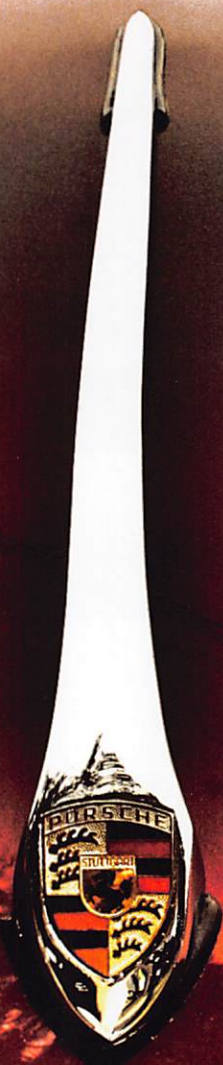




AZZURIO

August 2009



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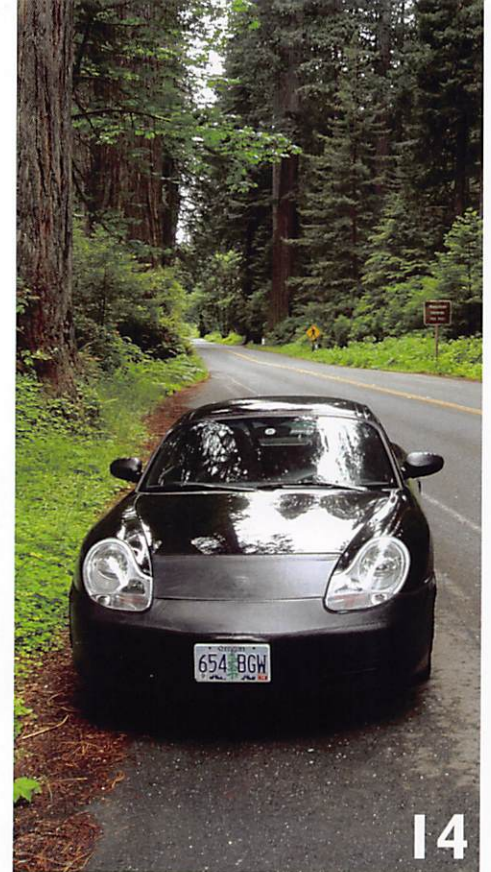
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Anzeiger

Volume 49 No. 7
August 2009



FEATURES

- 9 July 5 Autocross Results
- 11 May 9 Arrive & Drive / June 13 Arrive & Drive
- 13 Driving the Nevada Open Road Challenge
- 14 Northwest Passage: The Sleeping Giants Tour
- 16 Holidays and Autocross
- 20 A Thousand Words: Parade Keystone 2009

COLUMNS

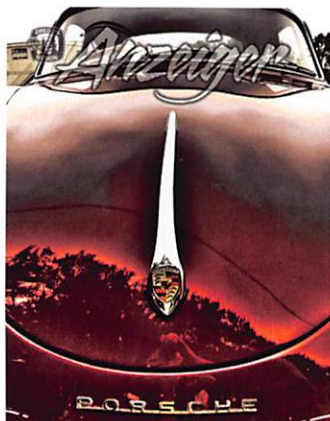
- 4 Editor's Note
- 5 From the President
- 7 Still Plays with Cars

DEPARTMENTS

- 6 Events Calendar
- 24 New Members / Anniversaries
- 27 Resource Directory
- 29 Marketplace

COMING EVENTS

- 8 Mills Day Tour
- 8 Biggest AX Ever! Packwood, WA
- 10 August Social and Dinner
- 10 Matrix Integrated Tech Session
- 12 September Social and Dinner
- 12 Planning Meeting



ON THE COVER

Taken at the Historics Race in July.
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.
2. One who informs.

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EDITOR'S NOTE Brad Larson

Past ORPCA President John Draneas writes for Sports Car Market (which is published by ORPCA member Keith Martin), and his column entitled Legal Files is always an interesting read. This month, he wrote about track day insurance, which answered questions that had been on my mind for a while regarding personal liability on the track.

As a brief background, many standard car insurance policies covered High Performance Driver's Education up until a few years ago. Mr. Draneas pointed out that all of the auto insurers have moved away from covering any incident on a racing surface. The void created is starting to be filled by specialty track day insurers. In his article, he covered three of these insurers, and stated that one of them offers coverage for a whole year of events, covering both property damage to one's own car as well as liability to others.

In the past, a "street policy" would have covered HPDE participants for track accidents as well as street accidents, to the new HPDE insurance policies are offered on a per event basis. This switch has effectively eliminated coverage for claims against you for what you do on the track.

I am betting that most of you do not carefully read the required releases to participate in track events. Your signature on the release is an agreement that you will not sue ORPCA, the facility, your instructor, the volunteer corner workers, the concessionaire ... (Well, maybe you can sue for three days of retching caused by bad mayo on your track burger, but you get the idea). This release also gives you some assurance that your co-participants will not sue you. You are covered for your property loss via a HPDE property policy when you experience trailing throttle oversteer into the wall. If you assume you are covered against claims from others because we all signed releases to be at the event, you are probably "Sadly Misshapen," as my old business partner used to say.

HPDE liability insurance offers you coverage for claims not covered by the release that the other person signed as a prerequisite to get on the track. My first track day instructor told me: "Do not track any car that you cannot walk away from if you wad it up." This makes the argument for a dedicated track car. *(Continued on page 20)*

**FROM
THE
PRESIDENT**
Kathleen Ellis

Your Help is Needed Planning Events

According to the calendar, it is officially Summer as I write this message. Although our weather has not heated up appreciably, our driving options have. Many thanks go out to our hard working volunteers for presenting us with a varied menu of driving and social events from which to choose.

From the reports I heard, the May HPDEs were well run and enjoyed by all. The comments I received indicated the second weekend event at Oregon Raceway Park in June was a resounding success! I am always impressed by what creative genius coupled with a real team effort can accomplish. Congratulations to Don Clinkinbeard, his exceptional team, and the other contributors who made this happen. By the time you read this, there will only be a couple of opportunities left to experience an HPDE driving event; these will be held at PIR. I encourage you to participate, or at least come out and watch.

June also offered a different sort of driving event. Our traditional multi-day tour (the 'Mille', now known as The Northwest Passage) gave participants the opportunity to drive roads in Northern California as well as Oregon, thru the Redwoods and along stunning beaches. The route totaled over 750 miles in three drive days with time to enjoy friends and fine dining as well.

The Rose Cup Races in June were a lot of fun! The Porsche Corral area was a great place to visit with other members after they parked their cars. Watching the activity in the pits was fascinating and the races themselves were amazing. One of the Rose Cup Race features is the Porsche Cup Race. I watched it from the Festival curves and it was exciting. If you missed this race, you really missed something! Definitely put this on your calendar for next year.

I missed the Autocross event in June due to some confusion over the date, so I have no report to offer. We were entered in the 2009 Columbia Gorge MGA Club Classic Rally & Tour put on by the Columbia Gorge MGA Club, which was scheduled on the same weekend. It was a great event limited to 1982 and older sports cars, and what a blast it was to drive! There were 12 TSD legs with transits in between and we stayed on course! This route was about 200 miles long with a lunch break, arriving at Fort Columbia on the Washington side of Astoria's Megler Bridge around 4:00 P.M. The scenery on the Washington side of the



IF YOU HAVE AN IDEA FOR AN EVENT OR WOULD LIKE TO GET INVOLVED WITH THE PRODUCTION OF AN EVENT, LET SOMEONE ON THE BOARD OF DIRECTORS KNOW OR COME TO THE PLANNING MEETING AND PRESENT YOUR IDEA. IT IS YOUR CLUB AND YOUR INPUT AND PARTICIPATION IS IMPORTANT!

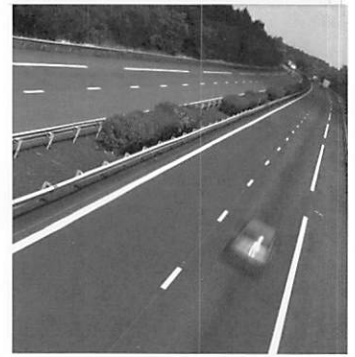
Columbia was beautiful and the roads were not busy at all. It was great to get the 1979 911SC out and exercise him. The Arrive and Drives have been well attended and offered some great driving and socializing with friends and new members. This year, we have six of these on the calendar. Hopefully, we will be able to offer the same number next year; however, we are short of Tourmeisters for this popular event. Volunteers are needed to make this event happen. If you have a route in mind or would like to join the rank of Tourmeister, please let us know.

July has four different driving events, which will have passed by the time you receive this issue. However, August, September and October still offer a multitude of choices as to driving events. There are only three months left out of the eight months we had when the driv-

ing season started. Additionally, we still have a number of social events on the calendar. Don't miss an opportunity. September is our planning month for 2010. If you have an idea for an event or would like to get involved with the production of an event, let someone on the Board of Directors know or come to the Planning Meeting and present your idea. It is your club and your input and participation is important!

All for Now.
Kathleen ■

Oregon Region Events



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
- 22 Matrix Integrated Tech Session

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.

