



Anzeiger

April 2009





AN OASIS FOR PEOPLE
WHO CARE ABOUT CARS.



BMW



Welcome to Carrera Motors, otherwise known as paradise. Here you will find the four finest German brands in the world. And a salesperson capable of showing you every one of them. Or look for yourself at CarreraMotors.com, where you can search our entire line of pre-owned, new and hard to find Porsches. This is no mirage. This is Carrera Motors.

Carrera
MOTORS

YOUR DESTINATION DEALERSHIP

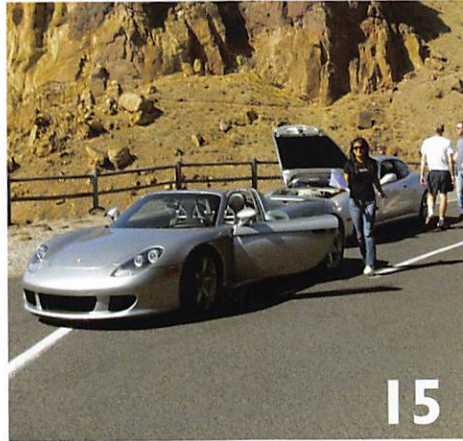
Bend, Oregon 541.382.1711 CarreraMotors.com

Anzeiger

Volume 49 No. 3
April 2009



16



15



19

FEATURES

- 9 Spring Breakout: Teen Survival and Autocross
- 11 2009 Caymen S: *Sehr Schnell Reptil*
- 13 The Northwest Passage: the Club's Premier Event
- 14 Sunriver Festival of Cars Delivers
- 15 Dashing in the Carrera GT
- 16 Rolex 24—2009
- 19 Spring Breakout Photo Essay
- 21 A Small (But Worthwhile) Project

COLUMNS

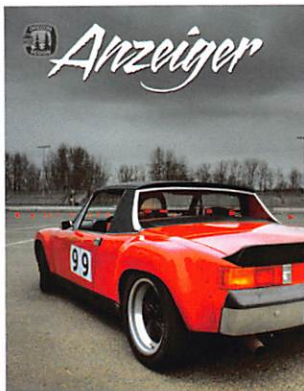
- 4 Editor's Note
- 5 From the President
- 7 Still Plays with Cars

DEPARTMENTS

- 6 Events Calendar
- 21 Backfire
- 23 Help Wanted
- 24 A Thousand Words
- 27 Resource Directory
- 29 Marketplace

COMING EVENTS

- 8 Matrix Integrated Tech Session
- 8 Arrive & Drive
- 10 April Social and Dinner
- 10 High Performance Driver Education
- 12 Autocross
- 12 Pro Drive Skid School
- 20 Cabin Fever Tour
- 20 Drive and Hike



ON THE COVER

The Chapman's 914-6 ready to race into the storm at the Spring Breakout 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 Contributions Welcome on page 6.

Anzeiger

(an' zī ger), noun, German

1. One who points out, indicates, shows.

EDITOR-IN-CHIEF

Brad Larson
speedyellowster@gmail.com

DESIGN

Nancy Scott
503.997.2230
nanscottsdesign@gmail.com

Editor: Mike Lee

Photo Editor: Bob Schatz
bob@allusaarchitecture.com

PRODUCTION

Earl Green
503.330.2227
earl@millennium-graphics.com

Board of Directors

PRESIDENT

Kathleen Ellis
503.720.0184
president@oregonpca.org

BOARD MEMBERS

AT LARGE
Jim Ayers
503.292.5743
communications@oregonpca.org

VICE PRESIDENT

Eric Freedle
503-384-0453
vicepresident@oregonpca.org

Sue Denfeld

360.896.5885
sue@eqwestllc.com

TREASURER

Rich Tomczyk
treasurer@oregonpca.org

PCA ZONE 6

Dave Cooley
mtcarrera@rennlist.net

SECRETARY

Jim North
secretary@oregonpca.org

PAST PRESIDENT

Chuck West
503.720.2037

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

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

Postmaster:

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

© 2009 Porsche Club of America, Oregon Region, Inc.
All rights reserved.

All pieces reproduced in this issue are under prior copyright by the contributors. Nothing shown may be reproduced in any form without obtaining the permission of the copyright owner.

<http://oregonpca.org/>



EDITOR'S NOTE

Brad Larson

There are some that still own the 1979 911SC they bought new. I have an admiration and respect for them, and honestly hope to be counted among their ranks some day, once I find my one true Porsche love; I am not there yet. I am one of those people that my father had a certain distain for—those that “change their cars like their underwear.” He counted his father-in-law and most of my uncles among this group of people. He still has his father’s 1958 Ford two-door, in spectacular original tan and brown, in his garage. He still has the mid ‘70’s Honda XL motorcycles that I learned to ride on. He still drives my old Taurus SHO, and I know he snickers at the idea that I sold it to him when it only had 90k miles on it.

I, on the other hand, cannot put the idea out of my mind of trading my 2000 Boxster S for a Cayman S. Recent economic upheavals have strengthened my desire, as a three-year-old Cayman S has become an absolute bargain in my twisted mind. I have often thought fondly of owning a Cayman S after sampling the demonstrators that the Michelin people brought to the 2006 Portland Porsche Parade. I would willingly give up the option of open-air motoring for those hips, or whatever you want to call the rear fenders. The Cayman S is one good-looking reptile in my book.

The obvious flip side of this story is that my beloved speedy little yellow convertible is apparently worth little more than a 2005 Toyota Prius with 100k miles on the clock. How do I know this? Well, I gave in to the temptation of a local used European luxury car dealer’s internet ad and went for a test drive in the ‘06 Cayman S they had, while they checked out my 2000 Boxster S as a trade. The good news: The Cayman S was spectacular beyond what you would think could be gained from 45 more hp and a fixed roof. The bad news: my 70k mile Boxster S, which I have said in print may be the perfect sports car, is worth \$10,900 in trade towards the object of my desire. Ouch doesn’t even begin to cover it.

While the moral of this story is that nobody gains much in an economic downturn, there is also a small silver lining. If you have a friend that you have always wanted to give Porsche obsession, now is the time. There are lots of cars of all types out there right now that are incredible values to someone with a little cash. Get your buddy to commit and buy a \$10,000 Boxster or a \$9,000 80’s Carrera or an \$18,000 996. Economic upheaval creates opportunity, and the opportunity for fun is going through the roof right now with used Porsches. ■

Spring has Arrived

By the time you read this, Spring will have Sprung, but for the moment, it is still freezing and definitely winter. February's Board of Directors Meeting proved to be very productive as we approved the overall 2009 Operating Budget for the club. The BOD also reviewed upcoming events, as we do each month, fine-tuning in advance of each event as needed. Amongst other items, we discussed the restructuring of our fun year-end event, the Holiday Party, to give it a new look and feel; creative juices are flowing! Sue Denfeld, Board Member at Large, is in charge of this party. If you have ideas and/or wish to join the fun in the planning of this, please contact her. Her email address is sue@eqwestllc.com.

NEXT YEAR WILL BE THE OREGON REGION PORSCHE CLUB OF AMERICA'S 50TH ANNIVERSARY. THIS IS A ONCE-IN-A-LIFETIME OPPORTUNITY TO CELEBRATE THE CLUB AND THE MARQUE, AS 50 ONLY COMES ONCE!

The BOD also had some discussion on a very important event proposed for 2010. Next year will be the Oregon Region Porsche Club of America's 50th Anniversary. This is a once-in-a-lifetime opportunity to celebrate the Club and the marque, as 50 only comes once! Peter Linsky attended our BOD meeting with a vision into what this event might be like. He has also generously offered to chair this unique event. A celebration of this magnitude requires a great team effort. If this intrigues you, please contact Peter at linsky911@comcast.net and seize the opportunity to get involved. I believe you will discover the experience and the intrinsic rewards to be worthwhile.

Our annual Holiday Party raised over \$14,000 for charity and I had the privilege of delivering the checks to the three recipients. One third of the proceeds is given to each charity. The highest bidder

of the event has the opportunity to choose the third charity. Mark and Cindy Newsom earned this honor and ORPCA thanks them for their generosity. They chose Raphael House of Portland, a worthwhile charity the club has supported in the past. Raphael House of Portland, in existence since 1977, provides shelter and assistance to women and children fleeing domestic violence. In addition to crisis intervention, they provide programs for self-sufficiency and prevention.

On January 22nd, Marlene MacEwan and I met with Jessica Elkan at the facility. Jessica and I had met previously, but this was the first time Marlene had seen the "House," so we were given a tour of the establishment. Since my prior visit,

they have continued to improve the building with items and time donated. Non-structural improvements on the second floor are almost completed and will provide space for off-site support staff to meet with clients on-site. Marlene and I presented the check to Teri Lorenzen, the Executive Director. Giving to those in need has its own special rewards and we left Raphael House on a "high".

Our next visit was to SOLV (Stop Oregon Litter and Vandalism). As you know, we live in a beautiful environment and this non-profit organization works very hard to improve and protect it. They coordinate efforts between agencies, businesses and volunteers to continue activities such as the annual beach cleanup, which has been a spring and fall tradition since 1984.

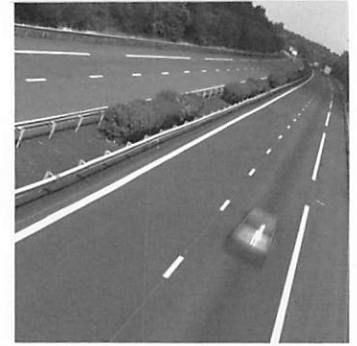


Bonnie Gretz, Development Assistant, and I arranged for a meeting on February 2nd. Marlene MacEwan again joined me in delivering the check to this worthy organization. I must admit I was a little late in arriving at the office, as there was a speed trap on I-5 that altered my ETA. (I did slip thru unnoticed!) When I arrived, I was greeted enthusiastically by Bonnie and the staff, all 16 of them! WOW!

The group shared information regarding SOLV and we shared information on ORPCA. I did tell them that everyone should own at least one Porsche in their lifetime! I handed over the check to Dianna Smiley, Executive Director, with Marlene assisting. We left the group after many thanks from them. What a super way to further ensure the preservation of our environment! I encourage you to visit their website. Their accomplishments are very impressive.

On February 2nd, my third visit was to the Guide Dogs for the Blind complex in Boring. Jeannie Gretz had arranged the appointment and provided navigation to the facility. I drove Speedy (our Boxster) for the occasion and the excuse to cruise! Guide Dogs for the Blind was established in 1942. This non-profit matches up guide dogs with visually impaired people
(Continued on page 23)

Oregon Region Events



April, 2009

- 11 Arrive & Drive (Garage Tour)
- 11 Matrix Integrated Tech Session
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 18-19 HPDE ORP
- 19 Autocross
- 25 ProDrive Skid School

May, 2009

- 2-3 Cabin Fever Tour
- 9 Arrive & Drive
- 10 Autocross
- 12 Board Meeting
- 15 Drive & Hike
- 17 HPDE Late Start PIR
- 20 Monthly Club Dinner and Social
- 26 HPDE PIR

June, 2009

- 5-7 Northwest Passage
- 7 Autocross
- 9 Board Meeting
- 13 Arrive & Drive
- 17 Monthly Club Dinner and Social
- 20 HPDE ORP
- 24-27 Tour to Parade
- 28- July 4 Parade Keystone

July, 2009

- 5 Autocross
- 10-12 Baxter Historic Races
- 11 Arrive & Drive
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 19 Concours d'Elegance/Forest Grove
- 21 HPDE PIR
- 25-26 Escape Tour

August, 2009

- 1 Summer Picnic Tour
- 8 Mills Day Tour
- 9 Autocross
- 11 Board Meeting
- 12-16 Monterey Historics
- 19 Monthly Club Dinner and Social
- 20 HPDE PIR
- 22 Matrix Integrated Tech Session
- 26 Porsches at the Street of Dreams

September, 2009

- 8 Board Meeting
- 12 Arrive & Drive
- 12 Sunset Swap Meet
- 13 Autocross
- 16 Monthly Club Dinner and Social
- 18-20 Sunriver
- 20 HPDE PIR
- 26 Planning Meeting
- 27 Volunteer Recognition

October, 2009

- 3-4 Covered Bridges Tour
- 8 Drivers Education (tentative)
- 13 Board Meeting
- 17 Burrito Run
- 21 Monthly Club Dinner and Social

Event Notification

To be added or removed from the Oregon Region's event notification service, please send an e-mail to postmaster@oregonpca.org.

