



Anzeiger

JULY 2007

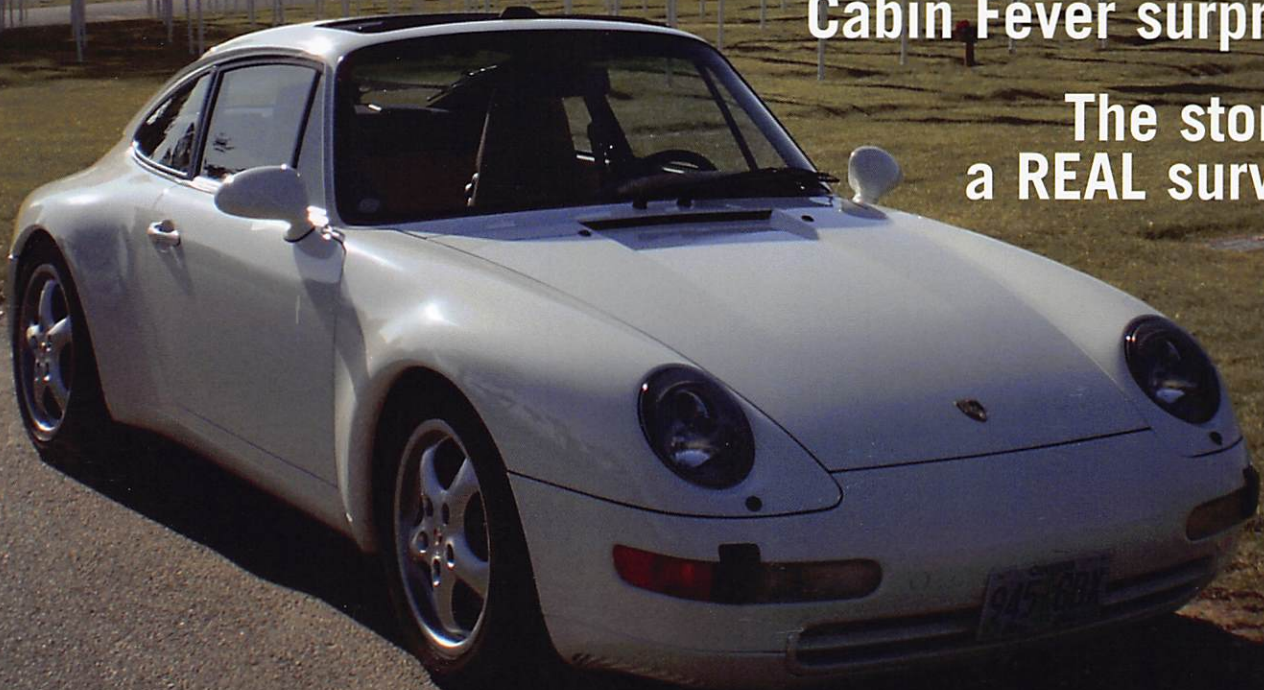
Oregon Region Porsche Club of America



IN THIS ISSUE

Cabin Fever surprises

**The story of
a REAL survivor**





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WHO CARE ABOUT CARS.



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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Anzeiger

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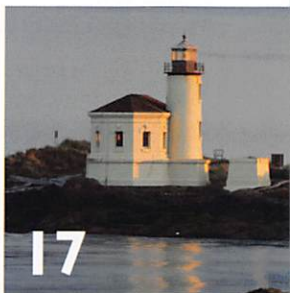
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ON THE COVER

Taking time to remember those who have made the ultimate sacrifice on our behalf. Photo by Rick Williams, Skyline Memorial Gardens.



**FROM
THE
PRESIDENT**
Chuck West

Air and water, essential elements

Porsche enthusiasts, by and large, are a pretty lucky collection of individuals. Almost without exception, any model and year that someone wants to see, drive or own is available. And it's probably available in Oregon. When I moved to Oregon in 1987, I read an article stating that per capita, Portland had the highest concentration of Porsches of any major city in the United States. I was astounded and a bit skeptical. In the past 20 years, however, I have become a believer. Unlike California, where it seems that you have to display your wares at every opportunity, Oregonians are far more reticent. I like that. While these owners may have a barn full of cars, many are content just knowing that the cars are

safely tucked away rather than constantly being out on display. This does make it rather difficult to gauge "Porsche penetration" until you get to know your way around the Porsche community.

There are a lot of owners who think that air cooled is the only way. In many cases, these owners are in to the sound and fury of a wailing six at 7,500 rpm. Who can blame them? I know I am. The feedback you get to your ears is hard to beat. If you have purchased the right air-cooled Porsche, which is to say one that has been well maintained, there is very little maintenance involved in day-to-day ownership. Follow the recommended maintenance intervals, pre-flight your Porsche as any loving pilot



would and go look for the redline at periodic intervals. Call this cardio training for Porsches, if you will. Porsches need to get their heart rate up, just as humans do.

I am not convinced that the average air-cooled Porsche owner places cost of ownership as a prime directive. While no one wants to hemorrhage cash after their favorite ride has been to the doctor, the last air-cooled car was produced roughly 10 years ago. Folks generally know that they are on their own. Performance parts and cosmetic items are readily available for anything you
(Continued on page 22)

**FROM
THE
EDITOR**
Jim Ayers

Raising the bar

Sitting here at my desk, I'm wishing it was July rather than mid-May. Typical of spring in Oregon, we've had our teaser days with sun and near-80 degree weather followed closely by days where we've had to stoke a fire to take the chill off the house. Grass grows really quickly this time of year but it's never quite dry enough to mow. Besides, when the weather does get nice I would rather be out driving my car with the top down.

