



Anzeiger

DECEMBER 2006

Oregon Region Porsche Club of America

IN THIS ISSUE
Racing's Field of Dreams

**"Porsches at the Point"
Weekend**





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Anzeiger

(an' zī ger), noun, German

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

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Anzeiger

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COVER CONTEST WINNER

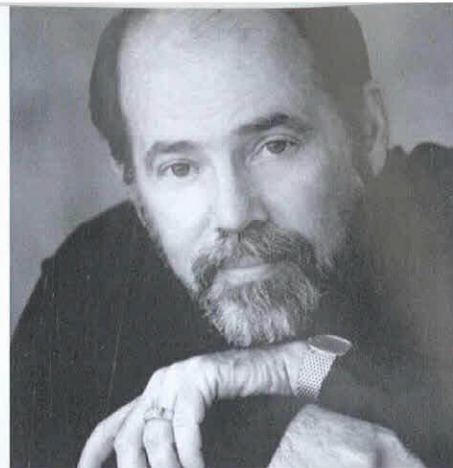
An exciting competition around the Reno-Fernley Raceway provided a great photo op for **Kathy Jones**, as she captured Keith Jones chasing down Dan Jessie. Kathy's award-winning photo will be framed and mounted for her to proudly display. The full story and more photos appear on page 14.

See page 8 for details on entering the Anzeiger Cover Contest and you could be a winner, too!



**FROM
THE
PRESIDENT**
Jeff Gretz

2006 Was a very good year for events



Well, it's now December and another fun-filled and very busy year is winding down for the Oregon Region. Thanks to all the volunteers who organized activities during the year, we had record attendance at almost every event. Some of the highlights of 2006 were:

■ Parade Portland 2006: Perfect weather, 700+ cars, and almost 2,000 attendees made this the largest and best Parade in PCA history. I'd like to thank Parade Chair John Draneas and the 100+ volunteers, who worked for over a year to prepare, organize and run this event.

■ Our annual Charitable Auction chaired by Greg & Sue Hodge and Harry & Stephanie Danberg which

raised over \$8,000 for three local charities.

■ A well-organized, safe, and profitable Driver's Education program at PIR, thanks to Don Clinkinbeard and his team. We had a record 125 cars each day at the two-day August DE event.

■ The monthly Arrive & Drive tours organized by Bob Grasso with routes that seem to get better every month. We always had 30 to 40 cars and excellent driving roads.

■ A first-class Autocross program that, thanks to Chuck West and his Team, has 50+ cars at every event. The Parade autocross used over one-third of the track at PIR, which made for one of the longest and fastest courses at a Parade. Almost 300 cars ran the course

and everyone loved the open track sections.

■ At Parade, the Anzeiger winning third place for PCA regional magazines produced by regions with 400-799 members. Congratulations to Kate Ayers and her Anzeiger team

■ John Johansson and his 750 Mille crew really outdid themselves this year with a fabulous three day driving tour out to eastern Oregon, up to Joseph, then over the Blue Mountains to southern Washington. Sunday's "spirited" drive over 120 miles of perfect Porsche roads will be hard to top next year but *(Continued on page 20)*

**FROM
THE
EDITOR**
Jim Ayers

CA Trip sparks idea for 2008 wine tour

Kate and I just returned from a great Porsche drive through the California Wine Country. The trip actually came as a result of my offering to work as the one-man pit crew for Dan & Julie Jessie and Keith Jones at two racing venues in the Sunshine State. Thunder Hill and Infineon Sears Point are two tracks that just flat blow me away. I look at P.I.R. and think of what could be done, I look at both of the California tracks and see what was done. I don't want to complain to loudly ... but we sure are not working with a first class track or track operator. Look to future articles related to these issues over the coming months.



As a life-long resident of Oregon, I have convinced myself I am used to the weather, and I am. I have even convinced myself I like the weather, or at least I think maybe I do. Going to California at the end of October and only putting the top up on the Boxster at night, by night I mean just before bed, I have to admit there are some

things to be said about a more southerly climate. Funny thing how perspective works; while tasting wine at one of Sonoma County's finer establishments, the lady pouring for us said she really wanted to move to Oregon in order to have better weather. Her explanation was that the weather in Sonoma was just plain boring, she was serious about this. I am not sure what she will think when the gray drizzle sets in during November and stays until July, boring ... maybe.

A couple years ago Kate mentioned, in an Editor's column, the potential of an extended Porsche Club wine *(Continued on page 20)*

Oregon Region Events 2006



December

- 5 Board Meeting**
- 5 COBRA Porsche Car Raffle**
(See page 10)
- 9 Charitable Auction & Awards Banquet**
(See page 10)

ORPCA has an e-mail event-reminder service for all members in good standing. If you wish to be added (or removed) from the list, please contact postmaster@oregonpca.org.

HELP WANTED!

Anzeiger is looking for a few people to assist with the magazine production.

Basic Job requirements:

1. Able to inhale and exhale; i.e. Alive
2. Speak and read English
3. Desire to enjoy a volunteer job.

Positions Available:

- Assistant Editor
- Tech Editor
- Writers

Pay Scale: Pats on the back, recognition at the Volunteer picnic, personal satisfaction of seeing your name in an award-winning magazine and knowing you had a part in its creation.

Contact:

Jim Ayers
503.292.5743 home
503.453.6939 cell



Holiday Party and Charity Auction

Saturday, December 9

We are back at the delightful Riverside Golf and Country Club again this year on December 9. Silent Auction and No-Host Bar starts at 5:30; dinner (salmon, or stuffed chicken breast) starts at 7:30.

Now is the time to think about getting your donations together for the auction. They do not have to be big or expensive. If you have a talent and make something that members would like to have, or if you have something that

is used but special—perhaps a collector's item—these are great ideas. Think about what YOU would like to bid for and then go for it. Of course, if you have something big to offer like a weekend at your vacation home, all the better, as the money goes for charity.

As always, you will be able to drop off donations with several of our members.



**CLUB
EVENT**

Scenes from the 2006 event: Left, Ray McNamee. Below: Bobby Jo and Rupert Koblegrde (Rupert being the only one at the table whose name was not drawn for a door prize!). Photos by Gregg Hodge



**STILL
PLAYS
WITH CARS**
Peter Linsky



“Rubber band” tires can be problematic

The first photos of a heavily-disguised Panamera test mule appeared in late September on the Speed Channel’s website and Autoweek ... More and better pictures will probably have surfaced by the time this column appears. The attached text suggests that “the real Panamera four-door sedan will likely be much sleeker.” Lord, I hope so. Recall that the artists’ concepts we all saw a few years ago all looked like a stretched 911 with a rounded Mercedes Benz CLS-like roof, sleek and sexy. The plump blue car shown by Speed looked more like a Lexus GS sedan ... but it could have been a dummy shell covering up the real test chassis. Recall that Porsche used an old BMW 2002 body shell to hide the then-new 924 test chassis.

As wheels keep getting larger in diameter; tires grow commensurately thinner in profile. Larger rims allow bigger brakes and narrower tire sidewalls provide a more race-car-like ride. If they’re soft and sticky, as most high-performance tires are, you’ll realize much improved road-holding on billiard table-smooth racing tracks. For cars that are driven on the street, ride comfort suf-



fer not much material to flex on impact, meaning less cushioning effect. Running over potholes or sharp edges on pavement may bring premature tire failure, even wheel damage. In fact, according to a recent article in the Los Angeles Times, manufacturers of high-performance tires “rubber bands”—now warn buyers that driving on rough or pot-holed streets should be avoided!

means premature wear on shocks, bearings and bushings. If you can pay the freight, fine. Otherwise, a smaller wheel package on that new car might prove advantageous.

I had lunch with a good friend and club member not long ago, and he mentioned that he was soon to travel east to visit his father, which is something every good son should do occasionally. Then he commented that his father had just marked his 100th birthday, which also required an appropriate acknowledgment. Finally, he said his dad was still driving, but would soon voluntarily hang up his keys in spite of just having his home state renew his driver’s license for several more years! I doubt that I’ll see 100 except on the 911’s speedometer from time to time (shhhh!), but it’s nice to know that some folks can still get there.

Until next month, drive safely! ■

EXTREMELY LOW-PROFILE RUBBER ON LARGE-DIAMETER WHEELS MAY LOOK COOL, BUT YOU HAVE TO BUY NEW SHOES FOR BABY EVERY TEN THOUSAND MILES OR LESS ...

fers, especially when the tire aspect ratio is taken to the extreme, such as wheels larger than 19 or 20 inches in diameter. Running 30 series, or even 35 series rubber, means the tires are subjected to much more physical punishment than tires with taller sidewalls. Get down to a 25-series tire and there’s

Then there’s the matter of cost. Extremely low-profile rubber on large-diameter wheels may look cool, but having to buy new shoes for Baby every ten thousand miles or less becomes problematic. Finally, large-diameter street wheels can be heavy, often much heavier than a smaller-diameter wheel. That

Quest for Anzeiger covers continues! Grab your camera and WIN

Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of Anzeiger, the Oregon Region's award-winning magazine. Enter as often as you like.

