



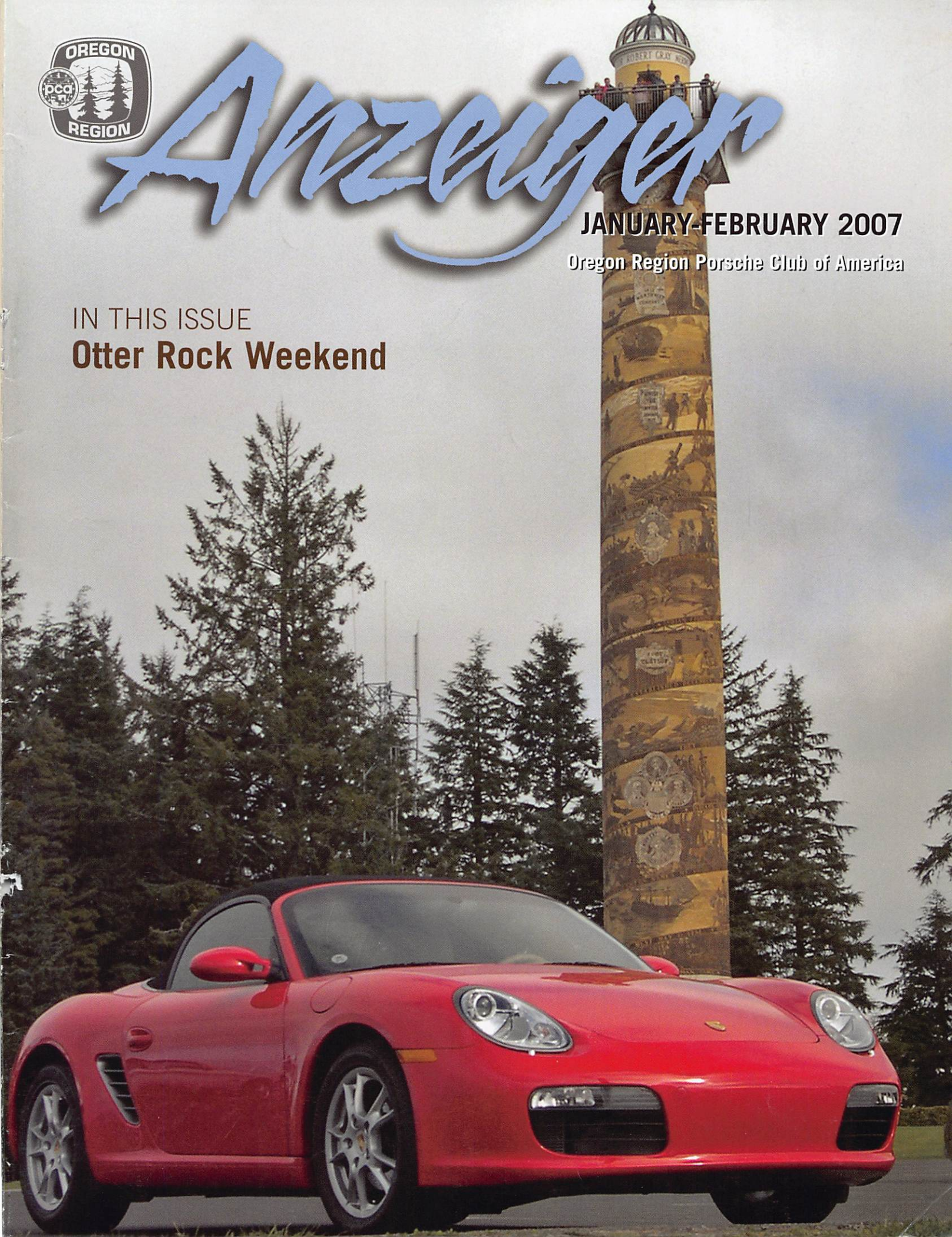
Anzeiger

JANUARY-FEBRUARY 2007

Oregon Region Porsche Club of America

IN THIS ISSUE

Otter Rock Weekend





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BMW



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Anzeiger

(an' zī ger), noun, German

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

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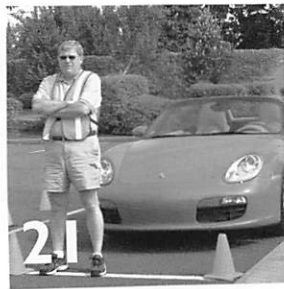
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COVER CONTEST WINNER

A typically cloudy day provided a great backdrop for the historic Astor Column (Astoria, Oregon) and Jim Hosford's Boxster. Jim's award-winning photo will be framed and mounted for him to proudly display. Bring your camera when you are in your Porsche and watch for more photo ops! We're always looking for beautiful and unique Anzeiger covers.

As a matter of fact, the Club has a March event planned in this fascinating city. See page 14 for details.



**FROM
THE
PRESIDENT**
Chuck West

I've inherited a well-oiled machine



As the 2007 President of ORPCA, all I can promise is more of the same. I have inherited a well-oiled machine, thanks to the efforts of many ORPCA members and their vision of the ideal Porsche Club environment. We do, as ORPCA, have it all, from regularly scheduled dinner meetings and Arrive and Drives, to drivers education events with access to other marque club's DE's, driver's skills clinics, autocrosses, and technical sessions for those of you who want to know more about the

nuts and bolts of Porsches. I suspect that we are the envy of most marque clubs in the region because I think we have something for everyone.

In our ongoing quest to provide members with new experiences, we will be offering a skid car clinic in the spring. We are planning a summer drive/picnic, and ... for those of you who caught Parade fever, we are planning an organized drive to the 2007 Parade in San Diego. It is still in the planning stages, but at this time, it looks

like it will be a three-day drive, leaving June 27+/- . Of course, there will be hundreds of miles of "Porsche roads," and incredible scenery along the way.

ORPCA has a great group of volunteers who spend many months planning events that we hope our members will take advantage of. Please do ... we're counting on you!

Stay tuned,
Chuck ■

**FROM
THE
EDITOR**

Jim Ayers

Live 2007 to its fullest



I am never sure at the beginning of a year where the last one went. January through March never seems to pass all that quickly; after all, it's wet outside and there isn't much to do. Things start to pick up in April and really get rolling by the end of May. June, July, and August; everyone knows summer is never long enough. Never has been and never will be.

We are sort of lucky here in the great Pacific Northwest; summer often extends itself into the middle of October. Porsche owners seem inclined to cheat summer by running as many events as they can squeeze in while there is sunshine. But then come November and December, slow months; well, maybe not that slow, with all of the holiday parties and dinners. Actually maybe December is slow but hectic, I am just not sure. If I were smart I would begin all of my car projects dur-

ing November and complete them in March. This never seems to work out because I have spent all my money during Christmas and I'm scrambling to save for the Taxman in April. Maybe it has something to do with that old phrase my Grandmother used on me: "Don't wish you life away while you are young because, it will go way too quickly when you get old."

2007 is here at any rate, and we will just have to live it to its fullest. Happy New Year! Given this issue is the third under my stewardship; I would like to hear what you see as the good and the

bad in the magazine. Anzeiger is a club publication and will fail without the participation of club members. Constructive criticism is always welcomed, all that I ask is if you have a criticism please also have a suggested resolution. Even if your magazine staff is doing a good job, there is always room for improvement. If you would like more color in the magazine we have to find a way to pay for it and to my knowledge there are only two ways to accomplish that: higher dues or more advertising. I ask that you give this and any number of other things some thought, then sit down and send me an email.

I think I am going to get up and go out to the garage. Speed shine and a clay bar should do wonders to brighten an otherwise cloudy day. If nothing else the cars will look a whole lot better.

