



Anzeiger

JANUARY-FEBRUARY 2008

FA





AN OASIS FOR PEOPLE
WHO CARE ABOUT CARS.



BMW



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

Carrera
MOTORS

YOUR DESTINATION DEALERSHIP

Portland, Oregon 541.382.1711 CarreraMotors.com

Anzeiger

(an' zī ger), noun, German

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

EDITOR DESIGN

Chris Rotvik Nancy Scott
503.730.5899 503.997.2230

editor@oregonpca.org engrafix@comcast.net

CONTRIBUTORS PRODUCTION

Don Clinkinbeard, Barry Earl Green
Cogut, Bob Ellis, Jeannie 503.330.2227
Gretz, Greg Heinze, earl@millennium-
graphics.com
Jim Hosford, Kathy Jones,
Peter Linsky, Randy Stolz,
Brian Summers,
Gina Summers

Board of Directors

PRESIDENT SECRETARY

Chuck West Eric Freedle
503.720.2037 503.384.0453

president@oregonpca.org secretary@oregonpca.org

VICE PRESIDENT BOARD MEMBERS

Kathleen Ellis AT LARGE

503.720.0184 Jim Ayers, Chuck Bergeron,

vicepresident@oregonpca.org Sue Denfeld

TREASURER PCA ZONE 6

Jim North Linda Bein

503.221.6262 porscha@bendnet.com

treasurer@oregonpca.org

P.O. Box 5652

Portland, OR 97228-5652

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

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

Postmaster:

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

© 2007 Porsche Club of America, Oregon Region, Inc.
All rights reserved.

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

Please visit our website for the latest news and announcements:

<http://oregonpca.org/>

Anzeiger

Volume 48 No. 1

JANUARY 2008

FEATURES

- 13 2008's Board of Directors
- 14 Ho Ho Holiday Party
- 16 Rennsport Returns to Daytona
- 18 Roads, Rain, and Relaxation
- 19 Sunshine in a Box
- 20 Thank You!
- 21 Driving Etiquette Guidelines to Live By

COLUMNS

- 4 From the President
- 4 Editor's Note
- 7 Still Plays with Cars
- 9 Amateur Wrench
- 11 Tech Talk
- 21 In the Sixth Zone

DEPARTMENTS

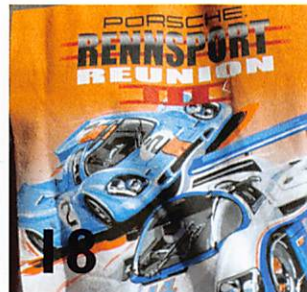
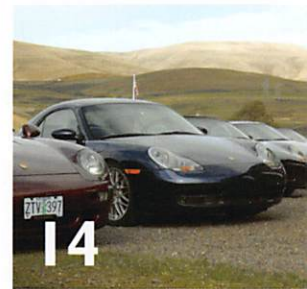
- 5 Events Calendar
- 24 Club Membership
- 27 Resource Directory
- 29 Marketplace

COMING EVENTS

- 6 January Social and Dinner
- 6 February Social and Dinner
- 8 Tech Session: Suspension and Brakes
- 8 Driver Skills Clinic
- 10 Autocross
- 10 HPDE Instructor Training Clinic
- 12 The Second Annual Great Oregon Beach Cleanup Weekend

ON THE COVER

The all-conquering 935, one of 450 pieces of Porsche race legacy at Rennsport Reunion III. Story on page 16. Photo by Peter Linsky.



**FROM
THE
PRESIDENT**
Chuck West

Make 2008 Your Best Porsche Year Ever



As I write this column, I know that I am living on borrowed time. Our new editor, Chris Rotvik, has got to be stressed out as this is his first issue on his own, so to speak, and here I am, dragging my feet. I am trying to use the

Banquet, you missed a good one! Historically, we generally have 90 to 95 members attend this event. This year we sold out early and had a waiting list! Attendance? A new record I believe, 120 members and guests. Auction results? We

THIS YEAR WE SOLD OUT EARLY AND HAD A WAITING LIST! ATTENDANCE? A NEW RECORD, I BELIEVE, 120 MEMBERS AND GUESTS. AUCTION RESULTS? WE RAISED IN EXCESS OF \$18,500.

“poetic license” excuse, as I do need to be inspired to write a timely and well thought-out piece.

Honestly, though, I have plenty to talk about.

For those of you who did not attend our annual Charity Auction and Awards

raised in excess of \$18,500, roughly 50 percent more than we have ever done in the past!

Why the records? I suspect that it was a combination of good publicity, great management, a close-in location, and promises that check-out would not be as

lengthy as in the past. Sue Denfeld — ably assisted by Peggy Munson, Denise Peterson and several other hard working volunteers — promised to make this annual event one we would all remember. And they delivered. Oh, by the way, since there is always room for a little “tweaking,” we will be tweaking the Executive Chef of the Embassy Suites in a big way, as he has a phenomenal opportunity for improvement for next year... or else!

It was very gratifying to both hand out and congratulate all of the members that volunteer throughout the year, from
(Continued on page 22)

**EDITOR'S
NOTE**
Chris Rotvik

Old Fish Stories

It was 1972, early in the evening, on I-5 in south Orange County. All of 17, I was out stretching the legs of my '64 MGB (first car), imagining I'm on the Mulsanne. (Traffic was rather light in

I'M AT FIRST STARTLED AS A BLACK 911S SNAKES BY, THEN CAPTIVATED AS I ATTEMPT TO HOLD IT IN VIEW AS LONG AS BRITISH PERFORMANCE (AN OXYMORON?) ALLOWS.

those days, but yes, you could say my imagination was vivid.) Headed for Laguna Beach, I'm at first startled as a black 911S snakes by, then captivated as I attempt to hold it in view as long as British performance (an oxymoron?) allows. Protruding through my cheek was now a rather large fishhook.

I love cars. Not just Porsche, although that marque sits at the top. I may lust for an F360 Challenge Stradale (Gran Prix Imports has one on the floor, you know), but if that kind of money found a path

to my door, it'd make a hasty u-turn in the form of a GT3. I was so attached to my M3, I felt I was committing adultery when first driving the 996 my wife brought home as a surprise. So they both stay.

And I love magazines. Turn me loose in Borders and I'll be content for hours

scanning the racks of eye candy. As a kid, I'd do just that, down at whatever Safeway was called in the seventies. Mom would send me for a can of this or that needed for dinner, and I'd be gone way too long. I vividly remember coming across a certain Porsche ad while thumbing through Road & Track at that supermarket: white 2.7 RS, elevated rear three-quarter view showing off her assets, en route on a sinuous German two-lane. That fishhook again.

All of which explains why I'm here, taking over the helm of *Anzeiger* from Jim and the other fine editors that preceded him. I just couldn't resist the pull on the line. ■

Oregon Region Events



January

- 8 Board Meeting
- 16 Monthly Club Dinner and Social
- 23 Sunset Imports Discount Day

February

- 5 Board Meeting
- 9 Tech Session: Suspension and Brakes at AR Automotive
- 20 Monthly Club Dinner and Social

March

- 2 Autocross
- 2 Driver Skills Clinic
- 4 Board Meeting
- 19 Monthly Club Dinner and Social
- 25 HPDE Instructors Clinic
- 29-30 Great Oregon Beach Cleanup Weekend

April

- 1 Board Meeting
- 9 High Performance Driver Education
- 12 Arrive & Drive
- 12 Pro Drive Car Control Course
- 16 Monthly Club Dinner and Social
- 20 Autocross
- 26 Tech Session (Tentative)

May

- 3-5 Cabin Fever Tour
- 6 Board Meeting
- 10 Arrive & Drive
- 11 Autocross
- 18 High Performance Driver Education
- 21 Monthly Club Dinner and Social
- 30-1 Rose Cup Races

June

- 2 High Performance Driver Education
- 3 Board Meeting
- 5-8 Mille Miglia
- 8 Autocross
- 14 Arrive & Drive
- 18 Monthly Club Dinner and Social
- 20 Tri-Club Day (Hosted by ORPCA)
- 22 High Performance Driver Education

July

- 1 Board Meeting
- 6 Autocross
- 11-13 Baxter Auto Parts Portland Historic Races
- 12 Arrive & Drive
- 16 Monthly Club Dinner and Social
- 20 Forest Grove Concours d'Elegance
- 25-27 Champ Car World Series
- 29 High Performance Driver Education

August

- 2 Summer Picnic
- 5 Board Meeting
- 9-10 Bill's Escape Tour
- 10 Arrive & Drive (Sunday)
- 10 Autocross
- TBD Monterey Historics Tour
- 14-20 Sun Peaks Tour
- 20 Monthly Club Dinner and Social
- 22-24 Pelican Flight Tour

September

- 2 Board Meeting
- 6 Sunset Imports Swap Meet
- 12-14 Sun River Exotic Car Show
- 13 Arrive & Drive
- 17 Monthly Club Dinner and Social
- 18 High Performance Driver Education
- 20 Pro Drive Car Control Course (Tentative)
- 21 Autocross
- 27 Annual Planning Meeting

October

- 4-5 Fall Tour
- 5 High Performance Driver Education
- 7 Board Meeting
- 11 Arrive & Drive
- 12 Autocross
- 14 High Performance Driver Education
- 15 Monthly Club Dinner and Social
- TBD American Le Mans Tour

November

- 1-5 Wine Roads One Way Out Tour
- 11 Board Meeting
- 12 Monthly Club Dinner and Social
- 15 Tech Session (Tentative)

December

- 2 Board Meeting
- 7 Annual Charity Auction and Awards Banquet

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.

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.

January Social and Dinner

Wednesday, January 16

The Old Spaghetti Factory

0175 SW Bancroft Street, Portland

503.222.5375

6:00 pm Social Hour

7:00 pm Dinner

It's time again for our annual January get together at the Old Spaghetti Factory! Kick off the new year visiting with our good friends while enjoying the Old Spaghetti Factory's delicious pasta. New members, we would love to have you join us!