Details: Picture Format:

Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.



Film Pictures: Send any size print, but the bigger the better. If you want us to return it, write your name and address on the back—in pencil.

Digital Pictures: Most digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, please follow these guidelines:

■ Before taking the photo, set your camera for its **highest resolution**. That's the one that uses the most memory.

■ E-mail the photo to us **directly from your camera**, without saving it to your disk first. That is, when you load the photo and your computer asks what to do with it, choose "e-mail," not "save."

The fame: Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are.

The fortune: If we use your photo on the cover, you will receive a framed cover photograph to display proudly.

Send your entries to Jim Ayers,
editor@oregonpca.org



AMATEUR WRENCH Don Clinkinbeard



We need everyone to help defend our track

Well, it's a rainy Saturday morning in November as I write this. There is absolutely nothing to write about #65 this month; instead, I want to give you a summary of the 2006 DE program and some politics.

Our October event was a great success and offered us an opportunity to do something we usually don't get to do. Due to pea soup fog, with visibility of about 300 feet, we were unable to start track driving activities until nearly 10 a.m. We took the opportunity to do a track walk instead. This takes nearly an hour to get around the two-mile course. In my car it takes about one minute and 28 seconds. Seeing the track from this slow rate of speed allows you to look at the driving surface and notice the pavement and grade variations that are not obvious at 60 to 135+ mph. It's a great experience that I strongly recommend.

We are coming off a very busy and successful year for the DE team and that provides a little time for reflection. We automated registration this year, and sped up the check-in and tech inspection process in order to improve your DE experience as well as save quite a bit of pre-event work. We brought you five days of DE and one DSC this year. We (BMWACA and ORPCA) minted about 20 new instructors in 2006 and ORPCA had roughly 500 drivers at the track from all over North America. The year overall was very good for us, with only three car casualties (no injuries); only one was a Porsche.

This year the DE program brought in substantial revenue for the Club. We grossed about \$61,000 and netted about 30% from the proceeds. This was an unusual year in that we got two track days back to back attached to the Parade event in August. The Post-Parade DE brought in two-thirds of the revenue this

year at a 50% net gain. Approximately \$28,500 of the expense dollars stayed local in the community, being spent on items like the track rental, emergency medical support, security, communications systems, porta-potties and the like. The participants probably spent quite a few dollars more in car maintenance, safety equipment, tires, gasoline, hotel and sundry expenses too. When you add the various car clubs and racing events that come to PIR, together we collectively make a significant contribution to the Portland area economy.

The venue we use for these events, PIR, is under attack from those few who feel it generates an unacceptable amount of noise. These non-car people have an ally in Portland City Hall, Commissioner Sam Adams. The concerted effort to silence PIR is a battle many of us are fighting. The Portland area Motorsports Community has formed a not for profit organization to defend against this attack. Named Friends of PIR

(FOPIR) team leaders include ORPCA members John Draneas and Verne Naito, among others. As in any political situation numbers of voters have a huge influence with the Politicos. Those of us that are already involved are working to recruit additional PIR supporters. I strongly urge you to join the FOPIR team and help us save our track. The cost is \$0. But the team would love for you to volunteer some of your time and talent to this worthy cause. As of this writing we have about 1,200 members and it is growing each day. We need you too. The time for political apathy is past as the threat is real and is not going to go away. Our collective voices can and will make a difference. This is a long term battle and we need you for the long haul. Please visit this web site and register today. www.friendsofpir.com. It's fast and easy. Help us defend our track today and for the future.

(Continued on page 22)

Waiting for the fog to lift so we can enjoy a DE day. Photo by Don Clinkinbeard



Second Annual COBRA Porsche Car Raffle

Tuesday, December 5
Carrera Motors, Bend

The Second Annual COBRA (Central Oregon Battering and Rape Alliance) Porsche Car Raffle will begin on Tuesday, December 5 at 5:30 p.m. at Carrera Motors in Bend.

Everyone is invited to attend the event where they can purchase tickets for a 2007 red Porsche Boxster. Tickets are \$45.00 each and will be available until a total of 2,000 tickets are sold. The drawing for the car will be held at Carrera Motors on Valentine's Day, February 14, 2007.

Tickets can be purchased at Carrera Motors and from US Bank branches in Central Oregon. For more information, please call COBRA at 541-382-9227.

COBRA provides comprehensive family violence and sexual assault services and promotes the value of living life free from violence. The organization has a confidential 24-bed shelter in Bend and offices in Madras, Prineville, Redmond and Sisters.



Tech Session: Tire Seminar

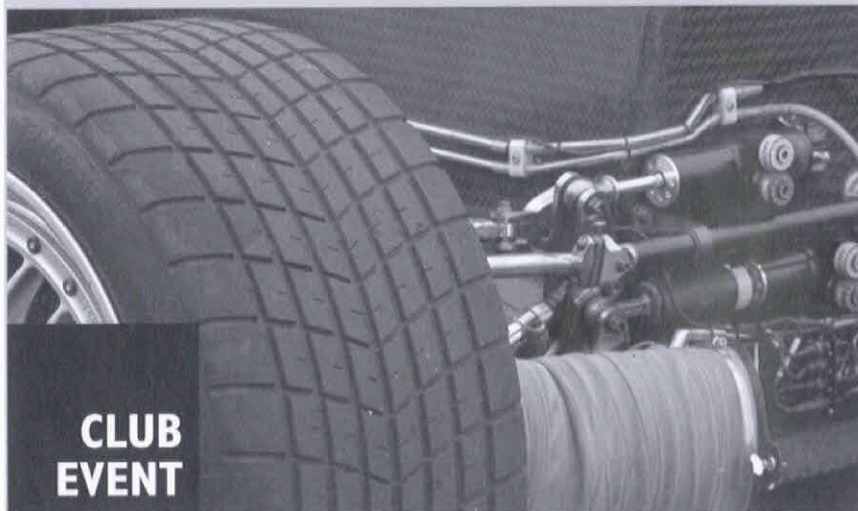
Saturday, February 10, 2007

The Oregon Region of the Porsche Club of America (PCA) and the Portland Chapter of the BMW Automobile Club of America (BMWACA) will jointly sponsor an all-day seminar Saturday, February 10, 2007. Paul Haney, author of several books about racing including *The Racing & High-Performance Tire*, will conduct an all-day seminar on tires and how they work on a car. "Car club members are very aware that tires are a big deal," says Haney, "But they have a tough time getting good info on tires and how they work on their car. That's a complex topic and it takes me a whole day to explain it properly. People are amazed to find out that there really are some understandable explanations of topics they've been wondering about."

Throughout the seminar, Paul will illustrate explanations with understandable graphics (ain't PowerPoint wonderful?) and personal stories gained from years of covering all levels of racing from club track days to Formula 1 races.

"I really enjoy racing and racers. I love being around car people and love to hear their questions and stories. This Portland event will be a lot of fun."

For further information about
this seminar contact:
Don Clinkinbeard
503 970 4848
drcbike@comcast.net



**CLUB
EVENT**

My Ariel Atom ... because of a motorcycle

Story and photo by Andy Jacobsen

It all started in July, 2005, when I had driven down to Laguna Seca with our sons and grandsons to watch the US Moto GP, the premier motorbike race that was back in the US for the first time in seven years.

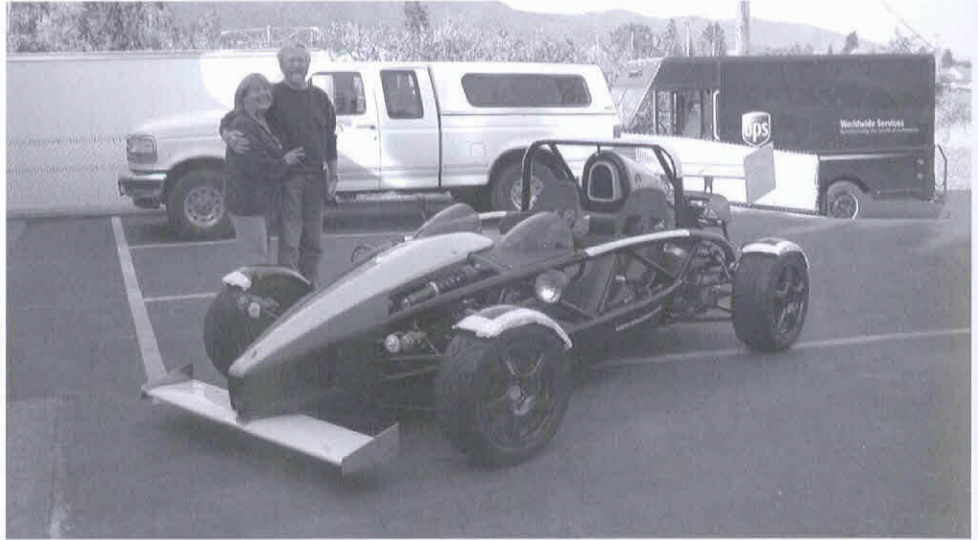
The infield of Laguna Seca is packed with vendor tents selling everything from new leathers and bikes, to articles to clean your face shield with. This time as I walked past the tents there was an unusual new item. A friend from Santa Barbara that was in this tent in question, recognized me, called out and said, "Come in here and check this out ... this is just what you need for track days."