Event Managers

We recommend advertising your event in the two issues of Anzeiger preceding the closure of event registration. To arrange for event advertising, please send an e-mail to editor@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.

November, 2009

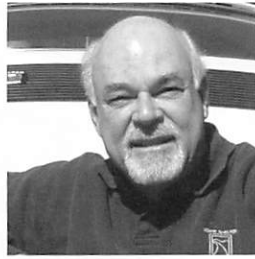
- 7 Gran Prix Imports Tech Session
- 10 Board Meeting
- 18 Monthly Club Dinner and Social

December, 2009

- 6 Charitable Auction
- 8 Board Meeting

STILL PLAYS WITH CARS

Peter Linsky

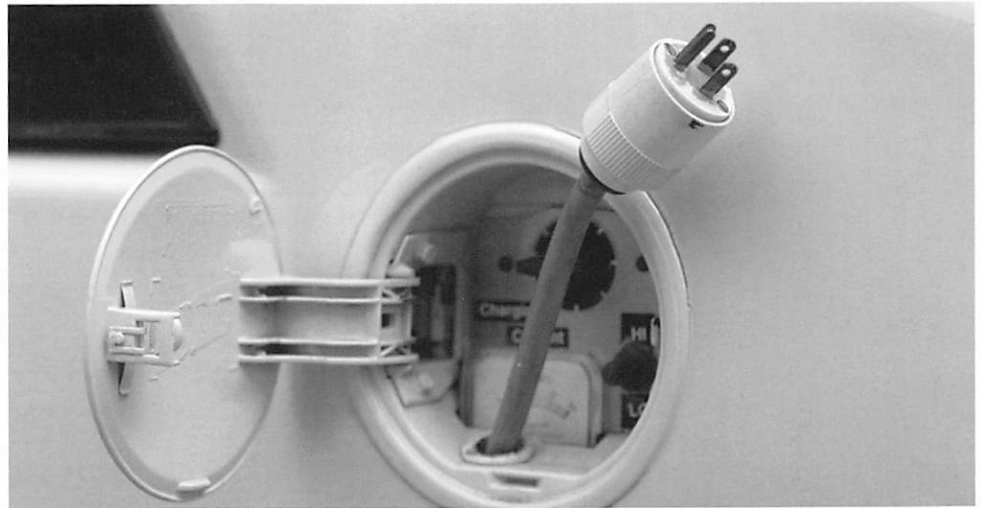


Porsche Sales Take a Hit; is Electric Vehicle Ahead?

Porsche finds itself at an interesting crossroads. There were several critical issues facing the auto industry as the New Year began. First of all, and critically important in the short-term, is the world's economic crisis. New car and truck sales have taken a tremendous hit in the wake of the housing and credit collapse. Almost every automaker's sales total took a pounding at year's end, including Porsche, and the future does not look very bright at the moment. Who is willing to risk buying a new car when he or she isn't certain that he/she will still have a job and a regular paycheck next week? Second, the price of crude oil—and gasoline—began rising again in mid-January after a surprising decline last fall. Will we again see prices at the pump hit the four-dollar-plus per gallon range later in the year? Reduced demand forced prices sharply lower in November and December as consumers

ALMOST EVERY AUTOMAKER'S SALES TOTAL TOOK A POUNDING AT YEAR'S END, AND THE FUTURE DOES NOT LOOK VERY BRIGHT AT THE MOMENT. WHO IS WILLING TO RISK BUYING A NEW CAR WHEN HE OR SHE ISN'T CERTAIN THAT HE/SHE WILL STILL HAVE A JOB AND A REGULAR PAYCHECK NEXT WEEK?

cut their travelling plans. In response, oil-producing nations finally began cutting their output, putting upward pressure on retail prices. What will auto manufacturers do now—those that survive, that is? By March, we may know whether General Motors will live to see summer. Ford appears to be in better financial shape. Many analysts say Chrysler is already toast, and ready for the vultures to begin picking its carcass apart. Daimler must be thanking its lucky stars that it dumped that company on privately-held Cerberus when it did. So, what is Porsche's situation? One, as noted, its sales have taken a



major hit. Two, the company is embroiled in an ugly fight on the German financial markets involving its efforts to wrest control of Volkswagen, and there are mixed signals about the eventual costs to the company. Porsche desperately needs to

control of VW so it can spread out its development costs. Product-wise, Porsche caters to an affluent customer base, and that base is shrinking. The wealthy can still afford new toys; it's the upper middle-class customer who's having second thoughts. VW already has a very good line of Diesel-engined products—and in spite of Porsche's insistence that it will never offer a Diesel vehicle, that higher-mileage technology is available to it. And finally, the fact that Alois Ruf has built a running example of an electric 997 Carrera suggests that some in the broader Porsche

community are at least thinking outside the box when it comes to alternative powerplants. I wouldn't be surprised to read some day soon that the engineers at Weissach have made a breakthrough in compact battery technology, perhaps in partnership with an outside partner, allowing Porsche to offer its own electric vehicle.

Congratulations are in order to the guys who are building the new Oregon Motorsports Park complex. Paving on the new, privately-owned, 2.3 mile circuit in Grass Valley, located about 25 miles south of the I-84/Biggs Junction in north-central Oregon, was completed this summer, and a couple of dozen local racers drove over in mid-November for a weekend of learning the new track. ORP has two loops and can be driven in either direction. Best of all, there are lots of elevation changes. Early reports are very positive. There are a couple of nice videos posted on YouTube. Here's one of the links:

<http://www.youtube.com/watch?v=de6EeYJiCe4>

Until next month, drive safely! ■



Matrix Integrated Tech Session

Note New Date!

Saturday, April 11

Join us on Saturday, April 11th at Matrix Integrated for an informative tech session regarding the fluids for the engine, brakes, transmission and drivetrain of your beloved Porsche. A representative from Total/Elf lubricants will be on hand to help answer any highly technical questions you may have. Since our facility caters to late-model water cooled Porsche's, focus will be on fluids for use in 986/987/Cayman/S's, 996/997/GT3/TT's, and 955 Cayenne's. However, all Porsche owners and enthusiasts are certainly welcome. The tech session will start at 9 a.m. and a light lunch will be provided.

To RSVP and/or for more information, please email Jeremy at sales@matrixintegrated.cc. We look forward to seeing you on April 11th!

REGISTER VIA: sales@matrixintegrated.cc
FOR MORE INFO: Matrix Integrated
503.443.1141



Arrive & Drive with Garage Tour

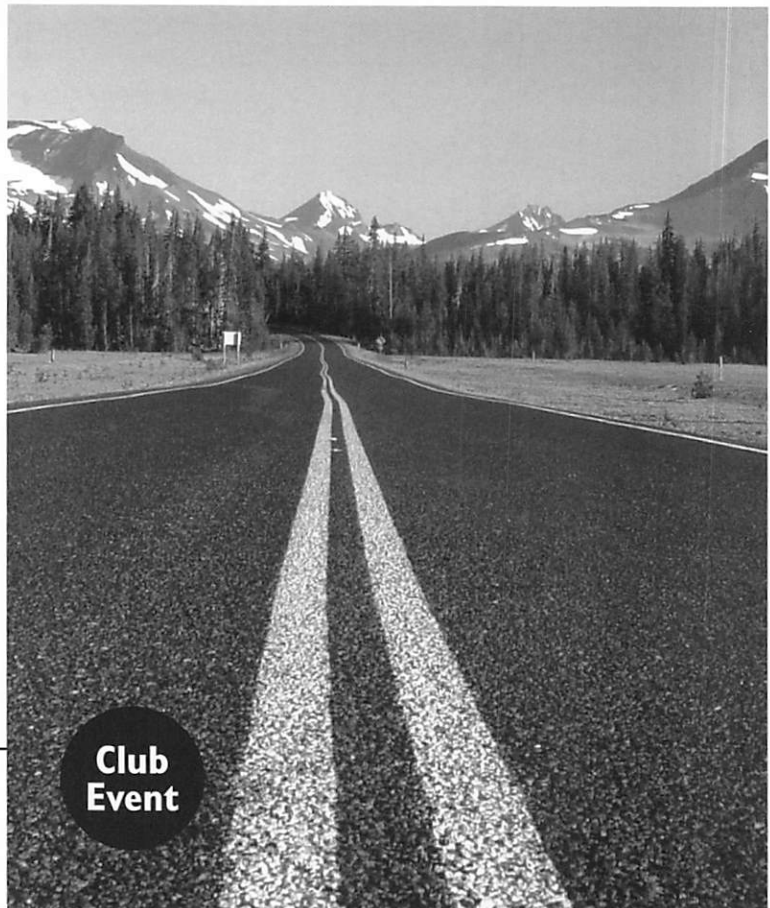
Saturday, April 11 | Next event May 10

Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the second Saturday of each month from April through October (Sunday in August), each tour is roughly 100 miles and three hours long. It's a fabulous way to kick off the weekend and a great way for new and potential members to get acquainted with the PCA.

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) at Miller's Homestead, 17933 SW McEwan Avenue, in Tigard, not later than 8:55 a.m. A brief meeting to cover the route takes place at 9:00 a.m., but many folks rendezvous at 8:00 a.m. for breakfast (no-host). With an average of 50 attendees, we typically break up into smaller groups rather than try to maintain one long convoy. The first group of cars will depart at 9:15 a.m.

There's no advance registration and no entry fee. Just arrive & drive.

CLUB CONTACT Eric Freedle
503.384.0453
mmooter@aol.com



Spring Breakout: Teen Survival and Autocross

Story and Photos by Bob Schatz

Spring Break Out was our season opener at PIR the weekend of February 28th to March 1st. We had several events such as lapping day and DE day, but Teen Survival and Autocross were the two I participated in. The Pro-pits were the location for the Teen Survival and two days of autocross; I have been waiting all winter for some autocross!

Teen Survival

We started Saturday morning (at 6 a.m.!) to set up the track and sign in 25 teens to teach them survival skills for the road. It was a cool and windy but dry day, and we kept two handfuls of volunteer instructors moving for the classes. The teens did two 45-minute sessions behind the wheel and two 45-minute classroom sessions which resulted in gobs of self-confidence you could see on their faces.

There were three track events. First, they did a quick 0-60, and then and then braked as hard as possible back to 0 after crossing the mid line. It took my students a few tries just to get to 60 in the distance. My first student, in his very slow Subaru, started with a 60-0 in 200 feet. By the end of the session, he was stopping in 115! My second student, in his BMW, was able to get up to 70 before hitting the braking line, which resulted in 60-0 in 120 feet but 70-0 in 142 feet. He discovered what a big difference 10 MPH can make in stopping. Both of my students learned threshold braking and became very comfortable with it by the end of their sessions.