The dinner menu includes three choices: the Manager's Favorite (Mizithra cheese and rich meat sauce), Fettuccini Alfredo (fettuccini noodles in a butter cream sauce with shredded Romano cheese), or Meat Lover's Treat (Sicilian meatballs, Italian sausage and spaghetti with rich meat sauce). All choices include salad, bread, coffee, tea or milk and ice cream. The price is \$13 per person including gratuity (please bring exact cash if possible).



DEADLINE
REGISTER VIA
CLUB CONTACT

FOR MORE INFO

January 11
RSVP to Nancy Herron
Nancy Herron
503.293.6714
dinnermeeting@oregonpca.org
osf.com

Club
Event

February Social and Dinner

Wednesday, February 20

Saylor's Old Country Kitchen

10519 SE Stark Street, Portland

503.252.4171

6:00 pm Social Hour

7:00 pm Dinner

We hope to see everyone at this well known Eastside restaurant for some delicious food and fun company with other PCA members. New members, please join us!

A limited menu with five or six scrumptious selections will be offered. All dinners include a relish plate, tossed salad, baked potato, bread, sherbet dessert, non alcoholic beverages and onion rings! Prices range from \$14.50 to \$24.95 (gratuity not included).

DEADLINE
REGISTER VIA
CLUB CONTACT

FOR MORE INFO

February 15
RSVP to Nancy Herron
Nancy Herron
503.293.6714
dinnermeeting@oregonpca.org
home.sharednet.com/pages/standard.cfm?url=saylors~1

Club
Event



**STILL
PLAYS
WITH CARS**
Peter Linsky



Silver Arrows and Baby Moons

I certainly hope you haven't had reason to experience this firsthand, but you might be wondering about local speed enforcement. Last fall, the National Motorists Association issued its annual 50-state list of the worst speed traps. You can go online to NMA's website at www.speed-trap.org for details, but sticking closest to home, the NMA's survey lists Portland as having the toughest enforcement in the state. "Dishonorable mentions" go to Beaverton, Eugene and Springfield. North of the Columbia River, NMA's survey finds Bellingham with the worst speed traps, and Black Diamond, Ritzville, and Seattle metro all rate a dishonorable mention. The NMA issues its ratings based on an online poll and a review of postings to its website over the previous two years.

Do you remember when residential garages had room for just a single car? Those homes were probably all built



An Auto Union Type C being shown at 2006's International Historic Motorsport Show.

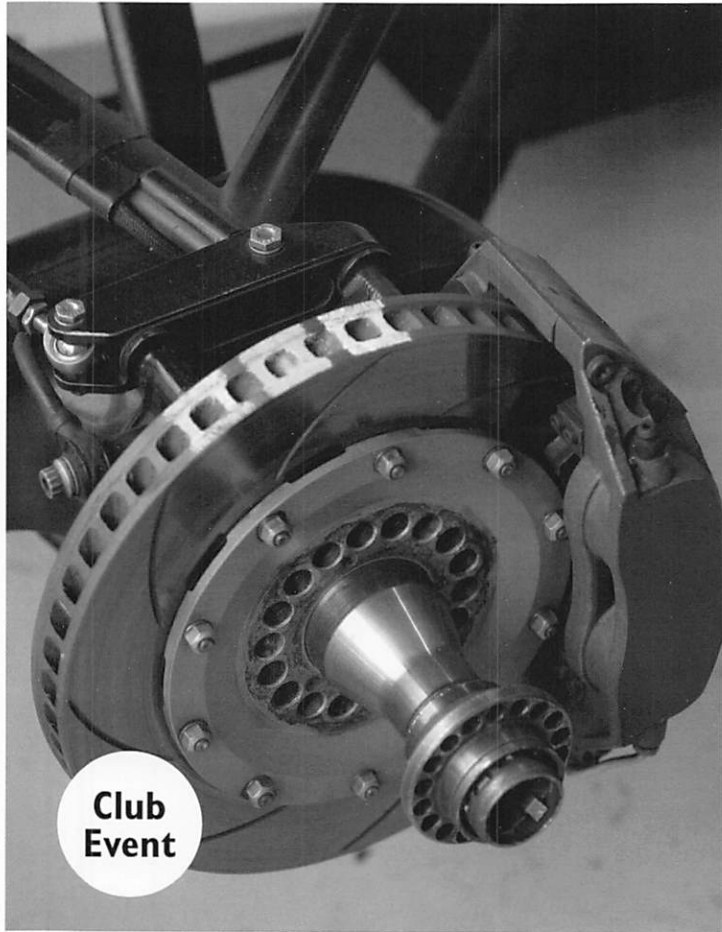
MOM RELENTED, ALLOWING ME TO INSTALL DUAL GLASSPACKS AND PAINT THE WHEELS RED BEHIND A SET OF BABY MOONS.

before 1950 or so, when it was rare for a family to own more than one vehicle. Our first family car was my Dad's 1941 Buick Special sedan, purchased around 1948 when we moved to Long Beach, California from New York City — where a car was (and remains) more a hindrance than a convenience. My father needed the car to get to work in downtown LA. A couple of years later, when we moved out to our first new home in the San Fernando Valley, the house boasted a two-car garage. Thus when my mother decided she wanted to get a job, there was room alongside the old Buick for her gray 1951 Ford V8 coupe and our lifestyle was changed forever. I loved the Ford (especially after Mom

relented, allowing me to install dual glass-packs and paint the wheels red behind a set of Baby Moons) but learned to drive in the Buick, with its straight-8 engine and "three on the tree." It would run comfortably all day at over 80 mph, given an open road and no busybodies driving black-and-whites. My dad always liked big cars, until the day in 1960 that he saw a tiny new Lotus Elite at Jay Chamberlain's North Hollywood showroom. He thought it was the most beautiful thing on wheels. He always regretted not buying one, but my mother would probably have had his head on a pike. His last car was a 425-cube Olds Delta 88 coupe. Inches rule!

As regular readers may have discerned over the years, I'm a big fan of the old Auto Union mid-engine Grand Prix racers of the 1930s, largely designed by Dr. Ferdinand Porsche. Technically astonishing and extremely difficult to drive well, the few surviving examples are among the most sought-after collector cars in the world. Now comes news that you can actually buy a replica of the famed Type C. You can't drive it, though your five-year-old might fit behind the wheel. Audi has produced 999 copies of a Type C pedal car in 1:2 scale, complete with aluminum space frame and aluminum skin, just like the real thing. It features more than 900 parts, leather upholstery, disc brakes, and seven speeds! Audi won't say how much these little cars will cost, but rest assured they won't be cheap.

Until next month, drive safely! ■



**Club
Event**

Tech Session: Suspension and Brakes

Saturday, February 9

AR Auto Service/Adrenaline Racing will host a tech session for Oregon Region PCA members Saturday, February 9th. Oriented toward drivers of intermediate skill who want to optimize their car's setup before the track season starts, the session will cover suspension and brake types and components, advantages and disadvantages, and tuning.

Held at the AR Auto Service facility at 16088-A Boones Ferry Road in Lake Oswego, the session will start at 9:00 am and run until about noon. Lunch, Q&A and socializing will be hosted by AR Auto Service after the session.

**DEADLINE
REGISTER VIA**

February 4
RSVP to Eddie Nakato
enakato@comcast.net

CLUB CONTACT

Chuck Bergeron
503.598.8549
chuckbergeron@msn.com

FOR MORE INFO

AR Auto Service
503.697.3311
arautoservice.net

Driver Skills Clinic

Sunday, March 2

Our annual Driver Skills Clinic is a great way to improve your car control skills prior to the year's on- and off-track events. The clinic features a skid pad to improve your on-limit car control, a slalom to help develop your timing and line, and an avoidance maneuver and threshold braking exercise to enhance your ability to stay in control during unexpected circumstances.

We provide instructors to guide and help you understand what is taking place between you and your car. The event is open to drivers of all skill levels and is a great way to build new skills, gauge the limits of your car, or just get back in shape after a long winter.

The Driver Skills Clinic takes place at Portland International Raceway's pro pits; gates open at 7:00 am. Cost is \$40, register at orpca.motorsportsreg.com.

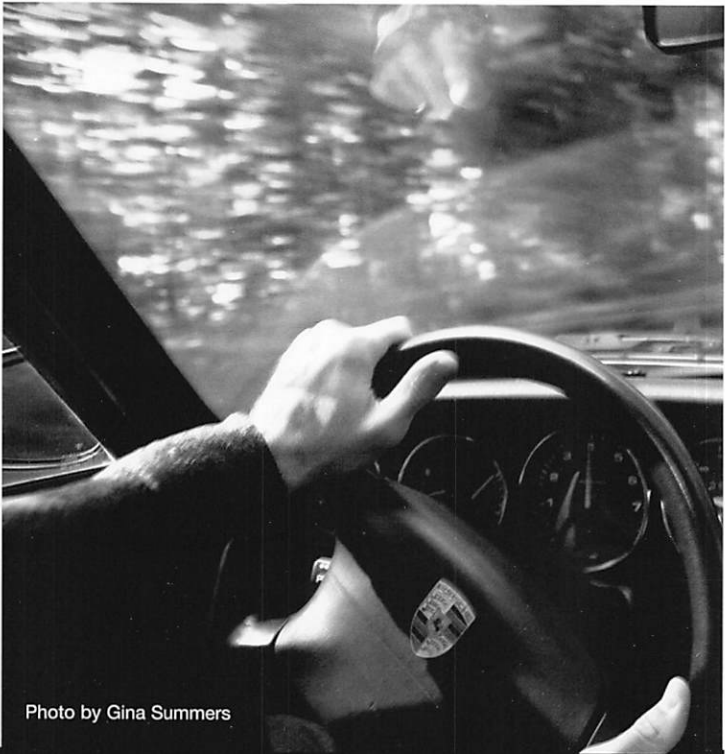


Photo by Gina Summers

**DEADLINE
REGISTER VIA
CLUB CONTACT
FOR MORE INFO**

February 24
orpca.motorsportsreg.com
Gary Chapman, drchapman@chapmansmiles.com
oregonpca.org

**Club
Event**

AMATEUR WRENCH

Don
Clinkinbeard



A Full Calendar

Great news! Word came back from Portland International Raceway management and we got all the High Performance Driver Education days we requested. Wow, a 10-day DE schedule!

