



Anzeiger

January-February 2009





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WHO CARE ABOUT CARS.



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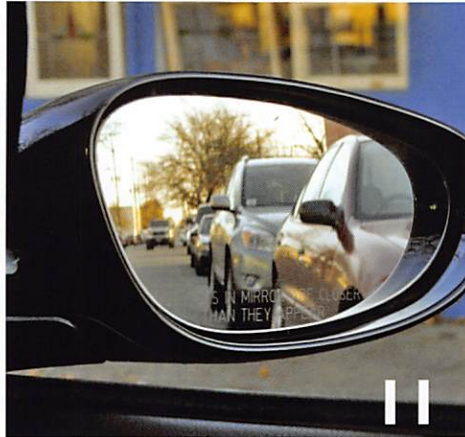
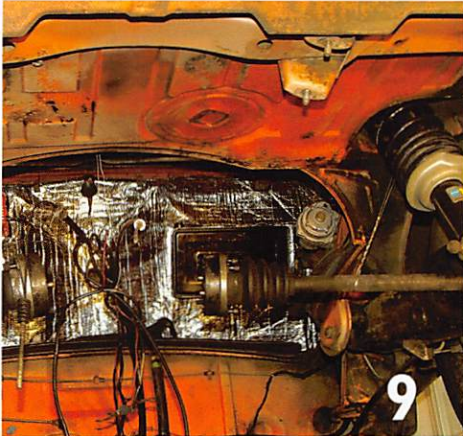
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Anzeiger

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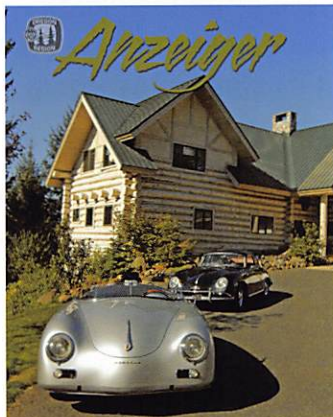
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ON THE COVER

Blue sky and a topless 356 at Andy and Marg's Hillclimb. Photo by Jim Ayers.

Cover Submissions

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

Anzeiger

(an' zī ger), noun, German

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



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<http://oregonpca.org/>

As I say hello to you from the helm of your award-winning ORPCA magazine, I have about a hundred thoughts in my head at once. Your past editor, Jim Ayers, has warned against wishing one's life away in this very column, but I do hope that I can step into his shoes and steer this ship with the same grace and ease that he displayed as editor. Mike, Bob, and I hope we can inform you about upcoming club events, report on recent club events as they happen, and generally offer you some car fun while you are not driving your Porsche.

Jim left some pretty big shoes to fill. We are replacing him with three people. I am to be the organizer, expeditor and general face of the editorial staff. Bob Schatz is the photographer and designer of our group, and Mike Lee's attention to detail makes him ideal to edit. If you see us at an event, make a point to say hello. Let us know what you like about the *Anzeiger*, as well as what you would like to see in the future. It is your magazine, and we want to enlist your help to make it the best it can possibly be. Please accept my invitation to participate. If you go to an event, please write an article about it. If you have pictures of an event, please let us know. Send me an email at speedyellowster@gmail.com with links to your photo sharing page. Don't be shy; Bob, Mike and I will do our best to make you look like a pro in *Anzeiger*.

I cannot express how happy I am to offer my time to the Club to make the magazine happen each month. The Club has been a great conduit to meeting new, like-minded, car-people friends. It gives us the opportunity to drive on a racetrack, or join a line of 30 Porsches blasting through the countryside (often to the surprise and delight of the natives of the countryside). I do, however, have a tiny regret. I used to count the days until the *Anzeiger* showed up in my mailbox. I thought it was so cool that the ORPCA produced such a professional monthly magazine. In my apprenticeship since last June, I realized that by the time the magazine reaches my mailbox, I have read all of the articles five times. As long as all of you promise to keep enjoying the *Anzeiger* as much as I have, it is well worth it.

Cheers—Brad ■

2009: The New Year Dawns

Happy New Year and Hello to you all! I am honored to be sitting in the President's chair this year and trust that I will be able to continue to build on the momentum my predecessors have created towards the great ORPCA environment that we all enjoy. We have an incredible amount of talent and energy in this club and the volunteers are what make things happen. This year will be no exception. The annual planning meeting generated many different events offering lots of choices in how we may enjoy our cars and our fellow ORPCA members.

As the New Year dawns, some events are innovative and some have a different twist. One that I am really excited about is new this year. Don Clinkinbeard and

EXTENDED DAY/OVERNIGHT TOURS ARE ON THE CALENDAR AS WELL ... SAVE THE FIRST WEEKEND IN JUNE FOR THE 750 MILLE. THIS IS OUR PREMIER DRIVING EVENT AND FROM RUMORS I HAVE HEARD, IT SHOULD BE GREAT.

his team have again applied creative genius and come up with the Spring-Break-Out. This will provide two full days of track activities; high performance driver education including lapping, a time trial, and the annual instructor clinic. The concurrent autocross will also feature a driver skills clinic. As if that weren't enough, two evenings of dinner and speaker programs are also being planned. What a super way to jump-start the driving season!

As I write this, the dates for autocross and HPDE are still being finalized, but the season promises to be full of opportunity to improve your driving skills and have great fun at the same time. Do keep an eye on the *Anzeiger*, as there may also be a couple of other unique driving experiences provided under this venue.

Monthly Dinner Meetings are always popular, with the first one scheduled for

January 21st. The Summer Picnic and the Holiday Party afford us additional opportunities to socialize as well.

The ever popular Arrive and Drives will be back (a couple of them with a new twist). In addition, we have several day tours planned such as a Covered Bridges Tour and a Drive and Hike. The destination planned for the hike includes some great roads to get there and back and some fantastic views both on the trail and on the drive.

Extended day/overnight tours are on the calendar as well. Repeats due to popular demand would be SOLV Beach Clean Up, Cabin Fever, Bill's One Way out Tour and the Sunriver Festival of Cars. Save the first weekend in June for the 750 Mille. This is our premier driv-

ing event and from rumors I have heard, it should be great. For those of you ready to venture further and longer, Parade 2009 will be held in Colorado. In addition, Porsche will be the chosen Marque for the Monterey Historics, should you choose to attend.



Other events planned for 2009 would include tech sessions, the Historics at PIR, etc. Definitely lots of choices are provided depending on your time and area of interest.

Watch for your calendar in the mail and begin planning your 2009 driving season. Come and participate in some of these great events that our super group of volunteers have worked so hard to produce. Even better, get involved in the volunteer effort and enjoy the events from the inside. You will find the experience enriching and rewarding.

CU soon!

Kathleen ■



Photo from 2008 Mille by Kathleen Ellis

Oregon Region Events



January

- 13 Board Meeting
- 21 Monthly Club Dinner and Social

February

- 7 AR Auto Service Tech Session
- 18 Monthly Club Dinner and Social
- 22 FOPIR HPDE PIR
- 28-March 1 Spring Breakout PIR

March, 2009

- 10 Board Meeting
- 14 Spring Clean
- 18 Monthly Club Dinner and Social
- 28-29 SOLV Beach Cleanup

April, 2009

- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 18 HPDE ORP (tentative)
- 18 Matrix Integrated Tech Session
- 19 Autocross
- 19 HPDE ORP (tentative)
- 25 ProDrive Skid School

May, 2009

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

June, 2009

- 5-7 3/4 Mille Miglia
- 7 Autocross
- 9 Board Meeting
- 13 Arrive & Drive
- 17 Monthly Club Dinner and Social
- 20 HPDE ORP
- 24-27 Tour to Parade
- 28- July 4 Parade Keystone

July, 2009

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

August, 2009

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

September, 2009

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

Event Notification

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

Event Managers

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

Board Meetings

All members are encouraged to attend Oregon Region PCA board meetings. For the exact meeting time and location, please send an e-mail to secretary@oregonpca.org.