You will notice in this issue we have increased the number of color pages by four. To keep our costs down we will sell two of the added pages to advertisers and use the other two for editorial content. Hopefully everyone will enjoy



the added color and take the opportunity to provide good photos with their articles to display on these pages.

We are still in the market for photographic submissions for our cover, so think portrait format and high resolution. If we can't use it as a cover, it may be suitable for the website or—if it pertains to an event—it may be used inside

the magazine. Please provide detailed information as to what the photo is, where it was taken and, if the photo has people in it, who they are. Try as I might I just haven't been able to put names to all of the faces I recognize.

More than a few members have brought a sore subject to my attention: speed and bad passing in our on-road driving events. My thought, as well as theirs, is that tours should be run over twisty roads which provide spirited driving within the speed limit. As for bad passes, everyone should use common sense. The state doesn't paint double yellow lines because they have an excess of paint. We don't want to
(Continued on page 22)

Oregon Region Events 2007



July

- 1-5 Parade 2007 San Diego
- 6-8 Baxter Historic Races
- 7 Arrive & Drive
- 10 Board meeting*
- 15 Forest Grove Concours d'Elegance
- 18 Monthly social and dinner
- 20 Anzeiger editorial deadline for September
- 21 Summer picnic
- 22 Autocross

August

- 2 Driver education (hosted by Gran Prix Imports‡)
- 3 Driver education (hosted by BMWACA**)
- 5 Driver education
- 5 Arrive & Drive (Sunday)
- 7 Board meeting
- 15 Monthly social and dinner: Gran Prix Imports Barbeque
- 20 Anzeiger editorial deadline for October
- 24-26 Otter Rock Weekend
- 25 The Big Dogs Tour

September

- 1 Arrive & Drive
- 4 Board meeting
- 5-9 The One Way Out Tour
- 8 Sunset Imports' Porsche Swap Meet
- 14-16 Sunriver Exotic Car Show
- 16 Autocross
- 19 Monthly social and dinner
- 20 Anzeiger editorial deadline for November

October

- 3 Board meeting
- 6 Arrive & Drive
- 13 2008 events planning meeting
- 17 Monthly social and dinner
- 20 Anzeiger editorial deadline for December
- 20-21 The Fall Tour

November

- 6 Board meeting
- 14 Monthly social and dinner
- 20 Anzeiger editorial deadline for Jan/Feb

December

- 4 Board meeting
- 9 Charity auction and awards banquet

* All members are welcome to attend.
Please contact Chuck West for meeting location.

** Refer to www.bmwacaportland.com for information
‡ Refer to www.gpimports.com for information

To be added or removed from ORPCA's e-mail event reminder service, please contact postmaster@oregonpca.org.

Arrive & Drive

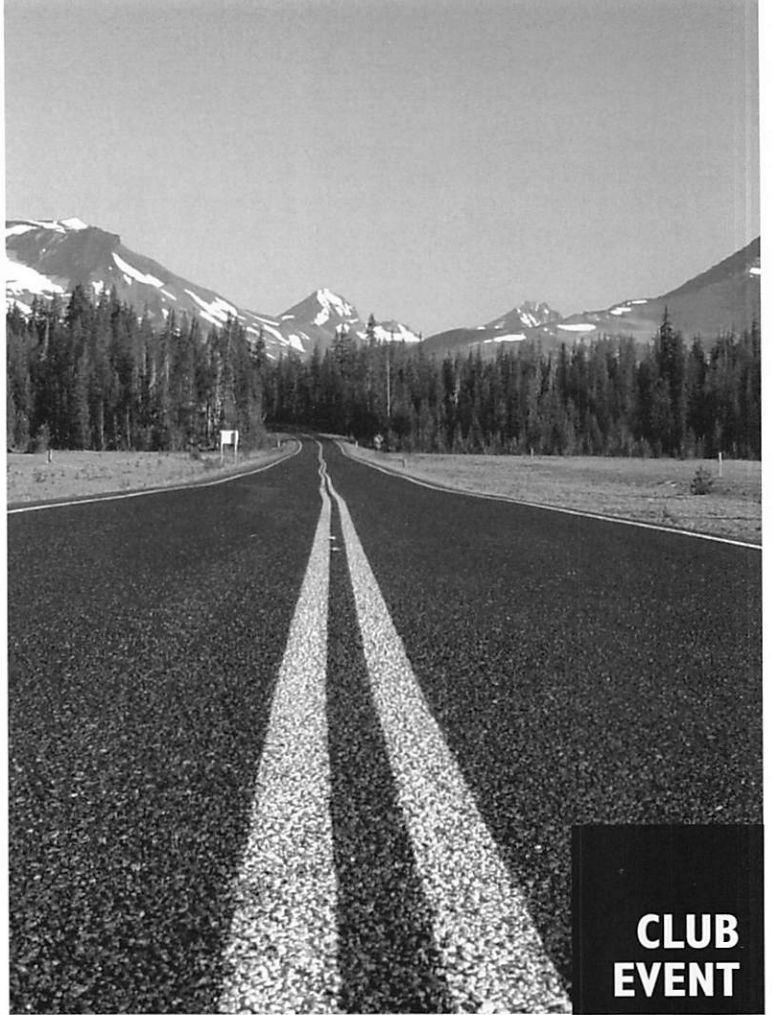
Saturday, July 7

Sunday, August 5

Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the first or second Saturday of April through October (Sunday in August), each tour is roughly 100 miles and three hours long. It's a fabulous way to kick off the weekend.