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
- 11 Autocross
- 13 Board Meeting
- 17 Burrito Run
- 21 Monthly Club Dinner and Social
- 25 HPDE PIR

November, 2009

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

December, 2009

- 6 Holiday Party
- 8 Board Meeting

Please take a look at the orpca.org web site for detailed information on upcoming events.

EVENT CHAIRPEOPLE:

Please get your event ads to speedyellowster@gmail.com at least two months prior to the event date.

CORRECTION

July's *Anzeiger* article, "Fruit Loop with a Twist" was written by Doug Twitchell, and the photos were by Bob Ellis.

We credited Bob with both story and photos in the July issue.

We regret the error. Thanks to Doug and Bob for a great article!

**STILL
PLAYS
WITH CARS**
Peter Linsky



Own Your Own Porsche Dealership by Autumn

All Oregon Region members, as well as all other motorists with vehicles registered in Oregon, can expect to see their bi-annual registration fees take a sizeable jump in the next couple of years. To be fair though, Oregon's flat rate registration fees are probably lower than they should be. This thought popped into mind with another reminder that because our fees are so low, more than a few residents of other states have made a habit of registering their cars here rather than where they really live. California and Washington, for example, base their registration fees, excise and sales taxes on the value of the vehicle, and that can be a sizeable hit when it's new-plate time. Apparently, you can add Minnesota to that list. In early June, Sports Car Market's website carried a story about a rare 1995 McLaren F1 coupe that sustained major fire damage to its engine compartment while being driven down a street in Santa Rosa, California. The carbon-fiber car, valued at more than two million dollars, was

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 1/64 - Norev Mini-Jet [NORG45105A1]

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Price: E69,95 (E58,78 ex. TAX)
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Car brand: Porsche (Click for more Porsche)
Description: Porsche Design dealership
 Porsche Design Dealership. Made of plastic and comes with cars pictured:
 Porsche Cayenne Black;
 Porsche 997 (911) red;
 Porsche Boxster yellow

IT'S A BIT PRICEY, AT ABOUT 60 EUROS PLUS SHIPPING, BUT YOU COULD THEN SAY THAT YOU OWNED YOUR VERY OWN PORSCHE STORE.

well-insured, and the owner will probably have it rebuilt, if that's possible. The most interesting part of the story is that the local newspaper reported that the car was registered in Oregon, but the owner claimed a Minnesota home address. The state of Washington has been very aggressive in tracking down and penalizing residents who have tried to register their cars, trucks, and motor homes in Oregon. I don't know what cash-desperate California's stance has been, but I suspect that Minnesota authorities may eventually

have some questions for the owner of the McLaren, and possibly a large bill for back taxes and registration fees.

The new Panamera four-door super sedan hasn't even hit US showrooms yet, and already there's talk in Europe of a new, shorter, two-door version of the front-engined V8 chassis that could be a modern incarnation of the old 928. Wouldn't that be interesting?

Here's an item that might appeal to many of us who like to collect small-

scale automobiles, especially Porsches. A European company called Norev Mini-Jet has produced an exquisite 1/87 scale (that's REALLY small scale) diorama of a modern Porsche dealership, complete with a new small Cayenne in the showroom, a service department, and two more small Porsches parked at the small gas pumps. 1/87 scale makes the cars about an inch long. At this writing, it's only available through a Dutch toy car business whose website is called, appropriately, www.tiny-toycars.com. It's a bit pricey, at about 60 Euros plus shipping, but you could then say that you owned your very own Porsche store. Place your order now ... the item number is NORG 45105A1.

Until next month, drive safely! ■



Photo by Ryan Wilcox

Mills Day Tour

Saturday, August 8

We will be driving some of our favorite roads with you on this tour. It is planned as a full day of driving, but there's an option to drop off easily along the way for a typical arrive and drive, and a nice lunch stop for stretching those legs and refueling the stomach as well as the car. It will be a combination of leisurely, beautiful driving roads and tight, curvy sports car roads. Expect to see mountains and valleys, rivers, lakes, small towns and farms. We expect to not disappoint anyone, including the passengers.

Departing from: Weathervane Coffee House, 13001 Clackamas River Dr. Suite 110, Oregon City at 9:00 a.m. This is a great little coffee house, lots of parking, but really not set up for breakfast. We recommend eating breakfast before arriving. If you wish to eat breakfast here, be aware there is very limited seating and breakfast choices.



Biggest AX Ever! Packwood, WA

August 7-9

Join us in beautiful Packwood, WA for a great weekend of PCA Autocross. We will be at the Hampton Mills drying yard, a huge piece of smooth asphalt like most have not experienced before.

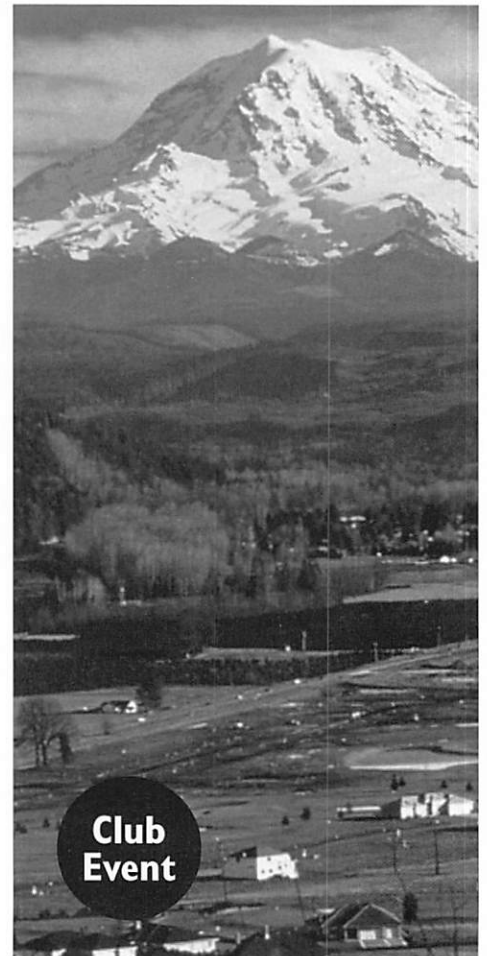
Bring your Porsche and play on one of the premier autocross sites on the West Coast where the SCCA National autocross competition is held every year. For non-racing spouses/guests (do they know what they are missing?), Packwood is located at the base of Mt. Ranier with miles of beautiful hiking trails and lovely scenery.

Friday: Evolution Autocross School. Learn and refine the essential skills of autocross taught by the fastest drivers in the country. Register at www.evoschool.com.

Saturday: Sponsored by the Seattle Region (PNW/PCA). The first day of autocross competition will be a PNW points event. In addition, the 914 Shootout will have their first day of competition. We are planning a catered lunch and dinner party Saturday evening. Register at www.pnwr.org/Track/autocross/registration.asp.

Sunday: Sponsored by ORPCA, ORPCA points awarded. The second day of the 914 Shootout. Catered lunch. 914 Shootout awards after last competition run. Register at www.motorsportreg.com.

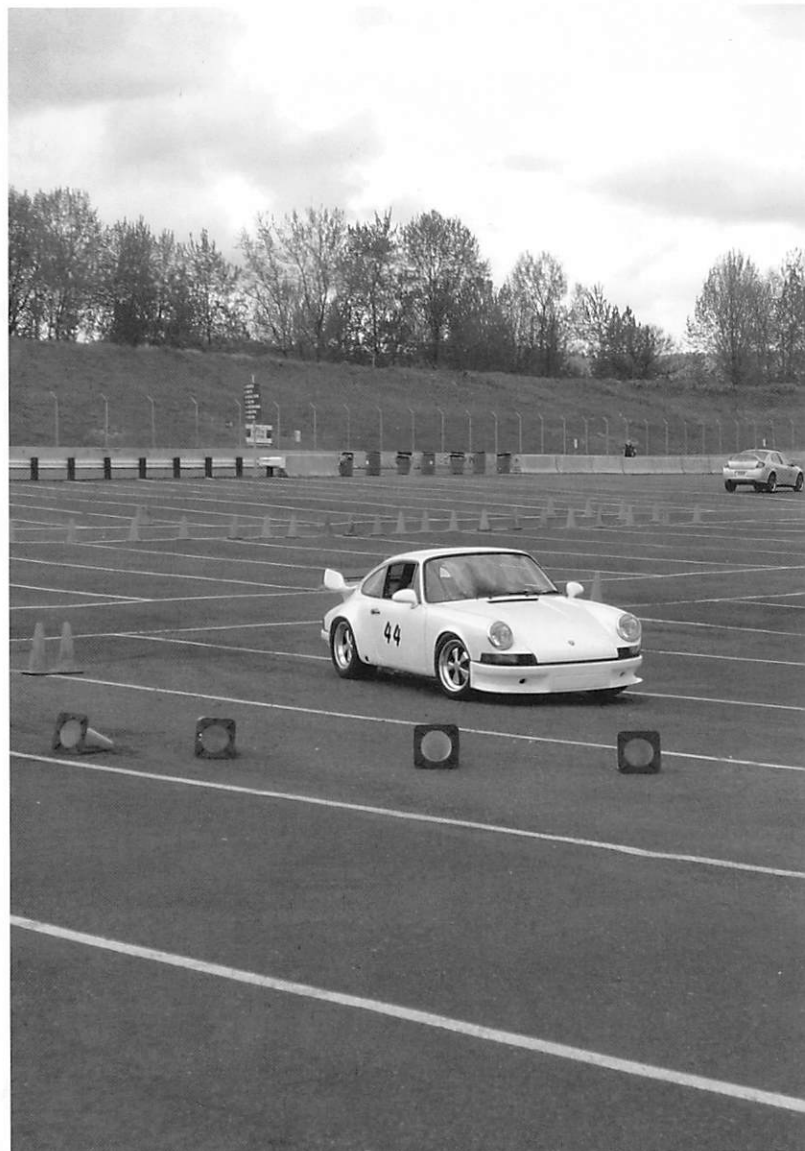
Accommodations can be secured at www.destinationpackwood.com. There are a variety of choices from houses to hotels. We are inquiring about camping at the autocross site as well.