Contributions Welcome

With the exception of December, the deadline for Anzeiger contributions is the 20th of each month. Please send contributions by e-mail to editor@oregonpca.org. Attach text contributions as a Word file and pictures in JPEG or TIFF format at the highest possible resolution.

October, 2009

- 3-4 Covered Bridges Tour
- 8 Drivers Education (tentative)
- 10-11 Beach Tour
- 13 Board Meeting
- 17 Burrito Run
- 21 Monthly Club Dinner and Social

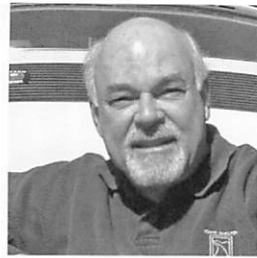
November, 2009

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

December, 2009

- 6 Charitable Auction
- 8 Board Meeting

**STILL
PLAYS
WITH CARS**
Peter Linsky



No Surprises in Auto Industry Stats, Even Porsche's ...

No surprises here—along with just about every other label, North American sales of new Porsche automobiles rolled off a cliff in October. It was the worst month for the auto industry in decades. Porsche said a mere 1427 new vehicles were delivered to the US along with 114 to Canada, a drop of 39 percent compared to the same period a year earlier. Porsche said a model changeover in the 911 series was also a factor, but analysts say October sales were down between 40 and 50 percent for all manufacturers. The company said that if the decline continued, it was flexible enough to slow production to meet demand. Porsche has steadfastly declined to offer sales incentives during prior sales slumps, saying it doesn't want to dilute the vale of its products.

News that Porsche had quietly acquired another 31.5 % of Volkswagen—bringing its share of the larger automaker to almost 75%—stunned European financial markets in early November. Not because of

NEWS THAT PORSCHE HAD QUIETLY ACQUIRED ANOTHER 31.5 % OF VOLKSWAGEN—BRINGING ITS SHARE OF THE LARGER AUTOMAKER TO ALMOST 75%—STUNNED EUROPEAN FINANCIAL MARKETS IN EARLY NOVEMBER. NOT BECAUSE OF THE PURCHASE ITSELF, BUT THE WAY THAT PORSCHE PULLED IT OFF.

the purchase itself, but the way that Porsche pulled it off. A British newspaper, the *London Sunday Telegraph*, reported November 2nd that Porsche's Chief financial Officer, Holger Harter, arranged for six German investment banks to each buy just under 5% of the VW shares on Porsche's behalf through instruments known as "cash-settled options." VW's shares had been trading well above fair value, and the sale caught hedge funds flat-footed ... costing short-sellers a

reported 30 million Euros. As the newspaper reported, "When those cash-settled options are exercised, the banks have to deliver the value of the shares in cash rather than the shares themselves. The

cash generated by the options is then used to buy the physical shares" if so desired. At this writing, advantage Porsche—but the matter could land in the courts.

Last month, I touched on the reported merger talks between GM and privately-held Chrysler. By just after Election Day, as this is written, those talks had apparently collapsed, with GM reporting that it was fast running out of operating capital and analysts saying that bankruptcy



was a distinct possibility for both firms. Adding to the woes of domestic automakers came news in November that struggling Chrysler plans to end production of its Dodge Durango and Chrysler Aspen hybrid sport utility vehicles at year-end, basically because sales of its non-hybrid versions of the two SUVs have collapsed. This is indeed a bleak time for automakers, and all indications are that the bleeding will continue for some time.

Welcome some long-time ORPCA members back to Oregon! Chuck and Judy Hervey have relocated to the great Northwest after several years in the Bay area. Chuck is a former ORPCA President and, along with Mike Ashe, co-chaired our highly-successful 1995 Parade. Chuck and Judy remained involved in PCA activities while they were away, chairing the Volunteer Workers Committee for Parades all across the country. We're glad to have them home again.

Until next month, drive safely! ■

January Social and Dinner

Wednesday, January 21, 6:00 pm

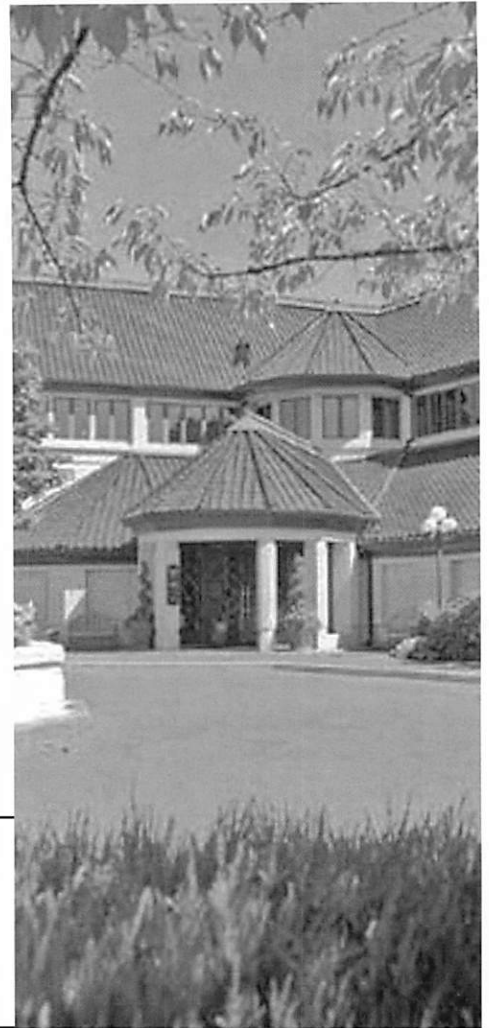
THE OLD SPAGHETTI FACTORY

0715 S.W. Bancroft St.

Portland, OR 97239

503.222.5375

Come in out of the winter rain and join us for our fabulous annual pasta feast at the Old Spaghetti Factory! As in years past, we will be offering a choice of three entrees: spaghetti with meat sauce and Mizithra cheese, fettuccine Alfredo, and a platter with spaghetti, Italian sausage and meatballs. Please confirm your entrée selection when you RSVP. Dinner will include a salad with creamy pesto dressing, sour-dough bread and butter, and spumoni ice cream-drinks are not included. Dinner prices range from \$11 to \$15, which reflects an 18% gratuity.



DEADLINE: January 18, 2009
REGISTER VIA: RSVP via e-mail to:
CLUB CONTACT: Laura Larson
laura@larsonlawoffices.com



AR Auto Service/Adrenaline Racing Tech Session

Saturday, February 7, 9:00 a.m.

AR Auto Service/Adrenaline Racing will host a tech session for Oregon Region PCA members on Saturday, Feb 7th. Many times, we've heard the questions: "What pressure should I use in my tires today?" or "What tires are the best for this track?" This session will attempt to answer those questions and more. For newer drivers, this should provide many alternatives and give some valuable information. For the more advanced drivers, we hope you'll share what you've learned about tires over the years. The session will be held at the AR Auto Service facilities on 16088-A Boones Ferry Road in Lake Oswego. It will start at 9:00 am and last until 11:30. Refreshments will be served.