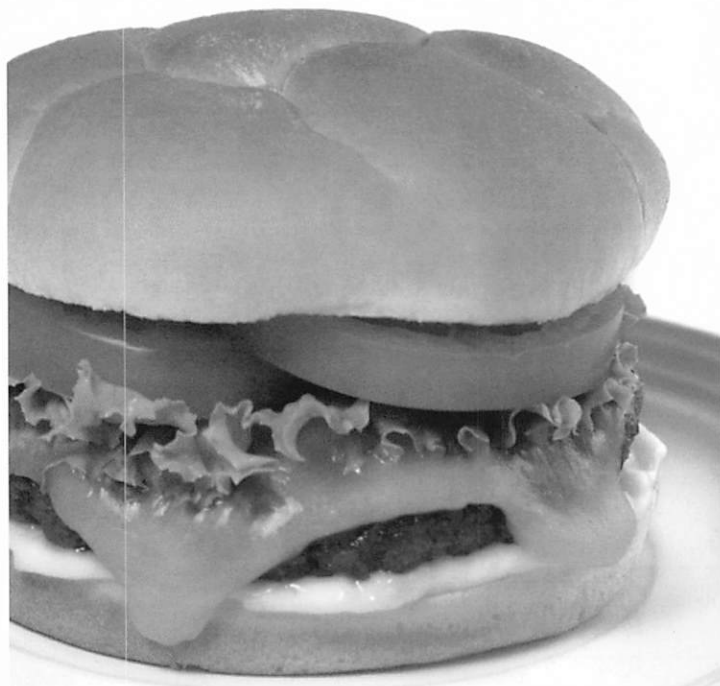
To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) at Miller's Homestead restaurant, 17933 SW McEwan Ave., Tigard, not later than 8:55 am. A brief meeting to cover the route takes place at 9:00 am, but many folks rendezvous at 8:00 am for breakfast (no-host). With 50 attendees or so being common, we typically break up into smaller groups rather than try to maintain one long convoy. The first group of cars will depart Miller's Homestead at 9:15 am.

Call Eric Freedle at (503) 384-0453 for details, or send an e-mail to mmooter@aol.com.



July Social and Dinner

Wednesday, July 18



Helvetia Tavern

10275 NW Helvetia Road, Hillsboro
(503) 647-5286

5:30 - 7:00 pm Social hour

(in the beer garden, weather permitting)

6:30 - 7:00 pm Dinner

ordered from the menu)

Let's hope for a lovely day and drive into the country to this Northwest icon famous for its delicious hamburgers! We will be dining in the sun out back of the restaurant. For those of you who would like to enjoy a longer social hour sipping a cool drink or two, our seating will be ready by 5:30 pm.

RSVP by Friday, July 13 to Nancy Herron
(503) 293-6714 or e-mail dinnermeeting@oregonpca.org

STILL PLAYS WITH CARS

Peter Linsky



Survival

A couple of months ago, fellow member Ray McNamee lent me some *Old Road & Track* magazines to peruse. Browsing through issues from 1956 through 1959, I took note of ads for marques that have since left the market or no longer exist. Among them: MG (Ray owns an MGA), Triumph, Wartburg (!), Fiat, Lancia, NSU, Peerless (a plastic-bodied TR3), Renault, Simca, Citroen, Taunus, DKW, AC, Borgward, Humber, OSCA, Arnolt-Bristol, and Peugeot. There were also ads for US-market survivors Lotus, Volvo, Aston-Martin, Jaguar and, of course, Porsche. I love the Porsche ad of the day: "... all it shares with other cars is the road!", a philosophy that endures. I also spotted a bit of interesting trivia in the October, 1959 issue. R&T's road test of the new Alfa Romeo Super Spider says its transmission was "... an all-new Porsche design." Then, as now, Porsche generated a lot of income on engineering for others.

While watching a bit of qualifying for the pole of NASCAR's immensely popular Daytona 500 back in February, the TV commentators noted that driver Jeremy Mayfield was not wearing any

I WAS ASTONISHED TO HEAR THAT NASCAR DOES NOT REQUIRE ITS DRIVERS TO WEAR FLAME-RESISTANT GLOVES—OR ANY GLOVES, FOR THAT MATTER. FIRE IS A THREAT IN ANY MOVING RACE CAR, AND SANCTIONING BODIES LIKE NASCAR SHOULD NOT LOOK THE OTHER WAY WHEN IT COMES TO MANDATING DRIVER PROTECTION.

gloves during his run. I was astonished to hear that NASCAR does not require its drivers to wear flame-resistant gloves—or any gloves, for that matter. A week or so later Matt Kenseth, winner of the California 500, ripped off his driving gloves while still on his cool-off lap.



Fire is a threat in any moving race car, and sanctioning bodies like NASCAR should not look the other way when it comes to mandating driver protection.

Speaking of Daytona, a fellow from Virginia wrote to the website *autoextremist.com* to mention that he'd

noticed something strange at the Rolex 24 hours. Glancing up at the vast grandstands, he saw that the seatbacks had been painted randomly in red, white, and blue. Why? He surmised that it was a marketing trick. When television cam-

eras panned across the stands while tracking the moving cars, it would appear on the small screen that the stands were full of spectators, rather than mostly empty as they usually are for everything except the Daytona 500. The website said it's probably something we'll see at other tracks, too.