(Continued on page 20)

Oregon Region Events 2007



January

- 2 Board Meeting
- 17 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for March

February

- 6 Board Meeting
- 10 Tech Session: Track Setup Suspension & Tires
- 20 Anzeiger Editorial deadline for April
- 21 Monthly Social & Dinner
- 23 ProDrive Skid School

March

- 6 Board Meeting
- 18 Autocross
- 20 Anzeiger Editorial deadline for May
- 21 Monthly Social & Dinner
- 24 ORPCA/SOLV Beach Cleanup Day
- 27 Driver's Ed Day

April

- 3 Board Meeting
- 6 BMW Driver's Ed Day
- 8 Arrive & Drive
- 18 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for June
- 22 Tech Session @ Gran Prix Imports
- 29 Autocross

May

- 1 Board Meeting
- 4-6 Cabin Fever Tour
- 6 Arrive & Drive
- 7 BMW Driver's Ed Day
- 8 Gran Prix Imports Driver's Ed Day
- 16 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for July
- 20 Autocross
- 24 Driver's Ed Day
- May 31-June 3 750 Mille Miglia

June

- May 31-June 3 750 Mille Miglia
- 1-3 Rose Cup Races
- 2 Arrive & Drive (Burrito Run)

- 5 Board Meeting
- 8-10 Champ Car Grand Prix of Portland
- 20 Anzeiger Editorial deadline for August
- 20 Monthly Social & Dinner
- 22 Driver's Ed
- 24 Autocross
- 29-20 Caravan to San Diego Parade

July

- 1-5 San Diego Parade
- 6-8 Baxter Historic Races
- 7 Arrive and Drive
- 10 Board Meeting
- 15 Forest Grove Concours d'Elegance
- 18 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for September
- 22 Autocross

August

- 2 Gran Prix Imports Driver's Ed
- 3 BMW Driver's Ed
- 5 Arrive and Drive Sunday
- 7 Board Meeting
- 15 Monthly Social & Dinner:
Gran Prix Motors BBQ
- 20 Anzeiger Editorial deadline for October
- 24-26 Otter Rock Weekend

September

- 1 Arrive and Drive
- 4 Board Meeting
- 14-16 Sunriver Exotic Car Show
- 16 Sunset Swap Meet
- 16 Autocross
- 19 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for November

October

- 3 Board Meeting
- 6 Arrive and Drive (Andy & Marg's Hillclimb)
- 13 2007 Events Planning Meeting
- 17 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for December
- 20-21 Fall Tour

November

- 6 Board Meeting
- 14 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for Jan/Feb

December

- 4 Board Meeting
- 8 Charitable Auction & Awards Banquet

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



January Social and Dinner

Wednesday, January 17

Where: Old Spaghetti Factory
0715 S.W. Bancroft St., Portland
503.222.5375

When: 6 p.m. Social Hour (no host)
7 p.m. Limited menu of three choices

Includes salad, hot fresh bread, coffee, tea or milk and spumoni ice cream

- 1) Manager's Favorite Combo - \$12 (Mizithra Cheese and Rich Meat Sauce)
 - 2) Fettuccini Alfredo - \$12
(Fettuccini noodles in a butter cream sauce with shredded Romano cheese)
 - 3) Meat Lover's Treat - \$13
(Sicilian Meatballs, Italian Sausage and spaghetti with Rich Meat Sauce)
- Price: \$12 or \$13 per person including gratuity (please bring exact cash)

It's our annual January get together at the Old Spaghetti Factory!
We'll start the new year off visiting with our
Porsche buds while we enjoy some delicious pasta!
New members, please join us!

Please RSVP by Friday, January 12
Call Nancy Herron at 503-293-6714
or email dinnermeeting@oregonpca.org

**CLUB
EVENT**

Tech Session: Tire Seminar Saturday, February 10, 2007

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

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



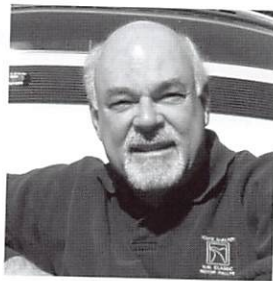
"I really enjoy racing and racers. I love being around car people and love to hear their questions and stories. This Portland event will be a lot of fun."

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

**CLUB
EVENT**

STILL PLAYS WITH CARS

Peter Linsky



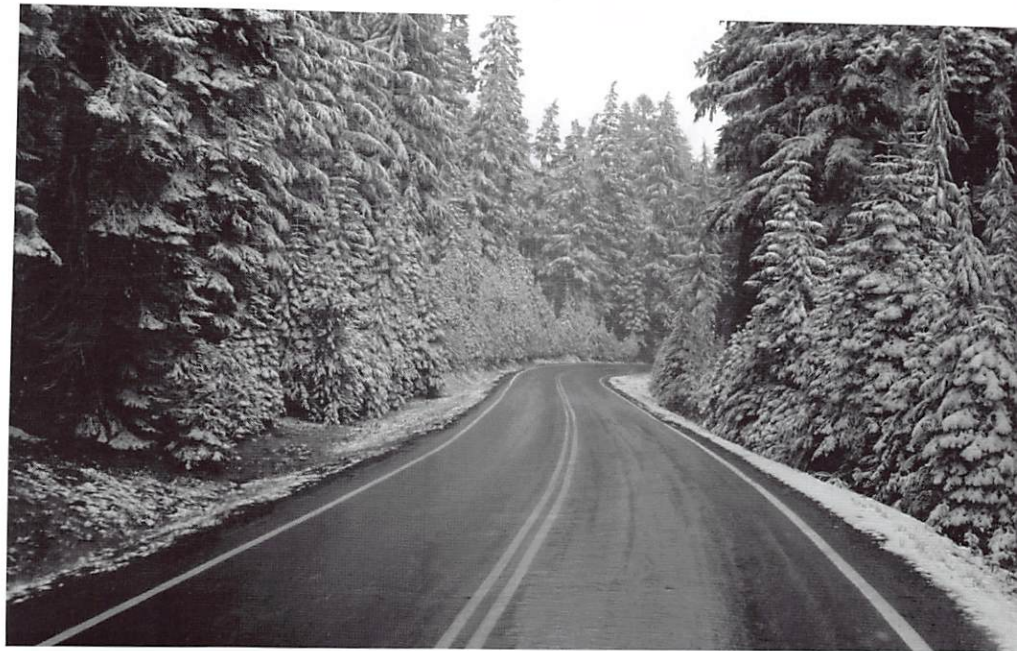
A new solution to winter driving woes

One of the several reasons my Porsche stays home in the winter is that I just plain hate installing chains of any sort on cars. In fact, chains are usually a no-no on low-clearance vehicles like Porsches.

Now comes news of a product from Norway that may disarm that particular excuse. Unfortunately—or fortunately, depending on how one looks at it—this item may have crossed my desk too late to be of any great help this winter. The product is called “AutoSock,” and while you let that name inspire various images in your mind, I’ll tell you that it was introduced at the SEMA show in Las Vegas back in November and you’ll probably start seeing ads for it soon, if not already. “AutoSock” is described as a high-tensile fabric cover that simply slips over the wheel and tire, and is said to provide enough traction to keep you moving on both snow and ice. Have you ever pulled a pair of old socks over your shoes to help you walk across an icy sidewalk? Same concept. The manufacturer claims the “AutoSock” is self-centering, will work up to 30 mph, is lightweight, noise and vibration-free, washable, and recycleable. Prices will be

“AUTOSOCK” IS SELF-CENTERING, WILL WORK UP TO 30 MPH, IS LIGHTWEIGHT, NOISE AND VIBRATION-FREE, WASHABLE, AND RECYCLEABLE.

about a hundred bucks a set, and they’ll carry a two-year guarantee. Now, if someone will please invent a product that will keep the crushed rock that’s spread over the roads in wintertime from chewing up my windshield and paint—and another product that will ground dumb motorists who think they can drive on slick roads as though the



laws of physics are there to be ignored—and I’ll reconsider my winter driving habits.

By now, members in the Portland area may be aware that some things have changed at those DEQ Clean-Air test stations. Apparently the Feds no longer care about the level of NOX emitted by your car under load, so those very

expensive rolling dynamometers the state had to install a few years ago have been removed. Now, the DEQ just inspects for CO and particulates. I’d kinda like the state to check for things like broken windshields, bad brakes, bald tires, and burned out lights, and refuse to issue new tags until the prob-

lems are corrected, but I’m not holding my breath.

A friend and fellow ORPCA member who is building an interesting custom Porsche remarked last fall that a major factor in the rising costs of automobile body repair is the price of paint, including primers. A high-quality paint, such as the type you’d expect a good shop to use on your car, can cost in the area of \$200 a gallon. That’s driving the price of materials for a proper repaint to as much as \$2000, if not more. Of course, the insurance industry is not happy with that, and body shops find themselves under even more pressure to hold repair costs down. If paint prices keep going up, shops will be forced to spend less time repairing and prepping your car before they shoot it.

Until next month, drive safely! ■



February Social and Dinner

Wednesday, February 21

Where: SINJU
Japanese Restaurant and Sushi Bar
at Bridgeport Village
7339 SW Bridgeport Road, Tigard, OR 97224
503.352.2815
www.sinjurestaurant.com

When: 6:00p.m. Social Hour
7:00p.m. Dinner will be served
Order off the menu

We're due for a Japanese cuisine experience and so we'll be meeting this wonderful SW restaurant—rated as one of the top five Japanese restaurants in the Portland area. Please join our fun group for a fun time in a cozy environment.

Please RSVP by Friday, February 16

Call Nancy Herron at 503-293-6714
or email dinnermeeting@oregonpca.org

**CLUB
EVENT**

Pro Drive Car Control & Vehicle Dynamics Course

Friday, February 23

For: Oregon Region PCA members
Date: Friday, February 23, 2007
Time: 9:00 a.m. to 12:00 p.m.
Price: \$100 per participant

The Pro Drive Car Control & Vehicle Dynamics Course utilizes the Pro Drive SkidCars to improve driving skills of drivers of all levels of experience. Drivers will learn the fundamentals of vehicle stability, skid recovery and precise car control that can be applied to the racetrack or the street.