I had never seen anything like it before. It was a little like a racecar, but it had no body. The chassis, which is all external, reminded me of some of my Ducati motorbikes. It had four exposed wheels (with cycle fenders) and it would hold two people. The engine/transmission was located directly behind the driver, and ahead of the rear tires. The engine in this "demo car" came from a Honda RSX and was a two-liter DOHC motor, mated to the six speed forward transmission that appears in the car.

They invited me to sit in it, which you do by removing the steering wheel, and climbing over the chassis. The seat was a two passenger unit bolted to the chassis, and there is nothing on the car that doesn't make it go ... I mean nothing! While sitting in it, I asked them what it weighed, and the answer was about 1,300 pounds, depending on what options one has installed.

I found out that the car is called an Ariel Atom. It was designed in England by Simon Saunders, and was "discovered" by Ashland resident Craig Bramscher. He went over to the UK and worked out an agreement where he would build the car under license in Ashland, Oregon. I got enough information to contact Brammo Motorsports, and make arrangements to go down in August, 2005 for a demo drive.

I then mentioned to Marg that perhaps we should consider going to



Ashland in the MoHo sometime to take in a little of the well known play opportunities that exist there. After we arrived, I happened to tell her about this neat little car I'd found in California, that happened to be constructed in Ashland, suggesting we should go over and check it out.

Fortunately, Marg agreed, we went over, met with Craig Bramscher, the owner of the company, and after a tour of his facilities he put both of us in the little Ariel Atom, and said, "Have Fun!" During our brief drive we found that any speed over 50 had our eyes filled with tears. Our first impression, was the car was like something between a go-kart and a motorbike, it was really neat. In fact it was so good, that I decided to pursue getting one.

I subsequently ordered one with the Honda power train, roll bar, mag wheels and all kinds of other neat things. It took an extra long time to get it, as Brammo Motorsports developed a relationship with GM allowing them to use the two-liter motor that lives in the Solstice/Sky two passenger car. They now build the car using primarily that power train, but will still build you one with the Honda if you like.

I was finally notified that my car would be ready, and we hooked up my utility trailer to the trusty F-150 and headed for Ashland on October 2, staying overnight in Medford, and then arriv-

ing at Brammo Motorsports first thing on Tuesday morning. We were given a very nice tour of the facilities where approximately 45 enthusiastic people are now building the cars. It was fun to meet lots of them and to see how keen they were to build a successful product. After a brief test run to familiarize me with the car, they helped us load it on the trailer, and we towed it home.

At the moment I have managed to put 450 miles on it, on some of the same roads around our home that some of you would have driven when coming to our house in October for the "Marg and Andy's Hillclimb." The car feels excellent. I have been trying to hold it to under 5000 rpm for the "break in" miles, but once in a while it goes over and then the V-tec portion of the power band comes to life. It gets really fun then! The car seems to redefine the term "corners like it was on rails" while I'm out in the woods dodging the hunters and the elk.

I can't wait till our club DE day on the October 27 when I will get the first chance to take it on the track. I don't plan to try and license it, as it really is rather awkward to fit into the belt restraint system for just "running to the store." It sure is fun though, and the GPM factor is huge! (Grins per mile). If you wish to find out more about these cars, there is an excellent website called www.arielatom.com. Thanks for letting me share this with you.

Dessert Noir ... mmmm!

by Kate Ayers

A trendy new restaurant in Beaverton —yes, Beaverton, a virtual culinary wasteland—was Nancy Herron's newest find for ORPCA's Monthly Social and Dinner on October 18. And it was very social. The Dessert Noir could barely hold the number of Porsche fanatics that showed up. Maybe it was the change of seasons or maybe it was the promise of decadent foods. (After all, it IS called Dessert Noir.) Whatever the reason, seating was at a premium in the intimate little eatery. Chef Ian graciously offered to cook anything on the menu, which offers a wide and tasty variety of huge salads, inventive wraps, perfectly grilled steaks, creamy pastas, fish 'n chips, to-die-for homemade soups, to name but a few items. And then there are some pretty fine desserts to pump up your calorie count if you have room left after the sumptuous entree.

But it wasn't all about the food, of course. As usual, we were there to see friends, talk about our cars and generally have a rousing good time. A sizable number of new members chose this excellent event at which to make their club debut. As an example, I quickly lost Jim to a fellow named George Cox, who had just bought a car that day, and a rare one at that. He had unearthed a nice little 935. Unfortunately, he hadn't quite taken



Nancy Herron (right) with new members Shirley and Randy Benton. Photo by Jim Ayers

delivery of it, so the group of guys listening raptly and drooling with envy had to satisfy themselves with the

President Jeff Gretz opted to welcome them all en masse rather than subject them to standing and individually introducing themselves, then encouraged

THERE WERE SO MANY NEW MEMBERS THAT PRESIDENT JEFF GRETZ OPTED TO WELCOME THEM ALL EN MASSE RATHER THAN SUBJECT THEM TO STANDING AND INDIVIDUALLY INTRODUCING THEMSELVES, THEN ENCOURAGED EVERYONE ELSE TO MEET AND GREET THEM DURING THE COURSE OF THE EVENING.

thought that they'll get a look at his new treasure sometime next spring.

George wasn't the only new member. In fact, there were so many that

everyone else to meet and greet them during the course of the evening.

When it came time for after-dinner treats, the restaurant proved how appropriately it is named. The Velvet Elvis, its signature dessert, simply defies description. It's, um, a little chocolate and some —well, you'll just have to go find out for yourself. The place is open for lunch and dinner seven days a week, with an excellent Happy Hour most evenings, and sometimes local talent even strikes up some music.

The Monthly Socials are always a hit, due in large part to Nancy Herron's ability to unearth new venues that serve excellent food and are willing to put up with a bunch of rowdy car nuts. Once again, well done! ■

Don Peterson and Danny Sheehan. Photo by Jim Ayers



October Autocross: Life is good

Story and photos by Tom Pavlik

I am writing this article as I fly home from Napa after a four hour delay. Considering the many highs reached during this year's autocross season perhaps it's appropriate that I am writing it while literally flying high.

Even before I ended up writing this article at 30,000 feet I was pondering the main theme and HIGH was constantly popping into my head. The initial "high" thought popped into my head as I was cruising home on the Sunset Highway following an awesome October 22 at PIR: convertible roof down, wind blowing through my hair, sun warming my face as I drifted through the curves immediately west of the tunnel. Right in the midst of this blissful feeling my mp3 player randomly decided to entertain me with U2's "One." One is probably my favorite tune (I'm too moody to have a definite fav). It seemed like my mp3 player was appropriately putting the finishing touches on my emotional high.

Moments like this cause an involuntary LIFE IS GOOD thought.

The genesis of the above bliss was the awesome day at PIR, but it really didn't start out that way. Though the weather looked promising it was pretty darn cold at 8 a.m. and we had to deal with some over night campers still on our course. We didn't get them out of our way until about 9 a.m., thus delaying our course set-up and pushing our start time



Above: Pam Chapman seems to be enjoying Gary's car. Below left: Stand around and wait ... I thought this was a race! Below right: Chuck West and Don Peterson check out the competition.

back to almost 10 a.m. When we finally did start, it seemed like none of us could find our way around the course. DNF stands for Did Not Finish, and that was the time a majority of us were receiving. Eventually we all made it around the course and the sunny 73 degree day this late in the season just added to the typical thrill we all enjoy each time we are at PIR.

Now you understand why high was the appropriate word to describe my Sunday October 22 post-autocross emotional state and the literal high of where I am writing this article, let's move on

and discuss the many highs attained during The 2006 Autocross Season:

- 2006 had the most autocross events in a season; this year we enjoyed nine autocross days at PIR (3/26, 4/30, 5/21, 6/4, 7/2, 8/9-10, 8/27, 9/24, 10/22);

- Several days we set new attendance highs (most days we had over 50 drivers);

- Considering the above two points it was a given we would set a record high for season attendance;

- If you did Parade's Autocross you most likely hit a personal autocross high speed as the track actually involved turns two through seven on PIR's track!

