historic Races.

Steve Lyon was our tourmeister. Steve and Eric Freedle headed the morning's drivers meeting and led the way for 30-plus great looking cars. Eric was sporting two different shoes styles to accommodate a left broken foot. No problem for Eric; he seldom uses the brake pedal in his 911.



Above: Member Mike Brohoski enjoying his first Arrive & Drive. Photo by Jim Hosford. Below, left: Admiring the eye candy. Photo by Jim Hosford. Below, right: Beautiful weather made the cars sparkle. Photo by Robin Shaughnessy.

You can always count on Steve to deliver a very creative A & D route. He immediately took us to the West Hills; I think we drove up and down both sides of the West Hills about eight times, including Germantown Rd, Logie Trail, Rocky Point Road, Springville Road, Beck Road, and Jackson Quarry Road ... you get idea. (Sorry, Steve, if I missed some of the road names, I was too busy looking out for bicyclists and hairpin corners.)

My navigator, Tom Jewett, was busy yelling instructions for the next turn while hanging on to his new Porsche birthday cap.

After the hillclimbs, we drove out to western Washington County and enjoyed

some nice open country driving while heading toward the Cornelius Pass Roadhouse restaurant.

We had several new ORPCA members who experienced their first A & D. Earl Levin, a lifelong mountain climber, felt right at home driving his new 911 through the steep West Hills. Mike Brohoski joined us with his beautiful black 1985 911C he bought in August, 2009. He really enjoyed the drive and camaraderie with other club members.

Hope to see Earl, Mike, and *you* at the next Arrive and Drive on the second Saturday of September and October. ■



# Andy & Marg's Hillclimb

Saturday, October 9

**W**ant to have some fun with your Porsche, partner, and friends? Come on out Saturday, October 9 and drive some of the most scenic roads in Washington. Our drive will go into the forest, by beautiful waterfalls and end at Marg and Andy's log home in the mountains for lunch.

Marg's famous "Sloppy Joes" will headline the lunch menu along with soda, coffee, water, chips, potato salad and ice cream or cake for dessert. We're hoping for great weather and outside seating, but there's room inside if the weather doesn't cooperate.

Registration will be capped at the first 80 who sign up—so please RSVP early so you don't miss out on this end-of-the-driving-season special event. To sign up, please send your name and total number of enthusiasts in your car to [AMhillclimb@yahoo.com](mailto:AMhillclimb@yahoo.com)—we'll have to cut registration off when we reach 80. We'll meet at 9:30 a.m. on October 9—meeting place and driving details to follow.

Please bring a \$5.00 contribution for lunch, paid at the door.

You're welcome to hang-out for the afternoon to explore the area. There are also some nice trails close to the house if anyone is up for a hike in the woods.

REGISTRATION:	First 80 only
REGISTER VIA:	<a href="mailto:amhillclimb@yahoo.com">amhillclimb@yahoo.com</a>
CLUB CONTACT:	Doug Twitchell <a href="mailto:doug@bvresources.com">doug@bvresources.com</a>



Photo by Jim Ayers

## High Performance Driver Education at PIR

Thursday, October 14

**Y**et another great track event at PIR for 2010. This event is a HPDE day for drivers from Novice to Instructor. This promises to be a great event with lots of fun and smiles while learning to pilot your favorite ride around PIR. This is a fully-instructed event; first time track drivers are welcome. Put on your learning cap and come out to play and build your driving skills. This event is limited to no more than 85 drivers and is eligible for Season Pass A and B (SPA, SPB) holders, so make sure to register early.

Please take the time to read about our program at [www.oregonpca.org](http://www.oregonpca.org); select HP Driver Ed from the quicklinks menu.

REGISTRATION:	July 13 - August 17 \$165 Early Bird First Driver \$100 Second Person/Same Car
REGISTER VIA:	<a href="http://orpca.motorsportsreg.com">http://orpca.motorsportsreg.com</a>
CLUB CONTACT:	Don Clinkinbeard <a href="mailto:dechair@oregonpca.org">dechair@oregonpca.org</a> 503.970.4848

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## JULY AUTOCROSS

*(Continued from page 11)*

Gordon Empey and Chuck Jarvie put on a great show. If this was a door-to-door event, it would have been a photo finish. Randy Stoltz, Matt Schultz, and Michelle Schultz rounded out the top five. Gordon, Chuck, and Randy are vying for the top three places, with Norman Vonk only one point back.