The second event was driving on a 75-foot diameter skid pad. Very few students actually spun their cars, but all were finding the limits where their car began to push. My second student had traction control in his BMW. We found his skid threshold, and found that the car would not accelerate beyond that point regardless of how much he pushed on the gas pedal; we could not get that car to break into a spin. The Subaru was also a hard car to spin, but with an instructor pulling on the E brake once in a while, the car did kick out.



Photo by Greg Heinze.

The third event involved two separate lane changes at 40 MPH. This was a challenge where the student had only 50 feet to change lanes, go straight 50 feet and then 50 more feet to change lanes again. The more aggressively a student drove, the more likely the car would break loose during the second lane change; there were a few times when we killed a whole line of cones. The students were encouraged to go in their cars and make mistakes in class so they could learn from them; I hoped I helped them find a pile of them.

We now have 25 better-educated teens on the road thanks to Teen Survival and all of our sponsors.

Autocross

We ran Autocross on both Saturday and Sunday afternoon, while the roar of the DE drivers surrounded us on the big track. We had a full event on Saturday, starting in good weather and ending in drizzle, but Sunday started off in the wet so we had fewer die-hards; still a good bunch. We took advantage of the larger run area and ran a good fast track, which was simply reversed for the second day.

The Sunday Autocross was the more eventful race, being 100% in the rain.

Since the registered drivers were not quite the same as the drivers standing in the drivers meeting, Britain just divided the group down the middle and labeled one side A and the other side B. This gave us quite a mix of cars in the heats. The wet pavement gave the spectators something extra to watch, and gave the cone runners something more to do. We even lost a timing light under the tire of a very fast 914, it was the first I've seen explode. One particularly spectacular spin right at the finish line got all to hold their breath. A GT3 lost and regained control as it headed toward a stone wall, luckily stopping within inches of expensive damage.

My wet weather question was what was tire to use. Barry Cogut and I are usually pretty close in times, and I had my street tires while he had his racing slicks. The rain had just stopped falling when we began to race. The track started with puddles large enough to splash, and dried to just damp by the end of the race. In the puddles. Barry with the slicks was 3-4 seconds slower, but as the track got to just damp, we were within 2/10 of a second from each other. I am sure he would have been 2-3 seconds faster if the track was completely dry. Sometimes, it's a tough call to bring one tire versus another; other; the rule seems to be that if you have puddles, go for the rain tires, and if the track is just wet or damp, use the slicks.

By the end of the day, we had the usual fast drivers with Britain, this time in Gary's car, beating Gary's time by just a hair. This autocross was our season opener in association with Spring Breakout and it did not count toward points at the end of the season. The next race, on April 19th, will be the first points race, and don't forget August 8th and 9th in Packwood; it will be a race between us and the Seattle Chapter. Be there! ■

See page 19 for a Spring Breakout Photo Essay!

April Social and Dinner

Wednesday, April 15, 6:00 pm

Jopa Northwest Grill

4439 SW Beaverton-Hillsdale Hwy

Portland, OR 97221

503.226.7181

www.joparestaurant.com



Following the recommendation of the lovely Mrs. Kate Ayers, we celebrate the April dinner social at the charming Jopa Northwest Grill. We will gather for cocktails and appetizers in the sumptuous fireplace lounge and, depending upon the size of our group, either remain there or remove to the front dining room to choose from a limited menu of regional favorites. The chef was still developing the menu as of press time, but a glance at the website will give you a good idea as to selections and prices.



DEADLINE: April 9, 2009
REGISTER VIA: RSVP via e-mail to:
CLUB CONTACT: Laura Larson
laura@larsonlawoffices.com

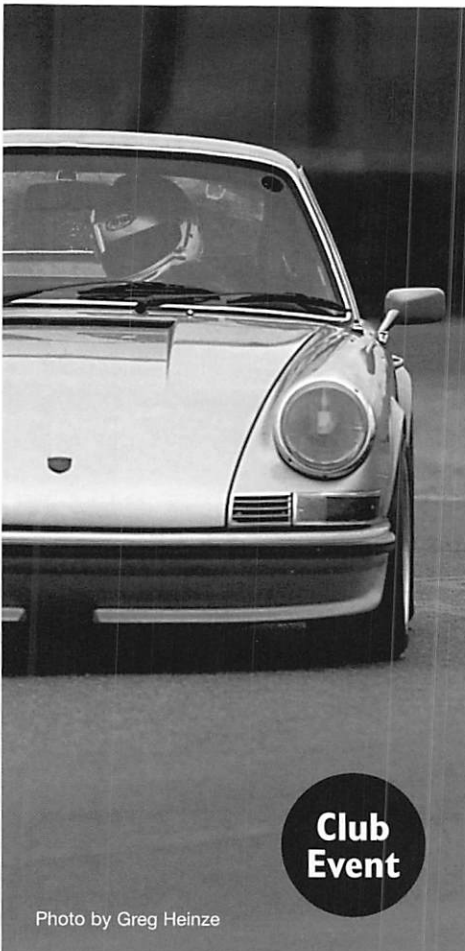


Photo by Greg Heinze

High Performance Driver Education

April 18 -19

We are excited to announce our first track event at the new Oregon Raceway Park facility in eastern Oregon! The event will last two days, Saturday, April 18th through Sunday, April 19th. Registration is flexible, allowing you to run with us either both days, or just one if you prefer. This first event is a lapping day only, with no instruction available; only intermediate level or higher drivers should register for this event. We want to encourage our participants to bring their RVs or camping gear and stay at the track with us for a Saturday night barbeque. Track information can be found at www.oregonraceway.com

Register via <http://orpca.motorsportsreg.com>
Registration opens on March 7th and closes on April 11th
The event fee is \$200 per day
For registration assistance, contact Don Clinkinbeard:
dechair@oregonpca.org
503-970-4848

For more information on the HPDE program, see www.oregonpca.org; select HP Driver Ed from the quick links menu.

DEADLINE
REGISTER VIA
CLUB CONTACT

One week in advance of the event
orpca.motorsportsreg.com
Don Clinkinbeard, 503.970.4848
dechair@oregonpca.org
oregonpca.org (select Driver Ed)

FOR MORE INFO

2009 Cayman S: *Sehr Schnell Reptil*

by Brad Larson

By way of full disclosure, I have a growing obsession for the Cayman S. The idea of a higher horsepower version of my Boxster S with a fixed roof for rigidity is very appealing. I find the silhouette of the Cayman quite pleasing, with the fastback rear roof line and round rear fenders. Here we are, three lines in and I am already reigning in my lustful praise. Lets face it; I'm in love. So, under the auspices of profiling the new PDK transmission (yes, again, see Jan-Feb 2009 article by Jim Ayers and March 2009 article by John Draneas), I approached Sunset Imports about giving me an hour with the Carrera White Cayman S they got a week ago.

THRUST WAS EXCITING AND URGENT; NOT IN THE WAY A SUPERCHARGED CORVETTE MIGHT BE, BUT EXACTLY LIKE A PORSCHE SHOULD BE.

The Cayman S has had 295 horses since its debut in 2006 (putting aside last years Cayman S Sport, which had a slight increase to 303 hp). The 2009 model year brings 320 horsepower to the Cayman S, and the seat of my faded black jeans today told me that it was, in fact, the fastest Cayman S to date. The first data input came while I was in the passenger seat on the way to put some premium in the empty tank. There are some odd little back roads between Sunset Imports and the Chevron station, and after my enroute briefing on what the Sport and Sport Plus buttons did (and a very nice admonishment that I should not sample the launch control function, as that was for paying customers only), my chauffeur and tour guide from the Sunset sales staff let his right foot linger at the floor for a few seconds. I was recovering from one of the worst head colds in memory, so I must say that my internal brain g-force meter may have been a little off. When he hit the loud pedal fully for the first time, I felt slightly woosey, in a way that only an 80's Turbo on boost has made me feel in the past. The first reason for my obsession was confirmed.

After we returned to the dealership parking lot and I was left alone to adjust the seat, mirrors, and telescoping steering

column to my liking, I got my first really good look at the new navigation screen. Radio, navigation, and most of the middle console functions are now touch screen; the interface was easy and intuitive. Another plus was the temperature and fan controls, which have hard buttons just below the nav screen. They received top scores in the intuitive column, as it took only seconds to find them and adjust the climate controls to my liking.

Pulling out of the parking lot and on to the main road, I began to fully appreciate the new navigation system. Unlike more primitive systems which provides a flat "birds eye" view of the map on the screen, the 2009 Porsche navigation shows a 3-D

view out towards the horizon. I was able to look at the screen and and navigate through unfamiliar roads to reach a place with to a place with long straight stretches punctuated by 15 and 20 mph turns and switchbacks. Outstanding. Blue Tooth connectivity is the exclusive way that Porsche Communication Management will interface with your mobile phone for

I FELT LIKE THE HERO I HAVE NEVER BEEN DOWNSHIFTING WITH A MANUAL TRANSMISSION, HEARING THE THROTTLE BLIP.

2009, and this is also controlled via the touch screen.

I was told that the 2009 Cayman S has revised and improved brakes. It would be interesting to sample these brakes on the track, because city streets and country roads do not offer any opportunity to delve into the braking capability of this car. My Sunset sales staff tour guide got my seat belt to think we were decelerating in a crash and engage more than once in the couple miles I was in the passenger seat.

I obtained the Cayman S for a test drive under the auspices of reviewing the PDK transmission, and the transmission was a big and interesting part of the experience of driving the car. Left in automatic mode without the Sport or Sport Plus buttons

engaged, driving was clearly an exercise in keeping the revs down to conserve fuel. While the PDK is incredibly smooth, "regular" mode offered some hiccups in this smoothness. Starting out felt smoother in automatic mode with the Sport button engaged, as I think I was slightly heavy footed for the computer when I was starting without the Sport button on. The computer seemed to hesitate slightly while assessing my desire. On the way back to Sunset, on roads that were too populated with SUVs to merit any spirited driving, I left it in Sport. It just seemed comforting to have the engine turning at 2600 rpm rather than 1600 rpm. Sport mode also enhanced what is perhaps one of the best things about the PDK transmission: It shifts instantly.

Manual mode with Sport Plus engaged turns the 2009 Cayman S into a different animal. It took a few miles to get used to the idea that lifting off the throttle is not required to shift. Anticipating redline by 800 rpm or so was in order, as I got the car to shift quite abruptly when I let the engine rev all the way to redline before hitting the shift button, to no real purpose. Thrust was exciting and urgent; not in the way a supercharged Corvette might

be, but exactly like a Porsche should be. There is a sense that computers are watching over you, but as angels might rather than nannies. The limits are high, and you have clearly crossed from exciting to reckless if you get the computers to intervene.

Sport Plus in manual mode will "blip" the throttle on downshifts to match the revs of the engine with the transmission. I felt like the hero I have never been downshifting with a manual transmission, hearing the throttle blip.

If you buy an automatic Porsche, you will have to decide if you are a right or left handed button pusher when shifting in manual mode. It turns out that I am a right handed button pusher, and I was
(Continued on page 27)

Autocross

Sunday, April 19, 11:00 a.m.

Our first driving event of the year is at hand! Come out to Portland International Raceway Sunday, March 2 to blow the cobwebs out of your exhaust and out of your mind.