Congratulations to all those that made the 2006 Autocross season a thrilling success! ■



Check out October Autocross results on page 20!

Racing's "Field of Dreams"

Story and photos by Keith Jones, Three Dogs Racing

If you build it, they will come" was the tease during the evolving construction of Nevada's newest motorsport park, Reno-Fernley Raceway (RFR). The dream of developer-owner Richard Cable, the 500-acre facility began as a simple motocross track that has grown to a "full service" motor sport facility

ones. In my opinion, all great road courses include technical challenges like significant elevation changes, decreasing radius turns, blind entries and banked or off-camber turns. RFR fills this bill nicely. Depending on the configuration (there are 15 of them), the track is part road course, part hill climb and part auto

cross with good visibility and lots of run-off. For the PRC/NASA weekend, we raced the 2.8-mile configuration "B" shown in the figure below. This configuration basically runs around the perimeter of the track, eliminating the infield loops.

GREAT ROAD COURSES INCLUDE CHALLENGES LIKE ELEVATION CHANGES, DECREASING RADIUS TURNS, BLIND ENTRIES AND BANKED OR OFF-CAMBER TURNS. RFR FILLS THIS BILL NICELY.

including a 3/8-mile clay oval, a drag strip, an off road course, and a four-mile road course. RFR is set along highway 95 in the foothills just south of Fernley Nevada. Only 30 minutes east of Reno, Fernley is one of the fastest growing communities in the state. Three Dogs Racing (see sidebar) recently visited the track by competing in the June Porsche Racing Club (PRC) event sanctioned by the National Auto Sport Association (NASA).

The track is so challenging and fun, I thought it worthwhile to encourage other club members to make the tow and experience the course for them-

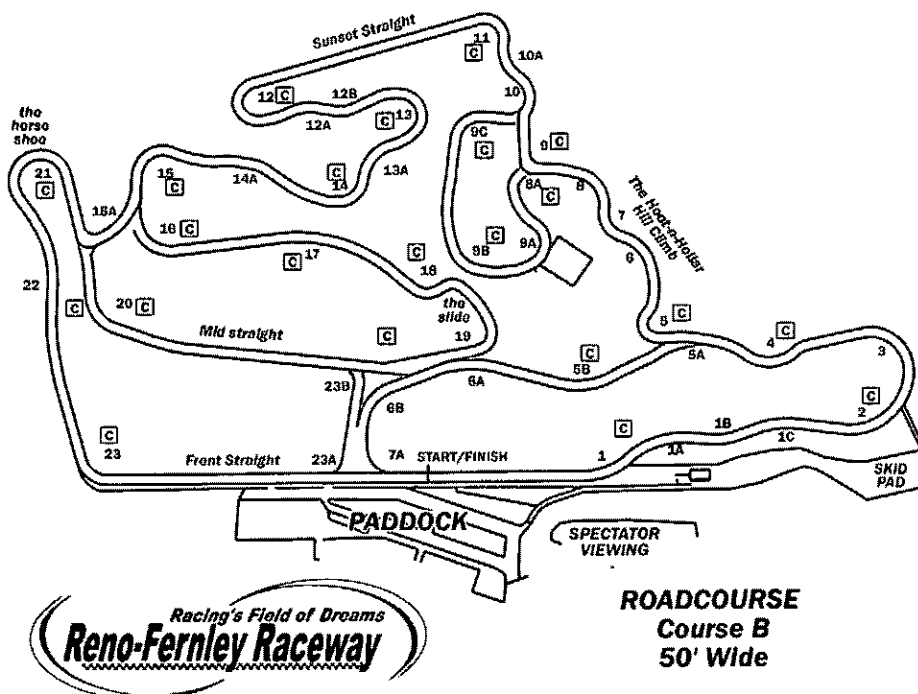
to "kinks" on the entry and exit. Following turn four a short chute brings you to the start of the hill climb fun at turn five. Five is the slowest turn on the course and steeply uphill, second gear or even first gear in a race box. Be sure the car is straightened out for the exit since there is a slight hump that unloads the suspension and can cause wheel spin (or worse).

A lap around RFR begins at the start/finish line approximately two-thirds down the half-mile long Front Straight which ends with a dive into the turn

The hill climb section is initially an aggressive 20 to 25 degree second gear climb that levels out beyond turn nine. Turns eight and nine have blind entries and must be apexed late otherwise you will wind up entering turn ten too shallow and in the marbles (I can attest to this). The entire series of turns eight through ten require an accurate line since there is no room for between turn corrections. Turn eleven is key for a fast entry onto the short "Sunset Straight" but eleven is deceptive since it is slightly off-camber and looks faster than it is, several cars went off at the exit. The "Sunset Straight" terminates in a heavy braking and passing zone entering the tight (first or second gear) 180-degree turn twelve. Again, a late apex on twelve will keep you out of the marbles (which I visited

(Continued on page 23)

YOU WILL KNOW IF YOU APEX TURN THREE TOO EARLY AS YOU WILL FIND YOURSELF EXPLORING THE NEVADA COUNTRYSIDE.



in your dreams



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the wind in your hair
the roar of all those horses...

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Porsches at the Point: HPDE weekend

by Gary Chapman

Photos by Jim Ayers

As most of you know, my wife Pamela and I are fairly new to ORPCA. We've been involved with the autocross arm of the club for about two years now. This last winter I purchased a 914/6 roller and began building an autocross car to compete at the top level. The car was finished last March and I began to drive my new beast at

entered the post Parade DE event at PIR and had a blast, but I wanted more ...

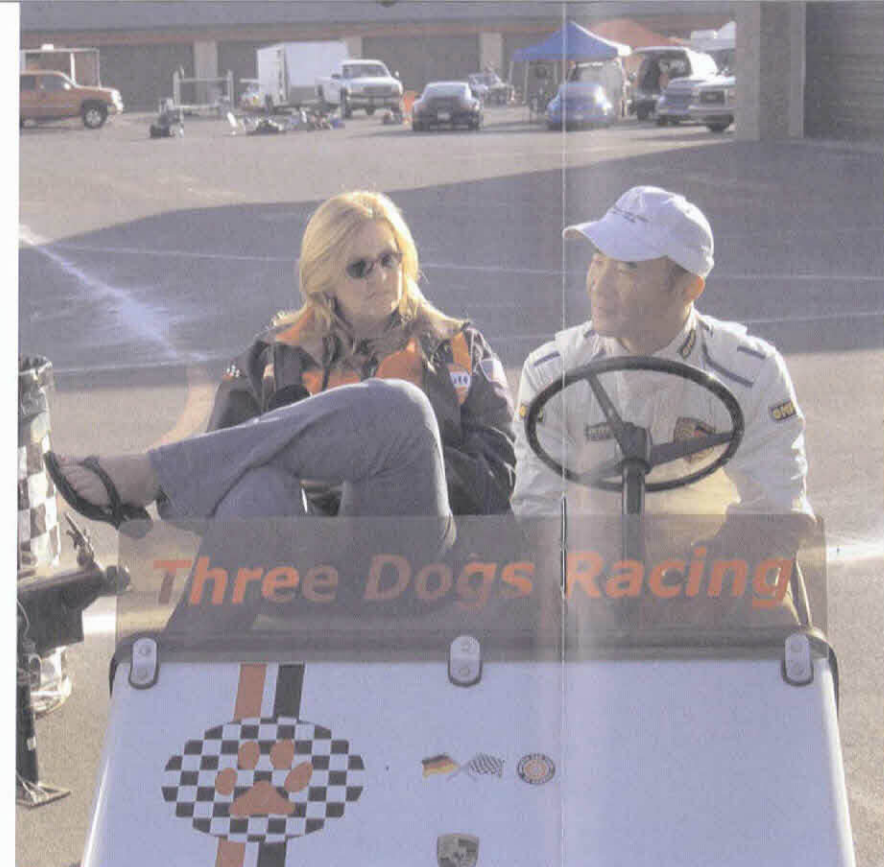
In July, Jeff Gamroth of Rothsport invited me to go play at Sears Point Raceway in Sonoma, CA. The local Porsche club was putting on "Porsches at the Point" the last weekend of October. Open track time, several Porsche racing classes, two days of

I ARRIVED AT THE TRACK, FOUND THE ROTHSPORT PITS AND MY LITTLE 914 FLANKED ON BOTH SIDES BY SEVEN BIG, BAD 911'S WITH HUGE WINGS. I WAS A LITTLE (READ A LOT) INTIMIDATED.

the autocross meets. After many spins, I eventually learned how to handle the power of the 3.2 Carrera engine in my little red car. I love auto cross, 50 seconds of violent driving times six runs.