Because of this, we will be able to keep prices the same as last year for early registrants. The ORPCA board is delighted with the very active DE schedule as are the more enthusiastic members. But here is the risk we're taking: With us getting more days than I anticipated and all the other marque clubs holding driver education events as well, there is a danger that we will saturate the market and end up with fewer participants at each event. In addition, there is a possibility that we could end up with volunteer burnout as these events are pretty intense for the instructors and operations staff. We are limiting participation to 85 drivers per event as it makes for quality track time (read that as less traffic) and a better chance that we will have enough instructors and staff. I would really appreciate some additional help from our club members. If you can make it out to a DE day and want to volunteer, let me know. We have a few tasks that are easy to learn and fun to do. Please chip in if you can. Here are the dates and start times:

- April 9, 7:00 am
- May 18, 11:00 am
- June 2, 7:00 am
- June 20, 7:00 am
- June 22, 11:00 am
- July 29, 7:00 am
- September 18, 7:00 am
- October 5, 11:00 am
- October 14, 7:00 am

March 25th is our annual instructor's clinic. If you feel you have the requisite

driving experience and skill and you have a desire to share it with others, you can apply to join our instructor team. We provide an excellent training program created by the national PCA and BMW CCA organizations. Graduating from this program qualifies you to teach at both ORPCA and BMW ACA days and may get you in as an instructor at many other tracks.

Starting in 2008, if you have harnesses installed in your car, in place of or in addition to the three-point seatbelt, you will find new regulations that must be

met. Going forward you will be required to have a proper racing seat instead of the stock Porsche seats in the car and the harnesses must be installed in compliance to the harness manufacturer's specifications. The PCA national website will have this detailed and as we get the information I will ensure it gets posted on our website. In addition, we are likely going to go with an annual shop inspection requirement. The intent is to catch gross mechanical wear issues that we cannot find at the track as we are not able to look under the

(Continued on page 22)

Below: A new blade-type fuse box for the 914 will enable fast getaways.



Autocross

Sunday, March 2, 11:00 am

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

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

Our autocross season also includes these dates:

April 20	May 11	June 8
July 6	August 10	September 21
October 12		

The March 2nd autocross takes place at Portland International Raceway's pro pits following the morning's Driver Skills Clinic. Plan to arrive by 11:00 am to leave enough time to cross the track to the pro pits, and for registration and tech inspection.

All remaining events take place at PIR's south paddock, with gates opening at 7:00 am for registration and tech inspection. All drivers and cars must through tech inspection by the mandatory 8:30 am drivers meeting.

Helmets are available for first-time drivers and instruction is available for everyone.

**DEADLINE
REGISTER VIA
CLUB CONTACT**

February 24
orpcamotorsportsreg.com
Gary Chapman
drchapman@chapmansmiles.com
oregonpca.org

FOR MORE INFO

**Club
Event**

Photo by Kelly Dionne

HPDE Instructor Training Clinic Tuesday, March 25



Are you an experienced track driver? Do you believe you have a good understanding of the advanced skills that make a good driver better? Do you have a desire to help other drivers acquire those skills?

If you answered yes to these questions, perhaps you are ready to become an instructor for ORPCA's High Performance Driver Education. We can help: On March 25th, ORPCA and BMW ACA will be holding our HPDE Instructor Training Clinic, providing you with the strategies to teach the adult learner and the experience practicing these strategies in a real situation on the track. The day combines group lecture with individual in-car exercises alongside a senior instructor — acting as your student — for you to hone your teaching skills. At the end of the day we evaluate your performance; those meeting the criteria become HPDE instructors.

Interested? Please contact our Co-Chief Driving Instructors, Andy Chenoweth and Andy Jacobson, at cdi@oregonpca.org for more information. Cost is \$50.

For advanced drivers only who are not interested in becoming an instructor candidate, you may register for a lapping day on this same date. Cost is \$100.

**DEADLINE
REGISTER VIA
CLUB CONTACT**

March 18
orpcamotorsportsreg.com
Don Clinkinbeard
503.970.4848
drcbike@comcast.net
oregonpca.org (select Driver Ed)

FOR MORE INFO

**Club
Event**

Pounds for Horses, Pounds for Feet

Porsche's release of 2008's GT3 Cup recently crossed the wire, and one of its stats caught my eye: 420 horsepower. 420 hp? Doesn't the street-legal GT3 already pack 415 hp? Certainly there's a wider gap between the Cup and the garden-variety GT3. Seems there isn't, in horsepower at least.

This prompts me to rifle through the GT3 Cup's specifications in an effort to quell my curiosity about where it differs from what we (at least the luckier ones!) can drive on the street. Sequential shift gearbox, greater suspension adjustability, OK. Single-mass flywheel and PCCB is as it is in the GT3 RS....

Ahhh, weight: 1,150 kg. A bit of quick math yields 2,486 pounds, ready to race. Porsche uses CFP (a plastic reinforced with carbon fiber) in a number of Cup body panels to nip away at the scales even after adding road-hugging weight in the form of air jacks, a welded-in roll-cage, fire extinguishing system and 90-liter fuel tank. For comparison, Porsche lists the GT3 RS, which is a tad lighter than the vanilla GT3, at 3,031 pounds.

For those of you who now consider me a bit of a train spotter for dragging you through these minutiae, I'll be more direct: looking at horsepower alone (500! 600! 750!) is misleading. Want a better measure? Divide weight by horsepower. In the case of the GT3 RS, each horse is

SO WHAT IS IT THEN ABOUT A TURBO OR GT2 THAT ALLOWS THEM TO OUT-PULL ANYTHING ELSE IN THE STABLE? TORQUE.

dragging along 7.3 pounds, while each of the Cup's horses are saddled with 5.9 pounds. Sounds small, but it makes a big difference. (Train spotters: the most potent street-legal road bike carries only 1.9 lbs/hp, while F1 cars average about 1.76!)

The RS's 7.3 lbs/hp lines up with the Turbo, also at 7.3, while the Cup's 5.9



lbs/hp equals the GT2. So what is it then about a Turbo or GT2 that allows them to out-pull anything else in the stable? Torque. Often underappreciated if not altogether ignored, torque is what's pushing you back in the driver's seat when you put pedal to the metal. The GT2 dishes out 505 lb-ft of torque, 63 percent more than the Cup's 310 lb-ft, and does so across a wider range of engine speeds.

So what is torque, and how does it relate to horsepower?

I like to think of torque as a guy with really big biceps sitting down to an arm wrestling match. Torque is his ability to overcome your resistance, using rotational force — his power stroke — to pin the

back of your hand to the table. To imagine one lb-ft (say "pound-feet", although it's also commonly called "foot-pounds") of torque, visualize a foot-long wrench, attempting to twist a fastener at one end, with a one pound weight pushing on the handle end of the wrench.

Many folks are unaware that an engine's horsepower is directly linked to its torque, a function of it and engine speed

(Wikipedia is a good place to go for the exact formula). Unlike the arm wrestler, an engine can produce thousands of power strokes per minute (300 per second for a 911 at 6,000 rpm). What we call horsepower is simply the cumulative measure of all those power strokes.

Engines of low torque, such as Mazda's rotary, can offset that deficit by turning higher revs. Diesels are at the opposite end of the spectrum, endowed with high torque but unable to reach high rpms. That's not to say they're unsuitable for performance applications: Audi's diesel V-12 in their R10 Le Mans prototype only spins to 5,000 rpm but generates 650 hp from the 800 lb-ft of torque available almost from idle onward. Due to their torque, BMW's European turbo-diesels can accelerate as hard as their M-car brethren in the 60–80 mph range. And what makes Porsche's new Cayenne Hybrid out pull its gasoline-only equivalent? The slug of torque provided by its electric motor.

Over the next few years, a crucial difference in cars won't be in horsepower gained but weight lost (or at least not gained). And appreciating the torque on hand makes the evaluating the driving experience all the easier. ■

The Second Annual Great Oregon Beach Cleanup Weekend

Saturday and Sunday, March 29-30

In conjunction with SOLV, join fellow ORPCA members and thousands of Oregonians this spring to make Oregon a better place to live. On March 29th, Oregonians will continue the tradition of twice-yearly beach cleanups, sprucing up our coastline from Washington to California. Benefiting visitors and wildlife alike, this effort empowers citizens to be active in keeping our state clean and beautiful. Help make this spring's beach cleanup a big success!

SOLV has assigned us our own Fort Stevens beach area. On Saturday morning we'll meet at Camp 18 for breakfast, drive to Fort Stevens, and clean the beach until early afternoon. Next, we'll drive to the Cannery Pier Hotel, Astoria's newest luxury boutique accommodations, built on the site of the former Union Fish Cannery 600 feet into the Columbia River. Saturday evening will start with a wine and smoked salmon



Photo by Gregg Denning

reception at the hotel, followed by a great seafood dinner in town. After a complimentary breakfast Sunday morning, you're on your own to explore Astoria and Oregon's north coast.

Further details are forthcoming in March's *Anzeiger* and via our e-mail event notification service.

We have 20 rooms at the Cannery Pier Hotel set aside at a special rate of \$189, which includes a river-view king room with fireplace, wine reception and continental breakfast. To reserve your room, contact the hotel at 888.325.4996 or www.cannerypierhotel.com no later than March 8th. Let them know you're with ORPCA.



DEADLINE
REGISTER VIA

CLUB CONTACT

FOR MORE INFO

March 8
RSVP to Jeff Gretz (see below)
and call the Cannery Pier Hotel at 888.325.4996
Jeff Gretz
503.628.0629, jgretz@onlinenw.com
solv.org, cannerypierhotel.com

Club
Event

2008's Board of Directors

Selection of the Oregon Region Porsche Club of America's 2008 Board of Directors is complete. None of the positions were contested, which is why there was not a membership voting process. Elected officers of the club include President, Vice President, Secretary, and Treasurer. Board Member at Large is an appointed officer of the club, and for 2008 we have three. Terms for elected officers are for the calendar year; Board Member at Large carries a two year term. Each board member's responsibilities are summarized below:

PRESIDENT



Chuck West
503.720.2037
president@oregonpca.org

The President is responsible for the overall operation of the club, represents the club to outside interests, leads board meetings and ensures all board members are fulfilling their responsibilities. Chuck also oversees autocross, driver skills clinics, Rainbonnet, the SOLV Beach Cleanup Weekend and club activities at the Sun River Exotic Car Show.