ORPCA autocross results

Portland International Raceway, July 5

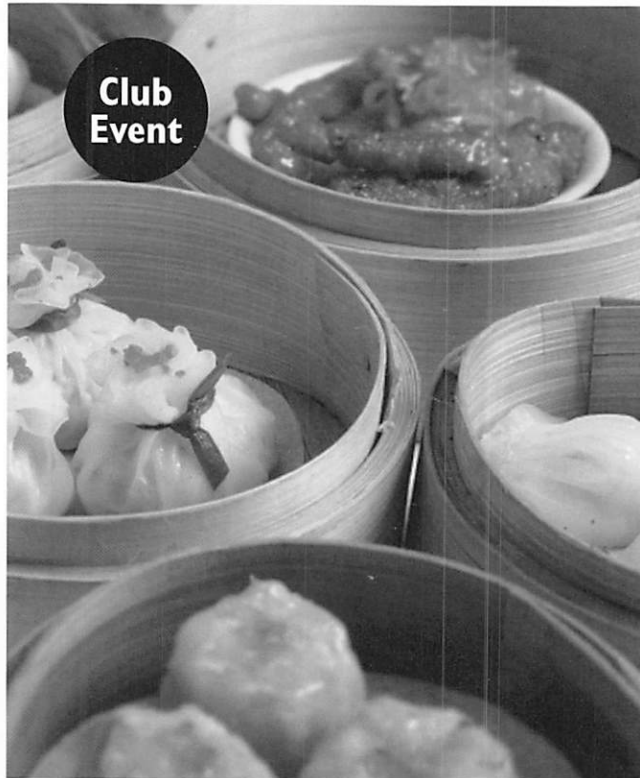
Pos.	Class	Driver	Vehicle	Time
1	M1	Britain Smith	1974 Porsche 914-6	42.685
2	NP	Josh McCall	1987 Mazda RX7	43.763
3	NP	Jim Pileggi	1995 Mazda Miata	43.794
4	NP	Steve Barnes	2001 Chev. Corvette	43.852
5	M1	Gary Chapman	1970 Porsche 914-6	43.890
6	NP	Jared Still	1993 Mazda RX-7	44.538
7	NP	Brian Clemons	2006 Mazada MX-5	44.776
8	P5	Jeff Gretz	2001 Porsche Boxster S	45.119
9	P4	Barry Cogut	2008 Porsche GT3	45.208
10	M1	JP Stein	1974 Porsche 914-6	45.266
11	NP	James Shepherd	2002 Toyota MR2	45.878
12	NP	Richard Lockwood	1989 Mazda RX7	45.953
13	M1	Bill Thorp	1986 Porsche 944T	46.465
14	P3	Eric Freedle	1986 Porsche 911	46.476
15	M1	Kathy Smalley	1986 Porsche 944T	46.523
16	NP	Gregor Mitchell	1990 Mazda Miata	46.693
17	NP	Bryan Brock	2002 BMW M3	46.735
18	P3	Alan Wizeman	1984 Porsche 911	46.803
19	M1	Pamela Chapman	1970 Porsche 914-6	46.813
20	NP	Don Clinkinbeard	2007 Lotus Elise	46.970
21	NP	John Gonzalez	2005 Dodge SRT4	47.437
22	NP	Mike O'Conner	1993 Mazda Miata	47.529
23	P5	Jeannie Gretz	2001 Porsche Boxster S	47.903
24	S1	Chris Sherland	2001 Porsche Boxster S	47.998
25	S1	Gordon Empey	2006 Porsche Cayman S	48.012
26	I1	Jim Ayers	1976 Porsche 911S	48.179
27	S2	Pete Sherland	2007 Porsche 997 C4 S	48.340
28	M1	Dick Thomas	1970 Porsche 911T	48.563
29	S2	Donald Peterson	2006 Porsche C4S Cab	48.791
30	NP	Kathy Averitt	1992 Honda CRX	48.886
31	NP	Eric Keane	1990 Nissan 300Z	49.975
32	NP	Michael Pinto	1983 Mazda RX-7	50.177
33	NP	Veronica Brock	1999 BMW Z3 Coupe	50.249
34	NP	Aaron Bucci	1984 Nissan 300ZX	50.531
35	NP	Bryan Tisa	2008 Subaru WRX	50.744
36	NP	Stepan Ryabinin	1974 Datsun 240z	50.813
37	NP	Mary Chase	1993 Mazda Miata	51.236
38	NP	Tom Beutz	1990 Mazda Miata	51.253
39	I1	Richard Averitt	1984 Carrera Coupe	51.545
40	P2	Dave Sprinkle	1974 Porsche 914	52.467
41	NP	Cody MacMillen	??	52.992
42	NP	Jorge Lara	2003 Honda S2000	53.114
43	NP	Anthony Paci	1983 Mazda RX7	53.219
44	P3	Harry Danberg	1973 Porsche 911T	53.976
45	NP	Zachary Bloomfield	1979 Toyota Corrolla	54.897
46	S2	Steve Getsiv	1973 Porsche 914/4	56.624
47	NP	Richard Brown	1988 Mazda RX-7	57.679



Photos from April 2008 Autocross by Bob Ellis

August Social and Dinner

Wednesday, August 19, 6:00 pm



Szechuan Kitchen

15450 Boones Ferry Rd
Lake Oswego, OR 97035
503.699.5056

Come in out of the heat and hide with us at the delightful Szechuan Kitchen where we will be bellying up to the full bar and ordering off a full menu of delicious, inexpensive Chinese delicacies. Check it out for yourself at www.szechuankitchen.com!

DEADLINE:	August 17, 2009
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson laura@larsonlawoffices.com



Matrix Integrated Tech Session

Saturday, August 22

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 August 22!

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

**Club
Event**

May 9 Arrive and Drive

by Brent Palmer

I had a very busy, packed weekend, and wasn't really sure that I would have time to hit May's Arrive and Drive. However, I bought some stock 1970's leather sport seats from another PCA member and installed them earlier in the week, and I really wanted to drive the car with them installed. I wasn't completely sure if I wanted to keep them, as I've been sitting in the original seats for over 30 years, and these just seemed "different." Also, the weather was going to be PERFECT and I managed to find enough time Friday night to get the car washed and fueled up, so I was almost 100% committed to going.

I am so glad I was able to wake up on time, because it was AWESOME!

I arrived at Millers Restaurant shortly before 9:00, and the proceedings were already beginning; I guess nobody wanted to waste the beautiful day. I signed the waiver, Eric gave his "I don't want to fill out any accident reports" speech, and we were on our way.

A quick drive through old Lake Grove and through the town of Willamette and West Linn, and we were on our way out onto Clackamas River Drive. It was a great road but on that day, it seemed like every Oregonian who owned a bicycle was riding it there, so the pace was cautious. We followed Clackamas River Drive to the Highway 224 one lane bridge and made our first stop at the Carver Park Boat Launch, a great little park on the Clackamas River.

About 30 minutes later, the engines fired up and we were off on our way towards Estacada, on another perfect set of Porsche roads. We went through Eagle Creek, the town of Sandy, and down a road named "Ten Eyck" which featured some very steep downhill twisties; this was the kind of road that gave 911s their reputation for "lift throttle oversteer" (because of all the weight transferred to the front, and the huge pendulum in the rear of the car swinging it around). Next came the Bull Run Road (more downhill twisties—

yeah!), and we eventually made it to the Sandy River. The scenery was fantastic—all kinds of mom and pop restaurants, pullouts to view the scenery, and the river, which ran along the entire route.

We finished up at Lewis and Clark State Park in Troutdale, which was another neat little place to stand around, talk, and admire the cars. I think about half of the group ended up going to McMenamins Power Station Pub for lunch where, once again, a section was set up for the Porsche Club.

For anybody interested, this is a great way to spend a Saturday morning. It's long enough where you actually felt like you did something, but short enough that it seems like you still have an entire weekend ahead of you. I highly recommend coming out and spending some time with us!

Oh, I'm keeping the seats. With all of the twists and turns on the roads Eric chooses, I don't know how I lived without them for so long. ■

June 13 Arrive and Drive

by Brent Palmer

I know I have written about some wonderful "Porsche Roads" in the past two Arrive and Drive articles, but the route that Eric came up with for June's drive takes the cake as having the best roads yet. By far.

Turnout at Miller's Restaurant was a bit lower this time with 26 or 27 cars, as the weather report almost guaranteed rain. It did rain enough to turn on the wipers a few times, but not enough to even get the roads wet. For those that didn't make it due to the threat of rain, don't be afraid next time – you may miss out on two amazing rain-threatened drives.