I was, however, thinking of tracking the car to see what it was capable of. So

speed. Sears Point is the first race track that I attended as a child when my father took me to an "Indy Car" race back in the early '70s, so I said yes to Jeff. He said "You need some things first, like brake cooling ducts, brake pads, new track tires (my a/x tires were shot and the wrong compound), and a gener-



Below: Gary Chapman and the red mouse that roared. Above, center: Kathy Jones and Peter Wong at Infineon. Above right: Peter Wong in turn 2 in Infineon. Right: Infineon.

al tuneup." After the work was completed, my car was loaded into the car transporter and down to Sonoma it went. I flew into Oakland on Friday evening, spent the night and drove to the track on Saturday morning all pumped up and ready to drive.

I arrived at the track, found the Rothsport pits and my little 914 flanked on both sides by seven big, bad 911's with huge wings. I was a little (read a lot) intimidated. After attending the driver's meeting, I learned my run group was the second group to go out on track. I hustled back and got my helmet with HANS device and nervously staged at pre-grid. My first run session was full of trepidation; I was passed by most of the cars in the field as I found my way around the track for the first time. The rear of the car felt loose, particularly in the "esses," so between sessions I added more front sway bar and it balanced out nicely in the next session. I ran four sessions on Saturday for a total of 80 minutes of track time. What a blast! The track has three blind corners after coming over rises that scared me to death. There are large elevation changes, as opposed to P.I.R. which is basically flat. Turn 10 is a 100mph corner with the wall about 15 yards from the edge of the track, very scary. I ran as fast as I could, turning laps of about 2:10-2:15.

Sunday morning I returned to the track and met a 914 buddy from the 914Club bulletin board. He lives 15 minutes from Infineon and runs there frequently. He offered to ride along and coach me and to see what a 3.2 felt like in a 914. Off we went in the first session after two laps he began to push me through turns 2, 4, 6 (the carousel) and turn 10. After the second session with him my times were down to 2:01, a respectable time, I'm told. He had me screaming like a baby pig through the carousel and turn 10. I was sure we were going to crash, but the tires held and my lap times dropped.

As the day progressed I went from being passed to passing everyone, except a fast black boxster, man could he drive!

What a great experience. I learned more about my limits and the car's limits at speed ... mostly my limits. I can't wait for the next opportunity to drive a track again.

As an interesting side note, this was a Porsche only event with about 150 cars. Over the two-day event there was one transmission output shaft failure, no engine failures, a tribute to the engineering of the flat six motor. These are great cars!

Get out there and drive your Porsches and experience the exhilaration of

speed and handling. DE events are a safe and controlled way to learn how to drive much better. You never know ...

the skills learned might just save your life on the road some day. ■

AFTER THE SECOND SESSION WITH HIM MY TIMES WERE DOWN TO 2:01, A RESPECTABLE TIME, I'M TOLD. HE HAD ME SCREAMING LIKE A BABY PIG THROUGH THE CAROUSEL AND TURN 10. I WAS SURE WE WERE GOING TO CRASH, BUT THE TIRES HELD AND MY LAP TIMES DROPPED.



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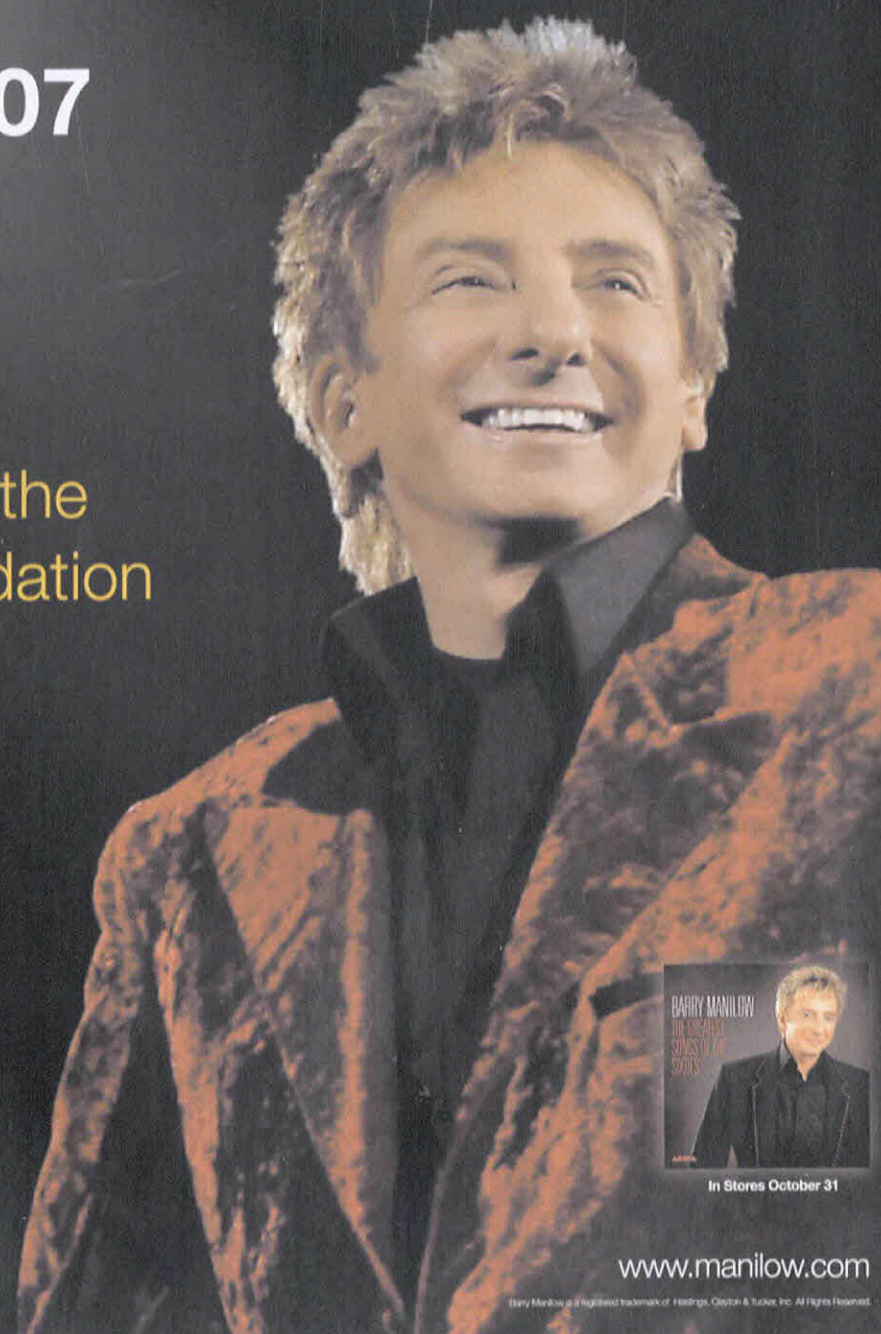
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IN THE SIXTH ZONE

Linda Bein



Bravo to all for Parade Portland

It is hard to believe that driving season has almost come to an end for 2006. Hope that you have had as much fun with YOUR Porsche!

The biggest 2006 event for Zone 6 was, of course, Parade Portland. It has received some pretty great reviews which has made all of the hard work worthwhile. I personally want to thank everyone in Zone 6 who had anything at all to do with making this a Parade that will certainly be remembered by all those in attendance. You know who you are ... so take a well deserved bow!

Our zone came away from Parade with some nice awards. In the Newsletter Contest High Desert placed second in Class 1. Oregon placed third in Class 4 and Pacific Northwest placed third in Class 5.

The Website Contest saw Vancouver Island winning FIRST place in Class 2 and Inland Northwest was runner up for Class 3.

The President's Parade Trophy is presented to the region that has the greatest number of cars at Parade—taking into consideration the size of the region AND distance the members traveled to get to Portland. We all can be very proud of the Wild Rose Region for winning this coveted award!

I wish I had room to name all of the Zone 6 members who walked away with Concours, Rally, Autocross, and Tech Quiz awards. Do take time to carefully read your October Porsche Panorama to find their names!

By now you probably know that we will not be having the American Le

Mans race at Portland International Raceway in 2007. Zone 6 helped PCA, PCNA and IMSA put on one of the best PorschePlatz hospitality areas nationwide. I sincerely thank all of those who made my job much easier! Elections are happening all across our zone and I would like to take this opportunity to thank ALL who were officers or committee chairs who will be stepping down. Your proverbial shoes will be very difficult to fill but each region has a multitude of talent and I look forward to our 2007 Zone 6 crew!

Keep working on increasing and maintaining your membership! Oregon Region, at the end of September, was leading in Actual Growth.

Bravo to ALL! ■

PCNA posts sales increases for 2006

ATLANTA—(BUSINESS WIRE)—Nov. 1, 2006—Porsche Cars North America, Inc. (PCNA), importer and distributor of Porsche sports cars and Cayenne SUVs in the United States and Canada, today announced sales of 2,355 for the month of October in the U.S. compared to sales of 2,588 during the same month in 2005, representing a 9 percent decrease.