VICE PRESIDENT



Kathleen Ellis
503.720.0184
vicepresident@oregonpca.org

The Vice President assists the President in the overall operation of the club and assumes the President's responsibilities while the President is unavailable. Kathleen also oversees communications, membership, club activities at the Forest Grove Concours d'Elegance as well as the Mille Miglia and Sun Peaks Tours.

TREASURER



Jim North
503.221.6262
treasurer@oregonpca.org

The Treasurer is responsible for the financial affairs of the club, including financial statements, insurance matters and the annual tax return. Jim also oversees the Pelican Flight Tour.

SECRETARY



Eric Freedle
503.384.0453
secretary@oregonpca.org

The Secretary issues all notices of board and member meetings, keeps minutes of the board meetings, maintains the club's business records and informs the membership on club election process and outcome. Eric also oversees our monthly Arrive & Drive, club activities at the Baxter Auto Parts Portland Historic Races and the Cabin Fever Tour.

BOARD MEMBER AT LARGE



Jim Ayers
503.292.5743
jimnkater@comcast.net

Jim oversees Anzeiger, club activities at the Champ Car World Series and the Rose Cup Races, the Fall Tour and is the club's dealer liaison.

BOARD MEMBER AT LARGE



Chuck Bergeron
503.598.8549
chuckbergeron@msn.com

Chuck is responsible for club safety and oversees high performance driver education, Pro Drive car control courses, the summer picnic and tech sessions.

BOARD MEMBER AT LARGE



Sue Denfeld
360.896.5885
sue@eqwestllc.com

Sue oversees the annual charity auction and awards banquet, the annual volunteer recognition event, Bill's Escape Tour and the monthly club socials.

Get involved! Attend board meetings as a general member (dates are listed in our event calendar) or volunteer for one of the many events we produce annually. Operating a club of this size is a tremendous undertaking; we welcome the help, no matter how small. Simply contact the board member overseeing the event in which you have an interest. ■



Ho Ho Holiday Party

by Anzeiger Staff

Records are made to be broken. Last year's Charity Auction record of \$13,000 was smashed by this year's \$18,500! Not bad folks, not bad at all. The Oregon Region has always stepped up to the plate and given its all for charity. Don Stroum and Jim Ayers seemed intent on eliciting every last penny from the crowd during the oral auction. Some of the most intense bidding took place over a pair of test drives in a Lamborghini, donated by Gran Prix Imports. At various times up to six bidders were going toe-to-toe in an effort to secure a seat in this very exotic car. Various combatants in the bidding war would leave the front for a while only to shortly reenter the fray with increased vigor.

Betty Lou Koffel bid enough over the course of the evening to earn the right to choose her favorite charity as one of the beneficiaries of this year's proceeds. Chuck and Patsy West were somewhat dismayed to have come in second; something about having promised their charity they would win again this year. Next year will bring a new opportunity for all to try for the lofty goal of Big Spender.



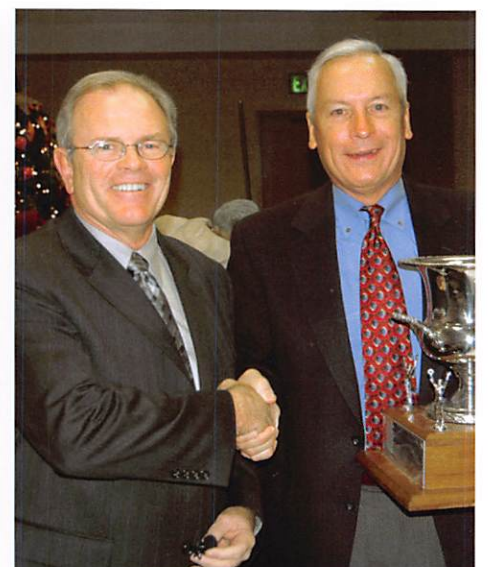
Joe and Ginny McQueen donated an afternoon cruise on their yacht along with gourmet lunch and adult beverages. Head auctioneer Don Stroum described in detail how much fun everyone would have while motoring the river on the McQueen's forty-two *inch* yacht. Joe had to reassure the crowd that his vessel is *not* a radio-controlled toy.

Stranger things have been seen but probably not auctioned at an ORPCA

event: Yoda from the movie *Star Wars*. No kidding folks, a full blown, life-sized Yoda, sculpted by the original artist, was donated by Don and Denise Peterson's niece, Courtney Barker. It's one of those things you really have to have a place for. Patsy West thought it might go well as a donation to another auction benefiting children but lost out in the bidding to David and Lullu Truitt.

The belly dancer Scheherezade, one of last year's auction favorites, performed a five-minute session for the attendees and solicited a respectable bid by Jay Culbertson. Scheherezade's services were purchased a year ago by Steve Germany who, along with Rupert and Bobbi Jo Koblegarde, had her perform at a party at the Koblegarde's residence. Needless to say she was the hit of the party. One can only guess Jay will find some creative venue for her dancing. Jay even purchased a \$500 credit with Dr. Eric Freedle for an eye exam and glasses. Most likely Jay wants to

Above left: Don Clinkinbeard accepting the President's Award, a special recognition for outstanding achievement (photo by Jim Ayers). Above, center: Jim Ayers accepting Enthusiast of the Year, given to the member most active in club events (photo by Andy Jacobson). Above, right: Sue Denfeld receiving the Gear of the Year Award, recognizing our hardest working and most supportive member (photo by Jim Ayers). Below: Jay Culbertson receiving the Mark Donohue Award for the best champion of the marque (photo by Jim Ayers). Left: Scheherezade identifies her next target (photo by Jim Ayers).



make sure he is able to see the belly dancing as clearly as possible.

While the oral auction is overt competition and one just has to go with the flow, the silent auction is an arena of stealth and underhanded tactics. A number of differing tactics to secure a treasure were demonstrated with varying degrees of success. The crowd was kept informed of the number of minutes left for bidding, causing a last-minute dash before tables were due to close. Frequently bidders found a



sharp dagger inserted into the middle of their back by a last-second raise in the bid.

What holiday party can exist without the aid of Santa Claus? Not to be outdone, ORPCA provided a devilish version of Ole Saint Nick. Greg and Connie Heinze took photos of all who dared to sit on the lap of Santa — for a fee, with all proceeds going to charity. The big question was, had Santa been naughty or nice? Marg Jacobson, dressed as an elf, assisted Santa by casting spells on the crowd, thus calming their fear of Saint Nick. Later in the evening, when what to our wondering

eyes did we find, but that Santa was really Gregg Denning in disguise.

Many thanks are extended to all who assisted with the party but most particularly to Sue Denfeld, Muriel Meyers, Peggy Munson and Denise Peterson. What a fantastic job they did setting up the room and tables, creating the center pieces, obtaining the donations, packaging them artistically and getting them to the function. ■

See a complete list of contributors on page 20

**AUDI
PORSCHE
MERCEDES
VOLKSWAGEN**

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

Matrix Integrated | info@matrixintegrated.cc
4000 SW Macadam Ave | 503.443.1141 Phone
Portland, OR 97239 | 503.443.1142 Fax
www.matrixintegrated.cc | 888.249.0013

MAINTENANCE | REPAIR | PERFORMANCE



**MATRIX
INTEGRATED**

TUNED TO THE GERMAN AUTOMOTIVE SOUL

Rennsport Returns to Daytona

Story and photos by Peter Linsky

After a three-year hiatus, the cream of Porsche's factory-built racing cars returned to Florida's Daytona International Speedway the first weekend of November. Rennsport Reunion III, hosted by Porsche Cars North America and organized by ex-factory pilot Brian Redman, is a gathering of as many historically-significant and exciting old Porsche race cars as can be dragged out of garages and collections around the world, spiffed up, and hauled to a racing circuit big enough to hold everything and everyone. Not only do the cars show up, but also the great, near-great, and wanna-be great driv-

ers, plus factory engineers and managers, and all manner of experts willing to share their knowledge with the rest of us. That means a rare opportunity to actually place one's hands reverently on a 917 that won Le Mans, listen to a factory mechanic talk about setting up a 908 for the Targa Florio, examine the details of an IMSA Camel GT championship-winning 935, and chat up some hot shoe you've only read about in the past. It's probably the greatest Porsche car show in the world, a make-up opportunity, if you will, for those of us who didn't have the chance to see these incredible cars race when they were



new three decades ago. And it almost didn't come off. An unseasonably late tropical storm pushed up from the Caribbean, bringing copious amounts of warm rain and high winds to Florida's Atlantic coast. The question that had everyone concerned was whether the storm would stall right over us or blow out to sea. It was a near thing. Thankfully, the weather steadily improved, and while Friday was overcast, Saturday and Sunday were clear, dry, and warm.

The Porsche Club of America again offered a comprehensive display of production Porsches, at least one of each significant model from the beginning, but what everyone really wanted to see were the race cars. Porsche's iconic 917 was the star, with more than a dozen on hand, including four from the factory museum that rarely venture out of Zuffenhausen. The weekend also celebrated the 25th anniversary of the introduction of the world-beating 956/962 prototypes, and again there was a grid-full, both factory-built and privateer-constructed. Supporting roles were filled by other historic and successful ex-factory racers: prototypes such as the 550, RSK and 718; 906, 907, 908 and 910; the GT1 plus a great cross section of production-based



racers beginning with 356s and running through 904s, every form of 911 imaginable, 914/6 GTs, Carreras, 934s, 935s and Moby Dick variants, plus club racers old and new. There were five official race groups plus a PCA Touring group, and everyone had ample time to drive their car on the banking. There were no serious

mishaps, although a handful of cars experienced mechanical problems. Away from the track itself, the PCA had another nice display of members' cars, PCNA offered a display of its newest products, and there were many vendors doing a land-office business selling shirts, books, posters, and miniatures. It was



almost impossible to absorb everything. An often-heard comment was "This should be a least a week-long event; I don't have time to look at everything!"