REGISTER VIA: enakato@comcast.net
FOR MORE INFO: AR Auto Service
503.687.3311

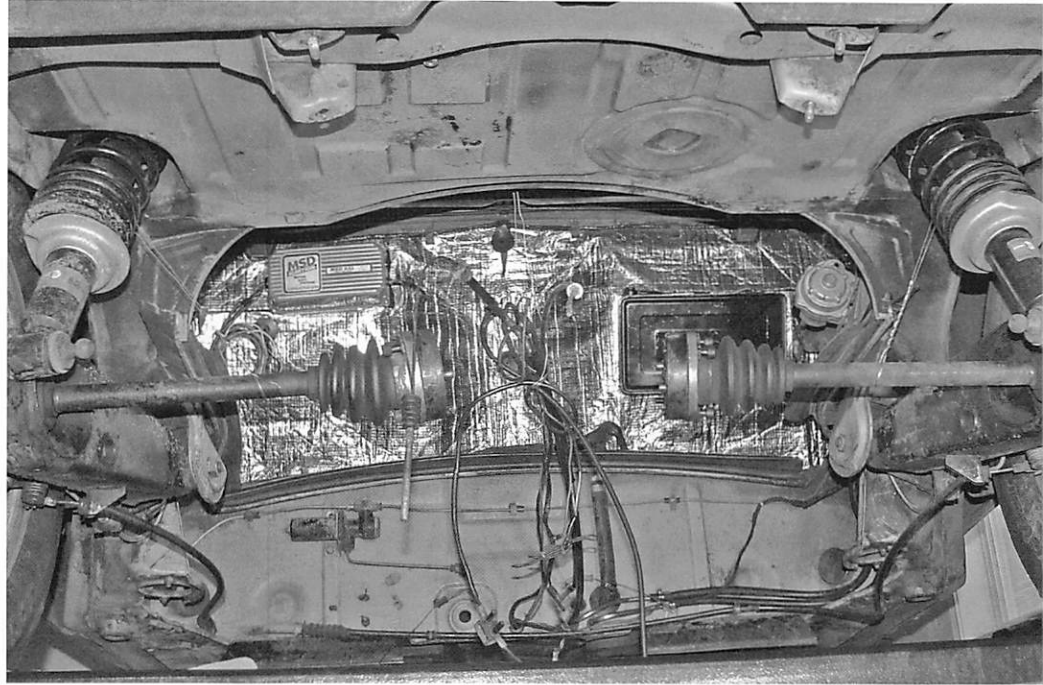


AMATEUR WRENCH Don Clinkinbeard



Time to Think About Spring—Breakout, That Is

The HPDE schedule has shaped up nicely. I got my dates for PIR, and the Oregon Raceway Park has contacted me with additional opportunities. The ORP track is east of Portland near Biggs Junction, and is quite a long drive away. Because of this, I want to arrange two days events on ORP weekends, involving a drive to Biggs Junction on Friday night in order to be at the track early on Saturday. If you have an RV, you can stay at the track, although there are no RV hookups. After a good day of tracking your car, you can meet for dinner as a group, and then do it again Sunday. Our counterparts on the East Coast do this all the time; most of the PCA regions travel to the tracks that they rent and make a weekend of it, which seems like a nice way to build more of a track community. While we are very fortunate to have a



FRIDAY FEATURES TOM KOTZIAN, SCCA SOLO II NATIONAL CHAMPION, WHO WILL REGALE US WITH TALES OF AUTOCROSS AND TRACK DRIVING OVER HIS VARIED CAREER. SATURDAY EVENING FEATURES CINDI LUX, WHO HAS BEEN RACING PROFESSIONALLY FOR MANY YEARS, AND HAS THE CHAMPIONSHIPS AND TROPHIES TO SHOW FOR IT.

major racetrack in the city limits, there is a drawback regarding getting to really know your fellow track junkies, if everybody goes home at night. For the first round, I will only want to take experienced drivers, as none of us has driven the track yet; it's pretty hard to instruct someone when you don't know where you are going yourself.

The Spring Break-Out is coming along nicely. We have a great team of folks organizing this event. So far, we have the track and the hotel lined up. In addition, we have secured our speakers for Friday

and Saturday night. Friday features Tom Kotzian, SCCA Solo II National Champion, who will regale us with tales of autocross and track driving over his varied career. Saturday evening features Cindi Lux, who has been racing professionally for many years, and has the championships and trophies to show for it. In addition to speaking to us Saturday evening, Cindi will also be available for some private coaching, should you so desire. The registration form will let you know what you need to do to get on her card for private instruction. This will be a real track junkie's weekend! The event is not restricted to PCA members; be sure to

register early, or you may not get in. We are working with the local track community, as well as other clubs in the Northwest to ensure everyone will have a great time.

In non-HDPE news, the 914 is coming along. I have installed the heat shield and the electronics boxes in the engine compartment, and am adding a MSD 6AL ignition controller to help with the low RPM power. I also mated the gear box and engine, which means that I'm getting close to having the motor installed and running. I made a deal with myself that I would not work on the 944 motor until the 914 was drive-able. As you have read above, the season is quickly approaching (less than three months away), and I have two cars to assemble; better get to it.

All for now.
-drc- ■

February Social and Dinner

Wednesday, February 18, 6:00 pm

Macadam's Bar and Grill
5833 SW Macadam Avenue
Portland, Oregon 97239
503.246.6227
www.macadamsbarandgrill.com

Ahhh February... the icy wind, the driving rain. The heck with that! Come and join us for February at Macadam's Bar and Grill! We will have a lovely room all to ourselves and will be ordering off a limited menu (separate checks will be offered). The menu is yet to be determined, so check out the website and tell me what you think when you RSVP (No later than 2/15/2008 please!) Dinner choices are voting enabled! Please also specify any special dietary requirements, and we will try to accommodate them.

<http://www.macadamsbarandgrill.com>

DEADLINE: February 15, 2009
REGISTER VIA: RSVP via e-mail to:
CLUB CONTACT: Laura Larson
laura@larsonlawoffices.com

**Club
Event**



Macadam's
Bar & Grill



3rd Annual Great Oregon Beach Cleanup Weekend

March 28 - 29

In conjunction with SOLV, join fellow ORPCA members and thousands of Oregonians this spring to make Oregon a better place to live! On March 28th, Oregonians will continue the tradition of twice-yearly beach cleanups, cleaning up our coastline from Washington to California borders. This effort benefits visitors and wildlife alike, empowering citizens to be an active part of keeping their state clean and beautiful. You are invited to help make this spring's beach cleanup a success! SOLV has given us our own beach area in Ft. Stevens to clean.

On Saturday morning we'll meet at Camp 18 for breakfast, then drive to Ft. Stevens and clean up the beach until early afternoon. We'll then drive to Astoria and check into the Cannery Pier Hotel which is Astoria's luxury boutique hotel, built on the site of the former Union Fish Cannery 600 feet into the Columbia River.

Saturday evening, we'll start with wine and smoked salmon reception at the hotel and then it's an open night for you to dine at one of Astoria's great seafood restaurants. Sunday, after a complimentary

breakfast, you're on your own to explore Astoria and Oregon's north coast.

ORPCA has reserved 10 rooms at the Cannery Pier Hotel at the special rate of \$179. This rate includes a river view king room with fireplace, wine reception, and continental breakfast. To make a reservation contact the hotel at 888.325.4996 or www.cannerypierhotel.com no later than March 8th. Make sure to tell them you're with the Porsche Club.

DEADLINE: March 8, 2009
REGISTER VIA: Jeff Gretz, gretz@onlinenw.com or 503.628.0629
HOTEL: www.cannerypierhotel.com or 888.325.4996

**Club
Event**

IN THE SIXTH ZONE

Linda Bein



The Flag Drops on a Fun Year

It has been a wonderful drive through Zone 6 during the past five years! We are SO lucky to live in this magnificent part of North America, and seeing it through the windscreen of a Porsche makes it even better!