Through 10 months of 2006, Porsche's sales remain ahead of 2005's record-breaking pace. Year-to-date, Porsche has sold 28,766 new cars in the U.S. in 2006, an increase of 9 percent over last year's total of 26,397.

The Boxster/Cayman series, following a trend throughout 2006, enjoyed combined October sales of 847, a 52 percent increase over the same month last year

when sales were 558. For the year so far, Boxster/Cayman sales are up 43 percent. Porsche's 911, which is on pace to set its own one year record, posted a 10-month total sales mark of 9,859 compared to 8,216 last year, an increase of 20 percent.

In addition, dealers sold 493 Porsche Approved Certified Pre-Owned vehicles in October.

Columns below are for (1) Month to Date, 2006; (2) Month to date, 2005; (3) Year to date, 2006; (4) Year to date, 2005

Boxster	178	361	2586	4020	911 GT3	1	0	1	0
Boxster S	101	197	1422	2963	All Carrera models (993)	0	0	0	1
Cayman	177	0	735	0	All Carrera models (996)	1	18	15	1493
Cayman S	391	0	5215	0	ALL 911	697	900	9859	8216
ALL BOXSTER/CAYMAN	847	558	9958	6983					
					Cayenne Tiptronic	232	396	3345	4326
911 Carrera Coupe	86	123	981	1775	Cayenne	8	9	56	66
911 Carrera S	175	248	1835	1896	Cayenne S	148	514	3411	4640
Carrera Cabriolet	63	124	1151	1379	Cayenne Turbo	23	185	465	1875
Carrera S Cabriolet	128	201	1938	1486	Cayenne Turbo S	108	0	761	0
Carrera 4 Coupe	16	81	425	81	Cayenne Titanium	290	0	831	0
Turbo Coupe	88	0	711	0	ALL CAYENNE	809	1104	8869	10907
Carrera 4S Coupe	42	57	857	57	CARRERA GT	2	26	80	291
Targa 4	0	0	0	0					
Carrera 4 Cabriolet	25	18	596	18	GRAND TOTALS	2355	2588	28766	26397
Carrera C4S Cabriolet	72	30	1349	30	Certified Pre-Owned	493	421	5169	4577

PRESIDENT'S MESSAGE

(Continued from page 4)

I'm sure they will as they seem to find these great routes on every Mille.

■ The American Le Mans race hosted by Porsche. Well over 100 Porsches in the parking corral and another exciting race that wasn't decided until half way through the last lap.

■ John Draneas organized yet another great Sunriver Exotic Car Show with 96 cars in attendance.

■ Nancy Herron always seems to find restaurants with great food for the very

well attended monthly dinner socials.

Thanks Nancy.

■ I'd especially like to thank our 2006 Board of Directors: Chuck West, Faryl Ammon, Kathleen Ellis, Sue Hodge, Bob Grasso, and Jim North for all the time and effort they dedicated to the club this year.

All of these events are fun for the participants, but they're especially fun and rewarding when you work with a group to plan and execute the event. Please volunteer to help with the exciting

activities and events we've planned for 2007, our club is about the cars AND the people!

I've enjoyed being your club president these last two years and now look forward to supporting the new Board of Directors and the 2007 events.

Happy Trails,

Jeff

president@oregonpca.org ■

EDITOR'S MESSAGE

(Continued from page 4)

country tour. We are looking at trying to put one together for mid-October, 2008. From every angle we have examined, it seems we would have to limit the tour to the first 15 cars. The tour itself would be a one week event featuring stays in historic locations, private wine tastings and at least two dinners at wineries. The intent of the tour will be to introduce the participants to a group of smaller wineries whose products are not available in Oregon wine shops. Of course this would be done in conjunction with driving some wonderful Porsche roads. At first blush, it appears lodging costs will be relatively high but the accommodations will be splendid and unique. We

are requesting input and ideas related to this potential tour. The event will be open only to Porsche cars.

With this issue you will note the Cover Photo Contest has been modified. The way the contest was set up was cumbersome for the membership people and really, what is a year of free ORPCA dues? I think anyone who has their photo selected as the magazine cover would rather have a framed copy of the cover for their wall. Hopefully all of you will agree and continue to submit photos for consideration.

We are still working on getting the magazine back on schedule and should have that task accomplished by the

January/February issue. Both the 2007 calendar and the magazine are targeted to be in your mailbox by not later than January 15, 2007. Now you know why we print a 13-month calendar. One of the major problems with getting the calendar out is P.I.R. doesn't set the schedule until late in the year, given the importance of the track schedule to ORPCA events it would be impossible to print the calendar without the track schedule.

Kate and I would like to wish all of you a very Happy and Safe Holiday Season. ■

October Autocross Results*

Pos.	Driver	Car Model	Raw Time				
1	Britain Smith	1974 914-6	52.677	20	James Prouty	1995 Carrera	60.414
2	Gary Chapman	1970 914/6	53.541	21	Harry Danberg	1973 911T	60.688
3	Chuck West	1970 911	54.146	22	Clayton Powell	2000 Boxster S	61.142
4	Trevor Rice	1974 914	54.627	23	Tim Estes	2000 Boxster S	61.317
5	JP Stein	1974 914-6	55.104	24	Pamela Chapman	1973 914	61.778
6	Mark Mills	1982 911SC	56.219	25	Don Peterson	2002 Boxster	62.137
7	Eric Freedle	1986 911	57.610	26	Shawn Bolf	1982 911SC	62.255
8	Jeff Gretz	1997 993	57.892	27	Chuck Jarvie	1994 968	62.279
9	Tom Pavlik	2001 Boxster S	58.147	28	Hugo Rios	1999 Carrera Cab.	62.640
10	Scott Mills	1982 911SC	58.195	29	Jeanie Gretz	1997 993	62.893
11	Chad Edwards	1997 Boxster	58.230	30	Steve Stipe	2005 Carrera S	63.429
12	Jack Menashe	2000 Boxster S	58.483	31	Todd Johnston	2006 Boxster	64.016
13	Bob Schatz	2001 Boxster S	59.175	32	Denise Peterson	2002 Boxster	64.513
14	Barry Cogut	2004 996	59.628	33	Mark Ford	1986 Carrera	65.615
15	Dick Thomas	2001 Carrera 4	59.633	34	Mike Wilfing	1997 Boxster	66.953
16	Ron Pihluk	1986 911	59.814	35	Mary Chase	1989 Miata	70.131
17	Bob Grasso	2000 Boxster	59.841	36	Bob Tuzik	2002 Boxster	DNF
18	Ian Crawford	1999 Boxster	60.328	37	Randy Stolz		DNF
19	Brian Brock	2000 Boxster S	60.410				

*Porsche results only

Rahal Letterman Racing enters ALMS 2007

MONTEREY, Calif. - Rahal Letterman Racing (RLR) announced today it would enter the American Le Mans Series in 2007 as a participant in the GT2 category. RLR intends to run a program in the ALMS and will utilize the new Porsche 911 GT3 RSR for the 2007 campaign. "I have made no secret in recent years that I wanted to begin a sports car program for Rahal Letterman Racing," said 2004 International Motorsports Hall of Fame inductee Bobby Rahal. "I trace my racing roots back to sports cars and my time on the historic tracks of Sebring, Laguna Seca, Mid-Ohio and Elkhart Lake. A passion for road racing and sports cars is a foundation of our team. The opportunity to diversify our business model at RLR and to do so with the addition of an ALMS program is an outstanding opportunity. I don't think it is an anomaly that more IndyCar teams are looking at the addition of an ALMS program. There is a certain synergy that strengthens your organization on and off the track."

"The Rahal Letterman name and team are synonymous with top line racing success," said Scott Atherton, President and CEO of the American Le Mans Series. "There is no doubt that it will bring the highest level of performance and competition to the American Le Mans Series competitive ranks and the GT2 class. Bobby's success as both a driver and team owner has allowed him to become one of the icons of the

motorsports industry. We cannot wait to see the new Rahal Letterman GT2 team entry at the 2007 season opener - the 55th annual Mobil 1 Twelve Hours of Sebring.

"This marks another impressive line of world-class content that the American Le Mans Series will unveil to its fans next season. The Series has shown tremendous strides in recent seasons with the addition of renowned teams like Penske

THE RAHAL LETTERMAN NAME AND TEAM ARE SYNONYMOUS WITH TOP LINE RACING SUCCESS ... THERE IS NO DOUBT THAT IT WILL BRING THE HIGHEST LEVEL OF PERFORMANCE AND COMPETITION TO THE AMERICAN LE MANS SERIES COMPETITIVE RANKS AND THE GT2 CLASS.