Left: The real pro takes notes between heats. Above: They may look confused but they're having fun.

Then there was the non-Porsche Class (NP) with 39 cars ranging from Jim Pileggi's '95 Mazda Miata NP TTOD, Steve Barness' and James Shepherd's '03 Corvette, Bryan Carrington's Formula SAE, Tyler Shepard's '93 MR-2, Ryan Allen's '97 Subaru Impreza, Bryan Brock's '00 BMW M Coupe ... and Civics and Dodges and Datsuns and Saturns and Toyotas and Acuras.

The top 12 positions were separated by less than three seconds. In the points race, seven competitors are within nine points of the top spot held last month by James Shepard. The finish this month reorganized the points standing. Looks like Jim, Steve, and James will have 26 points each.

NP is turning out to be a very competitive and closely-contested class.

Thanks again to all the timers and organizers for a great event. We all really appreciate the efforts.

Hope to see everyone in Packwood next month. If you haven't been to the Packwood site, you are really missing an incredible driving experience. PIR courses run around 47 to 48 seconds when stretched to the max, and sections are driven more than once. At Packwood, the courses runs over 60 seconds and you never repeat a section. It is huge, flat, fast and really fun. Again, hope to see you all in Packwood. ■

## We're Looking for 2011 Club Directory Info

*From The Membership Co-Chairs*

The 2011 Membership Directory is being compiled for printing ...

**"Were you listed in the 2010 Edition?"**

In order to be listed in the directory you must be current in both PCA and ORPCA Region dues.

Members that have opted-out of the directory will not be listed.

For changes to your profile (cars, phone number, email address, family members)

send changes or questions to [membership@oregonpca.org](mailto:membership@oregonpca.org)

No changes can be made after November 1, 2010.



# Make Reservations Early for 2011 Escape

## July 23-24, 2011

For the 2011 Escape, we're going to Crater Lake Lodge for a couple of days. The Club has given the okay to nail down the weekend of July 23-24 for the event. The lodge is taking reservations but will not block rooms, so you can book online at <http://www.craterlakelodges.com/Crater-Lake-Lodge-1842.html>, or call 888-77-4CRATER (888.774.2728).

You can stay one night or two; the drive down will be on Saturday, July 23, 2011, and on Sunday you may elect to either



drive home, do a drive south of the park, or stay in the park. For those that stay both nights, the return trip will be on Monday.

**These rooms book nearly a year out. If you think you may be interested in this, you are encouraged to book your room as soon as possible.**

As usual, we will be headed down on the least populated, twisty roads we can find. And, if you book a room, please contact Bill Munson at [drive2escape@gmail.com](mailto:drive2escape@gmail.com). ■

## Calling All Bench Racers: First Tuesday Lunch

Who were the original "3 Amigos"? How do you keep those heater ducts free of rodents?

The answers to these and other burning questions can be found at the First Tuesday Lunch. Join us as we discuss future "barn finds," general griping, whatever happened to what's-his-name at the Rose Cups in '85, and other mostly non-club topics at the no-host get together for all club members and hangers on. First lunch order in at 11:30 a.m. sharp.

Contact Ron Gotcher or Randy Stolz if you must. Meet at Buggatis Restaurant 2905 SW Cedar Hills Blvd. Beaverton, OR, [www.buggatisrestaurant.com](http://www.buggatisrestaurant.com)

## 911 Breaks Record in Pikes Peak Hillclimb

from Porsche Club of America

Driving the specially-prepared Luminox Watch Porsche 911 GT3 Cup race car, Jeff Zwart, from Woody Creek, Colorado, has won and set a new record in the 2WD Time Attack class in the 88th running of the Pikes Peak Hillclimb.