Now the time has come for me to retire from a "job" that I have truly enjoyed. How else could Bill and I have met so many outstanding people, had the chance to help regions grow and glow, and generally had a blast doing it? Being the Zone 6 Representative involves time and a great deal of responsibility, but every region has in some way contributed to making my job easier. I thank all of you - region officers, committee chairs, and event organiz-

ers - for your strong dedication to your region and the Porsche Club of America. And I thank our growing number of members for choosing to join this Porsche fun loving group.

Dave Cooley, from the Big Sky Region in Montana, will be taking over as Zone rep on January 1st, 2009. Please welcome him in the spirit that you welcomed us, and give to him the great support that I have really appreciated!

Zone 6 now has its own calendar, so I hope that you will look at it often to see what great things are happening in our zone. 2009 has two national events which should be interesting and fun. Parade Keystone will take place from June 29th

until July 4th in the spectacular Colorado Rockies. Please look at the Parade website at www.porscheparade2009.com for more information about this exciting event. Keystone is practically in the backyard of Zone 6, so I hope that we will see a huge turnout of members! The second national event will be the PCA Escape to the Birthplace of Aviation in Dayton, Ohio, hosted by the Ohio Valley Region. The dates are October 1st through October 4th. There will be lots of fun things to do for the entire family!

THANKS for five wonderful years and may we drive (safely) forever!

Linda ■

Adjusting Your Mirrors

Story and Photo by Bob Schatz

My Boxster, with its small back window, seemed to have two large blind spots between the back and side windows ... until I discovered the proper way to adjust your mirrors. The concept is that you don't need to see the same thing in all three mirrors, so here is what you do. Adjust the windshield mirror straight back; that one is easy. When a car is passing you on the right, the idea is as the car leaves the center mirror, it should begin to show up on the side mirror. By the time the car reaches the other end of the side mirror, it should be in view out of your side window. Then do the same for the left mirror. This is a bit different than what I was used to because I would always have a part of my car in the mirror as a reference point. Now when I look out of my side mirrors, I usually just see empty lane. It took me a few days to get used to the new mirror adjustment; I just had to build my confidence of where they were aimed. Now that I am used to it, I can see in that "blind" spot. ■



Spring Breakout

A track junkies kick start to the driving season

Saturday, February 28 - March 2, 9:00 a.m.



Photo by Chris Greenwood

By late February, my car will have been sitting the garage for almost four months, longing to be set free. Let's help our prancing steeds get some aerobic exercise to begin the driving season; join us for a completely new event in 2009 on February 28 and March 1st at Portland International Raceway.

The program will consist of two days of HPDE (High Performance Driver Education) and autocross. In addition, we will have a two-day Dinner and Speaker program planned at a local hotel, with guest speakers focused on autocross and track driving techniques and stories. This weekend will also include our annual instructors clinic along with an open lapping day (no Novice Drivers or instruction), as well as adding a classed Time Trial to the Saturday HPDE for those of you that want to compete...Sunday will feature a fully instructed HPDE that will include the opportunity for novice drivers to gain some track experience.

Each day, the autocross program will feature our Driver Skills Clinic (DSC) in the morning along with competition in the afternoons. Our DSC is geared toward handling abrupt, emergency-type maneuvers needed to avoid accidents on the road; it will unquestionably make you a better driver on the road. Our afternoon autocross is a timed competition designed to put those skills into practice within a challenging driving situation. Cars are

classed to foster competition between similar cars. Each driver will generally receive between six and eight runs. The speeds are fairly low, but it does feel fast as the course is generally very tight. At the finish line, we always see adrenaline induced big smiles after every run.

Registration will be online at www.motorsportsreg.com beginning January 5th. The cost is variable provided by a menu of the various event selections so you can choose when and what you want to do.

Please check the ORPCA website (www.oregonpca.org) as we develop this event through the winter, if your questions are not answered contact:

Don Clinkinbeard or Gary Chapman
ORPCA HPDE Chair
ORPCA AutoCross Chair
Dechair@oregonpca.org
drchapman@chapmansmiles.com
503.970.4848

For registration questions or assistance:
Britain Smith
Event Registrar
Britain@britainsmith.com

REGISTER VIA:

www.motorsportsreg.com

Beginning January 5

Registration Assistance: Britain Smith,
britain@britainsmith.com

FOR MORE INFO:

www.oregonpca.org, or

Don Clinkinbeard, dechair@oregonpca.org

Gary Chapman, drchapman@chapmansmiles.com

**Club
Event**

Viagra on Wheels

by Jim Ayers

I have often said I am a low tech sort of person when it comes to cars. I like to be able to understand what makes them work as well as be able to work on them to some degree. After all, I still have a 1976 911S (that's low tech). The Boxster; yes, it is at least higher tech. I've never been a fan of Porsche Stability Management, or anyone else's system for that matter. My feeling is that you create an environment in which true idiots (some of whom do drive Porsches) can place themselves in serious trouble by overdriving the car to the point that no system will be able to save them or their car.

Then Greg Lawrence at Sunset Imports tossed me the keys to a new 997 Carrera S and asked if I wanted to take a fast lap with it. This particular car was equipped with the new PDK transmission. Damn Germans spelled it wrong again; it should be PDQ (pretty damn quick). Greg gave me brief instructions regarding the Sport setting and the Sport Plus setting for the transmission, saying he preferred to leave it in the Sport Plus setting. It was interesting to note the transmission is a seven-speed. I also noted the car has 385 HP and 310 lbs of torque, so the power gets to the tires very quickly. The Sport

GIVEN THE LACK OF NOTICEABLE LUGGING, I DECIDED TO PUT THE OLD FOOT DOWN A BIT TO TEST THE THROTTLE RESPONSE ... I FELT LIKE I WAS IN AN A GAS DRAGSTER, NOT A DOUBLE A FUELER, BUT FOR SURE AN A GAS. IF THE CAR REACTS THAT WELL IN "THE OLD FART" MODE I COULD ONLY ANTICIPATE THE SPORT MODES.

Chrono package certainly aids in delivering massive acceleration on demand.

I left Sunset Imports in Sport Plus mode and found the transmission required I stay above 4,000 rpm or it would downshift to the next lower gear; problematic on Murray Blvd. and any other business or residential area. Learning this caused me to change to the Sport setting which provided a vast improvement, as the car didn't shift unless you dropped below



3,000 rpm. I also noted in both sport modes that the downshifts were rather abrupt when you were approaching a stop light or sign. No problemo; I just changed out of both sport modes into what I am sure Porsche's engineering team calls "the old fart" mode. Amazingly, I noticed when

leaving a stop light, I was in 7th gear by the time I hit forty mph and the tach was showing 1,500 rpm. There was no evidence of the engine lugging as one might expect with such a high torque, high horsepower car.

Given the lack of noticeable lugging, I decided to put the old foot down a bit to test the throttle response. Well folks, let me say just one thing, "OH MY GOD!" I felt like I was in an A Gas dragster; not a Double A Fueler, but for sure an A Gas. If

the car reacts that well in "the old fart" mode I could only anticipate the sport modes. Luck was with me as there were very few bicycles on N.W. Thompson Rd. and it became time to test the car in a spirited fashion. Sport Plus mode moves acceleration to the Double A Fueler range or at least Funny Car. Curves posed no problem; punch the gas a bit and the transmission shifts down for you or you can just use the paddle shift on the steering wheel. I have driven a couple of Tiptronic transmission equipped cars in the past, and while I feel those transmissions are very good automatics, I could probably shift as fast with a manual and certainly more precisely. In Sport mode or Sport Plus mode with the PDK transmission in manual shift mode, you can't believe how quickly the transmission shifts and how much control the driver has.