Racing, Aston Martin Racing, Andretti-Green,

Fernandez Racing and now Rahal Letterman. 2007 is truly going to be a highly competitive as well as showcase season for the American Le Mans Series." "As a driver, Bobby Rahal has a winning tradition with Porsche, racing to victory in some of America's most prestigious sports cars races behind the wheel of our cars," said Uwe Brettel, president of Porsche Motorsport North America. "Now as a Porsche team owner, we expect his success with the brand to continue. We are pleased Rahal Letterman will be part of our 911 GT3 RSR customer program in 2007 and

anticipate the team will enhance the already highly competitive GT2 Class in the American Le Mans Series."

Rahal Letterman Racing had fielded multiple series programs in the past, including 2003 when RLR was the only team in North America to compete in the IndyCar Series, Champ Car World Series and the Formula Atlantic Championship.

A full announcement on the RLR GT2 program including sponsorship and driv-

er line-up is forthcoming. Rahal Letterman Racing, based in Hilliard, Ohio and co-owned by three-time IndyCar Champion and 1986 Indianapolis 500 winner Bobby Rahal and CBS LATE SHOW host David Letterman, has been competing for more than a decade compiling 19 victories, 28 poles and one series championship (Bobby Rahal in 1992 in CART) and an Indianapolis 500 championship (Buddy Rice in 2004). In 2007 Rahal Letterman Racing will campaign two cars in the Indy Racing League's IndyCar Series and make its debut in the American Le Mans Series by entering the GT2 category. ■

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AMATEUR WRENCH

(Continued from page 9)

Now on to a little less weighty, but just as critical a matter. I want to thank my DE team for 2006 for making this a bang-up year for our membership and Club. First, this program would not

happen without all the volunteers that contribute to the program. I want to recognize the very able contribution of Chuck Bergeron, our Chief Driving Instructor. Chuck organizes the instructor team and the days schedule as well as ensuring that students receive quality instruction. In the Tower (our communications hub), working to coordinate the turn workers and the DE staff, Debbie Clinkinbeard and Cheryl Johnson, with support from Kim Friedemann and others, are indispensable. During the day Chuck and I communicate with them via radio to understand the track and driver status at any point during the event. They also coordinate the pre-grid startup and release with Tom Pavlik.

you on and off the track successfully. While you are on the track surface your instructors are working hard to help you keep your car under control and going the right direction. These individuals are willing to get in a car with (generally) a

stranger and let them pilot their car around the track at a rate that is much faster than most people have gone in their lives using verbal communication to help the student keep it on the pavement. This is certainly a risky proposition for them. We appreciate their dedi-

YOUR INSTRUCTORS WORK HARD TO KEEP YOUR CAR UNDER CONTROL AND GOING THE RIGHT DIRECTION ... THEY ARE WILLING TO GET IN A CAR WITH (GENERALLY) A STRANGER AND LET THEM PILOT THEIR CAR AROUND THE TRACK AT A RATE THAT IS MUCH FASTER THAN MOST PEOPLE HAVE GONE IN THEIR LIVES.

cation and courage in doing this. They mostly do it for the reward of seeing the smile of triumph on the face of novice

THEY MOSTLY DO IT FOR THE REWARD OF SEEING THE SMILE OF TRIUMPH ON THE FACE OF NOVICE DRIVER WHEN THEY FINALLY GET IT RIGHT.

Cherie Oldenburg and Marlene MacEwan hand out your check-in and tech forms as you arrive. Steve Salta handled tech for part of the year and Eddie Nakato and his able team of mechanics handled it when Steve was unable to attend. At check-in, Debbie, Kim and Cherie are there to ensure all the I's are dotted and the T's crossed. Scott Mills has also pitched in when he could ... as well as other folks that I have probably forgotten to mention. As you can see the staff is pretty small but they are enthusiastic and dedicated and I cannot easily express my intense appreciation for their support of this program. When you see these fine volunteers please offer them your thanks for making this program a success. They are all there to get

driver when they finally get it right. It is the most rewarding part of the DE experience for an instructor. These intrepid individuals come from many walks of life but all share a passion for driving our shiny machines around in circles at a rapid rate of speed and helping others do the same in the safest manner possible. Not all of these folks are ORPCA members, but they pitch in anyway and I want to thank all of these fine folks:

Verne Naito, Tom Newmann, Tim Wright, Ted de Looze, Steve Rall, Scott Sargeant, Scott Linn, Scott Faris, Roger Moore, Rod Rice, Rich Vedder, Randy Goins, Paul Gaudy, Pat Murphy, Monte Curtis, Mike Simmons, Mike Bartos, Leeds Gulick, Larry Vollum, Kim Friedemann, Keith Martin, Joseph

Gilmore, Jordan Wand, John Robison, John Mazmanian, John Draneas, Jim Walker, Jens Housley, Jennifer McDonald, Jack Wieselmann, Greg Meythaler, Gabe Blazsovsky, Frank Nieto, Eddie Nakato, Donn Snyder, Dennis Palatov, David Pollack, David Levy, Dave Rice, Dave Hagel, Dan Johnson, Dan D'Agrosa, Chuck West, Chuck Bergeron, Christopher Bender, Chris Ryciewicz, Chris Rogers, Bruce Feller, Bob Rothwell, Bart Locanthi, Andy Jacobson, Andy Chenoweth, Ambrose Su, Aaron Couch and Ken Tubbs.

And last but certainly not least I want to thank my program director Chuck West for his support and guidance in ensuring we set good policies and interfacing with the Board of Directors.

Thanks for a great 2006! ■

FIELD OF DREAMS

(Continued from page 14)

more than once), and lined up for the kinks leading to the challenging turn 13. I was never happy with my performance in 13. It has a decreasing radius and the pavement is rough. My car would slide, hop and skip around ... a real handful that probably would have been improved with softer shock settings. A gentle downhill chute to turn 14 brings you to a deceptive downhill straight where, if you're not careful, you can build up more speed than you can shed braking for turn 15. Turn 15 A is a great passing zone due to the extra pavement available on the inside that allows an inside passing line, as well as the faster qualifying line entering wide. I was able to sneak under several unsuspecting drivers entering 15 A on the qualifying line.

The final section of the course brings you into a banked downhill "Horse Shoe," turn 21. The Horse Shoe is faster than it appears due to the significant 20-degree banking. Get on the gas early for a blast down the South Straight and through the flat-out kink, turn 22. The South Straight terminates in the most

important turn on the track, turn 23 which is the entry to the Front Straight. You can carry a lot of speed through turn 23 because it is banked but beware that the banking flattens out as you exit onto the straight. If you exit too wide with your suspension still loaded, you risk a high speed slide or spin as you lose traction due to the fading banking. Never the less, carrying as much speed as possible through this turn is essential for the best speed down the Front Straight.

The RFR facility is not without it's shortcomings. The course is still under construction and the facilities and amenities are somewhat primitive. The paddock loop road is paved for your racecar parking and race gridding, but trailers and service vehicles must park in the Nevada soil. Neither power nor water is available in the paddock and outhouses are the only restrooms. You better bring your own shade and water since temperatures got up to 110 degrees in late June. Spring or fall may be the best times to visit this course. Due to the temperature extremes, the asphalt becomes soft and significant rip-

ples have developed in some areas, particularly the back straight braking zone. I find this an interesting challenge, but a too heavily sprung car would struggle. Last year the track was criticized for rough run-off, much of this has been resolved with further grading of the run-off areas. Also, the desert soil is very dusty and tends to blow onto the track. Reno may not be the track for you unless you want your concourse 911 sandblasted.

Going forward, the developers claim to have bigger plans for RFR, including paddock expansion and garages, a Kart track, RV parking, and even a hotel-casino! If this transpires, Reno-Fernley Raceway may well become one of the destination racetracks of the west coast. We can help make that happen by supporting the venue in its early stages of development. Overall RFR is a great layout with a bright future since it is booked every weekend for this season, apparently once it was built, "They did come!" For more information see www.reno-fernleyraceway.com. ■