So you think you can drive quickly, eh? Here's a video link that will take your breath away:

http://www.dailymotion.com/video/x15712_bugatti-veyron-at-top-speed

Until next month, drive safely! ■

ORPCA Summer Tour and Picnic

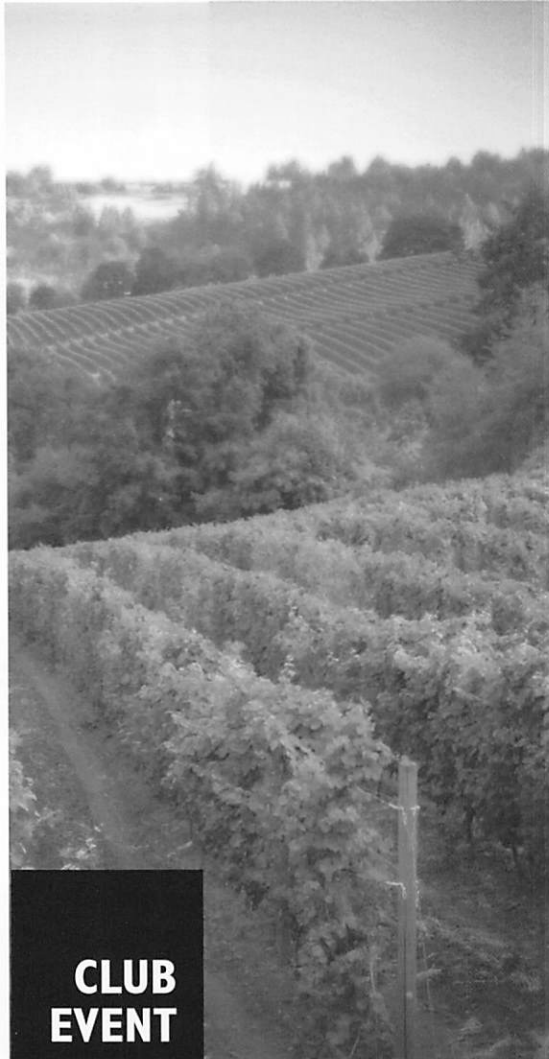
Saturday, July 21

Our summer tour and picnic has something for everyone, with a morning tour that weaves through some of our favorite Yamhill County wine country routes, a stop at the Evergreen Aviation Museum in McMinnville, and a gourmet picnic at Youngberg Hill Vineyards & Inn.

The museum (www.sprucegoose.org) features Howard Hughes' HK-1 Spruce Goose, the Lockheed SR-71A Blackbird and over fifty other historic air and spacecraft. Only 10 minutes from McMinnville, Youngberg Hill Vineyards & Inn (www.youngberghill.com) is perched 700 feet above the valley and provides spectacular views in every direction.

The day will begin at a west side starting point at 8:30 am and conclude at the vineyard by 3:00 pm. The cost is \$32 per person, which includes museum admission and lunch (with non-alcoholic drinks) at the vineyard. For those that would prefer wine, a cash bar will be available and wine tasting will be offered for an additional \$5 each.

For more information, please contact Chris or Tricia Rogers at (503) 574-4817 or picnic@chrisandtricia.net.



Autocross 2007

Sunday, July 22

Autocross is a great way to have fun, improve your driving technique, discover your car's cornering and braking limits, and gain confidence. You'll race solo against the clock over a temporary course, marked by traffic cones, designed to test your car handling skills and the limits of your car. With most of the course being taken in first or second gear, speeds are kept down, usually below 50 mph. Come to set a personal best time, or just to watch.

Additional Event:

Sunday, September 16

The cost is \$30 if you register in advance at orpca.motorsportsreg.com. All events take place at Portland International Raceway's south paddock. Gates open at 7:00 am for walk-up registration (\$40) and technical inspection. All cars must be registered and inspected by the mandatory 8:30 am drivers meeting. Helmets are available for first-time drivers and instruction is available for anyone. For the full details, please go to www.oregonpca.org.