Autocross is a great way to have fun, improve your driving technique and gain confidence. You'll race solo against the clock over a course designed to test your skill and the limits of your car. Much of the course is taken in first and second gear so speeds are fairly low, usually below 50 mph. Come to set a new personal best or just to watch.

Our autocross season also includes these dates:

May 10	June 7	July 5
August 9	September 13	

All events take place at PIR's south paddock, with gates opening at 7:00 am for registration and tech inspection with the exception of August 9th, which is a weekend long autocross in Packwood, Washington. All cars must pass tech inspection by the mandatory 8:30 a.m. drivers meeting.

The cost is \$35 when you register in advance at orpca.motorsportsreg.com or \$40 the day of the event (non-member costs are \$40/\$45). Helmets are available for first-time drivers, instruction is available for everyone, and spectator entry is free.

DEADLINE
REGISTER VIA
CLUB CONTACT

FOR MORE INFO

One week in advance of the event
orpca.motorsportsreg.com
Gary Chapman
drchapman@chapmansmiles.com
oregonpca.org (select Autocross)

**Club
Event**



Pro Drive Skid School

Full Three-Hour Program

Saturday, April 25

The Pro Drive Driving School is offering a Car Control and Vehicle Dynamics Course exclusively for Oregon Region PCA members, to be held Saturday, April 12 at Portland International Raceway. The course is only \$199 per participant (regularly \$299)

The course utilizes Pro Drive's SkidCars to improve the skills of drivers at all levels. You'll learn the fundamentals of vehicle stability, skid recovery and precise car control applicable to the racetrack or the street. With a three-to-one student-



instructor ratio, this unique training is an education in driving you just can't afford to miss!

Space is limited, so please register as soon as possible by calling Pro Drive at (503) 285-4449 or going online to www.prodrive.net/store.

REGISTER VIA
CLUB CONTACT

Pro Drive at 503.285.4449 or
prodrive.net/store
Dennis Torgeson, 360.892.0890,
dtptorg@pacifier.com

**Club
Event**

The Northwest Passage: the Club's Premier Event

June 5-7

The Mille Miglia has been the Oregon Region's premier tour event for 12 years. But everything needs to evolve in order to stay fresh. So a new chairman (Jim North) and a new committee (John Draneas, Gregg and Sue Hodge, Bill Munson, and Richard Puetz) have focused on a number of changes that will give this event a broader appeal and keep it fresh for many more years.

First off, we've changed the name to The Northwest Passage. There were three things wrong with the "Mille Miglia" name—it was Italian, it was borrowed, and Jim can't pronounce it. So, sitting around a never-ending supply of pitchers of beer, our committee racked its collective brains to come up with a new name that would convey the spirit of the event in more tongue-friendly words. We shied away from using "Porsche" because we invite other marque clubs to join us. We shied away from using "Oregon" because we click off many miles in other states. We concluded that The Northwest Passage covered the geographic area well and conveyed the expedition flavor of the event.

Our second major consideration was to determine the best length for the event. The Mille had grown to a four-day event, but quite a few Region members have complained that it's too hard for them to get away, let alone keep their navigator in the Porsche, for that long a time. A two-day weekend event is too short and severely restricts the available routes. We settled on a three-day format, and scheduled The Northwest Passage for June 5-7.

The style of The Northwest Passage will continue to be the same as the Mille. We will drive about 250 miles per day on the most scenic, fun-to-drive roads we can find. We will enjoy the best available meals along the way. Every minute of the event will be designed to maximize the fun element and to allow everyone a complete opportunity to build bonds with like-minded enthusiasts. Our focus will be sharpened to assure pleasurable drives, with adequate time allowed to maintain a modest pace. We will do our best to maintain the first-class stature that this event

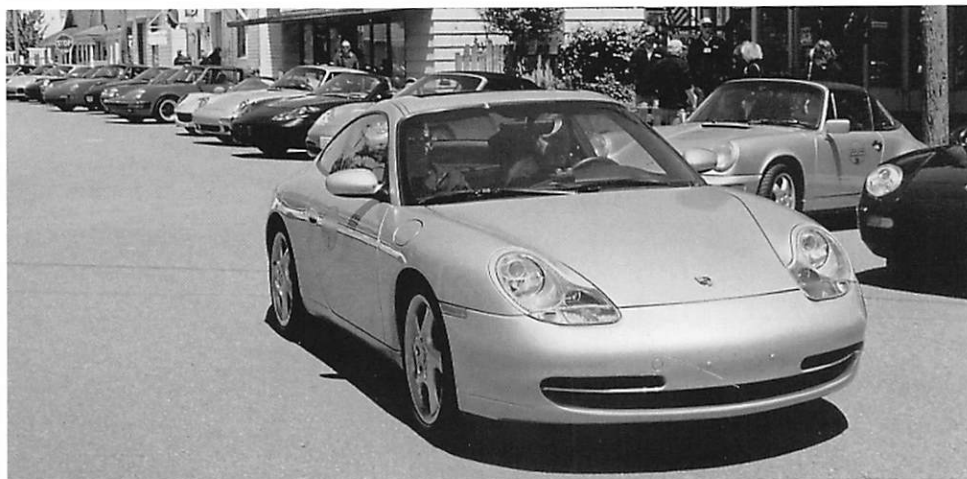
has enjoyed for many years. In short, we all drive some very stylish cars, so we are going to travel in style, but it will remain affordable.

The Northwest Passage registration fee is \$595 per car. This includes the event, door signs, a keepsake route book, participant souvenirs, and all meals along the way for both the driver and navigator. (Lodging costs are on your own.) Some of us might think that's kind of high, but it's really a fabulous deal. It's not cheap to eat well on the road, and we have \$446 per car budgeted just for meals. The rest goes for printing costs, participant gifts, and minimal overhead items.

We needed a great route to kick off The Northwest Passage, and decided to go to California. Actually, the best part of California—we thought it would be fun to have lunch among the Sleeping Giants — the redwoods. But we only spend a little



Photos from 2008 Mille by Sue Hodge.



time within our neighbor state, and then head back to Oregon before the sales tax mounts up.

Here are the basic details. You can start with an optional reception/registration in Corvallis on Thursday evening, June 4, or just drive down Friday morning in time for the 9 a.m. start. Friday will take us to Bandon. When we visited there a few years ago, many wanted to spend more time in such a beautiful place. So this year, the Saturday drive will take us into the redwoods and then back to the same hotel in Bandon, with the added advantage of one

less round of packing and unpacking. Sunday brings us back to the Portland area, and the conclusion of the first Northwest Passage.

If you've done this event before, you will feel right at home. If you haven't done this event before, then trust me, it may well be the most fun you will ever have in your Porsche. Don't even worry about it— just contact our Registrar, Richard Puetz, to get your registration form for the premier Porsche Club event of the year. Richard can be reached at (503) 642-2777, or RLP2CJP@aol.com. ■

Sunriver Festival of Cars Delivers

By John Draneas

The Sunriver Festival of Cars, Presented by Sports Car Market, successfully elevated its stature to that of a major regional automotive event and an upcoming player on the national stage.

For the previous 11 years, the show was held on the courtyard of the Village Mall in Sunriver, Oregon, one of the Northwest's premier resorts. The entrants represented the Oregon Porsche, BMW, Jaguar, Ferrari, Mercedes and Corvette marque clubs, and always brought a progressively more interesting assortment of enthusiast cars.

This year, sponsorship by the Sunriver Resort and its affiliate, Caldera Springs, allowed the Festival to move to the Meadows Driving Range. Cars always look better on grass, and the backdrop of sweeping views of the Central Oregon mountains didn't hurt one bit.

The featured display was Supercars—cars that are or were among the fastest production cars of their time. The display was anchored by the Festival's poster trio—a McLaren F1, a Ferrari Enzo and a



Photo from Sunriver 2006 by Bob Schatz.

A LOT OF BEAUTIFUL CARS, A BEAUTIFUL SETTING, PLENTY OF FOOD AND DRINK, SPONSOR DISPLAYS TO BROWSE THROUGH, AND A BUNCH OF FRIENDLY CAR ADDICTS IS ALL YOU NEED TO CREATE A PERFECT DAY.

Porsche Carrera GT. The rest of the Supercar display offered a wide range of about 20 cars, with everything from a Porsche 930 to a Lamborghini Murcielago.

Behind the Supercars were over 150 Porsches, BMWs, Ferraris, Jaguars, Mercedes, Corvettes, Lotuses, Lamborghinis, and numerous others stretching all the way to a Smart fortwo. They were arranged by vintage from the 50's through the present, so that the various marques would be interspersed. Once again, Porsche was the highest-represented marque.

Throughout the day, an engaging pas de deux transpired between Festival band Smudge and Festival announcer Keith Martin. Smudge leader Elaine Franklin

said that they were very excited to perform at their first car show. They practiced a wide variety of jazz and other rhythms, and juggled their sequence on the spot to play songs that would blend with the varying feel and activity as the day progressed. Keith roamed the field, and injected his stellar commentary along with sponsor and participant interviews in between songs.

The beautiful sunny day brought several thousand spectators, and the 2,000 event programs produced by sponsor Pamplin Media Group were gone before lunch. The day ended with a program including the Festival Select Parade—examples of each of the car models were driven by the crowd as Keith told the story of each model—and then the Parade of the

Supercars, with each of the Supercars driving by for the same introduction. The Jay Audia People's Choice Award, named for my co-organizer who died earlier in the year, was the only traditional award given. It went to Ron Tonkin's Enzo. Ron was very pleased, explaining that, in all his years of automotive events, the only award he had never previously won was a People's Choice.

The post-event banquet was very lively, and our sponsors were chosen to present a few "special" awards. Ron Tonkin, from Ron Tonkin Gran Turismo, selected the car he most wished he had sold—the BMW M1 owned by Tom Anderson from Carrera Motors. Tom gave an award for the car he wouldn't want to be caught dead in, which was an easy choice—the green on green, modified 1975 Buick Le Sabre sporting the for sale sign. Bob Macherione, from Sports Car Shop, picked the car only an Italian could love, a 1965 Ferrari 330 GT. Erik Clover, from Lamborghini of Portland/Gran Prix Imports, selected the car his wife would most like for him to borrow for the day, which was the Enzo.

The Festival concluded with the Sunday Dash, a two-hour, 100-mile romp through the mountains and countryside to a lunch at Maragas Winery. It was probably a minor miracle, but none of the cars suffered any mechanical difficulty, and none of the drivers got a ticket.

The Sunriver Festival of Cars is all about having fun, and is part of a developing national trend in that direction. There are no rigid concours rules—with no judges, who needs rules?—and participants don't need to spend thousands of dollars and countless hours preparing their cars. It offers a relaxed setting where exceptional cars are on display and like-minded automotive enthusiasts can enjoy each other's company. A lot of beautiful cars, a beautiful setting, plenty of food and drink, sponsor displays to browse through, and a bunch of friendly car addicts is all you need to create a perfect day. Mark your calendar for next year—September 19, 2009. ■

Dashing in the Carrera GT

Story and Photo by Johnny Speed

The sleek silver sports car accelerated through the curves. Its speed increased with each bend, and the hot tires sacrificed longevity for the sake of driving passion. The Porsche sped through the last sweeping right, and when the deserted two-mile long straight came into view, the Enzo and McLaren F1 were nowhere to be seen in the mirrors. The spectacular sound of the V10 at full song was captivating and the smooth, straight asphalt beckoned; self-discipline and restraint melted into submission as I squeezed the throttle to the floor.