Zwart, now a seven-time Pikes Peak class winner, not only broke Rhys Millen's 2009 class record by 38 seconds (after smashing his qualifying record by 18 seconds), but went faster than all but five of the entire field: three Unlimited Class and two Open Wheels cars, all with 600-plus horsepower.

His 911 GT3 Cup car also beat all the production based race cars entries, 2WD and 4WD.

Zwart said the key to his victory was the confidence that build up every time he drove the car.

"In my previous six victories—all in Porsche street-based turbo cars—I spent most of my practice time trying to tame the car to fit this difficult course. With this

Porsche 911 Cup car, it was clear to me from the beginning that the car was challenging me to drive my best, and I went faster every time I stepped behind the wheel. Each time I thought I was asking too much from the car, especially when I carried maximum speed into one of those hairpins, the Porsche responded and challenged me to push even harder," said Zwart.

He also repeated his amazement from Friday's qualifying session that the normally-aspirated car didn't lose horsepower from its 9,000-foot-elevation start and the 14,000-foot finish line. A combination of the 450-hp, 3.8-liter Porsche Cup car engine and expert engine map adjustments from Porsche Motorsport North America gave Zwart the performance of a lifetime.

Zwart again praised the Pirelli road racing rain tires, which he felt held their grip evenly on both the gravel and tarmac surfaces, a necessity as the course has been transformed from all gravel to half-and-

half. The team made some adjustments to tire pressures on all four wheels prior to qualifying.

Pirelli had developed a tire for Zwart based on the rain tire they use for the Rolex Grand-Am series.

Porsche Motorsport started with a 2007 Cup car, updated it to 2010 specifications, and installed a new 450 horsepower 3.8-liter engine currently in use in the Patron GT3 Challenge, American Le Mans Series Challenge Class, and the Porsche Supercup series. The engine management mapping was modified to perform well in high altitude as the race starts at 9,390 feet and finishes at the summit, 14,110 feet above sea level, and ride height was increased for the gravel sections of the course.

New last year was the addition of the American Le Mans Series Challenge class, where the Porsche 911 GT3 Cup cars contest the full endurance series run by the Le Mans racers. ■



# Insights for Spirited Driving on Public Roads

Story and Photo by Paul Goudy

**T**he morning was unfolding as the sun peaked over the hills.

The tires on the Porsche were warmed up as the car turned on to the twisty rural road.

A downshift to second, and the first left turn was entered. The driver's foot was on the accelerator as the apex was passed followed by a quick up shift to third.

Experience had shown the next right could easily be taken with speed, which it was ... and the car came on to a short downhill chute.

The next corner was a tight right hander.

The bright yellow Porsche approached it and the brakes were applied. A quick heel-toe down shift to second and the car entered the blind right corner.

The driver's foot was again on the accelerator as the apex went by when suddenly a man walking a large dog on the inside fog line appeared!

The Porsche driver reacted quickly, shifting his eyes to the center stripe on the road, making a quick throttle lift, left-right steering input, and returned pressure on the accelerator.

The driver gave a sigh of relief, grateful that he had not been going faster.

As sports cars drivers, we at times may feel compelled to "step up the pace" and increase our speeds while driving on public roads, but because these are public roads they are much more hazardous than a racetrack.

Public roads come not only with a wide variety of vehicles and drivers, but also an

array of obstacles including pedestrians, animals, ladders, rocks and other debris, which can and sometimes does appear suddenly on the road.

Enjoying a spirited drive on our public roads requires the driver to have a skill-set that will enable them to safely deal with any unforeseen situations.

That set of skills should include:

**Effective eye skills**  
**Proficient car handling skills**  
**Good driving judgment**

## Effective eye skills

The car will tend to go in the direction that the driver is looking. As speeds increase, the car will react quickly to the driver's eyes.

As the story above shows, the first reaction of the driver was to shift his eyes in the direction he wanted the car to go and the car followed.

The outcome of the event could have been catastrophic if the driver had locked his eyes on the pedestrian.

Number 1 Driving Rule: Look where you want the car to go.

Use peripheral vision to keep track of the object to be avoided.

## Proficient car handling skills

The driver's ability to effectively handle a car in an unexpected situation is key to safe, spirited driving.