Welcome New Members

David and Jeanie Smith
Vancouver, WA 2002 Boxster

Robert Edgar
Portland, OR 2007 997 TT

John Helmer III
Portland, OR 2000 Boxster

Michael and Dennise Russell
Salem, OR 1986 944

Craig and Camille Anderson
Portland, OR 1981 911 SC

Rick Beckensten
Happy Valley, OR 2007 Cayman

David and Rebecca Easter
Eugene, OR
2003 911 1986 930 Turbo
1976 911 Targa

Mark C. and Heather Ford
Portland, OR 1986 911

Martin D. and Ana Golden
Portland, OR 1997 911

James G. and Judy Graves
Portland, OR 1960 356

Gregory R. and Connie Heinze
Tualatin, OR 2006 911

Aaron M. and Mathilde Hues
Portland, OR 1985 911

Gordon R. Joachim and Narda Tolentino
Gresham, OR 1988 911

Gary Johnson
Portland, OR 1979 928

Todd S. Johnston and Rod Ramsour
Portland, OR 2006 Boxster

James M. and Shirley Lafontaine
Gresham, OR 1969 911

Mike McBride
Lake Oswego, OR 2005 Boxster S

Christopher J. and Huma Pierce
Portland, OR 2006 911

Hugo Rios and Allison Anderson
Portland, OR 1999 911

David and Doneta Thomason
Grants Pass, OR 2006 911 S

Kim Buckley
Portland, OR 2006 Cayman S

Tim Harris
Portland, OR 2004 911

Brad and Laura Larson
Portland, OR 2000 Boxster S

Barry & Edie Barlow
McMinneville, OR 1986 944

Berry & Darlene Owen
Ridgefield, WA 1998 993

John & Christine Barnes
West Linn, OR 1966 912

Ron & Tracy Tabb
Beaverton, OR 2003 911 & 1995 911

Kyong & Christine Turk
Salem, OR 1996 911 & 2004 Cayenne T

Don & Donna Ball
Sunriver, OR 2003 Boxster

David & Scott Dannenhold
Oregon City, OR 1986 911

Jack & Sally Jorgenson
Portland, OR 1957 356

Joan & Ted Rodgers
Dayton, OR 1988 911 & 1957 911

Mark & Ray Smith
Grants Pass, OR 1952 356

Anniversaries

5 Year Anniversary

Edward L. Brewington

Ray Wikman

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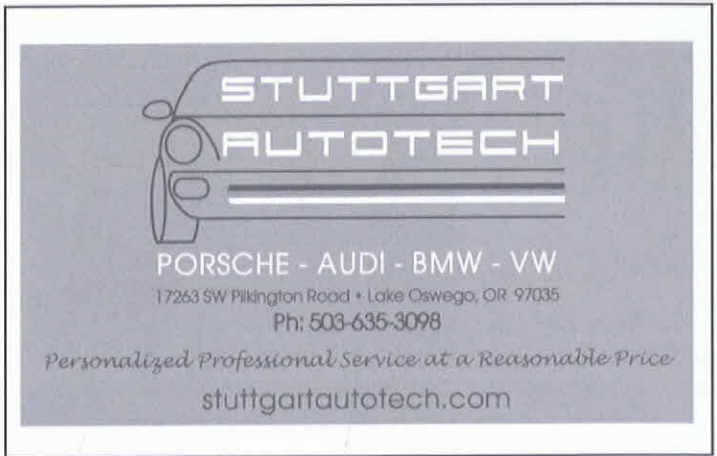
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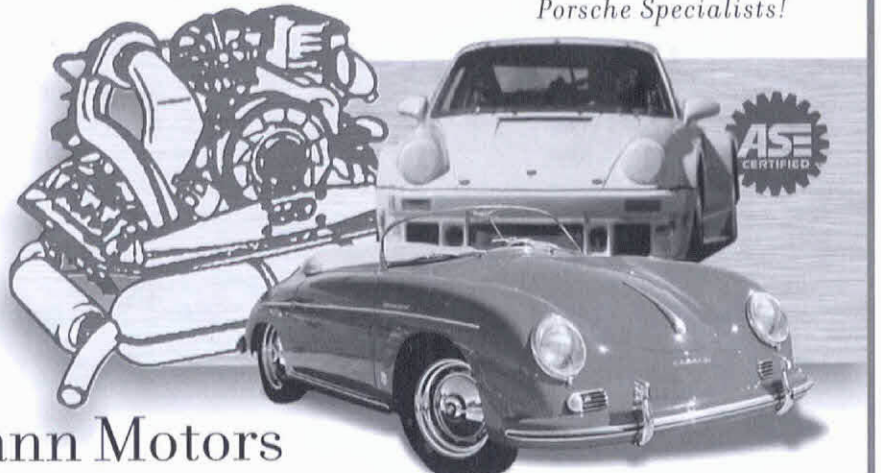
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Include a check made payable to Oregon Region PCA with the ad text. Placement of non-member classified ads depend on the availability of space after all member ads have been included. All ads must be submitted to the classifieds editor by the 15th of any given month. Please mail payment to the club Treasurer as listed in the back of the magazine, but e-mail the text of your ad to the address above.

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Carrera

1975 Carrera, True Carrera, number 196 of 396. 2.7 motor, Gran Prix white with Tan interior, 106K miles, all original. \$10,000.00. Dan Jessie, 503.717.3694

Other

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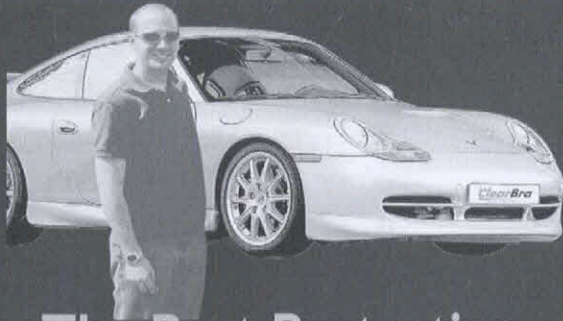
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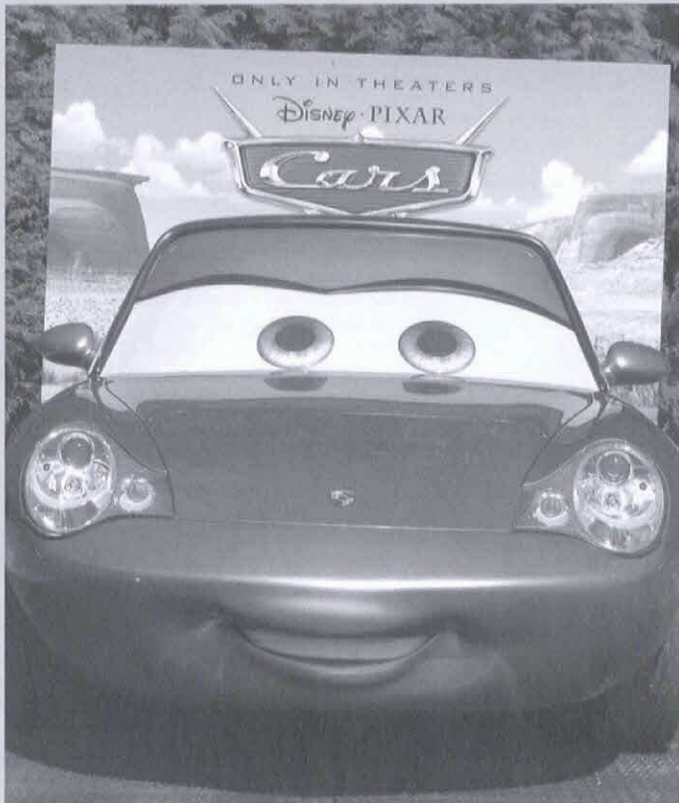
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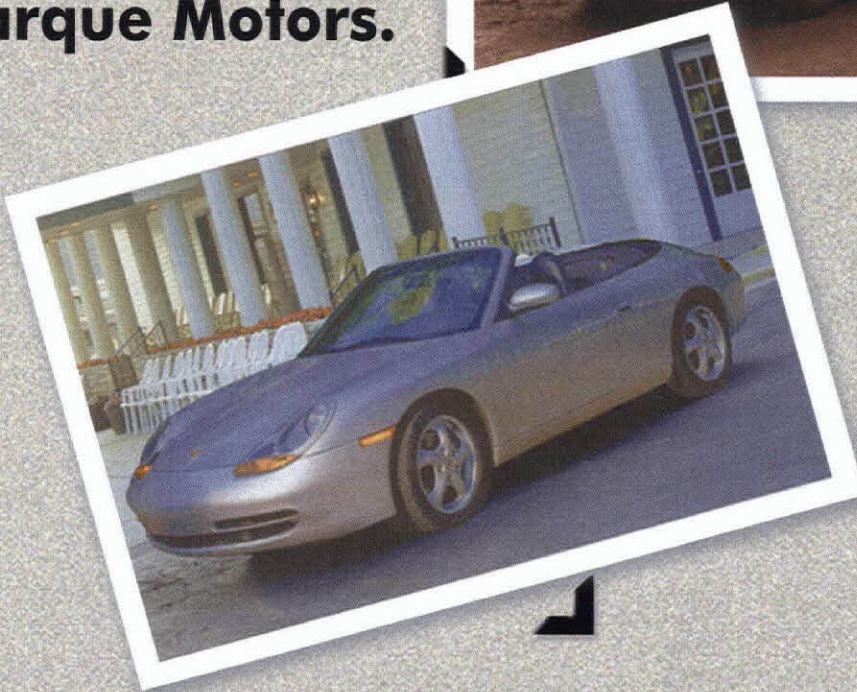


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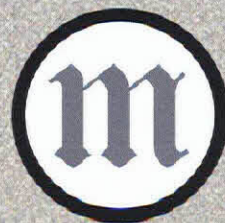
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