A small number of Oregonians made the trek. I ran into Jeff Gamroth and Earl Green in the garage area, while Gary and Rod Emory had hauled nine vintage race cars out from McMinnville, including a group of 356s, Mark Powell's recently-acquired C/P 1967 911, Jim Devenport's KMW SP30-Porsche and Cam Healey's 908. In all, there were roughly 450 cars on hand.

There's been no official announcement yet, but my sources tell me that there will be a Rennsport Reunion IV in 2010, and it's likely to again be at Daytona. Some day, goes the wishful thinking, PCNA will bring Rennsport out to this side of the country. ■



Top center: The ex-Le Mans, McQueen 917K now owned by Jerry Seinfeld. Top right: For a Porscheophile, life doesn't get any better than this. Bottom right: A 908/2 Spyder from Germany. Far left: Emory Motorsports brought a number of old warriors to the picnic.

Roads, Rain, and Relaxation

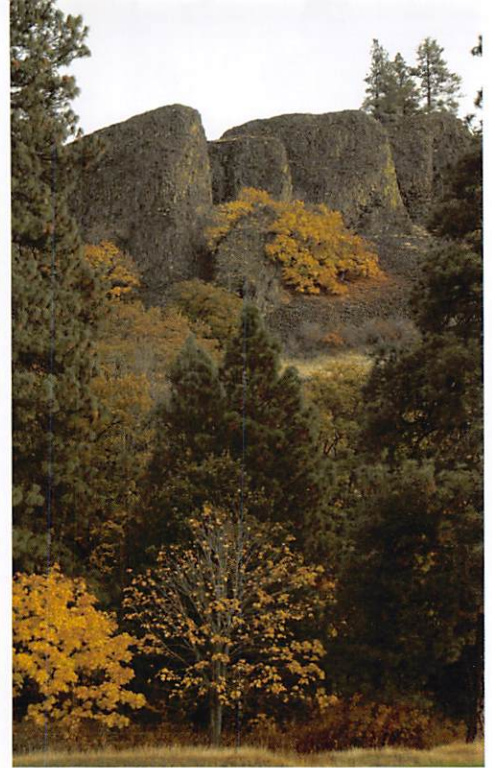
by Tricia Rogers

About a dozen drivers and their passengers braved the southeastern-US style downpour (with threats of hail) to attend the much-anticipated Fall Tour. Most came in their Porsches although a couple of us (including your author) wimped out and came in their “other Porsches.” The tour began Saturday morning with all participants receiving a Fall Tour vest that proved very useful, given the weather. After leaving our rendezvous spot, we traveled a short distance for a stop at a coffee shop in Troutdale. We proceeded on the Columbia Gorge Scenic Highway, stopping at some beautiful vistas, including the viewpoint at the Portland Women’s Forum, the Vista House and Bridal Veil Falls. Some of us hiked the trail at Bridal Veil while others headed directly to our lunch spot at Multnomah Falls Lodge.

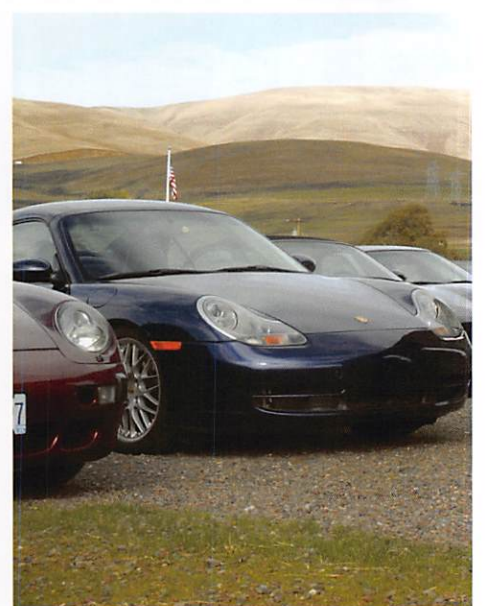
After lunch and good conversation, we headed to the Bonneville Hot Springs Resort and Spa and most took advantage of the spa massages and body wraps. The lobby immediately put you in the mood to relax with large overstuffed chairs, a

huge stone fireplace in the middle of room, and soft music. While we were relaxing and getting treatments, the sun came out with a full arched double rainbow — a beautiful sight paired with the forest setting. The evening began with wine and appetizers before dinner in our own private room at the resort. Dinner was great and the company was delightful. We even had live guitar music performed by our own club member, Don Irwin.

The next morning was a completely different weather story. The rain had ended and the clouds had given way to breaks of sun that got better and better as we headed
(Continued on page 23)



Top right: The views en route were breathtaking (photo by Jim Ayers). Right: The gathering at Bonneville Hot Springs Resort and Spa. Below right: Washington’s Painted Hills provides the backdrop for colorful Porsches (photo by Richard Thomas). Below left: Sleek meets stone at Sam Hill’s Stonehenge Memorial (photo by Richard Thomas)



Sunshine in a Box

Story and photos by Jim Ayers

For years, my wife Kate and I have been ardent supporters of the Portland Police Bureau's Sunshine Division, a local charity. For those of you who don't know about this organization, it is a branch of the Portland Police Bureau, formed in 1923 to aid those who have fallen on hard times, providing food, temporary housing, furniture, clothing and sometimes arranging for employment. Times have changed but the mission of the Sunshine Division remains the same: a non-profit emergency food relief organization.

A couple years ago Kate and I, as high bidders at our annual Charity Auction, selected a charity to benefit from one third of the proceeds from that auction. Of course, the Sunshine Division was our selection. During 2007, when the funds from the ORPCA Charitable Trust were distributed among four local charities, the Sunshine Division again benefited.

After delivering the check to the Sunshine Division, Kathleen Ellis and dis-



Above: Claire Puetz sorting cans. Below: "It would be another thing if we liked onions" —Eric Freedle and Cheryl Carpentier.



cussed the potential of assisting with their holiday food box stuffing. A plan arose to offer the assistance of 20 "Porsche Pushers" for each of the two nights of box filling, a total of forty people giving up an evening to fill boxes with food in an unheated warehouse. I have to tell you I was amazed at how quickly people came forward wanting to help. Some volunteers had to be turned away as there would be too many people in the confines of the warehouse!

The night of December 10th was downright chilly but the undaunted crew of Porsche Pushers combined with the rest of the volunteers to sort food and pack boxes. Of the 20 Porsche volunteers, most sorted food in the warehouse for distribution at a later date while Eric Freedle and Cheryl Carpentier worked the box line, sorting onions.

James and Jean Ohl donated approximately one-half Sunshine Division barrel of stuffed toys and the other club members filled the rest. James and Jean promised *(Continued on page 23)*

Thank You!

The Porsche Club of America's Oregon Region would like to graciously thank all of you who made 2007's Charity Auction a record-breaking success. Your generosity and thoughtfulness will benefit many less fortunate than us.

We kindly ask all our members to recognize our corporate donors with your business.

CORPORATE DONORS

A-n-T Tire and Wheel
Archery Summit Winery
Argyle Winery
Bader Beer & Wine Supply
Beaches Restaurant & Bar
Bergstrom Winery
Blue Olive Restaurant
Buffalo Gap Saloon and Eatery
Carrera Motors
Cookies by Design
Corwin Beverage Company
Dan's Auto Center
Evergreen Aviation & Space Museum
Gran Prix Imports
Griot's Garage
Helvetia Tavern
Joe's Sports & Outdoors
J's Family Restaurant
La Provence Bakery and Bistro
Laurel Ridge Winery
Leif's Auto Collision Center
Manzana Rotisserie Grill
Marque Motors
Matrix Integrated
Moonstruck Chocolate Company

Neil Kelly Company
Old Spaghetti Factory
Otto & Anita's European Restaurant
Portland Spirit
Pro Drive Driving School
Norm Bradley of Protoco Enterprises
Reserve Vineyards and Golf Club
Skip's WheelWerks
Rick Martin of Snow Owl Designs
Sophisticate Salon
Stuttgart Autotech
Sunset Imports
The Embassy Suites Hotel
US Outdoor Store
Vista Wine Adventures
Yard 'n Garden Land

INDIVIDUAL DONORS

Jim and Kate Ayers
George G. Baker MD
Martin and Bettie Ann Bowes
Don and Debbie Clinkinbeard
Ted and Karyn Coleman
Gregg Denning and Sue Denfeld
John and Carlyn Draneas
Bob and Kathleen Ellis
Scott and Carol Faris
Dr. Eric Freedle
Ron and Lynn Gotcher
Jeff and Jeannie Gretz
Loren and Stephanie Hamberg
Jan Harrie (Scheherezade)
Greg Heinze
Bill and Donna Helzer

Nancy Herron
Jim Horton
Jim and Karen Hosford
Andy and Margaret Jacobson
John and Elaine Johansen
Rupert and Bobby Jo Koblegarde
Thomas La Voie and Nancy (Reed)
Brad Larson
Brett Laurila
Chet and Lyn Martin
Joyce McClure DC PC
Ginny and Joe McQueen
Muriel Meyer
Bill and Peggy Munson
Karen Munson
Allen Nies
Jim and Judy North
Mike O'Connor and Mary Chase
James and Jean Ohl
Cherie Oldenburg
Don and Denise Peterson
Chris and Tricia Rogers
Koorosh and Sharon Shafa
Dan and Janie Sheehan
John and Patti Shmilenko
Randy Stolz
Dr. Vicki Stone
Don and Mary Kay Stroum
Richard Thomas and Pam Mason
Signa Vernholm
Chuck West and Patsy Cobb

IN THE SIXTH ZONE

Linda Bein



The Flag Drops on a Fun Year

The checkered flag has dropped on the 2007 season and my husband Bill and I hope that you had as much fun as we did! You don't want to miss the great events coming up in 2008, so make sure that you visit each region's website for places and dates. It's very easy; go to the national PCA website, select Regional Directory (on the far right), click zone 6 on the map and there you are.

Silver Sage completed a huge charity campaign for the Make-A-Wish Foundation and for their wonderful efforts two children will have their wishes granted!