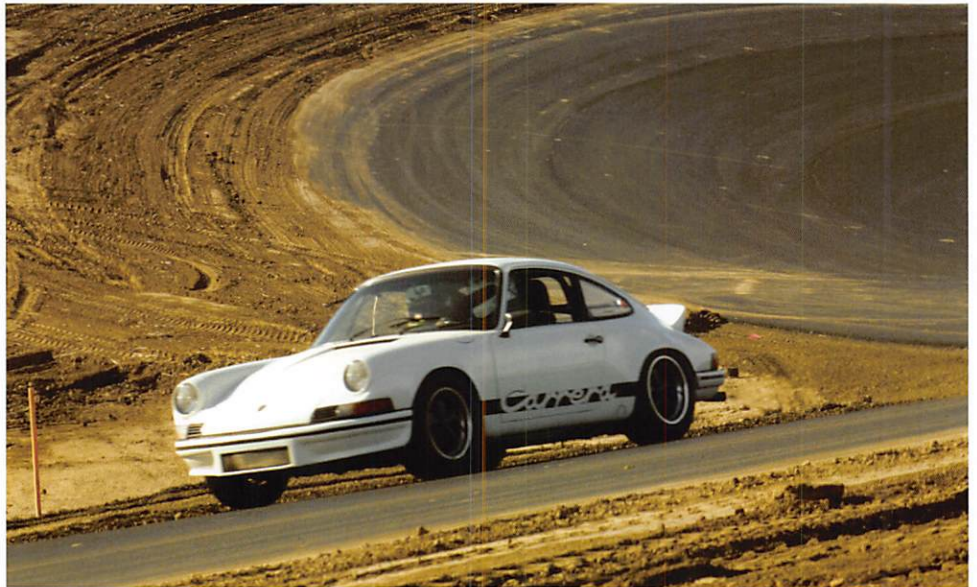
All in all, I would rate the car an A+; it was docile when wanted, wanton at the drop of a hat, and extremely comfortable for a guy my size to drive. If I win the lottery tonight, I'll be at Sunset tomorrow. ■



Oregon Raceway Photo Gallery

Photos by Bob Schatz

Oregon's newest raceway venue, the Oregon Raceway Park in Grass Valley, may be unfamiliar to most club members, but in 2009 you will probably become acquainted with it as it gears up for its first full racing season. Watch the March *Anzeiger* for a complete review of the track and more photos. ■



Above: They kept the old barn in the middle of the track at ORP. Right: The soon-to-be-famous half pipe. The fast line is down in the middle but up high is a great passing opportunity. Below: Turn two takes this driver by surprise, or perhaps he thought the track needed dusting.



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Wet & Wild Tour

Story by Kate Ayers

November 1st ushered in fall-like weather as six Porsches departed from J's Restaurant in Newberg, on the first day of a five-day, one-way-out tour (unofficially). For something approaching two years, Jim and I have planned the route on winding roads leading the group to wine country. The previous three trips had seen infinitely kinder weather. But you get what you get. Even scheduling the Mille Miglia at the beginning of June is no guarantee of blue skies. Not in Oregon. And apparently not in California this year. The storm seemed to be traveling from the south, meaning we were heading right into it.

The twelve of us (Don & Debbie Clinkinbeard; Bob & Kathleen Ellis; Rupert & Bobby Jo Koblegarde, Sean & Susan Reed; Steve Germany & Cheryl Resendez; and, of course, Jim & I) meandered down 99 through a bunch of backwoods towns like Elmira, Veneta, Drain and Yoncalla, places that reside on curvy roads, and that's about the only thing that recommends them for a visit. Or, rather, a

pass-through. Despite the low clouds and occasional showers, the hills were vibrant with the golds and reds of fall; it's hard to dampen the leaf change.

Our first stop was at Tolly's Restaurant in Oakland, where we met up with Kevin & Carol Neary and Bob & Jean Bennett from the Bend area. Suffice it to say we had lunch, albeit not a particularly happy one. For some unknown reason, the restaurant seemed less than thrilled with us; well, the feeling was mutual. Nonetheless, we dined and were ready for the afternoon romp. We continued on our way to Bandon, the first night's stop, by way of Winston and Myrtle Point.

The always trusty Sunset Motel greeted us with a tiny break in the clouds. And a short time later, Lord Bennett's Restaurant greeted us with smiles for dinner. Day one ended well. We only wished that Sean and Susan Reed could continue on with us the next day, but the restaurant business prevented that. *(Continued on page 20)*



Top: A happy group of Porsche Club wine enthusiasts. Photo by Don Clinkinbeard. Upper right: Another Roadside Attraction. Photo by Jim Ayers. Left: Wine is serious business. Photo by Bob Ellis. Above: Can we eat yet? Photo by Jim Ayers. Right: Wine makes for monkey business. Photo by Jim Ayers.





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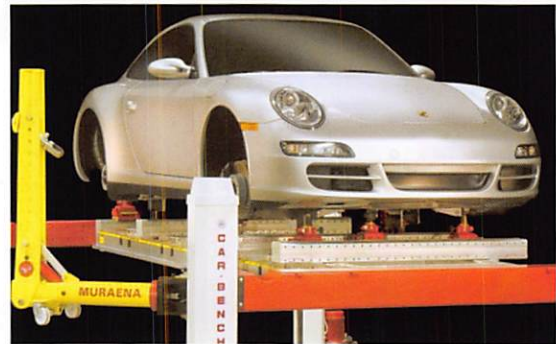
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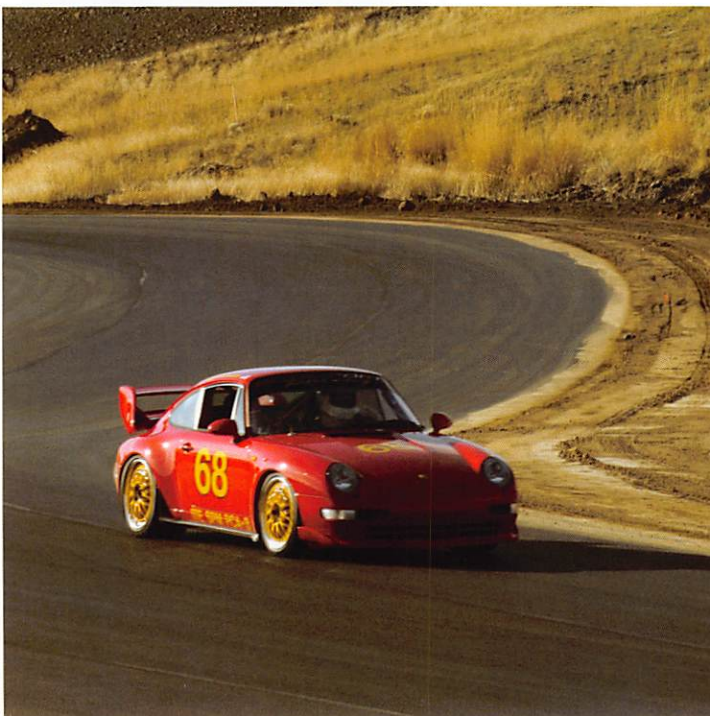
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Left: There is a lot of elevation change at ORP. You can see that there is also a lot of work to be done from the edge of the track out. Below Left: The track is 40 feet wide which has plenty of room for some great racing. This is one of the more tame areas of the track. Below Right: This track has several spots where you had better know what is over the edge before you get there. ORP can be driven both ways so imagine going over this ridge and having that turn to deal with.

Oregon Raceway Photo Gallery, Continued

Photos by Bob Schatz



WET AND WILD TOUR

(Continued from page 16)

Day two showed a sliver of hope for possible sunshine; just a sliver. Highway 101 is the only expedient way to get from Bandon to Ferndale, our lunch spot, but it is curvy and very scenic. We had a quick photo op at The Trees of Mystery, where we could stand under Paul Bunyan's blue ox, Babe, and take pictures in suggestive poses and make lewd comments.