Every September, a group of car enthusiasts gather in Sunriver, Oregon for the annual Sunriver Exotic Car Show. The car show is Saturday; "The Dash" is Sunday morning. The Dash is an event for people who enjoy driving beautiful automobiles over smooth, curvy rural roads in the central Oregon high desert. The Dash is NOT a race or high speed event, and any excessive speeding or display of high performance driving is strongly discouraged. For that reason, there are three rules for The Dash:

Keep it safe.

Do nothing that might be upsetting to the local communities.

No speeding.

Our morning started with clear skies, 53 degrees temps and a continental breakfast. Route directions, reiteration of the rules and the lunch location were passed out. The international array of cars in the first group included a Ferrari Enzo, Porsche Carrera GT, McLaren F1, Maserati Coupe Cambio Corsa, and a nice assortment of Porsches, BMWs and other fine machinery.

This was going to be a special day; my son and I would be driving the Carrera GT. The GT's V10 engine started with a sudden bark and quickly settled down to a smooth idle. The Enzo pulled out first, and my son and I fell in behind. The route took us north on highway 97 in light, early morning traffic. After a few miles, our directions led us onto a beautiful rural road, far from homes and traffic.



The Enzo had been patient long enough. Its rear end squatted with a puff of exhaust and began to pull away. We anticipated this, and with a quick down shift and squeeze of the throttle, were quickly back behind the bright red Italian supercar. As the velocity increased, the down force offered by the GT's body and undertray loaded the suspension; minor lumps and bumps in the asphalt became more noticeable. I allowed the Enzo to increase its lead in order to give us more reaction time. The roads were ideal; nearly European smooth straights and curves intertwined with small and large hills. Best of all, there was no traffic.

At the first Stop-Rest-and-Take-A-Photo point, my son was offered a ride in the McLaren F1. Needless to say, he jumped at the chance, and I found myself needing a navigator. The lovely Leilani Shanam graciously agreed to be my navigator. Under her masterful direction, we stayed on course and did not miss a turn; I highly recommend her services.

The Carrera GT is a fantastic car for this type of drive (see sidebar). The high mounted gear shift is just to the right of the steering wheel, and is well positioned for fast up/down shifts, which allows the driver to quickly return his hand back to the steering wheel. The bottom pivoting pedals are spaced apart enough to allow the use of regular tennis shoes yet close

enough for easy heel-toe down shifts. The high bolstered seats hold the occupants comfortably during both normal and "spirited" driving.

We kept the speeds reasonable on that beautiful September day. The removable hard tops were stored in the trunk, allowing the wind, sun and the acoustic harmony of the exhaust to be fully enjoyed. After too few miles, we pulled into our lunch destination. The Dash was over ... After the lunch, I relented and handed the key to my son. Fine cars are like fine wines: best enjoyed when shared with fellow enthusiasts. ■

Driving a Porsche Carrera GT

The Carrera GT is a supercar by anyone's standards and is surprisingly easy to drive, with some considerations:

The Clutch

The Porsche engineers designed the engine with a very small flywheel/clutch assembly in order to maintain a low center of gravity and quick throttle response. The available low rpm, clutch-engagement torque is noticeably limited. Many magazine writers found that starting the GT on a hill like a *(Continued on page 21)*



Rolex 24—2009

Story and Photos by Gregg & Sue Denning and James & Jean Ohl

How would you like to start your sports season with your Super Bowl as your first game? The Rolex 24 at Daytona is the Grand-Am series kick-off race—the longest and most important race of the season.

Last September, while watching the last Daytona Prototype (DP) / GT race on the SPEED channel, Gregg saw an ad for “SPEED Channel ‘Insider Package’ tickets for four days at the Rolex 24-hour race in

January 2009 for \$99 per person.” After confirming that the package was a screamingly good deal (VIP treatment, free teeshirt and baseball cap, special infield parking, Pit Road Patio seating, and so on), the four of us discussed going to the Rolex 24. In his prior life as President of the Golden Gate Region, James knew Kevin Buckler, the owner of very successful TRG (The Racer’s Group) who races
(Continued on page 22)





Top Left: During practice and qualifying. Top Right: Brumos Porsche #58 prior to the start of Practice. Above Right: Special 24 hour watches for the winners with #12 at the bottom and #24 at the top of the face. Above: Pre-race. Bottom, Near Left: Farnbacher Loles Racing Team #87 after its 8th place finish in GT (16th overall).



Excellence shouldn't end with your car.

As a Porsche owner, you demand the best from your car. Why not ask the same of your dentist? At Synergy Dental Center, we provide our patients the highest-quality dental care available using cutting-edge technology and the most advanced techniques. Whether you need restorative work, a cosmetic procedure, or a simple examination, Synergy Dental Center's experienced staff completes the work efficiently and without pain.



synergy dental center

0224 SW Hamilton Street, Portland, OR 97239

Get the quality dental care you deserve—
call Synergy Dental Center
for an appointment today.

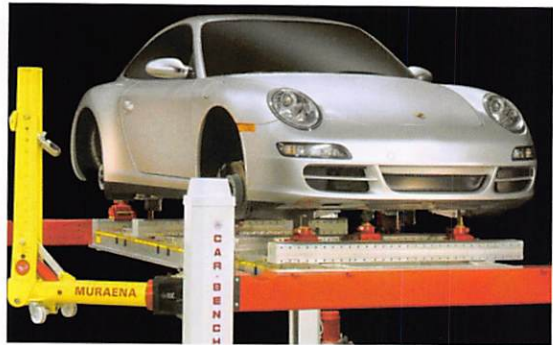
(503) 928-3966

www.portlandoregondentist.com

The Only One in Oregon

Not the Porsche...
the Gizmo it's sitting on!

If you ever damage your Porsche you'll want to find a collision repair facility that has one of these Gizmo's. It's the CAR BENCH Muraena frame straightening system that's approved by Porsche. The CAR BENCH system is the world's most precise and reliable frame repair jig system that's renowned in the high-end collision and restoration industry for its ability to adapt to over 900 models of cars. When used with upper body jigs this system enables the precise realignment of the upper body, A, B and C pillars, windshield frames, door and hood hinges and convertible top closing devices. At Leif's you can have your Porsche returned to pre-loss condition on the first and only CAR BENCH system in Oregon. Porsche is among a select group of automobile manufacturers that chooses to approve CAR BENCH for collision repair on their vehicles.



Others include BMW, Ferrari, Jaguar, Lamborghini, Masseratti, Maybach, Mercedes Benz, and Mini. When it comes to putting a finish on your Porsche, Leif's uses the factory specified Glasurit paint system. Return your Porsche to exact factory specifications at Leif's Auto Collision.

Contact us at (503) 620-5343



Auto Collision Centers

Corporate Production Center
14280 SW 72nd Ave,
Tigard, OR 97224

Spring Breakout Photo Essay



Left: No ABS in those 914's. Photo by Ken Dwinell.
Below: I want to do it again! Photo by Greg Heinze.
Bottom Right: Chuck is getting the feel of his GT3.
Photo by Greg Heinze. Bottom Center: Giving direction
in both directions. Photo by Greg Heinze. Below Left:
Harry taking a very hard turn at the opening weekend
Autocross at PIR. Photo by Greg Heinze.





Cabin Fever Tour

May 2 -3

We had so much fun last year that we are going to do it again! 2009's Cabin Fever Tour returns to Condon, Oregon on Saturday May 2nd. We've booked all 18 rooms of the recently remodeled, historic Hotel Condon for our Saturday night stay. The hotel has a great wine list and dinner menu; a continental breakfast is also included with your stay. On Sunday, you can return home directly, or join us to go on to Walla Walla wine country.

E-mail Sue and Gregg Hodge to let us know if you will be joining us. You will need to make your own hotel and dinner reservations (see below for contact information). Although reservations are on your own, you **MUST** let Sue and Gregg know that you are coming, or risk being left behind when we leave. When making hotel reservations, please mention that you are with the Oregon Region Porsche Club; remember there are only 18 rooms, so don't reserve without the commitment to come.

DEADLINE::	TBD
REGISTER VIA:	E-mail Sue and Gregg Hodge (see below) and make reservations at Hotel Condon (800.201.6706)
FOR MORE INFO:	Check out hotelcondon.com
CLUB CONTACT:	Sue and Gregg Hodge, sghodge@bctonline.com

Drive & Hike

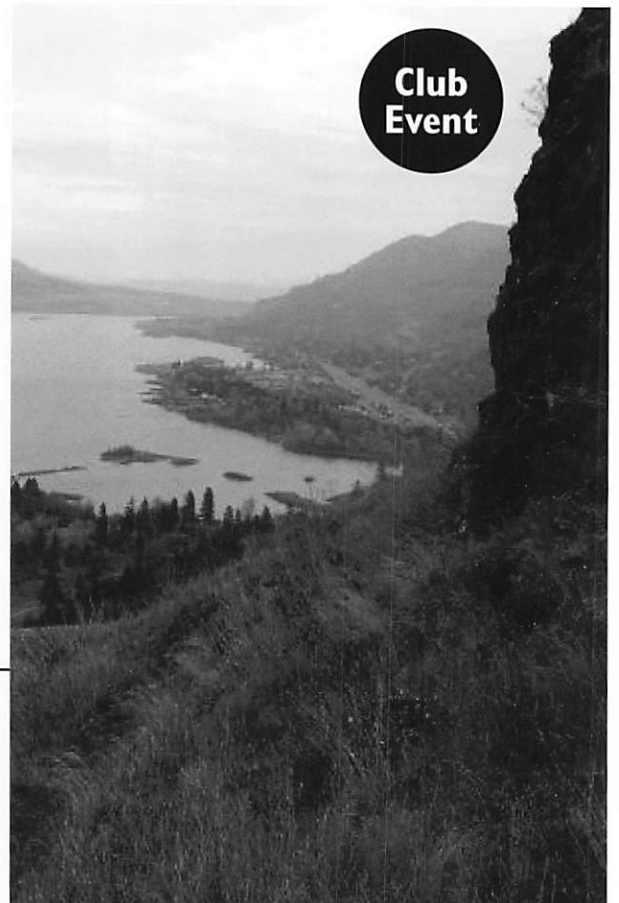
Friday, May 15 8:45 a.m.

Meet at Columbia Gorge Outlet Mall, Exit 17 off I-84

Join the ORPCA on Friday, May 15th for a no-fee, full-day Drive & Hike in the Columbia River Gorge and Mt. Hood wilderness. Our destination will be the Rowena Plateau and the Tom McCall Preserve. Native wild flowers will be in full bloom on the flat and easy one mile round-trip hike that overlooks the majestic Columbia. Be sure to bring a sack lunch and your camera.

For those who want a more strenuous hike at the same location, there is also a 3.6 mile round-trip hike to Tom McCall Point with an elevation gain of 1,000 feet. Once there, we may split into two hiking groups depending on interest. Whichever hike we choose, the drive there will include the twists and turns of the recently repaved Historic Columbia River Highway, while the return trip will take us around the southern side of Mt. Hood through beautiful Pacific Northwest forests.

DEADLINE:	May 12, 2009
REGISTER VIA:	may15driveandhike@yahoo.com Doug Twitchell



A Small (But Worthwhile) Project

by Brad Larson

My Boxster was seven years old and had almost 60,000 miles when the original battery gave up. Laura and I were at the SOLV Beach Cleanup, and I had left my iPod plugged into the cigarette lighter overnight. That was just enough to keep the starter from turning over on that cold wet February morning in Astoria. Some Boxster and 996 owners are anticipating the next line: I did have enough power to use the electric front trunk release, and thus access the battery. Those with mechanical trunk releases may not realize that if the battery discharges completely on some modern Porsches, access to the discharged battery is blocked, since an electric trunk release needs power to operate. Didn't Ken Kesey write a book about this type of situation? The remedy to the access problem is a charger that plugs into the cigarette lighter, or so I am told.