Four Zone 6 regions celebrated being chartered for over 40 years; they should be very proud of their accomplishments. Hats off to Pacific Northwest (48 years), Oregon (47), Cascade (46), and Silver

Sage (41). Absaroka Region celebrated its charter anniversary in Lewistown, Montana, joined by the Big Sky Region at the semi-annual driver education event. The Yellowstone members invited both Big Sky and Absaroka to take part in their weekend event at the Big Sky Resort in Montana.

Olympic Peninsula has been doing quite well in the membership contest; results will be announced in early January.

Pacific Northwest has been involved with Western Washington University's Vehicle Research Institute with a contribution of \$5000. One of the aspects of this program is the competition sponsored by the Society of Automotive Engineers (SAE) in which students from as many as 140 schools design and construct a car to

be judged on issues such as acceleration, endurance and fuel economy.

I really wish I had more space to tell you about all of the wonderful efforts put forth by Zone 6 regions. Many of their newsletters are offered electronically as well as hard copy, so if interested, give them a read.

Thanks to all of the outgoing officers and committee members for another great Zone 6 year. To those who will be continuing, we shall make 2008 even better! Yes, I will be staying on as your Zone 6 representative for one more year. A big welcome to those who have taken up the challenge to work for your region in whatever category you have chosen. You will not be disappointed!

May we drive (safely) forever. ■

Driving Etiquette Guidelines to Live By

by Jim Ayers

Club driving events are tailored around roads and highways that present an opportunity to drive your car in a spirited fashion without violating good sense and the rules of the road. One of the major attributes of our cars is their ability to handle twisty sections of road with great ease and comfort at a speed greater than mere mortal vehicles can.

Club drives have probably always posed road etiquette issues with participants. At the first driving event my wife Kate and I attended, I recall thinking to myself that if I had a citation book, there would be a few unhappy Porsche people. Passing in no-pass zones (double yellow lines), blasting through 35 mph zones at 70 mph and passing with insufficient room to oncoming traffic seem to be the major violations.

Possibly one cause of bad passing is "pack mentality." We are driving as a group and just can't take it when a non-



Porsche car ends up between us and other members. While I understand the urge to keep the group together, I fail to see the logic of irritating members of the non-Porsche driving community by making a bad pass and putting a number of people

at risk with an unsafe maneuver. Good sense should prevail.

Rural roads are presumed to be 55-mph speed zones unless otherwise marked. Oftentimes 55 mph is much faster than most people would be able to travel due to the curviness of the roadway. Enter the spirited driving portion of our event. One thing we still must consider is the Basic Rule. While the road may be a 55 mph zone, outside factors can contribute to the safe speed being significantly lower. Examples of this would be a number of driveways entering the roadway, deer areas, open range or a road commonly shared with bicycles (such as Skyline Boulevard), just to mention a few.

Consider as well, if you live on a rural road and one Porsche goes around the curve that borders your front yard at
(Continued on page 23)

FROM THE PRESIDENT

(Continued from page 4)

board members to event chairs, to those members who are actually in the trenches, so to speak, making the events happen. It is too easy to overlook others who give continuously, keep a low profile, do the job, and then go home. Or... hand off their position mid-year. One such individual that I missed is Debbie Clinkinbeard. I cannot think of a more difficult volunteer position than that of membership. Between the financial accounting, updating current member information, adding new members, getting information about members on to mailing and e-mail lists, sending out name tags, and the many other small jobs that come with the territory, it must feel like a full-time job. Then, factor in volunteer staff turnover. Debbie handed off this job to Chet and Lyn

AMATEUR WRENCH

(Continued from page 9)

cars. ORPCA and BMW ACA will be working with local shops to put a program together that is cost effective for us all. We will still be doing inspections of the basic items (listed on our website) at the track to help you get in a car that is track worthy.

The 914 is coming along slowly. The last time I wrote, my cylinder heads were at the machine shop, cracked around the spark plug holes and with a valve seat sunken a bit into the head. The machine shop found yet another crack while repairing the valve seat and repairs took a bit over two months. They look great! I know I said I was leaning towards buying new heads but I changed my mind in favor of the lower-cost option. In the meantime, I have been working on the lighting and electrical systems.

My biggest beef with the car has been poor lighting. I commute to work in the 914 and I am fortunate enough to be able to drive the back roads from Beaverton to Hillsboro on my way to work. There are no street lights and the 914's original lighting was a bit anemic. It was hard to see the center and fog lines in the rain. Conveniently for me, the H4 headlights I

Martin earlier this year and now must feel like she is on an extended vacation. What are you doing with all of that extra time you now have, Deb? Anyway, our sincere thanks for all of your efforts in the membership position.

I have several auto enthusiast magazines arrive at the house each month, and while I do not read each and every article, I did notice one in particular and read every word. I will admit to being a bit envious of that other German marque that claims to be the ultimate driving machine. Mind you, there is no BMW lust in my body. None. Envy, maybe. The 135 will be bound for the US market in the very near future. This is their entry-level offering, but can be optioned with their twin-turbo, 300 hp six plus a few other goodies and still come in under the \$40,000 mark.

I've heard all of the blather about Porsche being the most profitable car company in the world, and I do understand that a happy bottom line is a healthy bottom line, but must Porsche force an aspiring Porsche owner to select from models one or more years "seasoned" to enjoy the Porsche experience in the sub \$40k range? Or perhaps we have a badge-engineered and tweaked VW in our future? Is this what we want? Only Dr. W knows, and he isn't talking.

When the new ORPCA annual calendar arrives, please check it out. As usual, the photos are great and the number of events, as we get into driving season, is staggering. Plan now, reserve early, and make 2008 your best Porsche year ever!

Later,

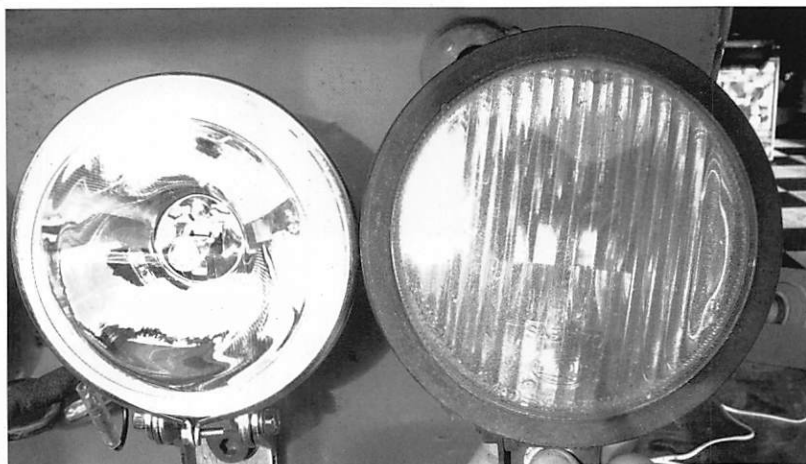
Chuck ■

took off the 944 track car fit on the 914. In addition, I purchased a new set of driving lights from our own Craig Laughlin and his Camp914 accessory business (photo 1). I am looking forward to the new flame throwers that I have installed. In addition, I decided to update the fuse panel to a blade type (photo 2). Maybe now I will stop knocking the fuses out of the fuse panel when I get out of the car! It is incredibly annoying to get in the car only to find a few fuses on the floor that you have to reinstall in the panel before you can get going again. Along with the electrical updates I decided to replace the

34-year-old, plastic fuel lines that run through the tunnel from the tank in front to the engine behind. I found an outfit that makes a custom-formed set of stainless lines that I am going to put in place for a little more piece of mind.

The new rubber is also going in, starting with the front bonnet. I found a little surface rust under the old seal and have wire brushed it out and added a rust arrester to those areas. I picked up some Phoenix Red paint at the local automotive finish store so I can restore the finish over the metal. There is a lot left to do just to get it back to daily-driver status. ■

Below: The 914's new flamethrower is on the left, replacing the old fog lamp on the right.



ROADS, RAIN, AND RELAXATION

(Continued from page 18)

east on Highway 14 to the Maryhill Museum of Art in Goldendale. The roads and the weather were awesome and my husband Chris and I were now wishing we could instantly swap our "other Porsche"

for the one we left sitting idle in the garage the previous morning.

At the Maryhill Museum, we were provided a brief introduction and tour, followed by lunch in the sun on the patio. The last stop was the Stonehenge

Memorial where it and the Columbia River Gorge provided the perfect backdrop for photo ops of cars and friends. We all said our goodbyes and were talking about the anticipation of next year's Fall Tour. ■

SUNSHINE IN A BOX

(Continued from page 19)

an equal amount for the December 12th event. It would be an understatement to say that Britt Rosenberg, outreach coordinator for the Sunshine Division, was pleasantly surprised.

After nearly three hours of labor, the Ohls, Eric and Cheryl, Kathy and Terry Briscoe, Bill and Peggy Munson, and Koorosh and Sharon Shafa joined me at the Gotham Tavern for a few libations. Everyone expressed the feeling of satisfaction at having done something positive to help our fellow man through hard times.

After one night off, it was time to do the second pack night. Jeremy Williams of Matrix Integrated brought three other family members plus a friend to join Colleen Cotlaryk for the evening working the onion line. Kay Rhoney also joined in, although her husband Dale had a meeting and would not be able to make it. About half our contingent stuffed boxes while the other half sorted food, which turned out to be a great opportunity to get to know some of our newer members: John and Patti Shmilenko along with Jim Horton and his son. Bill and Donna

Helzer worked holiday boxes with Mike O'Connor and Mary Chase.

Since Gotham had proven to be a good place for both beer and a late dinner, we trekked a block down Interstate Avenue again for a few pitchers and conversation. Don and Denise Peterson had developed a new appreciation of canned food and everyone agreed the event should become an annual occurrence. Please plan to take time next December and join in the fun. Thank you to all for your generous assistance! ■

DRIVING ETIQUETTE

(Continued from page 21)

between 50–60 mph, you probably won't have a second thought about it. When a line of 20 to 50 Porsches pass at the same speed, you will probably be on the phone to the local law enforcement agency to report a group of cars racing on your road. Mind you everyone in the group is traveling at what would be considered a safe and legal speed. The perception of one member of the public is enough to cause problems for the group. Cell phones make contact with local law enforcement a lot easier and the arrival of law enforcement services a whole lot quicker.