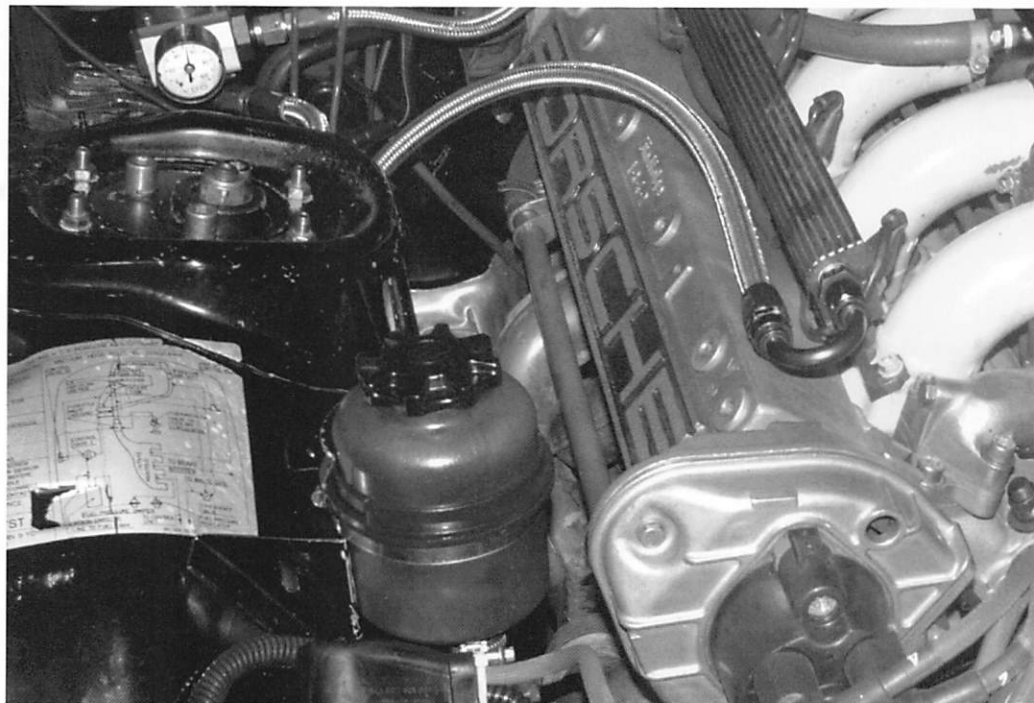
AMATEUR WRENCH Don Clinkinbeard



Tracking down DE success

Well, for a while it sounded a bit like piston slap. A stiff wrist pin can do that. Run it a bit and if the noise continues, worst case, you'll have to disassemble the top end of the motor. It quieted down a lot when we got the car hot, so off we went to the BMWACA DE day for a little fun and some right-seat time, something I don't often get at our ORPCA days. Debbie and I both had fun—Norm Reini and Greg Meythaler run a good program—and the car ran well all day with only a loose alternator bracket bolt to attend to.

A few days later we're looking it over to prep it for the coming ORPCA DE day. We start her up and on engine deceleration the knocking was again very loud. Back to the stethoscope. Wow, the noise has mysteriously moved from cylinder 2 to the top front of the cam pulley cover. Upon yanking the distribu-



THE MOMENT OF TRUTH: THE ENGINE FIRED RIGHT UP AND IDLED NORMALLY. GREAT! IT TOOK IAN AND ME ABOUT AN HOUR TO FIX THE KNOCK FOR A \$1.29 WOODRUFF KEY AND A \$9 SEAL. THE MYSTERY OIL DRIP AT THE FRONT OF THE ENGINE STOPPED TOO.

tor I found oil behind the shield. Not good. Off comes the front cover and bingo: we've got oil on the cam pulley and the pulley rotates on its shaft about a degree, so the pulley clamp bolt is loose. With the pulley off I can see that the cam tower seal is leaking.

OK, that's all pretty easy but is this really the noise generator? Replace the seal, the woodruff key and install the cam pulley using Loctite and the proper bolt torque. Reassemble all the other stuff and adjust the cam belt tensioner (my '88 has an updated tensioner that only requires loosening a couple of bolts to tension the belt). The moment of truth: the engine fired right up and idled

normally. Great! It took Ian and me about an hour to fix the knock for a \$1.29 woodruff key and a \$9 seal. The mystery oil drip at the front of the engine stopped too.

Off to the ORPCA track day for some stress. We had a great turnout, maybe a few too many cars as it was just a tad crowded. I'm planning to limit future ORPCA DE events to 85 participants like our friends at BMWACA do. This keeps the traffic down and maximizes the fun factor. We had no incidents and only two mechanicals (thankfully, my car was not one of them). Our three years of investment in instructor development is paying off. We had enough instructors to fill nearly all the demand in the novice and

intermediate run groups. I even managed to get an instructor, Christopher Bender, in my car for a little coaching. Christopher made a positive change in my lapping as I had developed a few bad habits over the years.

Wow, the 944 ran well! Only one small issue came up during the day—the power steering is leaking. It looks to be at the cooler inlet connection; I'll deal with it getting ready for the Tri-Club date in June. I've also got to bleed the brakes and look the pads over. On general principle I'll probably replace the front pads, rotating them to the back at a half-pad of wear to ensure I don't run out at the front. While doing an under-car inspection, I found a bunch of grease sprayed around the passenger side of the gear-box from a split CV joint boot. I've ordered a full set of aftermarket boots; the current boots are all the same age and if one split it's just a matter of time before the others three do it too.

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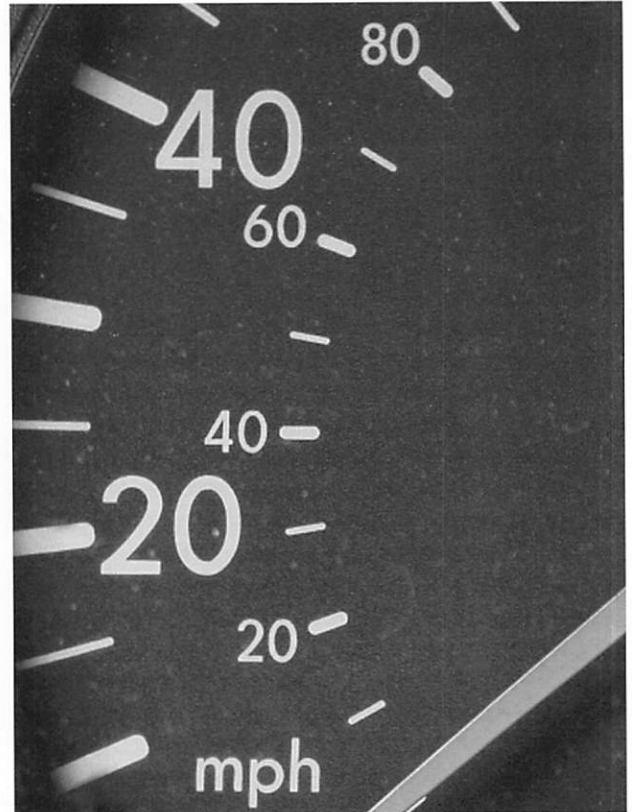
Driver Education