Topics include:

- Stable platform concept
- Tire contact patch
- Vehicle weight transfer
- How to avoid & recover from skids
- Cornering techniques
- Proper eye placement

prodrive@prodrive.net Pro Drive Driving School



AMATEUR WRENCH Don Clinkinbeard



PIR repaving means better track, but shorter season

Well, here we are at the start of a new year. There are some interesting developments coming this year to the Club and the DE program. First, Mark Wigginton, the PIR manager, has plans to repave the track. The plan includes some changes to the track around a few of the turns.

Additionally, he is planning to pave a large area of the parking on North Broadacre, which will become an autocross area. If these plans come to fruition we will gain an excellent autocross venue as well as a great spot to hold our Driver Skills Clinic. This space should be large enough to define a 200-foot diameter skid pad (today we are limited to 75 feet) which will make it easier to teach folks how to handle the limits better. The tradeoff for this is the track will close for repaving activity after Labor Day, which will shorten our track season by roughly two months. We expect a light DE season this year; however we will be working with the other car clubs and racing organizations to find creative ways to get some additional track time for us all. Maybe a California or Washington DE trip will be in order in September or October, since our track will not be available.

Last year we moved DE and Autocross registration on-line and it worked very well for the event organizers and the treasurer. This year we have found an alternate registration service that is not only less expensive but is flexible enough to include our clubs other paid events, allowing us to simplify and speed the process for these events. The Mille and Rainbonnet come to mind. In any case you, the membership, will need to establish accounts with the service to be able to register. It appears that we can get the basic account setup completed for you, all you will have to do is

establish a user name and password. I am excited about this system as it brings a good measure of flexibility to the registration process. In addition, these folks are west coast-based, so when we say registration closes on a specific date it will be midnight Pacific Time of that date instead of 9 p.m. Our previous service was located in Florida and this caused a few issues with the procrastinators in our club.

I have finally completed my FORD (Found on Road Dead) project for a friend and can start on the 944T. Plans over the winter are to yank the gear box and get it redone. We are having a little trouble down shifting from third to second, so I suspect the synchronizers need to be refreshed. In addition, I want to move the transmission cooler, as it is in a fairly vulnerable spot and does not get the air flow it needs; and I want to avoid getting hole in it from track debris (see photo). I also want to reroute the

exhaust to exit in the body panel sides just in front of the rear wheels. I saw a trick setup on another member's 944T track car that really cleaned up the air flow under the car and I want to steal his idea. There is plenty of routing space behind the rear foot wells and in front of the rear torsion tube. Have to be careful not to increase the exhaust back pressure with the relatively sharp 90-degree bend this will require. The Turbo downpipe that bolts to the engine block has cracked the cast iron mount, so I will need to replace this. There is a nice piece my favorite aftermarket tuner provides that eliminates the last restriction I currently have in my exhaust system. The stock downpipe is 2.5 inch diameter while the new piece is 3-inch, and that matches the rest of my system. Should help the turbo by reducing back pressure. In any case, some more fun for the winter. ■



Porsche & Vintage VW Literature and Toy/Model and Memorabilia Swap Meet

Saturday, March 10

Join us at this 24rd Annual Event!



Where: Los Angeles Airport Hilton Hotel,
5711 West Century Blvd.

When: 9:00 a.m. to 2:00 p.m.

Cost: Admission is \$5 at 9:00 a.m. or \$25 "Early Bird" admission at 7:30 a.m.
Over 225 tables of collectibles!

Vendor info: Wayne Callaway, 1504 East Cedar Street, Ontario, CA 91761-8006, phone 909.930.1999
Or go to the website at www.LALitAndToyShow.com.

FOPIR (Friends of PIR) needs YOU!

FOPIR is off to great start. We're getting organized, and we're about to dump the clutch on our mission to support PIR and assure its permanent status as one of the top racing venues in the country. To do that, we need about 200 volunteers. FOPIR's work will be done by its committees, which will be staffed by eager Friends who are willing to devote modest amounts of time to achieving our goals. Here is the initial committee roster, and a description of their respective functions:

COMMUNICATIONS (Needed - 10-15 members) Maintain our email system to be able to contact all our Friends, publish our newsletter, and maintain our organization's website.

NEIGHBORHOOD AND INSTITUTIONS (Needed - 10-30 members) Develop and implement programs that enrich North Portland neighborhoods and Portland institutions, and reinforce the value of PIR's investment in this community.

GOVERNMENT RELATIONS (Needed - 10-15 members) Sustain good working relationships with agencies that govern the region, identify developments that affect PIR, coordinate testimony at hearings, and maintain relations with political organizations.

MEMBERSHIP MARKETING (Needed - 10-20 members) Develop and implement strategies for attracting more Friends.

MEMBERSHIP DATABASE MANAGEMENT (Needed - 3-5 members) Maintain computerized Friends database and records, maintain Friends email database.

FINANCE (Needed - 3-5 members) Maintain FOPIR financial records, assist with PIR finances, provide financial input to PIR management.

FUND RAISING (Needed - 10-30 members) Develop and implement strategies for raising funds for FOPIR, PIR and the surrounding community.

BEST PRACTICE RESEARCH (Needed - 3-10 members)

Review operations of similar organizations, determine what has been successful for them, and make recommendations to the FOPIR Board.

EVENTS (Needed - 10-20 members) Organize an annual FOPIR meeting and other activities that will let the Friends have a good time.

As you can see, FOPIR needs your help if we are going to make an impact. Please think about which committee(s) you want to join, and get your friends to join in as well. The work won't be terribly hard, and you'll even have fun while doing it.

Please volunteer by e-mailing your committee selection to info@friendsofpir.co

“First Annual” Autoross Awards

Story by Chuck West Photos by Jim Ayers

ORPCA hosted their first Autocross Awards Dinner in years, compliments of Gary and Pamela Chapman. The Chapman's beautiful double lot home on the Willamette River was determined to be the perfect site to get a bunch of die-hard autocrossers together to talk about their favorite cars, what they coulda, shoulda, woulda done during the season. Of course they all extolled what they will absolutely do next season. There are several of us who firmly believe if a competitor has two sets of wheels and tires, they are serious about their autocross. 2006 proved this to be the case and I expect to see a lot more “purpose driven” wheel/tire combinations in 2007.

Awards were presented for the top three places in most classes; in addition, awards were presented to those who distinguished themselves during the season. Britain Smith, who never met a cone he didn't like, received an award for most cones massacred over the season. Kevin Neary, on the other hand, distinguished himself with the fewest. Dick Thomas will become the new chair for “Lost and Found” as a result of the amount of time he spent lost on the course.

The Chapmans put on a great event and I know I speak for everyone when I say “Thanks a bunch” ... and ... “What's the menu for next year's award dinner?”



Top: The Autocross gods JP and Chuck overlooking their minions. Above left: Chuck Jarvey and Denise Petersen celebrate the end of the Autocross. Above: Conehead Award for Britain Smith. Left: Pam and Gary Chapman hosted the banquet.



Autocross 2007

An autocross is a (relatively) slow-speed, timed event, where a solo driver competes against the clock on a course marked out with a set of orange cones. The course is designed by experienced autocrossers to provide opportunities to improve your driving and car handling skills, and to test the cornering, braking, and performance limits of you and your car in a completely safe environment. The course is laid out in a large, open "parking lot;" there is nothing to hit, and only your ego to bruise. Speeds are kept down, generally below 50 mph with most of the critical action in first or second gear and at low speeds.

Sunday, March 18

NOTE: This event is in the Pro Pits.

Additional dates:

- Sunday, April 29
- Sunday, May 20
- Sunday, June 24
- Sunday, July 22
- Sunday, September 16

All events begin at the PIR South Paddock.

For morning events, gates will open at 7:00 a.m. Registration and Tech begin at 7:15 a.m. All cars must be through registration and tech prior to 8:30 a.m. Mandatory drivers meeting at 8:45 a.m. Course walk at 9:00 a.m. First car on track at 9:15 a.m.

Loaner helmets available for drivers.

Instructors available.

Cost: \$25/driver.

**CLUB
EVENT**

The Great Oregon Beach Cleanup Weekend

March 24 - 25

In conjunction with SOLV, join fellow ORPCA members and thousands of Oregonians this spring to make Oregon a better place to live! On March 24, 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 to clean close to Astoria.

We'll drive to Astoria Saturday morning, clean up the beach until 1 p.m., and then check into the Cannery Pier Hotel (pictured below), which is Astoria's newest 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 followed by a private dinner at the hotel catered by one of the best

seafood restaurants in Astoria. Sunday, after a complimentary breakfast, you're on your own to explore Astoria and Oregon's north coast.

ORPCA has reserved 20 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 February 15. Make sure to tell them you're with the Porsche Club.

RSVP to Jeff Gretz at gretz@omtool.com or 503.628.0629 no later than February 15.

Details on where to meet Saturday morning and Saturday night's dinner will be in the January and February ORPCA bi-weekly eMail message and the March Anzeiger.