Helpful club members offered a jump and got us back to Portland, but it was time to fashion a more permanent solution. My experience jumpstarting the Boxster in Astoria had revealed a surprising fact: a stock 986/996 battery is huge! An upgrade to a new-fangled gel battery



seemed like a good way to save some weight, but the standard battery tie-down in the Boxster would not work for the Optima battery I had selected; the Optima is 1/3 the size of the original battery. Furthermore, the generic tie-downs offered at Shucks or Joes are meant to attach over the battery, but the stock tie-down on the Boxster utilizes a clamp on the bottom edge of the battery, held by a screw on the edge of the battery tray. Even if one of the generic tie downs could be attached to the

battery tray, there would still be a clearance problem caused by something going over the top of the battery.

Optima felt my pain, as evidenced by the fact that they built mounting holes into the bottom of their battery. The solution is devilishly simple: a piece of non-brittle, non-reactive plastic, cut to fit the battery tray, and screwed to the bottom of the Optima battery. Now the stock mounting points at the port and starboard edges of the battery tray clamp the plastic/battery assembly, holding it securely enough to withstand even the vigorous jiggling of the Seattle Alfa Club scrutineer at a Pacific Raceways Alfa Club track day. You would think he would have been gentler, coming from an Italian car background.

One last tip: After I had affixed the battery in the tray, one of the battery cables did not seem long enough. I actually had the keys to the pickup in my hand, walking down the driveway to go to the auto parts store for a generic battery cable when the solution hit me: detach the offending cable where it attaches to the car, and flip it around. Once repositioned, it fit fine.



DASHING IN THE CARRERA GT

(Continued from page 15)

normal manual shift car caused the engine to stall. To alleviate this issue, a "drive off feature" was incorporated with the electronic throttle.

When stopped on a hill, the driver can engage the "drive off feature" by slowly releasing the clutch and brake and not touching the throttle. The GT's computer will control the throttle (if the driver's foot presses on the throttle while still releasing the clutch, the feature will disengage). The "drive off feature" was not mentioned in any articles and it is doubtful the journalist's knew about the feature. On flat and downhill starts, and once the car is moving, the clutch is used like any standard clutch.

The Tires

The only tire available for the Carrera GT is the Michelin Pilot Sport2 (19" in front and 20" in back). It is a decent performance tire and offers good traction on dry asphalt once it is warmed up; the key is to get the tires warmed before driving aggressively. The car does have a traction control system which can be turned off completely; even when it is on, the threshold to engage it is fairly high. Too much throttle on cool tires will easily cause the rear end to "step out". Note: even with warm/hot tires, the laws of physics can not be broken; bent yes, but not broken.

The Capabilities

The Carrera GT uses a Carbon Fiber chassis based on the GT1 Le Mans racing car. It has a V10 engine (605 hp/435 lb.

ft.) mounted behind the cockpit and weighs approximately 3100 lbs. This power-to-weight combination allows staggering performance; 0 to 100 mph in 7.0 sec., quarter-mile mile in 11.3 sec @ 131.6 mph, 80 mph to 0 mph in 199 ft and a top speed of 205 mph. The car responds immediately to the driver's input (intended and otherwise) due to its pushrod suspension and "low polar moment of inertia" (mid engine) design. In the hands of a skilled driver, the Carrera GT has capabilities only supercars and full blown race cars possess. In the hands of a less proficient driver, the Carrera GT is still very enjoyable to drive, provided the driver does not go beyond the limits of his or her abilities.



ROLEX

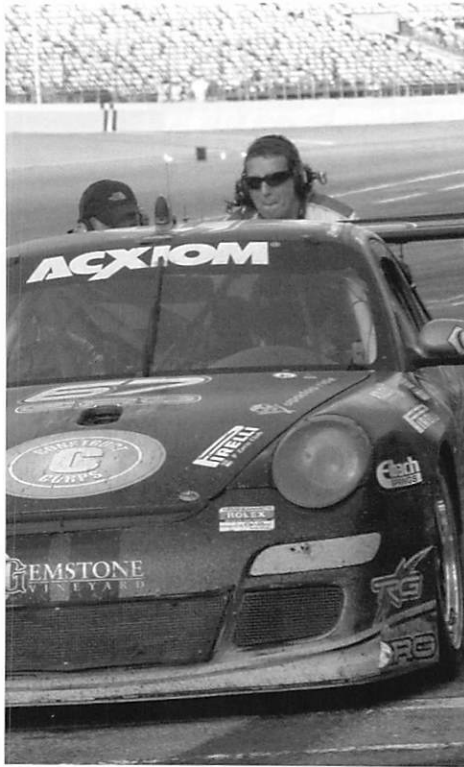
(Continued from page 15)

five GT3 Cup cars in the GT class. When James contacted Kevin to mention that we might attend the Rolex 24, Kevin's response was to make Hot Pit Passes available to us. Needless to say, the deal was sealed! With Jean's economical arrangements for a two-bedroom suite located on the beach in Daytona Beach, air fare, and rental van, the entire trip cost about \$1500 per couple.

Four days at the track yielded great experiences, mostly due to the access to the Hot Pits and Garages, and the great panoramic view from the Pit Road Patios which are at pit-out and normally provided seating for the sponsors. These gave us covered seating about 25 feet in elevation behind the pits, live Speed channel TV pictures, and, most importantly, easy access to the pit area ... the best of both worlds for a 24-hour race! And, TRG's large pits (5 Porsche GT3 Cup cars) were immediately adjacent to Penske Racing (Porsche Riley) and JLow Racing (Porsche GT3 Cup). Johannes Van Overbeek, of Flying Lizard fame, was driving for JLow Racing at the Rolex 24; Johannes and his father Tom used to Time Trial with James in California.

None of the four of us are roundabouts and have never been to Daytona International Speedway (DIS). An infield road course converts the 2.5 mile high-speed oval into a 3.56 mile "road" course that includes all but a few feet of the oval. The result is a car-punishing 33 degree banked high-speed oval that includes a decent infield track with a kind-of chicane, two "horseshoe" 180 degree turns, a kink and more. The advantage of the oval and steeply-banked turns, of course, is great visibility of most of the track from nearly every spectator area. The banking is spectacular! While taking pictures before the race at the start/finish line, we saw a group of young men trying to stand a pop can on end on the track. They could not get it to stand on its own because of the banking! The forces on the drivers and on the cars' suspension systems and chassis at nearly 200 mph must be incredible.

We chatted with and gained significant new knowledge from numerous interesting race people, such as: Bob Varsha (SPEED



Channel anchor); David Hobbs (a gracious British gentleman, winning ex-Formula One driver and SPEED color commentator)—a special treat for Gregg when he and David chatted for about five minutes; Kevin Buckler (owner of TRG) and his management and staff; Patrick Long and Jorg Burgmeister (Porsche Factory drivers driving this year in part for TRG); Andy Lally's mother and step-father; and other owners, Porsche factory engineers, investors in teams, drivers and staff. We also met with several PCA members from around the USA. Gregg "got lost" Saturday night, then the three compatriots found him sitting in the TRG hospitality area near their garages and transporters, hob-knobbing with anyone who passed through.

Modern technology backed by extremely fit drivers, means the 24 hour races are "24 one-hour sprint races". The strategy to win today's endurance races is simple:

1. Stay out of the pits (Brumos won with only 18 minutes in the pits in 24 hours!);
2. Great serviceability in the pits (Penske changed a complete transmission gear assembly in the pits in only 8 minutes and went on to finish sixth in DP) and
3. Gray matter (brain trust).

The statistics are just amazing. Keep in mind, this race is 24 hours:

1. 735 laps and 2,617 miles (Daytona, Florida to Bellingham, Washington in 24 hours!)

2. 25 pit stops and 15,000 (or more) gear shifts
3. 24 or 25 sets of tires per car, for a total cost of \$60,000 for each DP car and \$45,000 for each GT car. Each car is allotted 30 sets of tires for the race
4. 6 or 7 crew members for each GT car and about 12 for each DP car.

The Rolex 24 was driven by 213 drivers from 26 countries. Several hundred million people in 187 countries watched the race on TV (hence the "media event" status with sparsely-filled seats). 19 DP cars and 30 GT cars started the race. Porsche provided 10 factory drivers for the race. But the best news of all is that our favorite marquee essentially dominated the race! Brumos Porsche was first and third in the Daytona Prototype class. GT3 Cup cars dominated the GT class with TRG first and second, and Wright Motorsports in third.

And what a race! After 24 hours of grueling dueling back and forth in the Daytona Prototype class, Brumos Porsche with David Donahue (son of Mark Donahue, who won the Rolex 24 race 30 years ago) at the helm lead the strongest Ganassi car by just four seconds, with Juan Pablo Montoya (driving for Ganassi) diligently pressing Donahue during the last hour of the race. But Montoya just didn't have the car to get and stay ahead. The third place car, another Brumos entry, finished just three seconds behind Montoya. The third place car in turn was dogged by the fourth place car, a Sun Trust Ford-powered Dallara, which finished just six seconds behind third place! Buckler's TRG victory, on the other hand, was dominant. His GT3 Cup Car number 67 lead his car number 66 (another GT3 Cup Car) by seven seconds. Wright Motorsports (car number 33) GT3 Cup Car was third, down three laps.

Would we make this trip again? Heck, yes, but our priority list has a trip to the 24 Hours of Le Mans above a return to the Rolex 24. Anyone care to join us?

More Rolex 24 information is at <http://www.grand-am.com/rolex/schedule/results.cfm> ■

PRESIDENT'S MESSAGE

(Continued from page 5)

who qualify, giving them enhanced mobility and a higher quality of life. The services provided are free to the recipients. The organization is dependent not only on generous donations, but countless hours that volunteers provide.

Michele Davis, Regional Community Relations Officer, and her best friend, Hector, a guide dog retired due to health issues, greeted us. Michele gave us a tour of the campus which is beautiful, serene and immaculate. It includes kennels and the supporting services, dormitories, a visi-

tor center and a network of walking paths. The roughly 150 dogs in training were quiet, not what I expected of a kennel situation, an indication of their level of training. I learned a lot during my visit and one thing that impressed me is that indirectly, other organizations also benefit from this training. If a dog doesn't quite meet the standard for the visually impaired, they are still well qualified to serve in other areas, such as diabetes, search and rescue, etc. Do visit their website for more information. It is worth the time.

I presented the check to Michele, with Hector supervising. I now have a buddy too. We left with a very warm fuzzy feeling, having had the opportunity to contribute, thanks to our ORPCA members.

Jeannie and I stopped in Sandy for lunch. As we dined, it snowed and I considered the option of playing skid pad on the way home. I was reminded that in fact, it was still winter. I knew there was a reason we were running "top up". By the time you read this, I am counting on the thought that 'Spring will have Sprung' and it will be top down weather! ■

CAYMAN S

(Continued from page 11)

quite surprised at how natural it felt. It was not really even a choice. It just started happening. With that said, I think the PDK has a learning curve. That is not a bad thing, and in fact might be fun for the potential technophile Porsche buyer.

I am having trouble reconciling my perceived difference in the handling of the 2009 Cayman S versus my 2000 Boxster S. They wear the same Michelin Pilot Sport II tires. They have the same chassis layout. They feel quite similar driving, but I was able to rail through corners at triple the speed limit without any real indication that I was near the limit of adhesion in the Cayman S; I do not think I could have driven on those same corners with the same confidence at nearly the same speeds in my car. It simply cannot be that a fixed rigid roof makes that much difference. My Boxster S is quite rigid for a drop top. It corners like a demon. With that said, the new Cayman S is quite a bit better. In fact, its handling is a staggering measure better.