As describe above, obstacles can and do appear suddenly. A typical reaction for a driver when an obstacle is suddenly con-

fronted is to hit the brakes. When done at higher speeds this can often cause a spin.

The driver in the above story reacted with the "throttle lift—steer around the object—back on the throttle" avoidance technique taught at driving schools and sometimes practiced at track events.

The driver did not have to think what to do; he already knew what to do and he did it.

Raw talent and quick reflexes are not enough if the driver does not also have proficient car handling skills.

## Good driving judgment

Good driving judgment includes:

Driving at reasonable speeds for the conditions present.

Not allowing other drivers or friends to influence you into dangerous activities (passing on a yellow line or in corners, speeding, etc.).

Not allowing distractions to take your focus away from driving, not even for a moment.

Anticipate all things and drive accordingly (if the driver was surprised, he/she was not anticipating).

In short, if other users of the road (not just drivers) need to change their course or speed because of your driving, you are not exercising good driving judgment.

If a driver wants to work on street driving proficiency, good choices are the HPDE events our club holds and Pro Drive Driving School, which offers several courses designed to help drivers become better street drivers. ■



## Wilkommen

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Joanne Dibble  
Salem, OR  
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Marti Diaz  
Penny Domm  
Portland, OR  
2001 Boxster

Fred Fardanesh  
Anne Amrie Fardanesh  
Portland, OR  
2001 911

Richard J. Foster  
Lorraine Foster  
Camas, WA  
2001 911Twin Turbo

Krista Funk  
Darren Funk  
Salem, OR  
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Paul H. Gerrie  
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1995 911

Jon E. Rockwood  
Marisa Rockwood  
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Roy A. Slack  
Portland, OR  
2010 Panamera S

Theodore M. Wright  
Seattle, WA  
2004 Turbo

Jeffrey L. Collett  
Kamloops, BC  
2004 Gt3

Gerald S. Taylor  
Aimee Taylor  
Salem, OR  
1986 911

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### 5 Year Anniversary

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Elaine Flynn  
Jack Long  
John C. Scott  
Joan Bennett  
Daniel C. Sheehan  
Janie Sheehan  
Brian Summers  
Gina Summers  
Michael Diggles  
Mary Diggles

### 10 Year Anniversary

Mitchel G. Fry  
DeAnna Hartwig

### 15 Year Anniversary

Blane Peterson  
Don R. Clinkinbeard  
Debra Clinkinbeard  
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## Porsche Service & Repair

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Matrix Integrated . . . . . 503.443.1141

Motorsports International . . . . . 503.643.2656

Rothsport Racing . . . . . 503.885.9626

Stuttgart Autotech . . . . . 503.635.3098

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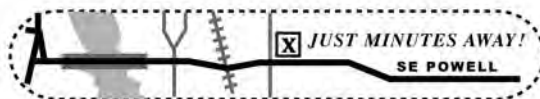
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# Marketplace

## ■ CARS FOR SALE

### 911

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, Y08- 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@pappaslg2b.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)

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

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

### 993

1997 993 Coupe, 34,500 Miles, Tiptronic, Arena Red Met./Cashmere-Black Leather, Sun-roof, 17" Cup Design Wheels, rim caps with crests, AM/FM with CD, Window Sticker and service records, car cover, bra, charger, always garaged, \$39,900. jo\_alex@comcast.net, 503-799-1528 (cell); also interested in trade + cash for 2006 or newer 997 tiptronic coupe. (5/10)

### Boxster

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

## ■ OTHER

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

GT-3 Wheels and Michelin Cup tires for sale. These are take-offs from my 2007 GT-3. They should fit all narrow-body 997s. They were on the car for less than 3000 miles and are in excellent condition. These are OEM wheels, not replicas. They include tire pressure sensors and center caps. Price for all is \$3450. I also have a second set of rear GT-3 wheels 19 X 12 (rear only) for sale. Price is \$1500. Tire pressure monitor sensors (new) for sale @ \$50 each. Contact Mark Mueller at (503)581-7788 (work) or mark.mueller@gmscpa.com (9/10)



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