Sunday, August 5

Our final ORPCA Driver Education event of the year will be held on Sunday, August 5, at Portland International Raceway. This event starts and ends later than usual; registration and tech inspection begins at 10:00 am while the first car is scheduled to be on track at 1:00 pm. The fee is \$135 if you pre-register by July 29 or \$175 on the day of the event. Register at orpca.motorsportreg.com and read about the changes we've made to the program this year at ORPCA's Driver Ed website. I look forward to seeing you at the track in August!

For more information contact:

Don Clinkinbeard
ORPCA Driver Education Chair
(503) 970 4848
drcbike@comcast.net



**CLUB
EVENT**

Otter Rock Weekend

August 24 - 26



**CLUB
EVENT**

An ORPCA tradition is back! Do not miss this chance to spend a great, low-cost weekend at the beach in our own private coastal lodging at Alpine Chalets. The lodging overlooks the Pacific Ocean and has a wonderful park-like setting with private access to Beverly Beach. There are 11 units that sleep 4 to 8 people; you may reserve your own private unit or plan to share with friends old and new. Pets are welcome in some units. To make reservations, please call Gigi at (800) 825-5768 and tell her you are with the Porsche Club. Or check out the chalets and make reservations on-line at www.oregonalpinechalets.com. A number of fun events are planned and there will be plenty of time to enjoy the beach and shopping.

Debbie and Don Clinkinbeard are hosting this event; for more information please contact Debbie at dmc993targa@comcast.net or (503) 356-1764

A can of oil, or a can of worms?

Oil. Controversy. They're seemingly inseparable. Setting global supply, national security and profit issues aside, PCA's Tech Q&A has seen a bit of traffic lately about oil weights, brands, and change intervals. We at *Anzeiger* have received a letter penned by Hervé Blanquart of Total Lubricants, a distributor of ELF engine oils, educating us on certain other issues at hand. And April's Excellence included a fabulous piece by Jim Pasha on the subject of engine oil. What's the buzz about?

It helps to know that Porsche conducts very rigorous oil testing, periodically publishing approved oils as a technical information bulletin. Their testing regimen simulates the stress of running the Nürburgring as well as the more mundane cycles your engine experiences. Oil approval is based on precise measurements of internal friction, engine (particularly bearing and valve train) wear, oil oxidation and engine cleanliness after more than 200 hours of operation. One could say it's the Porsche of oil testing procedures. Ask your service advisor for the list of approved oils (April's *Excellence* included a partial list) or log on to Porsche Technical Service Information

PORSCHE CONDUCTS VERY RIGOROUS OIL TESTING, PERIODICALLY PUBLISHING APPROVED OILS AS A TECHNICAL INFORMATION BULLETIN. THEIR TESTING REGIMEN SIMULATES THE STRESS OF RUNNING THE NÜRBURGRING AS WELL AS THE MORE MUNDANE CYCLES YOUR ENGINE EXPERIENCES.

(<https://techinfo.porsche.com/techinfo/index.jsp>).

Hervé Blanquart brings to light the controversy centering on the anti-wear agent ZDTP (zinc dialkyldithiophosphate). In response to the EPA, the amount of ZDTP in engine oil is being reduced in an effort to prolong catalytic converter life and reduce the amount of heavy metals introduced into the envi-



ronment. Some Porsche owners, primarily those of earlier air-cooled cars, are concerned about increased wear (particularly to camshafts). ELF's Excellium NF 5W40, Porsche-approved and available through German auto specialists, is being promoted as a solution. Others are running higher-ZDTP oils designed for commercial diesel use, or oil additives,

but those are increasingly being seen as suboptimal choices.

The subject of oil change intervals prompts nearly as much controversy, with the manufacturers going increasingly long (Porsche is at 20,000 miles or every 2 years for the 997) while enthusiasts (and oil change franchises, albeit for a very different reason) stay close to the 3,000 mile end of the spectrum. What's

often overlooked are the conditions under which the car is operated. For those of you who don't think your Porsche is operated under severe conditions (ignoring autocross or DE events), here's a wake-up call. Severe duty includes (a) driving less than five miles per trip (less than ten as the temperature approaches freezing), (b) driving when it's over 90° F, and (c) a high percentage of stop-and-go driving. The first and last items pretty much define the daily drive or a run to the store. Jim Pasha offers his admittedly conservative viewpoint on oil change intervals—assuming an urban commute cycle—in *Excellence*: 7,500 miles for the water-cooled 911s and Boxsters, 5,000 miles for 993s, and 3,000 miles for earlier 911s, 928s and 944s. He supports this with a great deal of logic and personal experience. It's worthwhile reading.

A good deal of the traffic on PCA's Tech Q&A has questioned the use of what Porsche terms "non-seasonal light-running" oils, those rated 0W- or 5W-xx, in the later generations of Porsches.