The time has come for results, and there is one thing that is completely clear to my gasoline addled mind: I must have a Cayman S. I expected to be blown away by the PDK transmission. I have no militant agenda against automatics, and I expect that with time that I would get used to the PDK and like it quite a lot. Sitting at the sales desk and filling out an order form for a new Cayman, I would not check the box for the PDK. It is clearly the way to go if you commute in your

car. It is clearly the best automatic transmission that Porsche has ever offered, and I think any driver ordering a new Porsche and intending to use it on the track and for spirited driving on public roads is on solid ground buying a PDK equipped Porsche. I just missed the perceived added control of the third pedal and the manual shifter. After my first drive in a PDK equipped Porsche, I can envision a day

when I might perhaps own one, but that day might be quite a few years (and a few cars) off. So the result is that I must have a Cayman S, and for now it must be a manual. If you buy a Cayman S with the PDK transmission and you see me at the track, take me for a ride. I am very curious to know how the best Porsche automatic ever does on the track. ■

GUY'S

INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION
DYEING AND COLOR MATCHING

The Finest
Upholstery
for Your Car

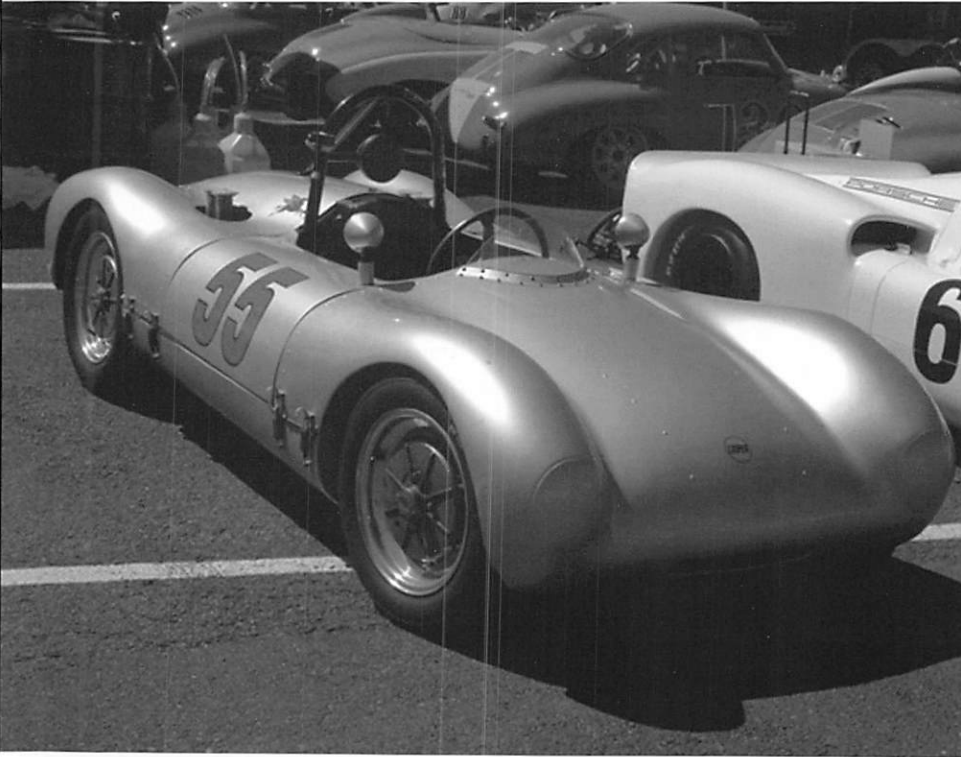
Guy Recordon

Jim Enger

503/224-8657

2016 NE Alberta St.
Portland, OR 97211

A Thousand Words ...



Vintage View: The Porsche powered Cooper race car—"The Pooper". Photo by Ben Maurice Brown

HELP WANTED

Would you like to help your club?

ORPCA Membership is looking for help from a member that has experience with MS Access 2003 & 2007, to help upgrade the club membership program.

If you would like to help out, please contact
Chet & Lyn Martin
membership@oregonpca.org
360-635-5633

Morgan Stanley

WHO'S HELPING YOU PRESERVE YOUR WEALTH?



Your status in life calls for sophisticated estate planning solutions. If wealth preservation has become as important to you as wealth generation, then it's time for Morgan Stanley's personalized trust and estate planning solutions.

Personal trusts are customized estate planning tools used to:

- Control and preserve wealth
- Help reduce tax liabilities
- Plan for asset distribution to heirs/charities

To discover how Morgan Stanley's considerable wealth management experience, along with the trust services and fiduciary experience of Morgan Stanley Trust, N.A. can help you meet your wealth preservation goals, please call 503.221.6265

Morgan Stanley does not render advice on tax and tax accounting matters to clients. This material was not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer under U.S. federal tax laws.

Investments and services are offered through Morgan Stanley & Co., Incorporated, member SIPC.
© 2007 Morgan Stanley.

Murphy North Group

William Murphy & James North

Vice President

Wealth Advisor

1001 SW Fifth Avenue

Portland, OR, 97204

503.221.8650

shalene.e.rhodes@morganstanley.com



A New Oil for a New Generation

AMSOIL 5W-40 Meets or exceeds the following specifications for domestic and foreign gasoline engines:

- API SL, CI-4, CF
- ACEA A3, B3, B4
- BMW LL-01/98
- Daimler Chrysler 229.31, 229.51
- Porsche
- Volvo
- Saab
- Volkswagen 502.00, 505.00, 505.01

Ask for it at ORPCA Fund Raising Partner Service Shops.



DIRECT SALES 1-800-722-1092



OREGON PLATING COMPANY
 436 S.E. 6th Avenue.
 Portland, Oregon 97214
 (503) 232-7416
 Fax (503) 232-3543

Linda Pitts

"Polishing and Plating Since 1908"




LOREN HAMBERG PAINTING, INC.

EXCEPTIONAL FINISHES

Professional Interior & Exterior Painting
 Residential & Commercial

Phone: 503-577-3150 Fax: 360-835-9031
 E-mail: lhamberg@msn.com CCB #165373



**STUTTGART
 AUTOTECH**

PORSCHE - AUDI - BMW - VW

17263 SW Pilkington Road • Lake Oswego, OR 97035
 Ph: 503-635-3098

Personalized Professional Service at a Reasonable Price

stuttgartautotech.com

When Service Counts...



- Engine
- Transmission
- Suspension
- Tune-Up
- Oil Change
- Maintenance

ESTIMATES GLADLY!

Factory-Trained Technicians
 Specializing in Porsche, Audi,
 BMW and Mercedes-Benz
 Since 1974



**Bosch
 Authorized
 Service**

As your Bosch Authorized Service Specialist we are equipped with the latest test equipment. Our trained technicians are specialists in testing, diagnosing and servicing

ALL EUROPEAN CARS.

SPECIALISTS IN SERVICING THESE BOSCH SYSTEMS:

- Gasoline Fuel Injection
- Diesel Fuel Injection
- Electronic Systems
- Anti-lock Brake Systems
- Hybrid Ignition
- Accessories

643-2656

Wayne Ditsworth, Owner/Operator

**12930 NW CORNELL RD
 PORTLAND, OR 97229**
 (Old Cedar Mills Fire Station)

ANZEIGER SEEKS SUBMISSIONS

If you attend an event, write about it.

If you are packing your stuff for an event, pack your camera and send us some pictures.

Submissions can be emailed to speedyellowster@gmail.com.

Thanks—Brad Larson, Editor-in-Chief

Trackside Motorsports

A Division of A-n-T TIRE AND WHEEL



DRAG • ROAD
AUTOCROSS
RALLY

8131 N. Interstate Ave., Portland, OR • 503-236-2106

Your Race Tire
Headquarters

TIRES
ALIGNMENT
SUSPENSION

race - street
work - tow



B&R Sign and Design

- ~Car Graphics
- ~Replica Graphics
- ~Magnetics
- ~Real Estate Signs
- ~Website Design
- ~Banners
- ~Business Cards
- ~Logo Design
- ~Ask About Anything

971-255-2970

BandR.com.com



I'll understand if you look at the garage first!



REALTY SOLUTIONS, LLC

Gabby Tyer, CRS, GRI

Principal Broker

8142 SW Beaverton Hillsdale Hwy • Portland

(503) 292-4336 office

(503) 702-0393 cell

(503) 292-0991 fax

(800) 903-0770 toll free

<http://www.allaboutportland.com>

E-mail: gabby@allaboutportland.com



Alloy Wheels

- Polishing & Painting
- Minor Repair
- Hand-painted center caps
- Precise mounting & balancing with your tires shipped in from anywhere.

Family-owned & operated
62 years combined experience

503.641.8001

Skip's
WheelWerks

We Would Like To Buy Your Gently-Used Porsche 911.

(Top Prices Paid for Nice Clean Cars.)



MONTE SHELTON
JAGUAR

Purveyors of quality classic and collectible automobiles.

1638 W. Burnside P.O. Box 5545 Portland, OR 97228
503-224-3232 Fax 503-224-4310 monteshelton.com



ORPCA member discount!

**503.285.4449 • www.prodrive.net
Portland International Raceway**

Resource Directory

Auto Upholstery

Guy's Interiors503.224.8657

Collector Cars

Monte Shelton Motors503.224.3232

Dental Care

Synergy Dental Center503.928.3966

Driver Education

Pro Drive Driving School . . .503.285.4449

Financial Advisor

Morgan Stanley503.221.8650

Graphics

B&R Sign and Design971.255.2970

Metal Plating

Oregon Plating503.232.7416

Painting

Loren Hamberg503.577.3150

Paint Protection

ClearBra503.439.9031

Porsche Parts

Parts Heaven800.767.7250

Porsche Service & Repair

Canyon Auto Rebody877.489.2520

Collision Rebuilders503.226.6311

Heckmann Thiemann503.233.4809

Leif's Auto Collision Centers 503.620.5343

Marque Motors503.293.5386

Matrix Integrated503.443.1141

Motorsports International . . .503.643.2656

Stuttgart Autotech503.635.3098

Sunset Imports503.641.8600

Porsche Sales & Service

Carrera Motors503.382.1711

Real Estate Agents

Gabby Tyer503.292.4336

Synthetic Lubricants

Greenwood Marketing800.722.1092

Tires & Wheels

A-n-T Tire & Wheel503.236.2106

Wheel Polishing & Repair

Skip's WheelWerks503.641.8001

**All the parts
you need.
At prices you
can afford.**

- New, used & rebuilt Porsche parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

800.767.7250

Tel 510.782.0354 Fax 510.782.0358
www.partsheaven.com



**YOU'VE EARNED IT!
YOU DESERVE IT!
PROTECT IT INVISIBLY!**

**The Best Protection
YOU'LL NEVER SEE!**

VentureShield®
Paint Protection System

**The Ultimate Paint Protection!
For Your Ultimate Ride!**

- Lifetime Warranty
- Optically Clear
- Twice The Strength Of
The Leading Competitor

What is VentureShield?

VentureShield is the toughest chip protection urethane film on the market. Combining excellent elastic properties and optical clarity.

Will it diminish the appearance of my car?

VentureShield will protect your car for years, and remain virtually invisible.

Can VentureShield be washed and waxed?