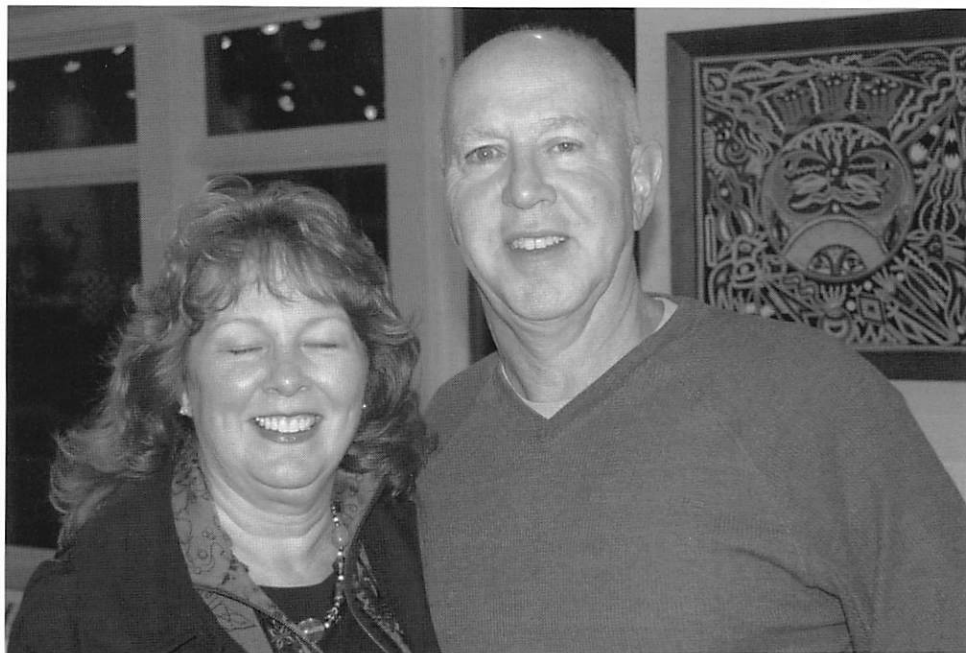
Dick Thomas and Pam Mason

Active members and winner of unique AX award

Pam is a dyed-in-the-wool Oregon Duck, growing up in Milton-Freewater and later graduating as a teacher from The University of Oregon. R.A. Long High School in Longview, WA and Mountain View High School in Vancouver had the benefit of her expertise as an English teacher prior to her retirement. Pam has taken up knitting and makes beaded jewelry, primarily bracelets and necklaces.

Dick hails from Chicago and is a graduate of Bradley University in Peoria, IL. After his graduation he moved to southern California. Dick has spent the past 20 years as a financial consultant and is currently with D.A. Davidson Co, where he concentrates on multigenerational wealth management issues which include retirement and estate planning and the tax efficient transfer of wealth.

While living in southern California, Dick became a lover of all things Porsche after attending the 1964 L.A. Times Grand Prix at Riverside. Recalling the race evokes memories of Chapparals, Lolas, Cheetahs and Elvas. But more importantly, the 904 Porsche, which were competitive with the Corvettes. Dick purchased his first



Dick Thomas and Pam Mason

Photo by Jim Ayers

Teutonic marques, Dick and Pam are fond of BMW's as well. Winter brings out the 540 and the X-5.

Pam and Dick have been active since having joined ORPCA, doing Arrive and Drives, the first of which left Pam a bit carsick. Dick has attended nearly all of the A & D's though. Both he and Pam

Pam and Dick share a number of interests outside the ORPCA, including Pam's involvement with Dress for Success Oregon, a non-profit that helps low-income women become self-sufficient by providing them professional attire for job interviews and the workplace as well as job retention tools and career development support. Pam is the coordinator of the job retention program. Dick has been very active for the past 15 years with the Rotary Club and served as President for the 2001-2002 year. Presently he chairs the Polio Eradication committee.

Travel is a shared passion, given the kids and grandkids live in Reno, NV and Terre Haute, IN. Cabo is another destination for vacations (warm weather you know). Both love to garden and enjoy wine (drinking, not growing grapes or making wine). Dick and Pam have two "children" of their own: a pair of Bichon Frises dogs, Chloe and Max, with whom they share their home. ■

DICK WAS PRESENTED WITH A TROPHY FOR THE MOST DNF'S (DID NOT FINISH). SEEMS HE WAS A BIT DIRECTIONALLY CHALLENGED. DICK ADVOCATES EVERYONE COME OUT AND TRY AUTOCROSS.

Porsche, a 1968 911, which unfortunately did not fit his wife and two children, so after 18 months he sold it for a family car.

Fast forward 33 years: new wife, same kids and a new love, his 2001 Lapis blue C4 Cabriolet. Dick brags that he must have good karma, having purchased the car sight unseen on ebay. The car only had two minor door dings and has been a mechanical dream. True to the

enjoyed the 2006 Mille, taking pleasure in the opportunity to share good times with fellow Porsche owners. Dick has been an avid autocrosser and has just recently taken to Driver's Ed events, claiming DE is his greatest passion. Dick was presented with an award at the Autocross awards party: a trophy for the most DNF's (Did Not Finish). Seems he was a bit directionally challenged. Dick advocates everyone come out and try autocross.



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Otter Rock weekend: Whale watching & Porsche heaven

Story & Photos by Don Clinkinbeard

It started over a year ago, Debbie and I were at the coast with some friends from the club and someone said we should do an Otter Rock event again. The event had waned due to no one picking up the responsibility of chairing it at the annual planning meeting. Debbie and I stopped in at the traditional Motel (The Alpine Chalets) and asked

Anzeiger and received responses from several folks who had attended in the past. They signed up for the tour and booked their rooms. As we got closer to the event it became apparent that we might not sell out the motel. Horror of horrors, non-Porsche folks in this 12-unit motel with us. Fortunately that never materialized.

THE EVENT ORIGINALLY STARTED MANY YEARS AGO AS AN END OF THE RACING SEASON RELEASE FOR THOSE FOLKS THAT SPENT THEIR TIME COMPETING TO BE THE FIRST ACROSS THE FINISH LINE. IT HAS EVOLVED TO A WEEKEND-LONG PARTY.

if we could book the whole place for a weekend. They were booked up until October 13 for the year, so we said we'd take that; we also asked for a date in August, 2007, and got that on their books.

When the 2006 Planning meeting came around, Debbie stepped up and placed this on the club calendar. Time passed and she placed the first ad in the

It is my understanding The Otter Rock event originally started many years ago as an end of the racing season release for those folks that spent their leisure time competing to be the first across the finish line. It has evolved over the years from it's simple beginning to a weekend long party for anyone in the club who cares to attend. Debbie's goal this year was to try to give the event a little differ-



ent flavor than in the past. We settled on a tour for the Saturday morning activity with a planned lunch stop in Newport. The appetizer potluck Friday and dinner Saturday evening were an essential part of the event we wanted to maintain as well as the traditional bonfire, Saturday evening. The weatherman was forecasting a rather bleak weekend; what can you do? It's Oregon. Friday arrived and we launched from home at about 11 a.m. under dreary skies and drizzle. The drive out Highway 18 was pretty non-





eventful and mostly dry; by the time we got to the motel the sun had come out and it had become a beautiful early afternoon. We sat on the large deck in front of our unit with Tom and Carol Beutz, Pat Murphy, Andra Lunstrum and Craig Dahlgren enjoying a sip or two of our favorite libation and the vitamin D supplied by our favorite star. A little later, Steve and Ginny Knepper arrived with Aaron and Maitilde Hughes. There were a couple of grey whales browsing about 200 yards off shore. They were a bit

frisky, blowing, jumping, and sounding which provided some natural entertainment for the afternoon. Most of the

crew had shown up by early evening and things started to get a little more
(Continued on page 20)

THERE WERE A COUPLE OF GREY WHALES BROWSING ABOUT 200 YARDS OFF SHORE. THEY WERE A BIT FRISKY, BLOWING, JUMPING, AND SOUNDING WHICH PROVIDED SOME NATURAL ENTERTAINMENT FOR THE AFTERNOON.

Top Left: Mark Fielder with his trusty wrench. Above: Aimee Fielder, Brad and Laura Larson discuss the quality of the libations. Below Left: Lisa and Craig Cartwright. Below Center: A taste of the Rogue. Below: Ginny and Joe McQueen share the warmth of the bonfire with Mark and Aimee Fielder.



Rosario Resort provides weekend getaway

Story and photos by Gina Summers

After days of Brian and I agonizing over which northwest destination to drive to for our weekend getaway, Travel Zoo mystically brought us the answer. Conveniently, the “Top 20 Travel Deals” gets delivered to my email. That week’s Top 20 held the title, “NW Resort” and I quickly clicked on the link that led me to Rosario Resort & Spa located on Orcas Island, WA.