The Victorian village of Ferndale was quiet as the seven cars drove down the main street and parked near Curley's for lunch. After a leisurely meal, the route took us south on 101, just as far as the Avenue of the Giants. A few of the more intrepid souls put their tops down, and bundled up, since the sun made an appearance; though weak, its best appearance of the trip.

Evening saw the group settled in at Benbow Inn, a historic hotel situated on the Eel River, boasting one of the best restaurants for miles around. Again, we ate and drank well. That was the point, wasn't it? After all, it was billed as a wine tour!

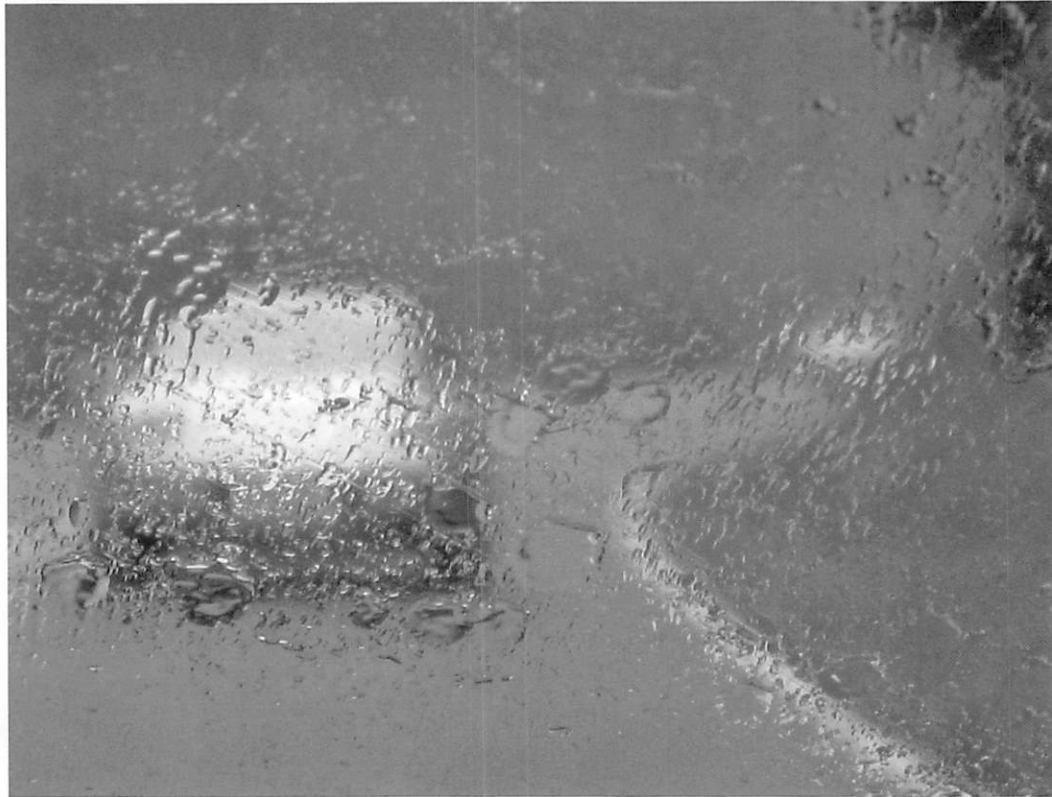
Day three was another fairly short leg of our voyage, or it would have been had the weather not conspired to lengthen it. Highway 1 takes off from 101 about 10 miles south of the Benbow Inn. It is 22 miles of heaven for a Porsche driver. We had prayed, or at least I had, that there would be no fog. That was about the only thing we didn't get. By the time we reached the ocean, the rain had started in earnest. But, hey, there was no fog.

The charming Mendocino Hotel was ready for us when we arrived shortly before noon. Seated in the garden room, we weren't spared a bit of the pounding of

HIGH WINDS, SIDEWAYS RAIN AND TIRES A LITTLE TOO WORN LANDED ONE OF OUR GROUP IN THE DITCH. RUPERT AND BOBBY JO STAYED BEHIND TO KEEP THEM COMPANY AS THEY AWAITED THE TOW TRUCK. NO INJURIES—TO PEOPLE OR THE CAR, THANKFULLY.

the rain as it hit the metal roof. By the time we readied ourselves to leave, the hotel had blocked the front door due to the high winds. But still, there was no fog!

It was a soggy drive down Highway 1 en route to Skaggs Springs Road, the premier



Rain? What rain? Photo by Jean Bennett

road of the entire trip and meant to deliver the tourers into wine country on the twistiest of the twisty roads. Alas, it was

WE HAD PRAYED, OR AT LEAST I HAD, THAT THERE WOULD BE NO FOG. THAT WAS ABOUT THE ONLY THING WE DIDN'T GET. BY THE TIME WE REACHED THE OCEAN, THE RAIN HAD STARTED IN EARNEST. BUT, HEY, THERE WAS NO FOG.

not meant to be. High winds, sideways rain and tires a little too worn landed one of our group in the ditch. Rupert and Bobby Jo stayed behind to keep them company as they awaited the tow truck.

No injuries—to people or the car, thankfully. (New tires were purchased ASAP.)

Now down to five cars, we backtracked to 128 which took us through the Anderson Valley. For pinot noir lovers, this is a great place to explore. But we

were headed for the deep, rich red wines of Dry Creek. Rick Hutchinson at Amphora Winery welcomed us with his

impish grin and colorful (or, off-color) stories. We tasted about everything he had in bottles, which is legion, and then ventured out to the barrels for some sampling. Ah, the fermented grape!

With our wine palates in full gear, we caravanned over to Geyserville. Two historic inns provided rooms for the fourteen of us. While the B&B was a touch over-wallpapered, it did have a very central location. And the breakfasts were killer.

Dinner that Monday night was at Santi, an Italian bistro within walking distance of our rooms. And while we all love our cars, we were more than ready to be out of them for a while. Plus, the rain had stopped. And still, no fog.

(Continued on page 22)

Women in Motorsport

by Randy Stolz

This last year the Portland Historic Races made a tribute “honoring women in motorsport.” While the commentators of the event devoted some time talking about famous women racers, interviews, biographies and generally celebratory conversation with the women entrants of the meeting; it barely scratched the surface, in my view as far as a tribute to “women in motorsport.” In fact, aside from the commentators chat, you could barely tell any difference in the event from years past. Was that as it should be?

Well yes, and no.

Allow me to share my view and tribute, on a personal level, a little closer to home.

When I was a young lad, my mother (Dorothy) was divorced and ‘moving on.’ She was working for an ad agency in Philadelphia and fell in with “the car nuts” as she put it. What to do? Buy a Corvette! A Matador Red, ’56, with a dual quad, 265 cu in. engine, ferried mom back and forth to work on a regular basis. Too young understanding the task of driving in the city, I always used to ask why the choice of the 3 speed automatic and the answer was always the same ... “To keep it civilized.”