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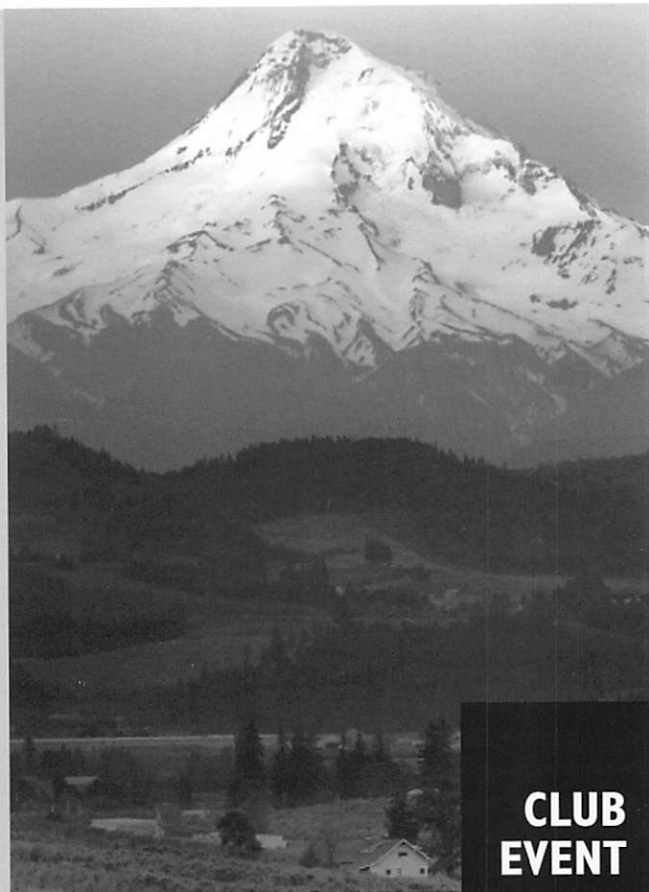
The Big Dogs Tour

Saturday, August 25

Great Porsche roads, a moving and inspirational ceremony, and great food! It's all included on August 25th when ORPCA members and their families are officially invited to attend the graduation ceremony for new guide dogs and their blind partners at the Guide Dogs for the Blind facility in Boring, Oregon. This will be a great opportunity to learn more about this wonderful organization, one of the main recipients of ORPCA's charitable donations. The state-of-the-art campus hosts clients from all over the US and Canada who receive their guide dogs after very intense training. The graduation ceremony is an uplifting and heart-warming experience held in a beautiful facility. A private tour of the campus will follow the graduation. After the tour we'll head up to Sandy for an early no-host dinner at Calamity Jane's, otherwise known as the best hamburger restaurant in Oregon!

The tour will start at the End of the Oregon Trail Interpretive Center in Oregon City at 11:30 am. Take exit 10 off I-205 and turn right at the 1st light. Look for the big covered wagon.

Please RSVP by August 15th to Jeannie Gretz, jeanniegretz@centricata.com or (503) 628-6253.



**CLUB
EVENT**

ORPCA's first annual One Way Out Tour

September 5 - 9

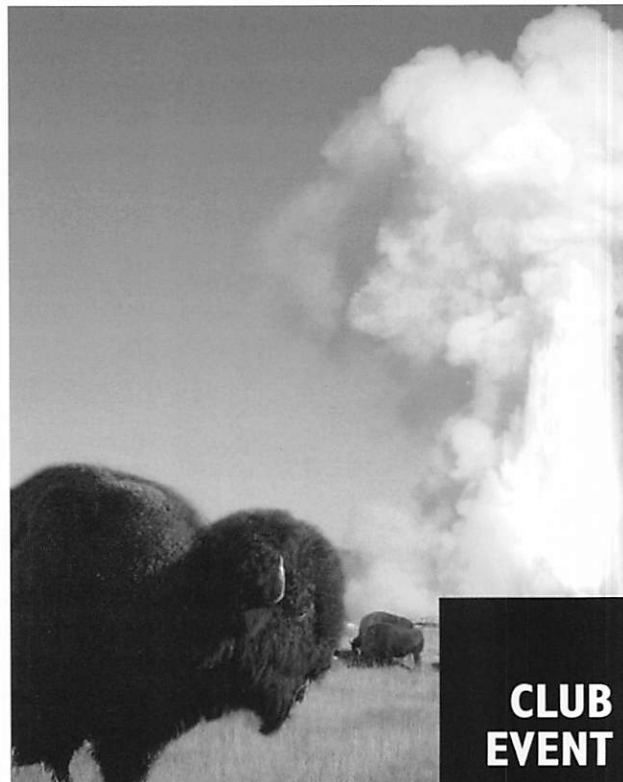
This year's inaugural One Way Out Tour, the last major tour of the season, offers up a unique style and destination: Tour meister John Johansen will guide us in a 3-day organized tour to Jackson, Wyoming and Yellowstone Park ... leaving the return route and timing open to your own personal whim.

The tour begins in The Dalles, Oregon, with check-in at 6:00 pm September 5th at the Comfort Inn. Room rates for the evening will be \$80 to \$90. On September 6th we'll drive Highway 12 through Walla Walla, Washington and take Highway 95 from Lewiston to McCall, Idaho and the Tamarack Resort at Osprey Lodge for the evening's dinner and overnight stay. The room rate for the evening will be \$189.

On the 7th we'll say goodbye to McCall, driving scenic backroads to Stanley and over Galena summit to the Sun Valley Lodge (\$249 for the evening's stay).