The deal was a fantastic one, so we researched our route from Portland up past Seattle, which landed us at the ferry station in Anacortes, WA. With the thought of the San Juan Islands, the fall leaves changing color, and a sunny forecast for the weekend ahead, we were soon racing up I-5 in our metallic black 911.

Brian, who I should tell you is a race car driver trapped inside the body of a businessman, makes extremely good time. So aside from a small traffic jam, we would have made it from the outskirts of Portland to Anacortes in about four and one-half hours. For a normal, safety-conscious driver it would be closer to a five and one-half hour ride.

It was a fun and easy road trip, mostly due to the fact we are Porsche owners, (how could it not be a fun drive?), but



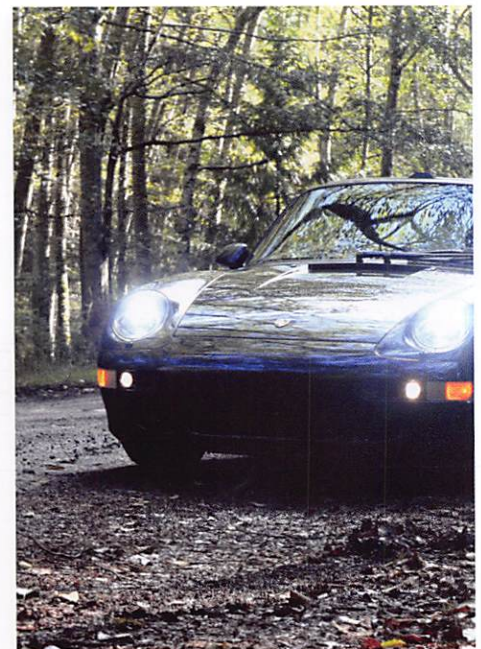
also because we chose to leave the children with the grandparents.

We had timed out our trip perfectly, and were sure nothing would stop us from taking the 3:30 p.m. ferry that would deliver us to the resort in time for the Friday night Seafood Buffet. Okay, nothing that is, except for the traffic jam just past Seattle. But it was only a minor setback and we were soon roaring down the road again.

Sadly we made it to the ferry station at about 4 p.m., so we took a nice stroll along the shore, walking off our disappointment and waited for the next ferry. As we pulled out of the harbor two hours later, Brian and I were suddenly glad we missed the intended ferry. We

discovered our timing was actually brilliant as we were just catching the setting sun over the islands. We stood out on the deck and barely noticed the chilly wind whipping our hair around as we were completely mesmerized by the scenery. Colors were exploding all around the sun as it seemed to slip away into the darkening water.

The ferry ride was a little over an hour, and before we knew it we were back in the Porsche pulling off the boat onto the dark island. Since the resort was on the other side of the island and the roads getting there were dark and
(Continued on page 23)



A 1,385-mile road trip down memory lane

Story and photos by Kathleen Ellis

Bob and I had a weekend rendezvous scheduled with friends at the Tu Tu Tun Lodge, situated on the banks of the Rogue River, just east of Gold Beach. Speedy, our speed yellow Boxster, is such a blast to drive, we decided to extend our trip south to explore the redwoods along and beyond the Avenue of the Giants, a 32-mile stretch of old highway that parallels Highway 101. You can guess how long

WINDING THROUGH THESE MONOLITHIC TREES YOU ALMOST HAVE THE SENSE THAT THEY ARE OBSERVING YOU AS YOU PASS BENEATH THEIR CANOPIES.

it had been since our last visit if we told you that we were driving a 1968 Pontiac Firebird on our prior trip!

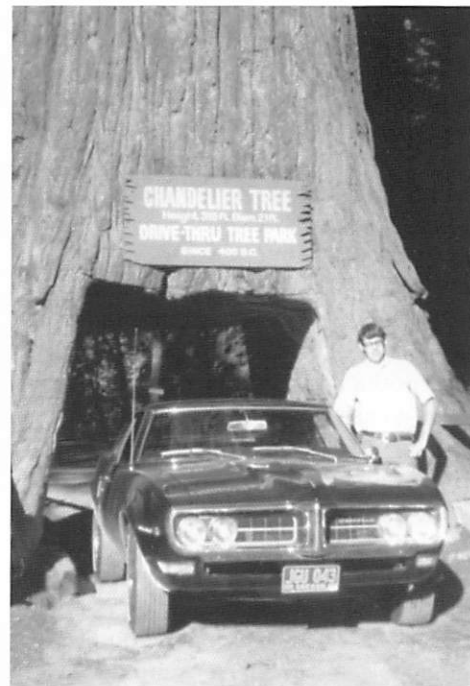
We left Portland via I-5, leaving the freeway at Eugene and headed west towards Florence on highway 126, then south on 101 along the coast to Tu Tu Tun Lodge. This is a familiar drive to everyone, I imagine, but a pleasure just the same. The Lodge is a lovely place to stay and the dinner was worth the price of lodging.

From the Lodge we headed down the coast past Crescent City, through the Redwood National Forest, past Paul Bunyan at the Trees of Mystery and

Eureka, a Victorian seaport, towards our destination of Redcrest. A small town, population 112, that is stuck in the fifties and was never saved by an expected onslaught of tourists. We rented one of ten small cabins at the Redcrest Resort to use as a base for our explorations. Across the road was the Eternal Tree House which had been carved out of a redwood tree in the 1910's.

We explored Ferndale, a fun Victorian village that was established in 1852. There is a drive that begins in Ferndale called The Wildcat. According to the newspaper it has "30 miles of twists, turns and dips," going from Ferndale, to Capetown and Petrolia in the Lost Coast area and, in addition to the drive, offers spectacular views. The area was so fogged in that we decided to save this drive for another visit and spent the day exploring the town.

Our drives though "The Avenue of the Giants" were spectacular, especially with the top down! The road has been designed to save as many giants as possi-

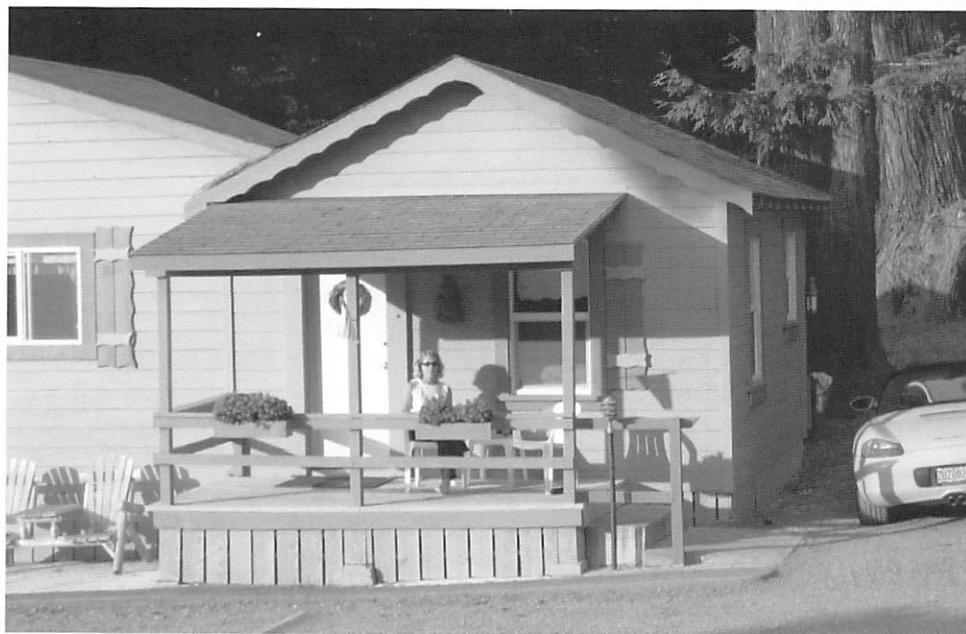


Above: Bob Ellis and his 1968 Firebird. Below: Kathleen relaxing on the porch of the motor court.

ble; winding through these monolithic trees you almost have the sense that they are observing you as you pass beneath their canopies. For old times sake we went south to Leggett for a drive through the Chandelier Tree, which required a drive down a very dusty dirt road, but the car survived.

On our return trip we stopped in Garberville, an eclectic little town, for lunch; shopped at Spirit Art Glass at Miranda and caught a photo op at Myers Flat. "The Shrine Drive Thru Tree" is said to be the oldest original drive through tree. Of course, we had to drive through! The gift shop and property have suffered from neglect by the current owners but was still much as we remembered from the sixties. Oh yeah, we did some hiking as well.