Don Clinkinbeard has said many times "If you want to drive really fast, get involved with Driver Education!" I will second that motion; the track is the place to put your car through its paces, triple-digit speeds are expected and you have 12 very interesting corners to learn the line of. You won't need a radar detector and it is

highly unlikely you will encounter a deer, cow or bicyclist.

Most of us probably recall a couple years ago when another marque (red cars, prancing horse emblem) made the news when a number of their club members were cited for speeding in the triple digits. Were that to occur today, I suspect a few people would be without their vehicles for a period of time as they would have been impounded. Drivers convicted of speeding in the triple-digit zone face a mandatory 30–90 day suspension of their driver's license and a fine of \$1,103.

While our club rarely likes to act as a policing agency, it has in the past blackballed members from driving events for failing to use good sense during those events. The current Board of Directors has made it clear that, if needed, they will use this tool for those who fail to heed the warning.

Let's all look forward to making 2008 a safe and enjoyable driving season. ■

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

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

800.767.7250

Tel 510.782.0354 Fax 510.782.0358
www.partsheaven.com


PARTSHEAVEN

Welcome New Members

Rod and Leslie Birkland Portland, OR 1960 356 Roadster	John B. and Nancy Jameson Wilsonville, OR 1990 911 Carrera 2	Ryan Sauer and Meegan Gruber MD Silverton, OR 1979 911SC
Josh T. and Devin Dougherty Wilsonville, OR 1969 912	Vic and Tammie Krisciunas Portland, OR 2007 911 Carrera	John and Patti Shmilenko Portland, OR 1993 911 Targa
Richard and Debbie Duperon Portland, OR 1980 911SC	Aaron Leeb and Sydney Haigh Portland, OR 1988 911 Targa	Douglas and Nahmjee Skarada Salem, OR 2005 911 Carrera S
Julian Dupuis Kelso, WA 1975 911	Keith and Wendie Martin Portland, OR 1978 911SC	Robert J. and Kate Speckman Salem, OR 1995 911 Carrera
George K. and Debra Dwinell West Linn, OR 2000 Boxster S	Guenter and Heidemarie Mueller Canby, OR 2003 Boxster S	Ryan L. and Elizabeth Tyson Portland, OR 1980 911SC
Carl and Eric Hollstein Beaverton, OR	Jon F. and Kathy Nicholson Portland, OR 2007 Cayman	Derek and Lilly Van Domelen Portland, OR 1987 911 Carrera
Gordon Huntsman Portland, OR 2007 Cayman S	Daniel R. Parks Portland, OR 2007 Cayman S	Serge Verrielle-McCabe and Debra Olson Beaverton, OR 1978 911SC

Anniversaries

5 YEARS	James F. and Sheila A. Hunt	Kenneth W. and Rita Lewin MD
John F. and Leslie Cable	George and Reba O'Leary	Andra Lunstrum
Jennifer Francis	Dieter Priss	Patrick M. Murphy
Paul H. Francis	Larry E. Richardson	David C. Rubin
D. Nathan Grimes	Jan Smith	Ed Thiemann
Dan Grimes	Barbara Yates	Phyllis Thiemann
Ronald D. and Julie Haas	Lee Yates	
10 YEARS	15 YEARS	25 YEARS
Robert H. and Jean Bennett	Charles P. Denkers	Neil and Kathrine Gray
David F. Brezinski	Dr. Kenneth Garchow	Logan Gray
Kathy and Terry Briscoe	Peter A. Guyer	Peggy Gray
Julie D. Elkins	Rosann Guyer	Warner S. and Nadine Lowe
Eric H. I. and Janice Hoffman	Richard and Kathleen Helser Ann LaBray	

Regional Dues Change

In 2008 we are shifting the renewal for Oregon Region dues to align with the member's national Porsche Club of America renewal date. Beginning in January, current members will receive a prorated invoice for ORPCA dues 30 days before their national PCA renewal date. This realignment of renewal dates has been in effect since June 2007 for members paying their ORPCA dues for the first time.

Chet and Lyn Martin, Oregon Region PCA Membership, (360) 635-5633 or membership@oregonpca.org.

Missing Your Oregon Region Pin?

If you did not receive an Oregon Region Pin on your every-fifth-year membership anniversary, it may be that you were not current in your region dues. To be eligible for awards, both Porsche Club of America and Oregon Region Dues must be up to date.

Questions? Contact Chet or Lyn Martin, Oregon Region PCA Membership, 360.635.5633 or membership@oregonpca.org.

Porsche Club of America Membership

We know the joy a Porsche can bring and we've built a community around it. The Porsche Club of America offers camaraderie, organized events and technical assistance. And *Porsche Panorama*, the PCA's award-winning magazine, provides an inside view of the club, the car and the company.

Here in the PCA's Oregon Region, we relish the pleasure of good friends and good conversation. Locally, we conduct driver education and autocross events at Portland International Raceway, organize single and multi-day driving tours throughout the northwest, and host social events and technical sessions. Our monthly magazine, *Anzeiger*, provides an excellent view into local club activities.

In the Porsche Club of America, it's not just the cars, it's the people. If you're as passionate as we are, join PCA today at <http://www.pca.org/join/>.

Change of Address

Members, when your phone number, e-mail or street address changes, please keep us up to date by sending an e-mail or note to Chet and Lyn Martin, Oregon Region PCA Membership, 605 NE 115th Circle, Vancouver, WA 98685 or membership@oregonpca.org. Membership information is never shared outside the Porsche Club of America.

When Service Counts...

Motor Sports International

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

ESTIMATES GLADLY!

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



**Bosch
Authorized
Service**

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

SPECIALISTS IN SERVICING THESE BOSCH SYSTEMS:

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

643-2656

Wayne Ditsworth, Owner/Operator

**12930 NW CORNELL RD
PORTLAND, OR 97229**

(Old Cedar Mills Fire Station)



A New Oil for a New Generation

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

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

Ask for it at ORPCA
Fund Raising Partner
Service Shops.



DIRECT SALES 1-800-722-1092

Valley Glass Co.

RICK ELLIS

Architectural Aluminum Products

Storefronts • Entrances • Glass

CCB# 122135

(503) 656-9343

FAX (503) 656-1778

875 Molalla Avenue • Oregon City, Oregon 97045



LOREN HAMBERG PAINTING, INC.

EXCEPTIONAL FINISHES

Professional Interior and Exterior Painting

Phone: 503-577-3150
E-mail: lhamberg@msn.com

Fax: 360-256-5661
CCB #165373



PORSCHE - AUDI - BMW - VW

17263 SW Plinkington Road • Lake Oswego, OR 97035

Ph: 503-635-3098

Personalized Professional Service at a Reasonable Price

stuttgartautotech.com

B&R Sign and Design

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

971-255-2970
BandRoom.com



Trackside Motorsports
 A Division of A-n-T TIRE AND WHEEL


DRAG • ROAD
 AUTOCROSS
 RALLY

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


Your Race Tire Headquarters

TIRES
 ALIGNMENT
 SUSPENSION

race - street
 work - tow




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



REALTY SOLUTIONS, LLC
Gabby Tyer, CRS, GRI
 Principal Broker

8142 SW Beaverton Hillsdale Hwy • Portland
 (503) 292-4336 office
 (503) 702-0393 cell
 (503) 292-0991 fax
 (800) 903-0770 toll free
<http://www.allaboutportland.com>
 E-mail: gabby@allaboutportland.com



Tax Deferred Exchanges
NNN Leased Properties Available

Steve Dishman, Broker

McWilliams Real Estate Services, Inc.
 Commercial Brokerage & Consulting


Phone: 503-998-9260 steve@mcwilliamsrealestate.com
www.McWilliamsRealEstate.com

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

(Top Prices Paid for Nice Clean Cars.)

MONTE SHELTON JAGUAR | Purveyors of quality classic and collectible automobiles.

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

Alloy Wheels

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

Family-owned & operated
 62 years combined experience

503.641.8001

Skip's
WheelWerks

PRO DRIVE
 DRIVING SCHOOL

ORPCA member discount!

503.285.4449 • www.prodrive.net
Portland International Raceway

Resource Directory

Auto Upholstery

Guy's Interiors503.224.8657

Collector Cars

Monte Shelton Motors503.224.3232

Driver Education

Pro Drive Driving School503.285.4449

Glass

Valley Glass Co.503.656.9343

Graphics

B&R Sgn and Design971.255.2970

Metal Plating

Oregon Plating503.232.7416

Painting

Loren Hamberg503.577.3150

Paint Protection

Bill Shores503.644.4640

ClearBra503.439.9031

Porsche Parts

Parts Heaven800.767.7250

Porsche Service & Repair

Collision Rebuilders503.226.6311

Heckmann Thiemann503.233.4809

Marque Motors503.293.5386

Matrix Integrated503.443.1141

Motorsports International503.643.2656

Stuttgart Autotech503.635.3098

Porsche Sales & Service

Carrera Motors503.382.1711

Gran Prix Imports800.763.4016

Sunset Imports503.641.8600

Printing & Promotional items

Millennium Graphics503.649.0168

Real Estate Agents

Gabby Tyer503.292.4336

Steve Dishman503.998.9260

Synthetic Lubricants

Greenwood Marketing800.722.1092

Tires & Wheels

A-n-T Tire & Wheel503.236.2106

Wheel Polishing & Repair

Skip's WheelWerks503.641.8001



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

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

VentureShield®
Paint Protection System

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

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

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

Will it diminish the appearance of my car?
VentureShield will protect your car for years, and remain virtually invisible.

Can VentureShield be washed and waxed?
Yes, you may wash and wax your vehicle as if VentureShield were not present.

ClearBra™
"Clearly the Best Protection"

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



OREGON PLATING COMPANY

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

Linda Pitts

"Polishing and Plating Since 1908"

COLLISION REBUILDERS, INC.