We had quite a few Arrive and Drive "virgins," so Eric spent a little extra time explaining how it worked; i.e. always drive 10mph "under" the speed limit, no more than 2500 rpm's, etc. Okay; maybe those weren't his topics, but he did explain that

we wanted to have a nice safe drive on some great roads.

From the restaurant, we went down Childs Road and then to Stafford Road on our way to Sherwood on some pretty nice back roads, before stopping at the YMCA for our first pit stop. Although it was pretty busy there, we were fortunate enough to have our own special place to park.

We headed across 99E onto Krueger Road on our way to Bald Peak State Park. This route is where it begins to get fun. I mean really fun. There were great views, and some of the finest 10mph, 20mph, and 30mph switchbacks you will find. We went through the woods mostly in 2nd gear, although you certainly could have used 1st gear on some of them if you wanted. I wish I had the vocabulary to be able to write down how nice this leg of the

drive was! We should really close it off and have a race on it.

After an extended stop while everyone caught their breath, we headed out towards McMinnville on several very scenic roads through Washington County. It started out on some more twisty roads and then straightened out a bit, so we could take in some of the neat farms and such. The last stop was at the McMenamins Oregon Hotel for a rooftop lunch.

Folks—this is one of the best ways to spend a Saturday morning. If you can spare a couple hours, I guarantee you won't be disappointed.

REMINDER: Starting in July the Arrive and Drive will be starting from the North Portland location near Portland International Raceway. ■

September Social and Dinner

Wednesday, September 16, 6:00 pm

Skyline Tavern

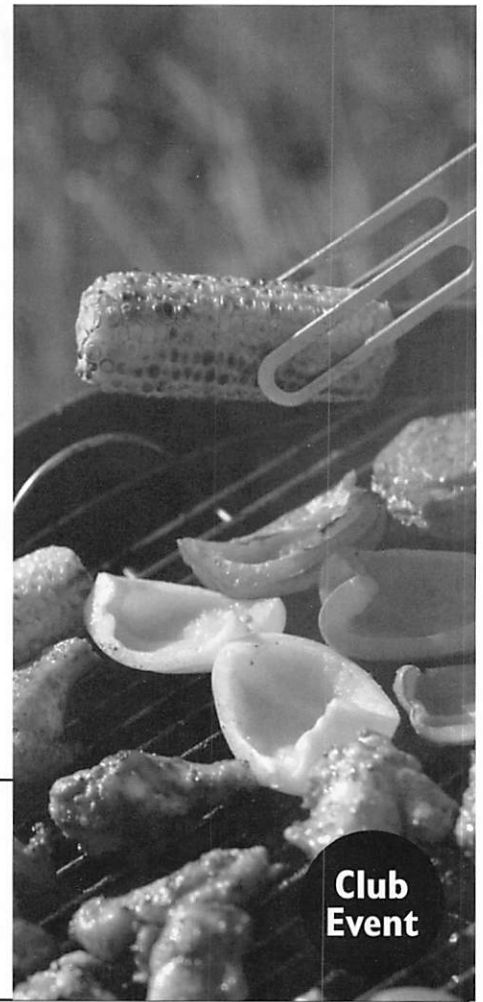
8031 NW Skyline Blvd

Portland, OR 97229-1213

Last year's barbeque was a huge hit so we are going to do it again, with slight menu changes that enable us to cook a little more food ahead of time. A smoked salmon appetizer, smoked rib eye cooked to temp on the grill, and traditional barbeque side dishes await you after your drive to this destination spot (vegetarian options provided). The Skyline is so old that it is not required to serve food, which enables Laura to be your hostess and Brad to be your grill master without having all of you come to our house. \$20 per person = no gratuity, no full bar, no decent beverage choices aside from beer (or bring your own wine for a corkage fee).

Please reply by Wednesday, September 9, 2009 to laura@larsonlawoffices.com. Some dinner meetings are not a problem if you RSVP late, but this one is hard to plan if the replies come on the day before, so don't hesitate—the weather is great, the scenery is beautiful, and your belly is calling for barbeque because it is summer.

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



Club
Event

Planning for 2010—Don't Miss Out!

Saturday, September 26, 9 a.m. to Noon, Mac Tarnahan's Taproom, 2730 NW 31st, Portland OR 97210

Every 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. To serve the membership at large and hit the mark as to what type of events are attractive, your input is wanted and needed. Without this, we are guessing what will intrigue you enough to participate and enjoy your car and fellow ORPCA Members.

Saturday, September 26 is the date for the annual Events Planning Meeting, which will be held at Mac Tarnahan's Taproom. A buffet breakfast will be provided to further your creative juices. We will be discussing Tours, multi day events, Arrive and Drives, DE, Autocross, monthly dinners, our 50th Anniversary Party and other possibilities someone might present.

This is your opportunity to effect change, introduce a new idea and have the opportunity to join a great team of volunteers. Don't miss out! It is the active membership that has the fun. Please see the ad in this month's issue for time and contact information. A RSVP is necessary.

Your Board of Directors,
Kathleen, Eric, Marlene, Jim North, Sue, Jim Ayers and Chuck

Driving the Nevada Open Road Challenge

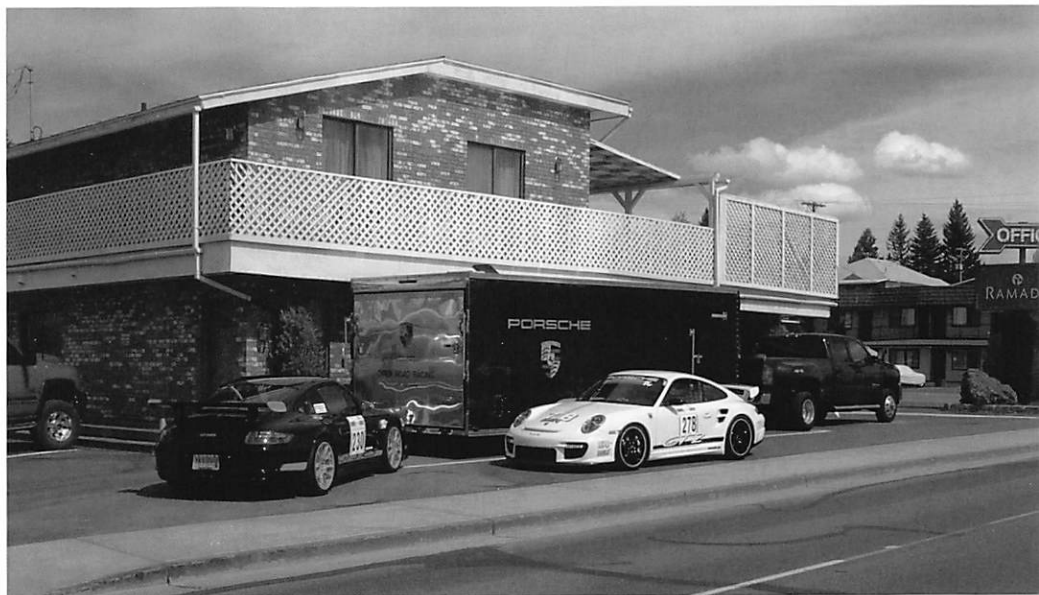
Story and Photos by Johnny Speed

The Black and Orange GT3 RS entered the right sweeper of the Nevada State Highway at 135 mph. A slight lift of the throttle directed the front tires to grip and turn the car towards the apex, where the gas pedal was smoothly squeezed, and the car exited with a gentle drift to the outside of the two lane road. Just beyond the sweeper, a vacant 12-mile straight laid waiting and the speedometer returned to 164 mph.

The 2009 Nevada Open Road Challenge was under way.

The air rushed over the body of the car and pressed it against the asphalt. I felt every surface irregularity in the road, and the yellow lane markers flashing past the car looked more like dashes than long stripes. I held the steering wheel with my palms and fingertips to better sense feedback from the front tires, while listening for any irregular sounds that might indicate the onset of a problem. My eyes kept moving while watching the road far ahead, using my peripheral vision for any movement close in (see everything, look at nothing). I made a decision not to swerve should a bird or rabbit suddenly appear in

SWERVING AT THESE SPEEDS ON THIS TWO LANE WIDE HIGHWAY WITH LIMITED SHOULDERS COULD BE CATASTROPHIC. GO OFF THE ROAD HERE, AND ONE ENTERS THE LAND OF ROCKS, DITCHES AND BOULDERS.



Above: The RS at rest. Below: The RS in flight.

front of the car. Swerving at these speeds on this two lane wide highway with limited shoulders could be catastrophic. Go off the road here, and one enters the land of rocks, ditches and boulders. A quick glance at my course notes mounted on the steering wheel indicated a right sweeper in

21/2 miles; that was less than a minute away. A gentle lift of the accelerator allowed the car to slowly dissipate speed. The right sweeper was entered on the left side of the road and a late apex a foot from the inside fog line gave room to avoid any possible debris or road kill on the exit. A few miles back lay a fresh diamondback rattlesnake that had recently been "dispatched" by a 19" Michelin Sport Cup tire. A glance at the odometer showed 38.4 miles at an average speed of 153 mph. With 52 miles to go, I relaxed, rolled my shoulders under the tight five-point harness, and let the speed drop to 150 mph.