Our favorite road was the beginning of our return trip home. We had planned on cruising over the National Scenic Byway Rt. 299 from Eureka to Redding in hopes of catching Patsy and Chuck West for lunch aboard their Lake Shasta houseboat. Forest fires had closed the (Continued on page 20)



EDITOR'S MESSAGE

(Continued from page 4)

For clarification, Kathy Jones' cover photo on the December issue had been intended for use as a small photo to accompany Keith's article. By the time we had committed to the picture as a cover photo we noted the resolution was not appropriate. Time being of the

essence and wanting to get the magazine back on schedule and into your mailbox by the first of the month, I chose to run with the picture as was. Kathy has submitted a number of high quality photos for Anzeiger and I am sure will continue to do so, this cover by no means reflected the typical quali-

ty of her work. A lesson to be learned from this incident is always take your photos in the highest resolution setting you can and do not crop your photos before submitting them for the magazine. By taking those two steps you prevent a dunder head like me from making these types of mistakes. ■

OTTER ROCK WEEKEND

(Continued from page 17)

lively. The wine and beer started to flow a bit more freely and there was much sharing of a favorite vintage going on. The potluck turned out great, with plenty to go around. The party continued in our unit until sometime after 1 a.m. We had a few first-time Otter Rockers this year: Scott and Cherene Mills, Brad and Laura Larson, Ginny and Joe McQueen with their faithful companion Rocky, and Mark and Aimee Fiedler. Rocky, being a dog, particularly enjoyed the potluck dinner; seems everyone wanted to feed him something.

Saturday dawned overcast but relatively warm. The tour was to depart around 10 a.m. with a planned stop in Newport around lunchtime. I was thinking that the road looked to be about a two-hour drive. We launched a bit late (there is no real defined schedule at the Otter Rock Weekend) but managed to get to our destination on time. I had selected a route that went north to Salishan on 101 and then headed into the mountains, then south towards the town of Siletz on 229. The road looked pretty good on the map and did not disappoint. The surface was in excellent condition and had lots of twists and turns that were purely Porsche heaven. We didn't even have to

go fast to have fun on this piece of pavement. We turned back west at the Yaquina river and headed into Newport along Yaquina Bay Road. This is a very nice stretch of road with a mix of the river and lots of fishermen. Nearly everyone on the road in front pulled out to let us pass. What a great surprise. Following a truck pulling a fishing boat is not a lot of fun for me. We arrived in

is just simply stunning, an excellent afternoon drive. Saturday evening was the pot luck dinner (again in our room) and folks had a great time socializing. The excellent food and fine drink just topped off the day nicely. After dinner we headed down to the beach, got the bonfire started and sat around the fire telling stories and sipping a bit of liba-

THE ROAD LOOKED PRETTY GOOD ON THE MAP AND DID NOT DISAPPOINT. THE SURFACE WAS IN EXCELLENT CONDITION AND HAD LOTS OF TWISTS AND TURNS THAT WERE PURELY PORSCHE HEAVEN.

Newport and drove across the historic bridge to drop down to the Rogue Brewery and restaurant. They had a table waiting for us and we got seated quickly. A round of brew and appetizers before lunch was enjoyed. Craig and Lisa Cartwright arrived during lunch. Craig has been coming to this event longer than any of the other attendees, I believe. In any case, I couldn't leave without purchasing a case of Rogue's fine Dead Guy Ale to share with my son Ian at home. The trip to Newport was so much fun that several of us took the same route back to the motel. The run through the early fall forest on this road

tion. I watered down the fire around 1 a.m.

Sunday morning dawned with heavy clouds and some drizzle. By checkout time it had turned into rain. We headed up the coast towards home but of course had to stop at the Surf rider for breakfast. This has been the traditional Sunday morning return stop for many years and again it was no disappointment. The food and company were great.

I am looking forward to Otter Rock in August of 2007. It will certainly be a lot warmer and should be just as much fun. ■

ROAD TRIP

(Continued from page 19)

road and we were advised to take Hwy 36 out of Fortuna to A5 for the last 15 miles, meeting up with I-5 just south of Cottonwood. What a great road! It had 137 miles of curves, elevation changes, views and no traffic. In the three to four hours of driving, the five or so cars that we caught up to either turned off or pulled over to let us pass. Truly open road driving! The road surface was good

and we only had maybe a mile or so where it got narrow. Of all the choices in northern California, I would encourage you to try this road. From there it was up to Ashland for a play and on home.

Furthest point from home: 510 miles

Total mileage: 1385

Best restaurant: Tu Tu Tun Lodge (registered guests get preference)

Best road: Highway 36

Most expensive gas: Garberville \$3.599 a gallon premium

(Editor's Note: this is the first in what I hope will become a series of articles from our members. The idea was suggested by Bob and Kathleen Ellis as a contest, I'll work on the details for that, later. One thing you do have to remember to do is have a copy of Anzeiger in your car at all times.) ■

Taking your Porsche shopping?

Story and photos by Jim Hosford

Well, the shopping season is here and you have to take your Porsche to the shopping center, mall, or grocery store! The thought goes streaming through your head, "Where am I going to park my beautiful Porsche without the hordes of minivans and SUVs parking within inches of my car?"

Ever had that nightmare that everyone in the country has a pickup truck or SUV and wants to crowd in next to your Porsche? How about that nightmare about a Chevrolet Monte Carlo with that 10-foot wide spring-loaded door flying into the side of your Porsche? It seems like most minivans, trucks, and SUVs have search-and-destroy doors. Even owners of smaller cars have the habit of just kicking the doors open automatically right into your Porsche's door or fender. Most parking spaces labeled "Compact" really mean there is ample room for a motor scooter or Mini Cooper. All of this has the potential of aging your Porsche and/or you beyond its time with a single car door opening? Keep this in mind you are normal. Most Porsche owners have these same thoughts.

There are several ways to prevent nightmares like these from attacking your Porsche and your sleep. Let me share with you some of my methods for finding a safe parking space at your friendly shopping mall. First I scan the parking lot for the most remote space; usually this will be near the far edge of the parking lot (Photo 1). You know the



spot, it is the location when your wife gives you that look that says, "And we have to walk almost the entire distance from our house to the mall, you idiot!" You notice, she never mentioned anything about walking in the rain? The Porsche is usually snug in the garage during rainy days. Rainy days are saved for the family sedan, but these parking tips still apply.

Just before you walk into the store, it is always best to take a final look at your Porsche ensuring it is still safe in that remote parking space. Now that you are satisfied your baby is ok, quickly go into the store and accomplish your mission then get back out as soon as possible. This is not the time to hang around the magazine rack to read a short article in Excellence magazine. Parking lot damage is kind of a weird tooth fairy thing;

when you are asleep or not watching, dents and scratches magically show up. So don't be out of sight of your car for very long. It feels like eternity watching my wife shop for a couple of items in the store. When she finally heads for the register, I am right behind her, pushing all the way. Then a recurring thought keeps running through my mind, does my little pristine car still have an unblemished paint job on the doors, bumpers, and fenders?

Finally, you head out the door and to your horror you see minivans, trucks, and SUVs all around the Porsche. To your amazement, the entire parking lot is almost empty, except for a few cars that seem to be gathered around your car (Photo 2). You make a quick 360 around your Porsche: good, no damage this time. It is a phenomenon that can't be easily explained; Porsches just attract huge unkempt vehicles. I am not sure, but the owners might think it makes their cars seem more Porsche-like when parked next to your shiny German sports car. Another possible motive could be they want to lower your high level of performance and standards to their beater level. This could be accomplished by adding a ding or two to a concourse perfect ride. Perhaps this makes them feel better about their beaters without the hard work of washing last winter's mud off their cars. So by introducing some door dings, bumper (Continued on page 22)



PORSCHE PARKING



Photo 3

(Continued from 21)

dents, or scratches to your Porsche, it seems to make their sleds a little more visually appealing compared to your machine. Of course this does not apply to Pontiac Aztecs; nothing could make them more visual appealing unless you buried them.

Here are a few parking tips to prevent cars from parking too close to your Porsche. Most of us have tried this one: Find a space next to an island; now park your car as close as you can to that island curb. Your Porsche might escape door dings, but you just scratched your \$5,000 wheels on the concrete curbs while backing out of the parking space. Another tactic you might have tried: Occupy more than one parking space at a time by straddling a painted parking line. Trust me, this makes your Porsche a huge target. This really encourages drivers to whip their car doors right into your sweet machine.

One of my friends gave me this idea: He got his doctor to authorize a disabled parking permit for him. Now he can legally park in the huge spaces for the disabled. I don't have a problem with this because this is a disease or sickness of some kind, Porscheophile, perfectionitis or something like that.

A couple of solid solutions that could help prevent door dings and dents from your friendly minivan, SUV, and that F-150 truck doors (Photo 3).

You still need to go to the far edge of the parking lot and park in last space, but this time circle your car with traffic cones. Yeah, the more cones you use the more official it looks. I have never used

yellow crime scene tape but that would be a good touch too. If you really want a fail-safe method hire a parking lot attendant to protect your Porsche—kind of expensive, but so is your new Porsche 997 Turbo (Photo 4). I admit cones and tape seem a little extreme and they take a lot of valuable storage space in your trunk.