Dorothy became a member of MAS-DACS (Madison Avenue Sportscar Driving And Chowder Society) and the South Jersey Region of SCCA. Going to races whenever she could to work in Timing & Scoring, she brought me along

IT WAS A MAGICAL TIME FOR ME DISCOVERING CARS IN GENERAL AND SPORTS CARS IN PARTICULAR. MIND YOU, IT WASN'T ALL SWEETNESS AND LIGHT. I REMEMBER BEING HUDDLED NEXT TO MOM WITH A FLASHLIGHT AND UMBRELLA IN THE BLEACHERS, POURING RAIN, SCORING A 12 HOUR ENDURO.

to the races at Vineland Speedway. My job? Spot cars for the lap chart. Some of the more exotic cars I “spotted” then were: the Diaz Bros. Maserati A6GCS, the Kelso Engineering Lister-Chevy, and a Porsche 550 driven by a young man named Roger Penske. MGs, TR3s, AC and Arnolt-Bristols, Cooper-Nortons; they were all in from Philly and NYC as were the small



Photo by Bob Ellis

bore combatants of the Alfa-Porsche ‘wars.’ It was a magical time for me discovering cars in general and sports cars in particular. Mind you, it wasn’t all sweetness and light. I remember being huddled next to mom with a flashlight and umbrella in the bleachers, pouring rain, scoring a 12 hour enduro.

After moving to California in ’59 with a new father, I soon became immersed in the car culture of the time. Still not able to drive, I was one of the first on my block with a 2X4 attached to an old skate.

I had ‘raked’ my bicycle with a small front wheel and ‘endoed’ regularly. I ‘ported’ the two stroke engine in the lawnmower which never did run as good afterwards. After getting my learner’s permit, I showed up at home with bumps and scrapes from trying to ride like John Surtees on my Honda 50. I came home from high school with stories of guys that were hopping up their Fords and Chevys. But alas,

I was an outcast. They read Hot Rod, I read Dad’s Road & Track and was in a desperate struggle to find european equipment.

Mom was frowning on anything with real power as she had witnessed my ‘enthusiasm’ on even the smallest forms of transportation. They knew horsepower for me was not good. In the end, my budget pulled it down to a used Renault Dauphine or VW Bug (an easy choice) and mom never knew what nirvanas could be found with swing axles and slides. Though she suspected the VW, it was reliable and “civilized.” Dorothy’s gone now but I thank her everyday for those times and so much more.

One of the women drivers I met at the Portland Historics was Lynette Matheson. Lynette and her husband Dwight own a racing parts business in California and her street car is a Boxster RS60. Her entry in the Historics was a beautifully prepared ’67 Sunbeam Alpine. Ann and I stared at it for a few moments and memories came flooding back.

After getting out of the Army in ’69 I found a similar Alpine that fit my wallet. A few months later, I met a young, freshly minted, teacher. I tried to impress her
(Continued on page 23)

WET AND WILD TOUR

(Continued from page 20)

For Tuesday, Jim had set up wine tastings at four rather obscure wineries. Or, three rather obscure wineries and Silver Oak. Arriving at 10:30 for our appointment, a few of us were still more in a coffee mood than a cabernet mood. Nonetheless, most of us came away with Silver Oak logo glasses, and little else. The flavor didn't justify the price tag.

The second stop was at Stryker Sonoma. As a bit of trivia, the founder is the Stryker of hospital bed fame. Their tasting room is a lovely large room, with a wall of windows overlooking the vineyards. They led a tour of the premises after a nice tasting, and we were beginning to warm up to the idea of wine drinking by now.

After grabbing box lunches at the Jimtown Store, we met at Hanna in the

THE FIRST, BELLA, HAD ITS TASTING ROOM DEEP WITHIN ITS CAVES, AND FOCUSED ON ZINFANDEL, A FAVORITE OF OURS. BUT EVEN MORE SPECIAL IS THEIR PETITE SIRAH. INKY BLACK, IT WANTS A BIG, JUICY STEAK TO GO WITH IT.

Alexander Valley, on the road to Napa. After lunching on Hanna's deck, our host spent about forty minutes helping us enjoy the richness of the Hanna wines he had selected. My favorite, the Jasmine Vixen, retails at about only \$25. Not bad at all for the quality.

Jim had saved the best for last on this day: Chalk Hill. While their wines are stellar, they hardly compare to the beauty of the estate. Visit <http://www.chalkhill.com> for a virtual look. Says retired attorney Fred Furth, Chalk Hill's founder: "One spring day in 1972, while piloting my plane in careful circles over the Russian River, I caught my first view of Chalk Hill and I knew, instantly, that this was a special place—a natural amphitheater of hills where I could set down solid personal roots, find a peaceful home for my family and weave a few grapes into the landscape."

Couldn't have said it better.

We took the tour, which involved two vans, because the property covers 1,477 acres and we didn't want to miss a thing.

The viewing points are spectacular, as are the vines themselves, but the pinnacle was the equestrian center. One end is the spectator area, a two-story glass-walled structure which houses a kitchen in addition to the lounge. For the modest price of \$200 per person, small groups may enjoy a

JIM HAD SAVED THE BEST FOR LAST ON THIS DAY: CHALK HILL. WHILE THEIR WINES ARE STELLAR, THEY HARDLY COMPARE TO THE BEAUTY OF THE ESTATE.

winemaker's dinner there. Thought about it ... Maybe next time.

On Wednesday, the last day of our trip, Jim had on the agenda four more wine tastings at lesser-known wineries. The first, Bella, had its tasting room deep within its caves, and focused on Zinfandel, a favorite

of ours. But even more special is their Petite Sirah. Inky black, it wants a big, juicy steak to go with it.

Our second stop was Zichichi, tinier than any of the others, but as big in taste and friendliness. Steve Zichichi poured his wines for us and treated the group to a

A SCRUMPTIOUS DINNER FOLLOWED, AT A LONG TABLE SET IN AMONGST THE CASKS OF AGING WINE. IT DOESN'T GET MUCH BETTER THAN THAT. GOOD FOOD, GREAT WINE AND FABULOUS FRIENDS. THANKS TO ALL WHO JOINED US AND MADE OUR SHORT WEEK A TRUE JOY.

couple of barrel tastes. This family winery focuses on full-bodied reds only: Zinfandel, Cabernet Sauvignon and Petite Sirah. They put me in the mood for lamb chops.

By the time we left Zichichi, it was nearing noon, so we made a quick dash across the Dry Creek Valley (which is only about a mile wide), to the Dry Creek General Store, which makes superb sandwiches and soups. Grabbing meals to go,

we traversed the valley again and landed at Raymond Burr for lunch on their deck before our tasting. They do make a Chardonnay, but we always go there for the Cabernet Franc and their Port, which is the real deal. As an added bonus, Raymond Burr and his partner Robert

Benevides had a passion for orchids, and by appointment, it is possible to tour the greenhouse. We had set this up in advance, since we have been coming here for close to eight years and never had the opportunity. It was a rare treat.

Our serpentine of Porsches next wound its way up the driveway to A. Rafanelli, producer of Zinfandel, Cabernet Sauvignon and Merlot exclusively. Rafanelli makes some of the best Cabernet in the valley, which he offers with dark chocolate to enhance the tasting experience.

We had finally come to our last evening together. It was to be the coup de grace: a winemaker's dinner at Lambert Bridge. At 5:30 on Wednesday evening, the fourteen of us arrived at the winery, a wonderful setting, and warmed ourselves by the fireplace while the tasting began. A scrumptious dinner followed, at a long table set in

amongst the casks of aging wine. It doesn't get much better than that. Good food, great wine and fabulous friends. Thanks to all who joined us and made our short week a true joy. ■

WOMEN IN MOTORSPORT

(Continued from page 21)

with my recent knowledge of the Orient (recent tour of duty) and Europe (reading Henry Manney's grand prix reports in R&T). The Alpine left its own impressions, none of them good, though Ann was amenable to some 'discomfort' for the sake of a good time. My eye was also on her '69 Mustang.