Twice a year, Nevada State Highway 318 is closed to all vehicular traffic for the running of the Silver State Classic Open Road Rally.

The May event is called the Nevada Open Road Challenge; the September event is the Silver State Classic Challenge.

Contestants in these rallies enter a specific "Target Speed" between 95 and 180 mph (there is also an unlimited class). The Target Speed is the overall average speed the car will run over the entire course, starting from a dead stop and ending with a "flying finish". Each Target Speed has a "Tech Speed" which is the speed limit for
(Continued on page 18)



Northwest Passage: The Sleeping Giants Tour

by Randy Stolz with Contributions from Don Crawford, Todd Hess, Sue Hodge, Jim Hosford, Tom Jewett, Rupert Koblegarde, and Jim North

This is a report/story of the ORPCA's foremost annual 1000 mile tour, which had been called the "Mille" in past years. The name was shortened from the original "Mille Miglia," the most famous Italian town-to-town race, held annually on public roads from 1927-1957 (excluding the war years). Unlike the original, we simply tour from town-to-town.

In Italian, "mille miglia" means 1000 miles. This year, the route was shortened to approximately 750 miles. Thus, the name was changed to Northwest Passage, a more adventurous, non-mileage dependent title. Besides, most can't begin to pronounce "settecento cinquanta miglia" (750 miles), let alone "mille miglia."

WE WENT DOWN TO THE RECEPTION, WHERE A MOUNTAIN OF HORS D'OEUVRES AND SEVERAL CRATERS OF WINE FLOWED. IT WAS A GOOD TIME TO RENEW OLD ACQUAINTANCES AND MAKE NEW ONES TOO.

Thursday:

Ann and I headed down I-5 to the start of the event. Dark clouds ahead foretold a coming storm, and by the time we hit Albany, big raindrops were hitting the windshield; cloud-to-cloud lightning

flashed across the sky. We thought we'd be in for a bit more adventure than anticipated. Others had to pull off the freeway and wait or re-route.

After pushing through what seemed like several walls of water, the downpour and high wind abated as we pulled into the lot of the Salbasseon Suites. We were greeted by Sue Hodge and Judy North at registration, and received a welcome travel bag with a comforter and thermos. We were Car #7; I hope it brings us luck.

Once settled into the room, we went down to the reception, where a mountain of hors d'oeuvres and several craters of wine flowed. It was a good time to renew old acquaintances and make new ones too.

I'd rate the room noise level at about 8.7 of 10 as I didn't become hoarse. High enthusiasm in anticipation of the event was apparent, and the first thing needed on a 'real' Northwest Passage would be an icebreaker. Well done!

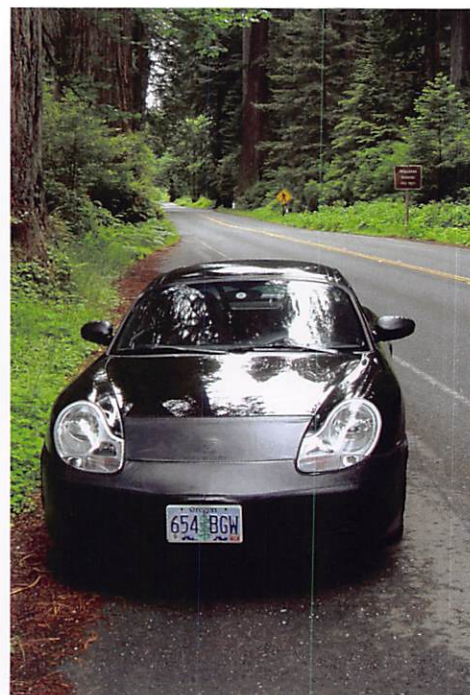


Above: no caption. Top Right: Elegance, Then and Now – XK150 or XLR, this tour has it covered. Photo by Randy Stolz. Far Right: No caption. Below Left: No caption. Below: Timeless Beauty— Car #7 stops in the Redwoods for inspiration. Photo by Randy Stolz.

Friday:

Plans called for leaving at 9:15 a.m. and arriving at Lunch 148.6 miles and 2.75 hours later.

This made for an average speed of 54 m.p.h. ... should be interesting. There was no additional time requirement for the remaining 50 or so miles after lunch to





check-in at the Sunset Oceanfront Lodging in Bandon, Oregon.

After a confidence-inspiring driver's meeting (What town was that Gregg?), we set out and quickly found ourselves rolling through the woods on what amounted to paved logging roads. Ann was busy deciphering the instructions, such as "at mile 45.8 C.S.," or "at mile 80.1 Right at stop

THIS YEARS TREK WAS DUBBED THE SLEEPING GIANTS TOUR, AND WE TOUCHED THREE REDWOOD PARKS: THE JEDEDIAH SMITH, DEL NORTE COAST AND PRAIRIE CREEK. EACH HAD ITS OWN FLAVOR;

toward Drain" ... We looked all around for a culvert. Finding none, we pressed on.

The tour always has an interesting mix of cars, not just Porsches. Arriving at the "official" rest stop at Brandenburg winery in Elkton, I parked next to David and Diane Schirmer's Ferrari 308 to get a closer look. We met them at the 'icebreaker' the previous evening; perhaps they knew how to pronounce "settecento cinquanta miglia." We carefully studied the winery's offerings and selected a nice Pinot Gris. Then we pushed on to the coast.

Further south on 101, we stopped at Winchester Bay for lunch; we arrived late. Oysters Cioppino? It was all good, as we recounted the twisties on Wolf Creek Road with Greg and Kaylene Kirchem. Greg drove a red '86 944 Turbo with Fuch wheels, which he prefers to "cookie cutter" or "phone dial" wheels that were also avail-

able. We discussed the relative merits of each, but avoided a classic Porsche wheel debate.

In Bandon, some of us stopped by the lighthouse at the end of the Coquille River, where Oscar Langlois began his service in 1910. The Langlois family was an early arrival to the Willamette Valley in the 1850s, and a small community bears their name south of Bandon. A previous

944 owner, Tom Jewett, told me that the lighthouse had received a facelift. Tom now drives a pretty midnight-blue Boxster.

In Bandon, we settled into our rooms and were treated to a wonderful wine tasting provided by the Mitchell Wine Group and a family-style dinner at Lord Bennett's restaurant.

Saturday:

Today's leg was 170 miles in four hours, for a 42.5 m.p.h. average, to lunch. There was no time requirement for the return to the motel, but we wanted to get back by 4 p.m.

Heading south on 101, we entered a series of roller-coaster hills and turns through the towns of Langlois, Denmark, and Sixes. The area has a history of sheep, blue cheese, and cranberry bogs; you could swear you were running through the hedge



rows in France. I followed Julian Dupuis and son Brian in their Mexico Blue '75 911S when we came upon a Dos Equis beer van that cut the fun short ... until we passed.

At the California border, I was asked if we were on a "poker run" and I said, "Sure." At least that's what they believed, or as Bruce Hosford quipped " ... They believe we'll solve that state's deficit through additional revenues." Turns out, we were well behaved and California will have to look elsewhere.

This years trek was dubbed the Sleeping Giants Tour, and we touched three redwood parks: The Jedediah Smith, Del Norte Coast and Prairie Creek. Each had *(Continued on page 22)*

Holidays and Autocross

Story by Jim Ayers / Photos by Bob Schatz

Say what you will, holidays do impact attendance at autocross events. But for those of us who attended the July event, the only impact was getting 8 runs each! You just had to love it; a technical course that was still very fast. It was fast enough that we drew the ire of the SCCA marshals, as some of our drivers opted to stop in what the SCCA thought was their hallowed ground.

in better than ever. What a gas; it was money well spent!

The timing crew added a new element, using the PA system to give running results to the drivers and audience (we were actually drawing people out to watch). Additionally, Britain Smith and Kathy Smalley took advantage of their time as announcers to throw good natured barbs at a good portion of the drivers.

THE AUTOCROSS COMMITTEE, UNDER GARY CHAPMAN'S LEAD, HAS BROUGHT A NEW LEVEL OF SMOOTHNESS AND PROFESSIONALISM TO OUR EVENTS.

I had Rothsport do a little suspension work on ESCRGO a couple months ago, in an effort to get the car to hook-up a little better. At the June event, the car was all new in handling, and I just wasn't sure how far to push it. This was the event to really get on the gas and see how well the alignment modifications worked. I have to say the snail stuck like glue and turned

The autocross committee, under Gary Chapman's lead, has brought a new level of smoothness and professionalism to our events. If there is a glitch, it is usually minor in nature and quickly corrected. The popularity of ORPCA's autocross is evidenced by the number of non-Porsche competitors we draw. ■





PHOTOS FROM JUNE AUTOCROSS: Opposite page, top: A 914 taking a hard turn. Opposite, below: Chuck West in a borrowed racecar. Above left: Brett Laurila getting ready for his heat in his tricked-out 914-6. Top left: Chuck West in a borrowed car and helmet. Above: Check out this cool paint job in the making. Left: One unfortunate pny kissed the concrete barrier. Luckily, nobody was hurt and the driver brushed himself off, got back on his horse and completed the rest of his laps.