A more practicable method and probably the best way to prevent parking lot damage: Never, that's right; never park your Porsche in a mall or shopping center parking lot. Just drop your passenger off at the front entrance of the store and drive around the shopping center while

she is shopping. Hey, if you find a huge empty parking area with visibility of the mall front door go ahead and park; make sure you stay in your Porsche, and move if any armored tank vehicles move in on you (Photo 5).

I usually have the top down enjoying the nice weather (optional in Oregon and Washington) while driving around the shopping center. I prefer listening to some nice jazz or a good business program on my Porsche Bose Surround Sound System. Time just flies by and who knows, I might just hear a good stock tip while she is shopping. This method not only stops parking lot door dings, but it is the most fun you will have while visiting the mall or shopping center. It is always fun driving your pristine Porsche around the shopping center letting folks enjoy looking at a great car.

Never know, the little shopper just might have a surprise for you when she walks out of the mall, like a nice Porsche shirt or Porsche car magazine. Life is good, but sometimes it is fantastic. Hope this makes your next trip to the shopping center a little less nerve racking and a lot more.

Happy non-parking. ■



Photo 4



Photo 5

Holiday parties of the past and progress in volunteering

My, my, my, how things have changed over the last 30 years. A good portion of the January 1977 issue was devoted to the annual Christmas Party; seems we have, in the spirit of political correctness, moved on to the current Holiday Party.

Personally, I am sad to see this happen, I'd be happy to attend a Chanukkah celebration or party, or a Kwanza Party or any other party for that matter, but I grew up with Christmas and that's how I like it. Win Casey, the proverbial host of Christmas parties past, was displaced by Bob Caspell and his wife. The party was a typical Porsche Club affair; Dennis Puetz was trying to get everyone's attention at 11:00 p.m. in order to present the year-end membership awards and give the door prizes away. Seems more than one person was in his or her cups and the last of the party goers didn't leave until 5:00 the following morning.

Kim Linville had to return at some point later on Sunday to retrieve his slacks. Makes one wonder what was going on there, according to the article the incoming President Steve George and incoming Vice President Bob Caspell in a display of a cohesive future board passed out together on the bed.

Anzeiger Editor Lorie George started the New Year out on a less than positive note. Her closing paragraph indicates she has heard the comments, "It's always the same people in the pictures... always the same people writing". Her response was "WELL, of course, it's the same people because it is the same people that get things done in this club. All of you others sit back and do the complaining whether it's regarding the Anzeiger or club events." Thank heaven we have made some progress in this area as well. We aren't where I would like to see us for volunteers and we do

still hear some of the complaints she enumerates but I don't think we are anywhere near the situation in 1977. Our new members are stepping up to the plate and our more tenured members are still willing to put in the time.

Centennial Porsche Audi was doing business in Eugene. Not only were they selling Porsche cars, they had provided a new Turbo Carrera to South Eugene High School's Student Driver class. Now that is one class I would have failed regularly just to have to repeat it. The old adage is "Pictures never lie." Well, the photo in Anzeiger would make one believe the article was true. Of course we all know it wasn't totally true. Centennial had donated the use of an Audi 100LS. which happened to be at the dealership for service. During the service appointment the magnetic roof top Driver Education sign ended up on the Turbo. ■

ROSARIO RESORT

(Continued from page 18)

curvy, it took us about one-half hour to reach our destination.

Our Hillside-King Room was pleasant with a fireplace, Jacuzzi tub and a balcony. I couldn't really see anything from the balcony so I figured we had a forest view, with maybe a peek-a-boo of the bay. We quickly freshened up and drove back down the hill (passing two fawns in the grass) and parked at the main building, which is a beautiful old mansion.

The dining room ambience was soothing, with candlelight and tiered seating that allowed a spectacular view of the bay for everyone. The seafood dinner was amazing, and we ate more crab legs than I could count, or care to remember.

Awaking in the morning, we opened up the curtains to reveal the most spectacular view; it was not the forest as I suspected, but instead our deck looked

out over the water and far into the islands beyond. The morning was a little hazy, so blue hues engulfed the sea, sky and mountains and made the scene dreamlike.

An island with twisty-turny roads was begging to be explored so we were anxious to set off for a day of adventure. There was much temptation to unleash the speed demon within, but after passing families of deer, bicyclers and a huge buck in the middle of the road, we soon discovered we should pace ourselves and enjoy the scenic ride.

There are so many amazing places to be discovered that I don't want to spoil the fun, but I would suggest a few must sees:

2,409-foot Mount Constitution: You travel to the top of a stone tower on top of a mountain to find (on a clear day) a never ending view of water, islands and clouds.

Waterfall Hike: You can hike a trail that leads you along four water falls (three small and one large). I would suggest an impromptu picnic by the falls.

Harbor Towns: Explore the little shops and must-have finds on display by the locals in each little town.

Excursions: Whale watching, fishing and other great excursions are found depending on season.

We left on the early ferry Sunday morning, since we wanted to stop in Seattle for the afternoon to have lunch, and shop at Pikes Market. It was a great way to break up the trip, and left us feeling completely relaxed upon reaching home, which is not always the case when it comes to traveling. This would be a great romantic getaway for anyone in any car, but was a spectacular one in a Porsche. ■

New Members

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Laek Oswego, OR
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Mark Peterson
Sisters, OR
1987 911

Joesph A. Massaad
Portland, OR
2001 911

Alton J. & R.C. Crawford
Portland, OR
1997 Boxster

John and Gloria Lightowler
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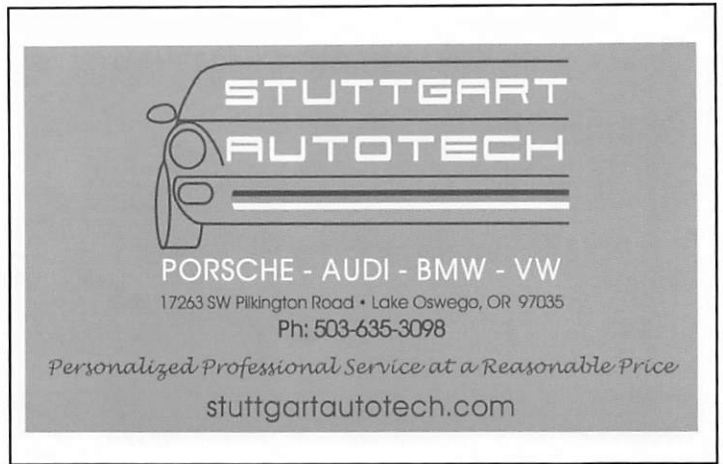
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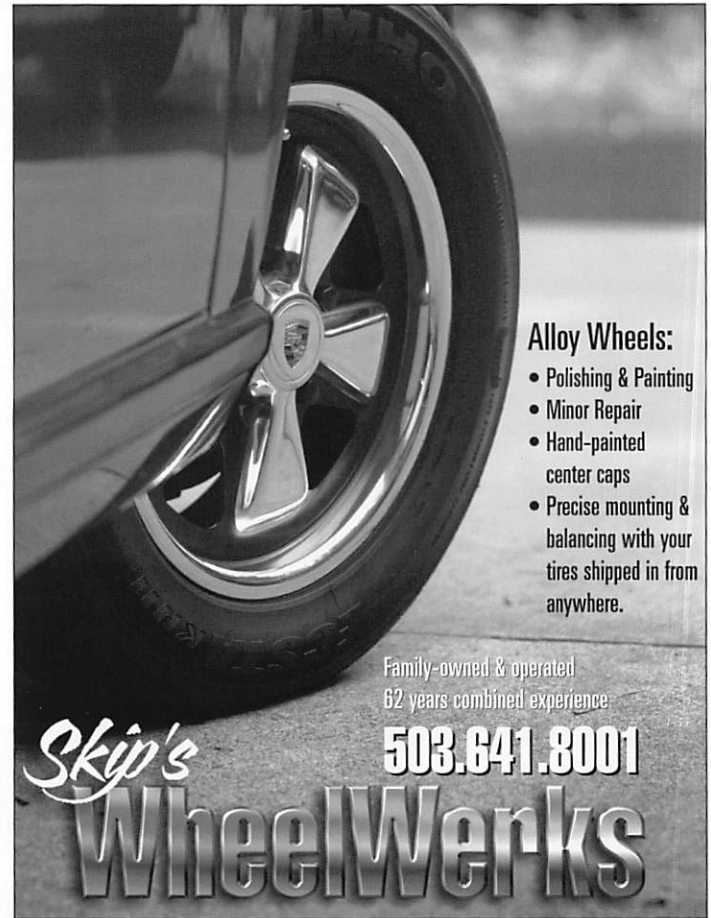
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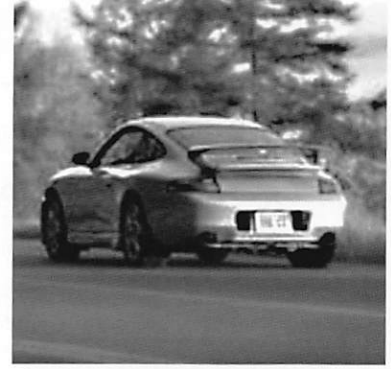
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Outside back cover	\$1,750
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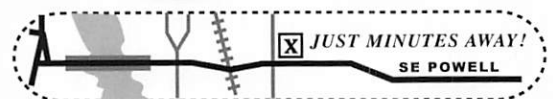
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Marketplace