While the Alpine had roll up windows (a big plus over side curtains) it had an ill fitting top that was prone to fold out just above the body behind the side window. The effect, not unlike an air scoop, was like applying an ice pack to your neck. The anemic heater never could mitigate the chill. With fix after fix, all to no avail my "teacher lady" friend endured until one night, dressed in our finest, we pulled up to the front door of a nightclub for valet parking. As the attendant opened the door for my date, the remaining bolt securing her seat back let go. With the door now open and the attendant looking at her in a prone position, she quickly sits up extends her arm and says, "It's not what you

think." We laughed about that the whole evening as Linda Ronstadt rocked the house ... until it was time to leave. After jamming my overcoat behind the seat to keep it semi-upright and again getting the "look" from the attendant. My date said, "I need to get home early tonight."

Undeterred, we kept dating and I kept the Alpine. Though the Mustang was see-

TO THOSE WOMEN WHOSE TIRELESS EFFORTS LEAD AND ORGANIZE EVENTS, HELP PACK THE TRAILER, SACRIFICE THEIR TIME AND MONEY, OR JUST "BE THERE" TO SUPPORT THEIR MEN, OR THE SPORT, I PAY HOMAGE.

ing more use on our outings, we did use the Alpine on "special occasions," not the least of which was a wedding, missed by failure of the clutch slave cylinder on the Hollywood freeway.

Once again, dressed in our finest, Ann and I were submitted to public embarrassment.

Six months later we were married and the Alpine was traded soon after for a VW

Campmobile. We began a summer trip across the county and the rest of our life, together.

Over the years, there have been other cars, bikes, and "other women." By that I mean, our friends we've met at the races and club events. There were gals who shared a flag and radio on the corners, provided credentials and information at

registration, kept us up to date in timing and scoring, and those who've served as "crew chief" to their husband drivers. To those women whose tireless efforts lead and organize events, help pack the trailer, sacrifice their time and money, or just "be there" to support their men, or the sport, I pay homage. Because, for all the tributes given to "women in motorsport," none can match the glass we lift to honor our own. And that, is as it should be.

Comments? I'm at ex86er@verizon.net.



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Looking for exposure to an audience of high-end car enthusiasts? Anzeiger welcomes your advertising. Our annual rates are shown below; the per-issue rate is obtained by dividing the annual rate by 11.

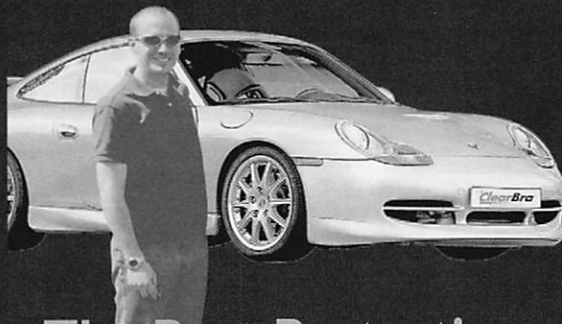
All advertising is to be provided in a digital format. Please contact Nancy Scott, engrafix@comcast.net, for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

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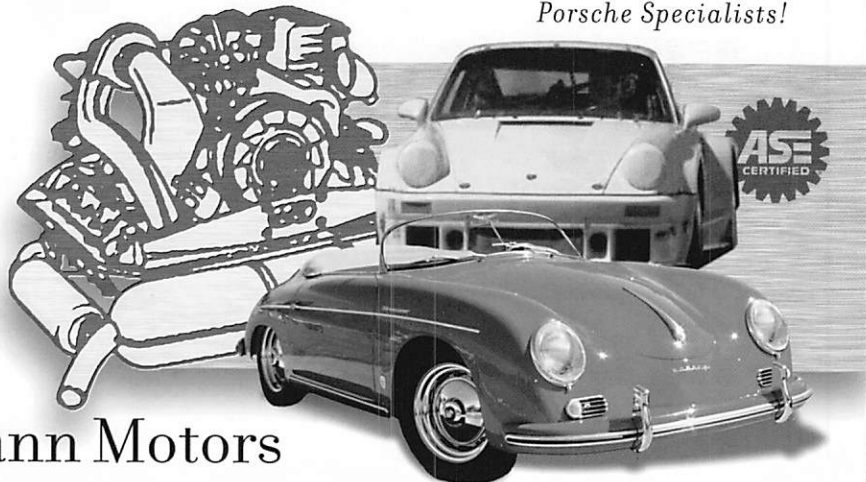
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356 / 912 / 912e / 911 / 911se / Carrera

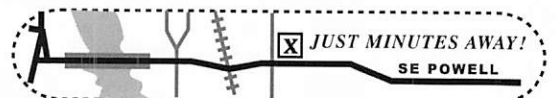
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Heckmann Thiemann Motors

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503-233-4809



Marketplace

■ CARS FOR SALE

911 and 912

2001 C4 Tip, Loaded, Excellent Condition, 33,000 miles, Arctic Silver Metallic, Black Leather Interior, Comfort Package, 6 CD Changer, Upgraded Sound, Advanced Tech Package, Supple Leather front and back, Heated Seats, and more. Original owner. All records available. \$40,000. Being replaced by a 2009 C4.

Rupert: Res, 503-222-3135, or Cell, 503-380-8889

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

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

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

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

914

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

924 and 928

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

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

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

944 and 968

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

■ PARTS FOR SALE

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

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

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



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

■ WANTED

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

dave.mccart@alliedsystems.com.

■ OTHER THAN PORSCHE

2008 VW R32, #98 of 5000. Full warranty, Grey with full options, DSG trans, 4 wheel drive, all-season perf. Tires, Navigation and iPod. 6000 miles as new. 250hp, TT platform with room for 4 and more. In Portland. \$34,000. Contact Kyle Bliffert 503-804-7905 kbliffert@mac.com

2007 VW Jetta GLI "Fahrenheit Edition. No. 823 of 1200 built. 2.0 liter Turbo. DSG transmission. Perfect condition. Always garaged. Warner Lowe, WarnerLo@comcast.net, 503.267.9917, 503.697.9641

■ MISCELLANEOUS

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

Winter / All Year Storage for your vehicle. Stuttgart Autotech - Secure, climate controlled storage space with sprinklers and alarm. Storage facility adjacent to Stuttgart Autotech, 17263 SW Pilkington Road, Lake Oswego, Oregon. \$100/month for customers, \$125/month for non-customers.

Call Jess or Todd at 503-635-3098.

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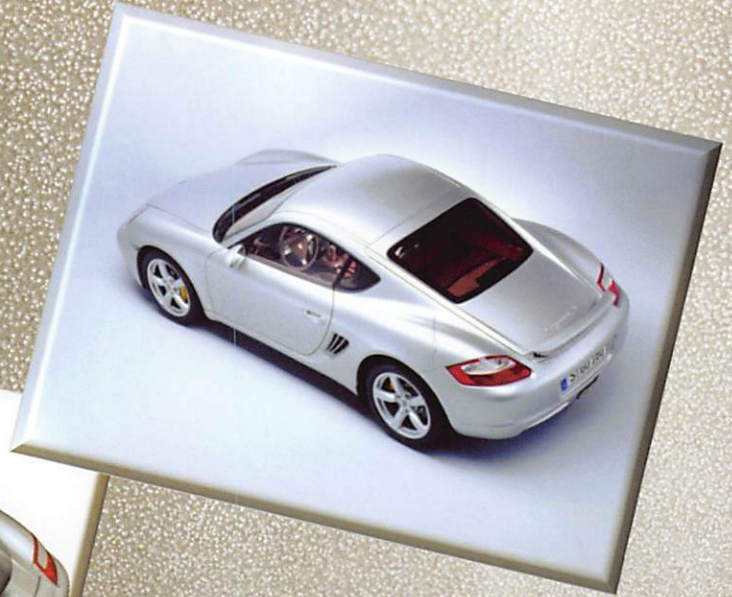
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