Yes, you may wash and wax your vehicle as if VentureShield were not present.



Installation Available Near You
WestSide • Central • NE • SE • Salem
Phone (503) 439-9031
Toll Free in Oregon (888) 439-9031
www.clearbraoregon.com

Collision Rebuilders, Inc.

QUALITY AUTOBODY REPAIRS SINCE 1943

Velocity Measuring Equipment

Glasurit Factory Finish for
all European Cars

Quality Documentation

Body ♦ Frame ♦ Paint



503.226.6311

2077 NW Marshall • Portland, OR 97209

www.collisionrebuilders.net

Robert Edgar
Owner



"Excellence in Service!"

ASE Certified!



Award Winning!

"Trusted!"

356 / 912 / 912e / 911 / 911se / Carrera
Porsche Specialists!



Ed Thiemann

"Our reputation is built
on trust and exceptional
service."

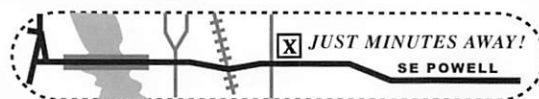
Thank you for being
Portland's best
customers."



Heckmann Thiemann Motors

2327 SE Powell Blvd. Portland OR

503-233-4809



Marketplace

■ CARS FOR SALE

911 and 912

1968 911 Coupe. vintage legal, 2.0 liter race motor with 5 race hours. Engine built by Paul Bernardo in 2003; freshened up in 2005 by Emory's mechanic, Rob. Passed SCCA tech in 2007 at P.I.R. Gulf colors, blue and orange. Turn key race car. \$42,000 obo. Bob Warren, 360-687-8638, oitsubandw@msn.com

1993 Porsche Targa Top, 82K miles, Red w/Black Interior, Always garaged, all mechanical info. avail. Pristine condition, a real collectors car, last year they made the Targa Top. John Shmilenko 503.702.9807

1996 Porsche 993 Turbo, 19k miles. Ocean blue/tan. No paint work or door dings. New Pirelli tires, B&B exhaust, Bilstein PSS9 suspension. Fully optioned car. Car also has factory CD Changer and digital sound. Recent work to car includes 4 wheel alignment, new front rotors, new struts on front bonnet and rear decklid, lower valve cover gaskets. Recent leakdown test and PPI shows car needs nothing mechanically. May consider the following trades towards car: 94 Porsche 911 Speedster or 94 Porsche 911 Turbo. Trade considerations will require pristine, low mileage examples. \$72,900. 503-723-6146

1999 996 Carrera Cabriolet. Guards red, black leather, 6-spd, 59k miles, 18" turbo twist wheels with colored crests. Hardtop included with rack & cover, wind deflector, Porsche car cover. Canvas top one year old. Immaculate car complete with all maintenance records cataloged from the day it was delivered brand new! \$32,900 James Hoff (503)789-0427 or jameshoff@comcast.net

914

1971 Porsche 914. Completely rebuilt side shifter transmission, new Koni Sport adjustable shocks, new 140 lb springs, new sport caliper package, new rotors, turbo tie rods, 150 mph speedometer, new GT sport drivers set, custom 4 spoke Le Mans wheel package, relocated battery and fuel pump. Many extras and spare parts included. Under 100,000 miles. Maintained by Motor Sports International and Marque Motors of Portland. Third owner. All records. PCA member. Asking \$8500 Contact: Richard Averitt at 36-737-9500 taverittster@gmail.com. Located in Vancouver, WA

924 and 928

928 S4. 1988, Black with Black and Tan interior. 109,000 miles, New engine, transmission, air cond. less than 10,000 miles. \$20,000 of upgrades. Rainbonnet concours winner. Exceptional car, locally owned and maintained by Motorsports Int'l. Perfect car for the 928 enthusiast. \$16,500.00. Call Chip at 503-522-2444 or email at cccschip@aol.com I have pictures I can send!

1981, 928, 5-speed. tires and shocks have 5K miles, brakes at 90%, new battery, 8K miles on new engine and clutch, needs torque tube (\$2,200 estimate); interior, body and AC in good condition, needs paint, maybe not for collectors, lots of fun, 79K miles, \$7500.00 obo, Andrew (503)281-1988.

1987 924s sunroof coupe. new clutch, P.P., T.O.B. \$1500, starter \$250. Repainted orig. black, phone dial wheels, timing belt and water pump at 93,317. Drove from Orange, CA on 1/6-7/08 and averaged 30 MPG on regular. Seldom driven in last 10 years. 97,344. \$4295 obo. Bob Warren, 360-687-8638, oit-subandw@msn.com.

944 and 968

1987 944 coupe, silver. Excl. cond. No accidents, impeccably maintained, never raced or abused, always garaged. Stock condition. Removable roof, 5 speed, black leather seats. All records since 65,000 miles. New rod bearings, brakes and numerous other bits & pieces. Strong motor & running gear. 208,500 miles on odo. Cruise control and trip odo no longer function, usual cracks in dash. Minor rock chips and dings. Located 10 miles north of Battle Ground, WA. \$5,000. Pat Snyder (360) 263-4047 psnyder@tds.net

■ PARTS FOR SALE

1996-1997 Porsche 993 Turbo Mufflers - Bischoff. two sets. Includes tips. \$300 per set. 503-723-6146

Sport Classic II wheels. Original Porsche/BBS. 18" wheels, 8's and 10's. Set of 4 w/toyo proxes RA1 tires. Wheels are in perfect condition. Tires in good condition at 65 - 70% tread. Wheels are two piece and fit 95-98 993 cars without spacers. Will fit wide body cars, ie C4S, C2S & Turbo's with 1" spacers in the rear. Offsets of front wheels are ET52, rears are ET65. Front tire size = 225/40/ZR18, rears = 275/35/ZR18. Rim lips and bolts professionally polished. Center caps not included. \$2500. 503-723-6146

One new Michelin Pilot Sport PS2 N2 tire 235/40ZR18 (Tire Rack \$256) - \$185. Strosek Design mirrors for Porsche 996 and 986 (Boxster), electrically adjustable (using the Porsche parts) and heated, currently painted Grey Metallic and in as new condition. Includes all of the originally supplied mounting hardware and glass - \$650. N.O.S. 1987-89 911 center rear reflector, #911.633.123.02 - \$250. Gary Engel, gren-gel@comcast.net, 503.705.5355.

Factory exhaust from a 2000 carrera. only 40k miles through them. no dents, scratches. bolts right on. \$300.00 obo. call (503)320-8930



■ WANTED

1994 Speedster. Prefer low miles, no paint work, no tips. 993 factory sport seats in excellent condition. Cash buyer, Dave Mc Cart, (503) 723-6146 dave.mccart@alliedsystems.com.

Wanted to trade: Cayman S for my 2000 Boxster S plus my money. Contact Brad Larson at speedyellowster@gmail.com, or at (503) 222-7792.

■ MISCELLANEOUS

Porsche winter storage - secure, climate controlled storage space available for your Porsche in my home garage. Three spaces available at \$110 per month each. Located near Bald Peak between Beaverton and Hillsboro. Jeff 503.628.0629.

4 Tires for Autid RS4. Dunlop SP Wintersport Snow Tires. Size: 255-35-19 ... New they cost \$250, I'm selling all four ... like new .. \$400. They have been hardly used, an extra set when I bought the car. Stuart Sandor, 503.603.3333.

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.

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.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue.

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.

**AUDI
PORSCHE
MERCEDES
VOLKSWAGEN**

**MORE THAN YOUR TYPICAL
GERMAN AUTO REPAIR SHOP
WE INVITE YOU TO SEE WHY**

Matrix Integrated
4000 SW Macadam Ave
Portland, OR 97239
www.matrixintegrated.cc

info@matrixintegrated.cc
503.443.1141 Phone
503.443.1142 Fax
888.249.0013

MAINTENANCE | REPAIR | PERFORMANCE



**MATRIX
INTEGRATED**

TUNED TO THE GERMAN AUTOMOTIVE SOUL

Serving the Pacific Northwest since 1989



Factory Certified Collision Equipment

Celette Dedicated Fixture straightening system. We have factory exact fixtures for most Porsche, Ferrari, BMW & Mercedes models new & old. Few Oregon shops have a Celette or Carbench. Ours have been in use since 1997, most of the others are new. Experience? You do the math.

C&R AUTOBODY
CanyonAutoRebody.com

“Concours or racecourse, of course!”

**High-End European Collision Repairs
Vintage Racecar Restoration
Suspension Geometry Upgrades**

Factory Certified Paint

Glasurit Refinishing System. The exclusive only paint specified by Porsche, it's the paint that is on new Porsches and has been for years. Why accept anything else?

Factory Certified Wheel Alignment

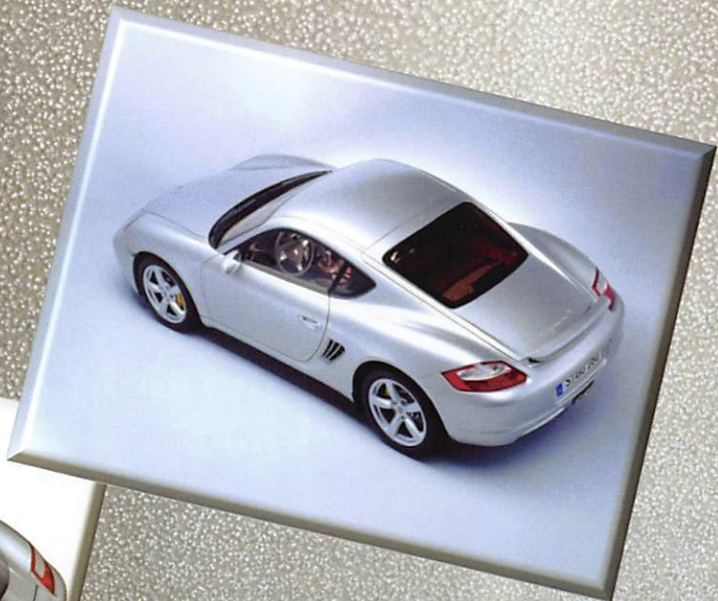
Beissbarth Germany's finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth's accuracy.



21916 Ferry Rd. S., PO Box 307, Mehama, OR 97384

1.877.489.2520

**This is how most
people see a Porsche**



**This is how we
see a Porsche**

Porsche Audi BMW Volkswagen Specialists

At Marque Motors, we don't just specialize in Porsches, we live them; we understand them.

In our opinion, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information, and more at www.marquemotors.com

- Factory-scheduled maintenance
- Performance modifications
- Pre-purchase inspections
- Large parts inventory
- Over-the-counter sales
- Brakes and oil change
- Four wheel alignment
- Corner weighting
- Electrical repair
- Fuel injection

MARQUE MOTORS

\$20.00 off

your next service



Expires: December 2009. One coupon per visit.
Coupon must be presented at time of purchase.



MARQUE MOTORS
503-293-5386

7310 SW MACADAM AVE PORTLAND OR 97219

Call for an appointment or just drop by
ORPCA Fund-Raising Partner Service Shop

**A Porsche for all the right seasons.
A quartet for all the right reasons.**



Four seasons. Four freedoms. Four corners of the earth.
Cayenne, Carrera, and the new Generation II Cayman and Boxster.
Your choice. Your life. Live it. Porsche. There is no substitute.



4030 SW 139th Way
Beaverton, OR 97005
503.641.8600
www.sunsetporsche.com
Mon. - Fri. 8:30am - 7pm
Sat. 9am - 5pm
Sun. 12pm - 5pm



PORSCHE