■ CARS FOR SALE

911

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

1990 Carrera 2 Cabriolet, Black w/ black leather interior, 5-speed. Excellent condition: Garaged & non-smoking; all major service documented by local shops since new; complete service history & documentation for last 10 years. 77,000 miles; upgraded CD player. \$27,000. Pictures available. Contact Dave: 503.970.2261 or dbrezinski@comcast.net 12.06

1983 Porsche 911SC. Red exterior, Black interior, Sunroof, Carrera Tensioners, 16 inch Fuchs wheels, New clutch, New shocks, torsion bars: 21 mm fronts, 26 mm rears, Turbo tie rods. Air Box pop off valve. 118,000 miles. \$13,500
503.292.8781 12.06

1978 911SC. Guards red, black interior. Approx. 96,000 miles. H-1's, SSI, short shift, new trans & clutch, tensioner update & lots more updating. Great records. \$14,000. Billskillern@eugenejls.com 541.554.4229 12.06

1975 911S, Silver with black leather, Rebuilt engine with RS Pistons & Barrels, 69,400 miles on rebuild, No sunroof or A/C, Great track car/good rubber/extras pictures and more, \$11,900.00 OBO, info: over-look-tree@comcast.net 12.06

1976 911S, ESCRGO is on the Market, lowered, corner balanced, 28 mm rear bars, adjustable spring plates, anti-sway bars, 4 new Kuhmo Victoracer tires on BBS wheels, 4 Fuchs wheels with good Falken street tires, Extra NOS seat covers, 3.0 liter motor, with rebuilt 915 transmission. Serviced and rebuilt by MSI. \$15,000.00 Jim Ayers 503.292.5743 Home, 504.453.6939 Cell

1977 Carrera Coupe, Pastel Yellow / Cashmere, 6 speed, 18" with painted crest, 51k, The best example of a air cooled legion. A one of a kind color combo. \$46,995 Call Dave 503.381.4925 or email 2dmax@comcast.net

914

1973 914, Track or street, Excellent mechanicals. 911 brakes, susp, wheels. \$7800 OBO AbsolNeon@aol.com

944

1989 944 Turbo(S), Alpine White/Burgundy, 133K miles, looks and drives great, power windows, sunroof, Aero 968 side mirrors, recent AC charge and it all works. New Yokohama ES100 Tires, 225/50 ZR16 Front, 245/45 ZR16 Rear, recent 4 wheel alignment, new front windshield, rebuilt AOR LSD Transmission, Sony CDX-M630 Stereo, new retensioned timing belt and many new hoses. \$9,950/Offer 360.619.8979. 12.06

968

1993 968 MO30, VIN WPOAA2969PS820547, 41K miles, black/classic grey, leather sport seats (grey w/black piping), new transaxle (due to noisy pinion bearing), sparkplugs, newer brakes, battery, Mobil 1, never tracked, always garaged, excellent condition. \$25K obo. Marty Frith, 7676 Newport Dr., Santa Barbara, CA 93117. 805.968.3065 maf968@aol.com

Boxster

2005 Boxster S, Midnight Blue, blue top, gray interior, 6 spd., 9K miles. Fully optioned with polished and painted 19" Carrera S wheels with painted caps, PSM, Auto Climate control, PSM, heated seats, and Bose. New Pilots, 3M, garaged and perfect. Pics avail. \$48,995. Mike Clancy 503.625.2083 or mclancy9@aol.com 12.06

Other

Porsche Speedster Replica. Intermeccanica Speedster, 1600 cc motor with twin 40mm Weber carbs, 410 trans axle. Correct ivory white in Porsche-Glasurite paint, with black Hartz cloth top, side curtains, tonneau cover. Gray carpet. The car is very tight, runs and drives great ... need to "make room" \$17,000. A K Jacobson, 509.395.2365 or AKJUDUCATI@aol.com, Trout Lake, WA

■ PARTS

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Original Porsche Fuchs off 1986 911 Carrera, (2) 6X16 ; (2) 7X16 w/ black centers, No dings, curb rash...nice original condition, \$750 Eric Freedle 503.626.9015 12.06

Boxster Exhaust - Stock exhaust from 2004 Boxster, 5000 miles of use. Enhance the sound of your pre-2003 Boxster (really!) with no loss in power and cheaply! Exhaust tip not included (these are bolt on for this model). \$150 plus shipping (if any). Gary Hays 360.573.6397, gary.hays@hp.com

Boxster Front Sway Bar - from M030 package (2.7L base model). Bushings included. Nicely improves turn-in of your stock-suspension Boxster. \$100 plus shipping (if any). Gary Hays 360.573.6397, gary.hays@hp.com

Sparco 5 point race harness blue, includes Lap, shoulder and sub belt excellent condition \$175.00 OBO Paul 503.789.1205

2 Recaro seats that fit in GMC pickups, suburbans and mini-vans. I had these installed my Honda van and loved them. Have mounting rails. Blue cloth, electric adjustment fore and aft. Inflatable lumbar. \$600 for the pair. Jim Flynn 503.225.0558

One box misc. 912 parts; (2) 6X16 (2) 7X16 Fuch 911, 23.3 offset, Polished lip, spokes, cap and black centers. Never mounted since finish by Skip at Art Stearns. \$925. (4) 7JX15 ATS ET 23.3, 951.362.104.00, phone dials. Pol lip, ovals, crests, met. blk centers, w/ OK tires \$625. (4) 7X16 928.361.016.00 Need refinish, track day? \$425. (1) 8JX16 23.3 Fuch 944, dinged, \$125. (1) ET 53, 6JX16 AS10.62 flat disk 924 Turbo? dinged, garden hose roll-up? \$50. Mike Baker 541.593.2980

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Classified Advertising

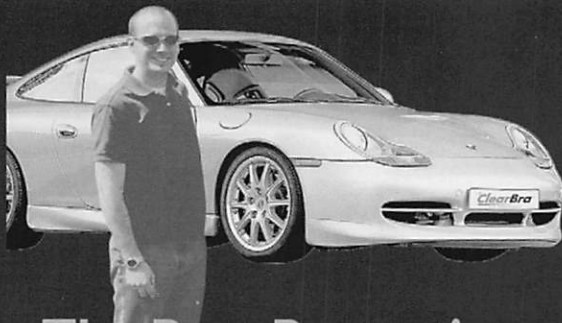
Classified ads are free to PCA/OR members. Limit 50 words per ad. Ads may also be edited and abbreviated according to available space.

Please Note: Ad will run for two issues. Renewal of ad may be made by contacting the Classified Editor.

Non-members may place one non-commercial classified ad, 50 words or less, for \$12.50 each issue.

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

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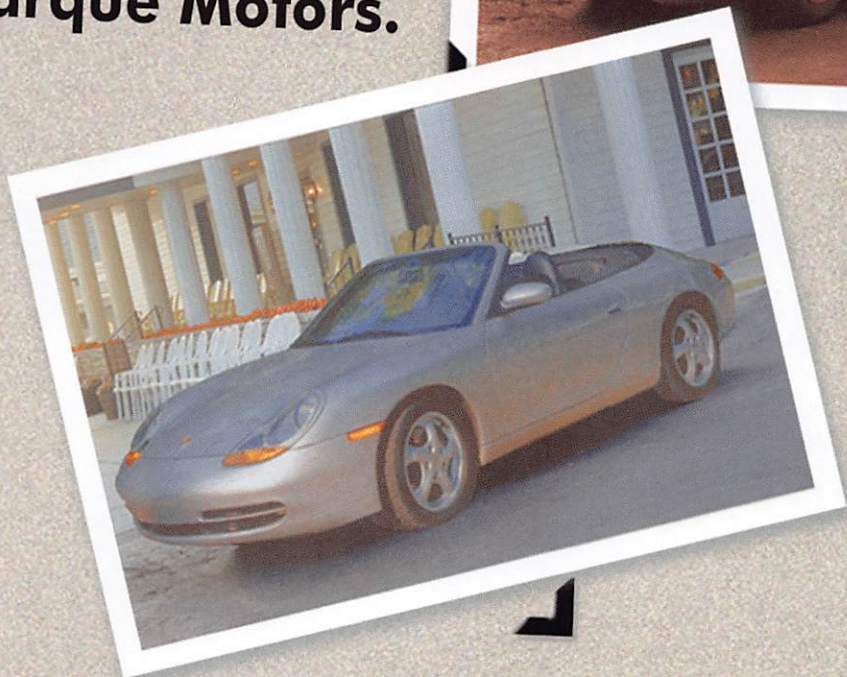


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