DRIVING THE NEVADA OPEN ROAD CHALLENGE

(Continued from page 13)

that Target speed. Break the Tech Speed, and not only will you be disqualified, but you can also be ticketed by a Nevada State Trooper.

For the May 2009 Nevada Open Road Challenge, there were two PCA Oregon Region entries: Dennis and Terri Kranz in their White 2009 Porsche GT2 and myself in a Black and Orange 2007 Porsche GT3 RS. We both entered in the 140 mph Target Speed class, which had a Tech Speed of 165 mph.

Dennis, Terri, and I arrived in Ely on Wednesday and spent Thursday checking out Highway 318, where the rally was to take place. Friday was spent installing the easy-on/easy-off vinyl stickers and running the cars through tech.

Saturday was the "Shoot Out," which consisted of a straight one-mile road where the entries started from a dead stop and accelerated for one mile; the fastest car won. Dennis won in the GT2 with a trap



speed of 177 mph. The GT3 RS came in fourth at 154 mph. (Ely is about 6,100 feet above sea level; hence the lower speeds).

Sunday was the big event, starting at 6:00 am. All the cars left town and headed south to Highway 318. The cars were organized according to Target Speed in an area a few miles north of the start line,

and then moved to the pre-grid on the closed highway, where there was a final quick inspection before the start gate. The cars were started at one-minute intervals. Dennis and Terri were started, and a minute later, I started; I did not see them again until at the finish.

Starting from a dead stop, and needing
(Continued on page 21)



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DRIVING THE NEVADA OPEN ROAD CHALLENGE



Above Left: The blur of scenery at above 100 mph. Above: The horizon awaits. Below: The blur of scenery at above 150 mph.



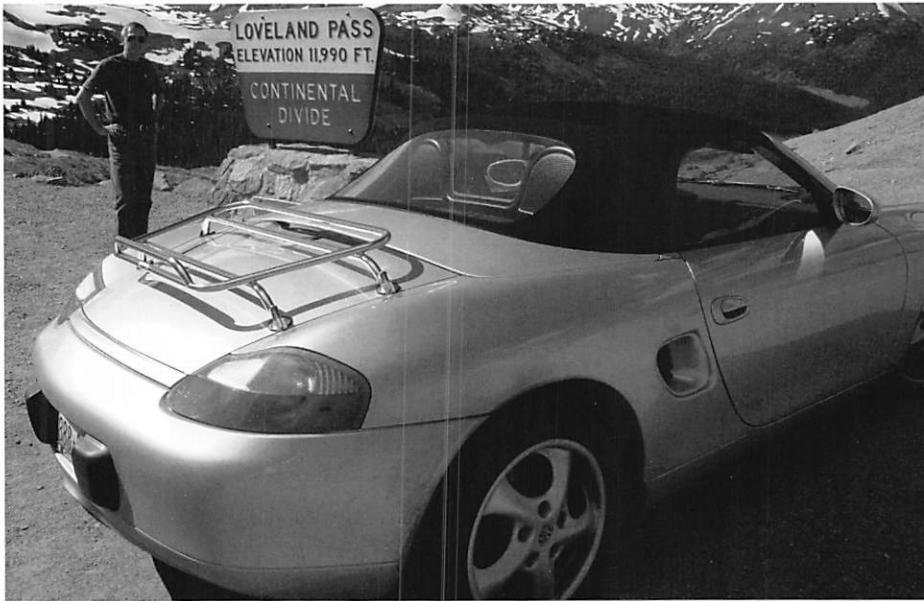
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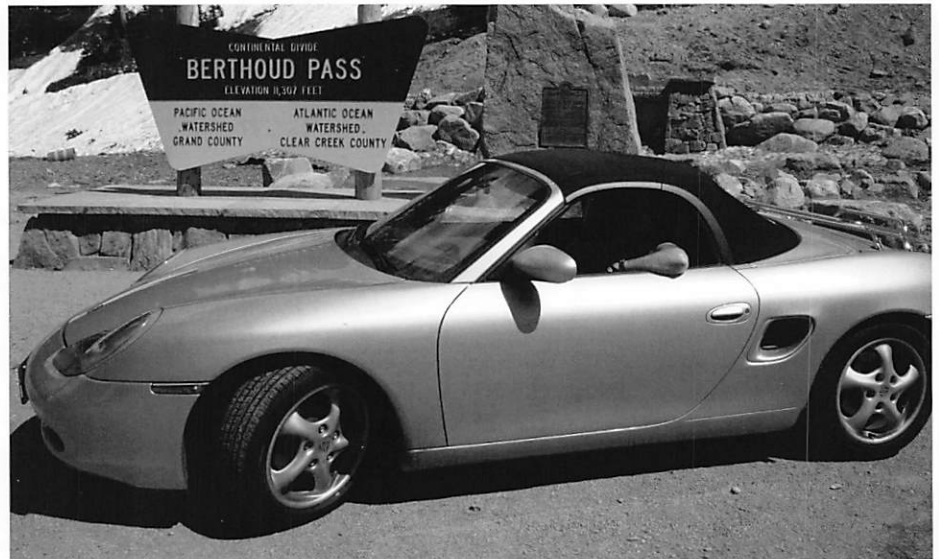
A THOUSAND WORDS ... PARADE KEYSTONE 2009



The Journey to Parade 2009

Photos by James Ohl

Members made the trek across the Continental Divide to celebrate in Keystone, Colorado this year. Keystone makes cities like Government Camp, Oregon look like Atlantis as far as elevation goes; there are highways in the surrounding area that are 14,000 feet above sea level. In the old days one would have had to re-jet one's carbs!



Parade Keystone: It looks better in real life than in the photos and it doesn't look bad in pictures at all.



EDITOR'S NOTE

(Continued from page 4)

Neither standard HPDE insurance without liability coverage nor a dedicated track car covers participants if they are sued for what they do to another participant, bystander, instructor, volunteer worker or perhaps even the facility. Aside from the release signed by the other person, the only potential protection from such a suit is HDPE liability insurance.

As many of you know, I am a lawyer. Most of the time, lawyers that write about the law in the press will preface their comments with language like: "This article is no substitute for the reader seeking specific legal advice for the reader's specific legal situation." I am not going to do that. Buy the liability insurance. There are too many ways that merely relying on the release signed by the other guy can go wrong.

Examples could fill many pages here, so I will offer just one. If you are in an accident on the street, your auto insurance will hire and pay for a lawyer to defend you if you are sued by the other person. If you are sued and you have no "duty to defend" provision in a liability insurance policy covering you, you have to hire and pay for your own lawyer, which nobody wants to do. Seriously, do not underestimate the cost of defending yourself against even a completely meritless claim. I received a billing from another lawyer today, and it contained a charge of one tenth of an hour, described as "Received Deposit Check from Larson." Yes, lawyers get paid to get paid.

If you own a Porsche, it is likely that you have assets that you would like to protect. If you are an American with assets

that you would like to protect in the 21st century, chances are that you have purchased a compliment of insurance. This insurance is intended to protect your assets from the unlikely but potentially catastrophic potentiality that someone will sue you, claiming that you maimed or killed them or one of their loved ones. Driving on the track might just be the riskiest thing that you do regarding maiming or killing someone, and it might be the only thing you do all year that you do not have liability insurance coverage for. Insurance is gambling, and the casino table discussed here is about a few hundred dollar bet that might save everything your family owns. As Dirty Harry said, "Do you feel lucky?" Well, do ya, track day punk? ■

DRIVING THE NEVADA OPEN ROAD CHALLENGE

(Continued from page 19)

to average 140 mph, requires the car to come up to speed promptly. Upon leaving the start line, I quickly accelerated to 80 mph and let the water and oil temps come up to their operating range, while checking the car for any odd sounds, smells, vibrations, etc. Once the temps came up and the car felt right, I brought the speed up to 163 mph and let the average speed indicator climb.

The 90-mile course is composed of long straights, curves, bends, sweepers in and out of valleys, and a short series of corners in a narrow canyon called "The Narrows," located a few miles from the finish line. After passing the midpoint, I let my average speed creep down below 150 mph. I entered the "Narrows" at 100 mph, which felt more like 50 mph. I then adjusted my speed to hit the 140 mph average of my Target Speed.

The end of the Rally came too soon, and after a quick stop at the finish line for photos and a check of the cars, Dennis, Terri, and I continued to the fuel stop for gas and a quick bite. We then headed back to Ely at a "Nevada Highway pace" (don't ask, don't tell).

If you are interested in running the Silver State Classic, here are some insights:



GT3 RS=Kills Bugs Fast

This is a competitive event; read your auto insurance policies carefully.

This is different than track driving. You will only see the same corner once, and depending on Target Speed, you might not use your brakes until the finish.

It is good to familiarize yourself with the course a few times before the actual rally. Remember: high speeds turn straights into chutes, and sweepers become corners.

This is a rally, not a race. Contestants compete against the clock to see who can maintain their average speed closest to the Target Speed. 1st, 2nd and 3rd can be separated by only a few hundredths of a second.

Some competitors take these rallies very seriously. It is not uncommon to finish

within ? second of the Target Time and not get a trophy.

High speed driving is fatiguing and will affect one's senses. After driving at 160 mph for several minutes, 110 mph seems slow, but it is still 110 mph.

Don't go by just the car computer's "average speed" indicator; it is usually off by several mph at higher speeds. The stopwatch is the best and most accurate tool to use.