Auto Service Preserving your Investment in Quality since 1943

Body • Frame • Paint

LENNE PETERS <i>Shop Manager</i>	ROBERT EDGAR <i>Owner</i>	MARY ANDERSON <i>Asst. Shop Manager</i>
	JANINE BENNETT <i>Office Manager</i>	

2077 NW Marshall St. • Portland, Oregon 97209
(503) 226-6311 • Fax: (503) 226-3034 • Email: crinc15@qwest.net

GUY'S

INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION
DYEING AND COLOR MATCHING

**The Finest
Upholstery
for Your Car**

503/224-8657

Guy Recordon

2016 NE Alberta St.
Portland, OR 97211

Jim Enger



Ed Thieman

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

Thank you for being
Portland's best
customers."



Heckmann Thiemann Motors

2327 SE Powell Blvd. Portland OR

503-233-4809



*"Excellence in
Service!"*

ASE Certified! Award Winning!

"Trusted!"

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



Marketplace

■ CARS FOR SALE

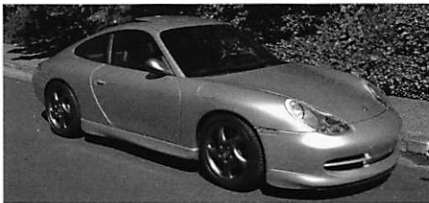
911 and 912

2003 Carrera 4S. Flawless, one owner, 11,273 miles. Guards Red, red bra, 3M, blk full supple lthr, heated seats, xenons, Fikse wheels w/ new PS2s, Bose sound, interior carbon, carbon/alum shifter & handbrake, carbon/lthr wheel, Lloyd mats, GIAC software upgrade. All keys, books, records. \$60,000. Neil (503) 227-2359, neil.b.hutchinson@saic.com [1/08]

2003 Carrera coupe. Orig. owner, 18k miles, like new. 6 spd, black/black full leather, supple leather heated seats w/ electric lumbar adj. Bose sound, 6-disc CD changer, PSM, xenons, 18" Turbo Look II wheels, rear wiper, wheel locks, bra, cover. Extended warranty through Feb. 2011. Pics avail. \$51,500. Vartan, (541) 756-0791, vartanv@msn.com [12/07]

2002 Carrera coupe. Arctic Silver, black leather interior. 36k miles, non-smoker, immaculate condition. CarFax certified, 9 months remaining on Porsche Certified vehicle warranty. 18 inch Turbo wheels, new tires, clear bra, xenon. Perfect in and out, pics available. Beaverton, Oregon. Bruce Dalrymple, (503) 781-4952, (503) 524-9532, bsdalrymple@hotmail.com [12/07]

2002 Carrera cabriolet. 6-speed, 21k miles, new engine at 13k. Seal Grey, black top, black leather. Excellent condition. \$47,500. Mark Petroff, (503) 804-8247, dr@petroffcenter.com [12/07]



1999 Carrera. Silver/black full leather. 46,796 miles, engine replaced at 36,586. Sport seats, sport suspension, custom-painted 18-inch wheels, hi-fi sound plus changer, traction control w/ 40% LSD, GT3 bumper & side skirts, Strosek mirrors, Eibach springs, wheel spacers, large exhaust tips, sport steering wheel, short shift kit, center console delete plus much more. \$37,500. Gary Engel, (503) 705-5355, grengel@comcast.net [1/08]

1987 Carrera Targa. 3.2 liter with desirable G50 transmission. Original black paint and interior in excellent condition. Professionally maintained with complete maintenance records. Polished 7- and 8-inch Fuchs. New Dunlop tires. Air conditioning, factory alarm system. Low 62,500 original miles. \$27,900. Todd VanDomelen, (503) 247-3415, (503) 318-7577 (cell) [1/08]

Boxster and Cayman

2006 Cayman S. Arctic Silver, Sand Beige leather sport seats, cocoa mats, rear window mesh guard. 6 speed, sport shifter. 19-inch Carrera Classic wheels with colored crest, PASM, Sport Chrono, sport steering wheel. Bi-xenon headlamps, chrome exhaust. Full 3M-Scotch Cal protection, Porsche car cover. 7,200 miles, always garaged, perfect condition. \$58,500 or best offer. Warner Lowe, (503) 267-9917, WarnerLo@comcast.net [1/08]

2003 Boxster. Black on black, 5-speed, premium wheels, premium package including leather sport seats, aluminum instrument dials (like the S models), cruise control and digital sound system. New battery, new front brakes and rotors, 5k miles on rear tires. Excellent condition, non-smoker, serviced by Heckmann Thiemann. 40.3k miles. \$28,500. Lou Jaffe, (503) 296-0937, (503) 310-7904 (cell), loujaffe@hotmail.com [1/08]

944 and 968

1989 944. White exterior, burgundy leather interior. Power steering, windows, locks and driver seat. Cruise control. ABS, air conditioning, Blouplunk stereo. moonroof. 2.7 liter engine, 5 speed, sports suspension, limited slip differential, premium wheels. Excellent condition, garaged and non-smoking. Service records. 118k miles. \$7,100 or best fair offer. Terry Page, (503) 590-4489 [12/07]

Other Than Porsche

2004 BMW 330ci convertible. White/grey/black top, 6-speed manual, sport package, fully optioned, Dinan exhaust. 2,000 miles. Like new condition. \$37,000 firm. Ron Gotcher, (503) 329-5151 or Dave Roth, (503) 297-1275 [1/08]

2003 BMW Z-4. 3.0 engine, red/black/black top, auto, sport package, fully optioned, Dinan exhaust. Less than 1,500 miles. Like new condition. \$30,000 firm. Ron Gotcher, (503) 329-5151 or Dave Roth, (503) 297-1275 [1/08]

■ PARTS FOR SALE

18" 997 5-spoke factory wheels with Hoosier ASO6 autocross tires. Will fit all 996 and 997 narrow bodies. Fronts are 8" wide with 57 offset and rears are 10" wide with 58 offset. \$1,700. (1) Michelin Pilot Sport 285/30 ZR 18, from 996, decent tread, free. Barry Cogut, (360) 210-7900 [12/07]

■ MISCELLANEOUS

Secure, heated winter garage storage for your Porsche. Located between Beaverton and Hillsboro. \$135 per month. Jeff, (503) 628-0629, jgretz@onlinenw.com [12/07]



■ WANTED

2002 996 sport exhaust experience: I would like a "sportier" sound to my exhaust. I am looking for club members with a 2002-2004 996 who have switched from the stock exhaust to an aftermarket sport exhaust to share the pros and cons of their new exhaust brand. Send me an e-mail at lafrancs@ohsu.edu or call (503) 494-6430 [12/07]

Anzeiger 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 \$12.50 per ad, 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.

Performance Modifications
Computer Diagnostics
Scheduled Services



Sales ■ Service ■ Performance

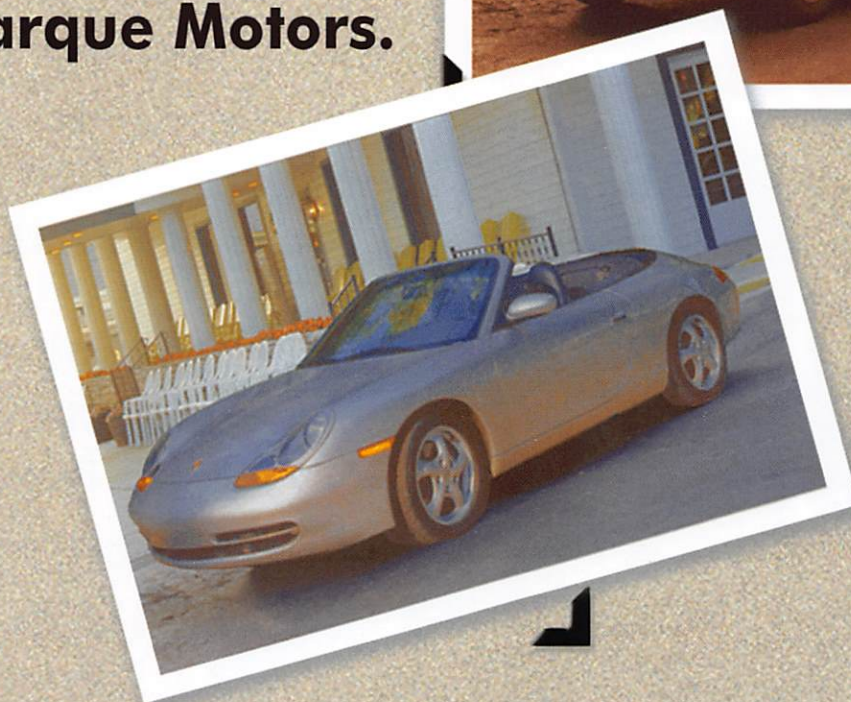
GRAN PRIX IMPORTS



YOUR COMPLETE RESOURCE FOR THE WORLD'S FINEST AUTOMOBILES

25300 SW Parkway Avenue, Wilsonville, OR 97070 503-570-1019 Visit gpimports.com

**There is no
generation gap
at Marque Motors.**



Marque Motors has the tools and the talent to communicate with your car, classic or contemporary. We keep up with the times—356, 911, 928, 944, 930, 964, 968, 996. At Marque Motors we don't just specialize in Porsches, we live them; we understand them.

Porsche • Audi • BMW • Volkswagen

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

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



Marque Motors
PORSCHE • AUDI SPECIALISTS

503 293 5386
www.marquemotors.com

ORPCA Fund-Raising Partner Service Shop

7310 S.W. MACADAM AVE. PORTLAND, OR 97219
Call for an appointment or just drop by.

OREGON REGION PCA APPRECIATION DAY

**Porsche parts
at dealer
cost +15%,
on all factory
Porsche Parts
and Drivers
Selection items.
One day only.
No other
discounts may
be applied.**

**WEDNESDAY
JANUARY 23RD
9AM TO 5PM**



4030 SW 139th Way
Beaverton, OR 97005
1.888.244.5073
www.sunsetporsche.com
Mon. - Fri. 8:30am - 7am
Sat. 9am - 5pm
Sun. 12pm - 5pm

Anzeiger

Oregon Region PCA
PO Box 5652 Portland, OR 97228-5652

Prsrt Std
US Postage
PAID
Portland OR
Permit No 4675