Driver experience and car safety equipment dictates the speed class the driver can enter.

Novices are required to attend a short driving school, and unless pre-authorized, enter in the "Touring Division" with 95, 100, 105 and 110 mph Target Speeds.

It is all legal and approved by the State of Nevada. ■

NORTHWEST PASSAGE

(Continued from page 15)

thanks for their existence, it's a destination that never disappoints. For Rupert and Bobby Jo Koblegarde, these moments were more memorable than the driving. Indeed, in the 25+ years I've driven through these trees to L.A., they've never stopped providing me a renewed spirit.

Further south in Trinidad, we arrived at Larrupin's Café, a unique place and our farthest point south on the tour. Gregg and Sue Hodge (routiers extraordinaires) found this restaurant quite by chance while looking for a place for the 30+ cars that would be on the tour. As they tell it, "Last year Gregg and I were looking for a picturesque location with a good place to eat lunch for the tour and we thought we would start on the internet ... From reviews, we just kept reading really good things about the place. You would not get anything from their website, however.

Even today, you will find it says something to the effect of "back by popular demand—re-opening in April" ... You have to understand that this place is located in Humboldt County, California ... April is just the same as yesterday." While the place is under new ownership today, the county's tradition of alternative lifestyles certainly makes its presence felt. There's a bamboo grove in the garden, which features reliefs and insets in the concrete patio walks and walls, along with a fascinating water feature. Inside, carpets abound, even on the tables. Like the decoration and art around the place, the food here is wonderful.

As we shot back up 101, we were joined by Gregg & Sue ('95 968), Suzie & Greg Groover ('06 C4), and Don & Denise Peterson ('06 C4S Cab.). I'm not quite sure where it occurred to me (perhaps near Humbug Mountain) that cruising along great roads with your friends, "formation flying" if you will, doesn't get much better than this. Just a few cars to make a group, with each taking the lead now and then, is so much more enjoyable than the accordion-like train so many tours fall into.

Later that evening, we were again treated to a wine tasting hosted by Edenvale Vineyards of Medford, OR and dinner at Bandon Dunes Resort, but not before boarding 'the bus' for a safe trip to and

from dinner. Ah yes, we were all kids in school again, especially on the return. We were joined at dinner by Todd & Janis Hess. I'll let Todd tell you in his own words what he thought about the tour.

"Following Don Peterson and Lullu (Truitt) through the twisties in the coast range the first morning was AWESOME. Cruising through the redwoods in Jedediah Smith State Park was MAGICAL. The drive along the Coos River was GORGEOUS. Janis said my smile was back. This being our first Mille, a number

THEY COULD HAVE NAMED IT THE FAST FOOD DRIVE, BECAUSE YOU DRIVE FAST AND HEAD OFF FOR MORE FOOD AT THE NEXT (STOP). BOTH FOOD AND ROAD SELECTIONS ON THIS TOUR WERE EXCELLENT ... IN THE MEANTIME, I WILL BE ON A DIET SO I CAN FIT BACK INTO MY BOXSTER AND BE READY FOR NEXT YEARS 2010 NORTHWEST PASSAGE TOUR.

of people looked out for us and invited us to sit with them. I enjoyed being with people that love cars; that made it very fun. One memory was the truck that passed a long line of us near Peoria. That guy must have been REALLY late for work. The beach in Bandon was very cool; it's my new favorite beach. I liked the rock formations there. At low tide, one could literally walk through caves in the rocks to the other side."

Sunday:

133 miles in four to five hours for lunch and the tour's end.

At breakfast, we met Bill and Peggy Munson, members of the tour team. Bill has a penchant for going his own way. For the past few years, he's led an event called the Escape Tour. On the way south yesterday, he "escaped" to Carpenterville Rd. just north of Bandon; I asked how it went. All reports are that this is a challenging drive. There's no forgiveness as earth meets the sky in several places, while this snake of a road whip-saws you to pieces. Rave reviews came from those following Bill.

Heading north from Bandon, we left 101 for a trip around the east side of Coos Bay and then retraced our steps along the Umpqua River. Another great time, or as Jim Hosford told us, "Karen was my faithful navigator and watched the mileage

really closely. We were anticipating a left-hand turn in less than a mile. All of a sudden, the lead cars turned 180 degrees to the left and shot into a forest-laden road. From our position, it looked like they all got sucked into a vortex by a huge vacuum cleaner. After a few miles of twisty turns, we caught up to them, thanks to some slow riding Harley motorcycle group hogging up the road." We were late for lunch at Iovono's in Corvallis. They're now in a new location on 2nd Street in a shiny new building, with more excellent food.

Did I mention the food? Let me mention the food again. This could be a "foodies" tour.

Hosford again, "... They could have named it the Fast Food Drive, because you drive fast and head off for more food at the next (stop). Both food and road selections on this tour were excellent ... In the meantime, I will be on a diet so I can fit back into my Boxster and be ready for next years 2010 Northwest Passage Tour."

Seriously, the Northwest Passage team did a great job putting this event together and I look forward to next year.

Post Script:

Just before the tour on May 16th, we lost John Johansen, who was involved with this tour in years past. And, while we were on our way to dinner Saturday night, word came that Warner Lowe had passed. It has been difficult putting this report together in light of these events, though I think both men would have wanted us to go on enjoying our cars and our times together. Speaking on Saturday night with regard to John Johansen, John Draneas spoke of keeping the "spirit" of this tour alive. On a personal note, I know Warner, by his nature, would have always wanted us to keep pushing forward.

I think we did that this weekend. ■

Wilkommen

Ginevra J. Blake
Paul Schuback
Portland, OR
1964 356 C

Patrick Clancy
Wilsonville, OR
1976 911
1979 911SC

Josh Connell
Vancouver, WA
1986 951

Robert Gordon
Portland, OR
1984 911

Michael Iversen
Lake Oswego, OR
1980 911 SC

Jon E. Kreitz
Lake Oswego, OR
2010 997

Gregg R. Levitt
Patricia Levitt
Vancouver, WA
1983 911SC

Thomas V. Marchesi
Dana Schutz
Hood River, OR
1977 911

Joel A Munn
Portland, OR
1992 964

Chris Rasmussen
Salem, OR
2008 C2S

Patricia E. Read
Portland, OR
2004 Cayenne Turbo

Christine A Ressler
Sean Ressler
Clackamas, OR
2000 Boxster S

Bob Roberts
Karen Roberts
Portland, OR
1989 911

Michael A. Torrey
Marlene Torrey
Beaverton, OR
1983 911 SC

Don D Wells
Portland, OR
1975 911

Gary E. Koppang
Tjeresia Koppang
Portland, OR
1999 911

Harold Serkin
Julia Serkin
Lake Oswego, OR
2003 911

David Weeks
Nick Weeks
McMinnville, OR
1986 Turbo

Larry Young
Nancy Young
Silver Lake, WA
2004 911 Cab

Kevin Eshbaugh
Portland, OR
2008 Cayman

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Barry Cogut
Barb Straub
David C. Gillaspie
Molly Hayes
Thomas J. Hill
Carolee Hill
Conrad Peterson
Susan Peterson
Henry Wang
Kirk L. Wong
Andrea Wong
Bryce L. Kennedy
Jake Kennedy
Kim Haley
Citra Haley
Jack Vollstedt
Florence Vollstedt

10 Years

Jim Neidhart
Chris Rogers
Tricia Rogers
Andrew Wilson
Ronnie-Gail Emden
Carl R. Deters
Susan M. Deters
Carl Swan
Jana Swan

15 Years

Michael K. Fleming
Janet Fleming

20 Years

Jim Robinson
Betty Robinson

25 Years

Paul Andrus
Lora Andrus

Auf Wiedersehen: John Johansen

John Johansen was the kind of guy that gave lawyers a good name. He also was the kind of guy that gave our club a good name. John loved life and every moment that was given to him. He had an enthusiasm that was contagious and a heart that was always extended. He made everything seem easy and encouraged everyone he was around. He had a passion for cars and especially Porsches; John enjoyed being an active member of the ORPCA. When he passed away on May 18th, 2009, just two days before his 63rd birthday, he had completed ten continuous years as chairman of the Mille Miglia. The first Mille that John participated in was a 1/2 Mille, which covered 500 miles in two days. He liked it but thought it could be improved, so he volunteered to be on the committee and was appointed chairman. Under John's leadership, the event eventually went to a 3/4 Mille (750 miles over 3 days) and for the last couple of years, a full Mille (1000 miles in 4 days). Those of us who have attended most of the Mille events are in agreement that the event was improved each year, and that last year's Mille was the best one to date. John will be missed. Our thoughts and prayers go out to his family, and especially to his wife Lainey, who gave him the best years of his life.

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Vice President

Wealth Advisor

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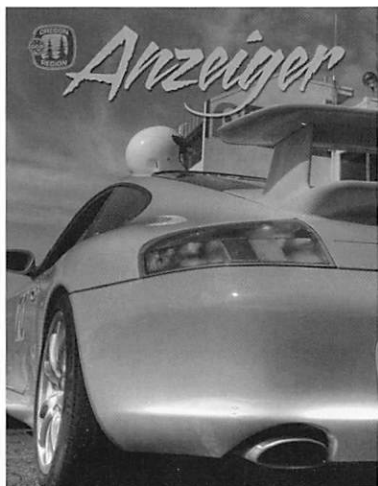
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All advertising is to be provided in a digital format. Please contact Nancy Scott, nanscottdesign@gmail.com for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

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Outside back cover	\$3,150
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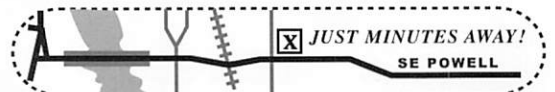
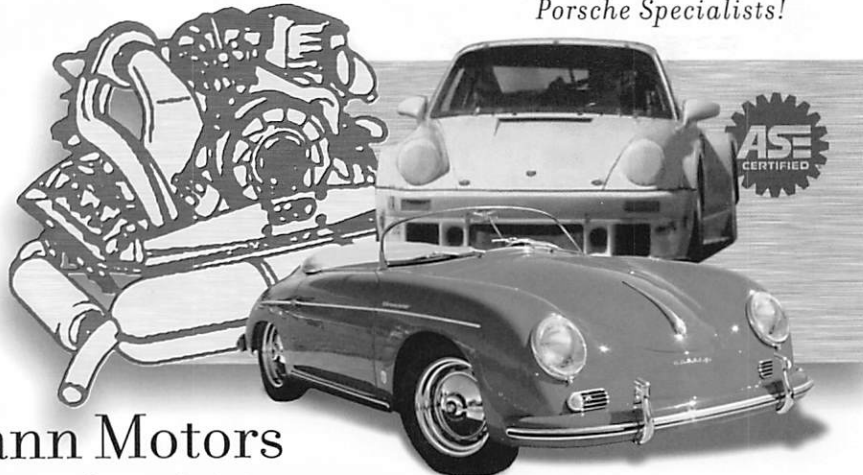
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1984 Carrera Targa SC, Burgandy,w/Blk int, 5-sp,AC(works), PW, 3.2 liter, 93,000 miles, stereo, great condition inside and out, runs great, well under Bluebook. I would like to sell the car for \$13995.00. Contact me at 360-910-3765. Chuck Hawthorne (7/09)

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1972 914 Roller. Body panels good condition. Great parts car or perfect for autocross or race car project. \$500. Bill Glaser 360-281-3198, Carreraguy@aol.com. (7/09)

Classic "sunflower" yellow 914 2.0 L Porsche. Total restoration, eight years. Body, cockpit, engine, paint, upholstery, name it's done. Stored eight years, a little over 2,000 miles on a well build stock 2.0 L engine, masterfully done with hydraulics, etc. All record and receipt, \$11,000 in actual repair costs, not including personal time, schlepping. This car is absolutely immaculate. It is purposely "stock" except for webers, certain upgrades. Priced at \$14,000 & doesn't need a \$1,000 tune up every quarter, MINT condition, no disappointments & THANKS. Please Call me at 503 368-4481 or e-mail for desc/pics: wn0268@nehalem.tel.net. Bill Wagner, Manzanita OR (8/09)

944

1987 944 Porsche For Sale, Original Owner, 58,000 miles, good condition, asking price \$5,750.00 White with burg.leather interior Call (503) 639-2527 (8/09)

993

996 993 Targa. Rare Iris Blue with light grey interior. 36K miles. Factory options include Hi-Fi sound, supple leather seating and power seat package. Recent upgrades include Porsche european ROW suspension, tire pressure monitoring system, and Fabspeed exhaust. Almost new Yokohama S Drive tires. Have original exhaust. No stories and in excellent condition. Offered at \$39,500. More details available by email. bodyimager@aol.com or call. 503 806 3550. Brian Dunkley (7/09)

996

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2003 Porsche Boxster: 5 Speed Manual Transmission, Meridian Metallic Paint, Black Full Leather, Mint Condition: 18,000 miles!!! Bose Sound System, Xenon Headlamp Package, Heated Front Seats, 17" Boxster S II Wheels, Wheel Caps with Colored Crest, Cruise Control, On Board Computer, Supple Leather, Roll Bar Painted Exterior Color, Porsche Crest in Headrests. Price: \$24,900 Was \$53,000 New! dpzenger@mac.com 503-312-2825 (8/09)

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Carrera

1984 Carrera Targa SC, Burgandy,w/Blk int, 5-sp,AC(works), PW, 3.2 liter, 93,000 miles, stereo, great condition inside and out, runs great, well under Bluebook = \$13995.00. Call 360-910-3765 - Chuck Hawthorne (7/09)

RS

1973 RS clone, white with black script, black trim and interior, sunroof, 2.7 built on 2.4 case, S cams and pistons, MFI, 5K miles on top end rebuild last year, front oil cooler, alloy calipers, strut brace, GT racing fiberglass front, rear and decks, steel flares, 7-inch and 8-inch fuchs, 7-inch and 8-inch cookie cutter track tires with BFG R1s, Recaro seats, Momo wheel, auto power bolt in, \$17,000. Pictures in January-February 2009 (page 14), and March 2009 (pages 14-15), Anzinger articles on Oregon Raceway Park. Charles, (503) 222-6102 or cpdenkers@integraonline.com. (7/09)

■ PARTS FOR SALE

Porsche Turbo-Look wheels from '03-on 996 C4S. Car had only 7600 miles when wheels were replaced with HREs. Wheels are in excellent shape. Front 18x8. Rear 18x11. Call 503-720-4173 Rick Buisan (8/09)

Factory OEM Timing Belt Tensioning Tool including Calibration Bar, Balance Shaft Belt Gauge and additional rollers (P9201). Fits 944, 944S, 968, 924S. \$400. Kathleen Behrens, tsrp@att.net, 503.579.3423. (7/09)



Classified Advertising

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

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 20th of the month will be included in the issue of *Anzeiger* dated two months hence. For example, ad copy received by June 20 will be included in the August issue, reaching readers on or about August 1. Please note that *Anzeiger* is published 11 times per year; ad copy received after November 20 will reach readers in the March issue.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

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

Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

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Porsche Turbo Look Wheels from on '03 996 C4S. Car had only 7600 miles when I put HRE's on it. Wheels are in excellent shape. Front 18x8 Rear 18x11. Call 503-720-4173 (8/09)

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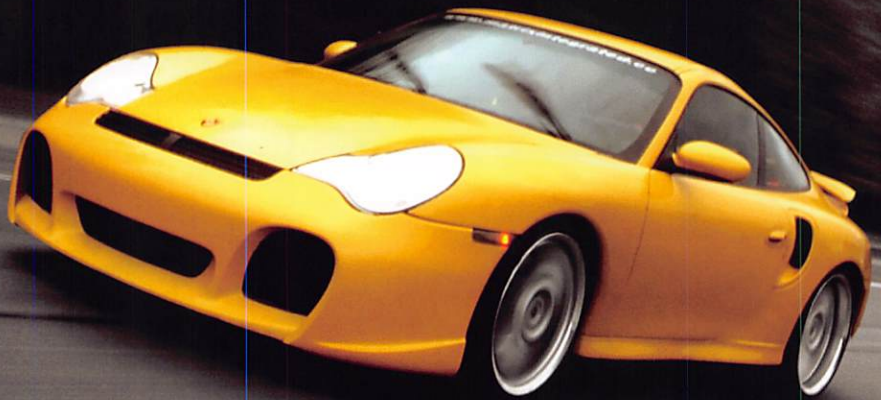
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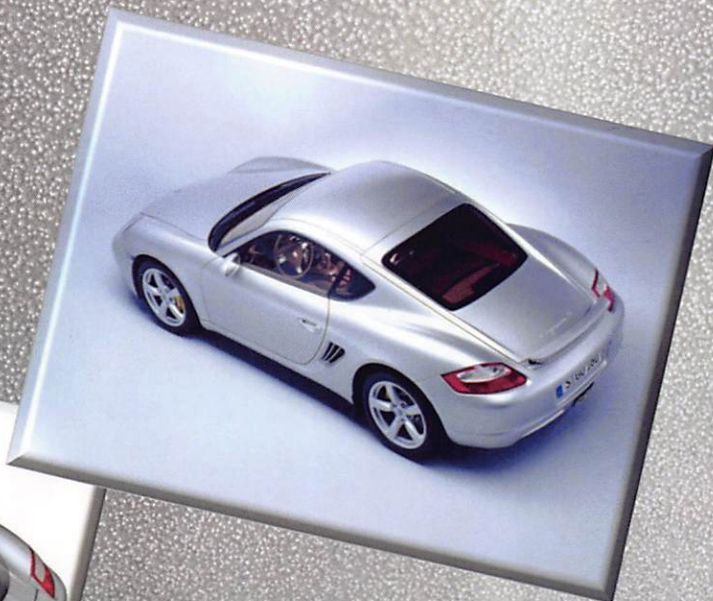
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All Porsches. All years.

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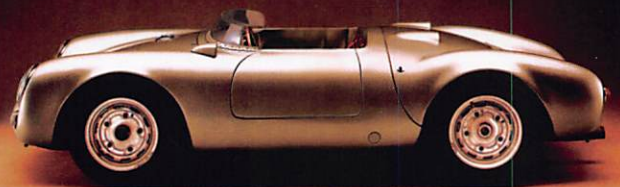
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