September 8th brings a choice of route for the drive to Jackson, Wyoming, and two nights at the Best Western Jackson Hole, with a room rate of \$160 per night. A more direct route is offered for those planning to tour Yellowstone Park on their own after our final overnight stay in Jackson. An optional long route passes through Yellowstone Park en route to our Jackson overnight. Both routes will provide a wonderful driving experience.

Tour cost is \$100. Contact John Johansen, event chair, at (503) 708-6046, john4pdx@aol.com.



**CLUB
EVENT**

Sunriver Exotic Car Show

September 14-16

This event has become one of the favorites of the year. Don't miss it! Once again, the Sunriver Chamber of Commerce has invited the Porsche Club to participate in one of the most fun car club events of the year. Join the Jaguar, Ferrari, Mercedes, Corvette, BMW and other marque clubs at one of the best vacation resorts in Oregon.

Friday. Join the optional tour that leaves Portland at 9 am with stops for lunch and then at Carrera Motors in Bend, where their detail shop will be available for cleaning our cars. Or make your own way to Sunriver.

Saturday. Put your Porsche in the Sunriver Exotic Car Show, held at the Sunriver Resort. Relax, it's not a concours, just a shine and show with your choice of the traditional judging or display only. This year we will be hosting lunch at the concours.

Finally, enjoy a great banquet held at the Sunriver Resort. Cheer the winners of the car show and other competitions in a very unconventional presentation where the audience always gets into the act.

Sunday. Cap off the weekend with the legendary Sunriver Sunday Dash. It's a two-hour or so romp through the woods, doing what our cars are meant for: spirited driving! Finish it all off with a fantastic lunch at the end of the Dash, then take your favorite route home.

Lodging. Rent a room at the Sunriver Resort, or share a rental house with a small group of friends (our rental agents group can assist in matching you with other car enthusiasts).

Event cost is \$75 per person.

Registration details will be in the August *Anzeiger*

For more information, contact

John Draneas, (503) 638-0396, draneas@msn.com

or

Jeff Gretz (503) 628-6253, jgretz@onlinenw.com



Photo from 2006 event by Bob Schatz

**CLUB
EVENT**

Wanted dead or alive

Preferably Alive

Unknown person who knows what the letters HTML stand for and how to use them. Someone with more than a passing understanding of Microsoft FrontPage and how to properly apply it to our website. Be the one thousands wish they could be: ORPCA webmaster.

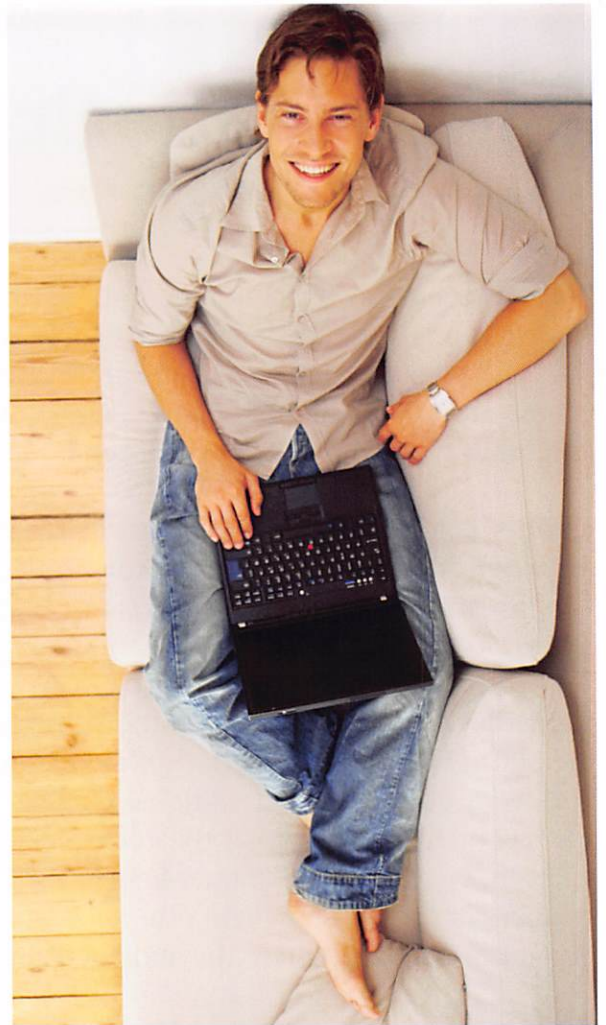
Compensation:

Nothing at all, unless you consider seeing your name listed in *Anzeiger* and on the website as compensation. You might also be invited to the annual volunteer recognition party.

Hours and work environment:

Flexible hours in the comfort of your own home

Interest parties contact Kathleen Ellis, (503) 720-0184
vicepresident@oregonpca.org



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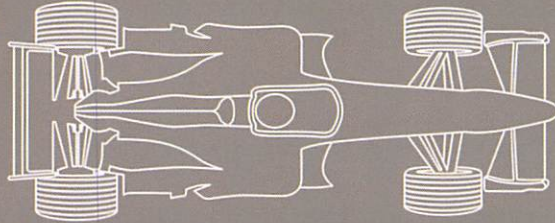
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The Silverton Express Arrive & Drive

Story and photos by Jim Hosford

May's Arrive & Drive saw 33 shiny cars lined up in the Miller's Homestead restaurant parking lot for the Silverton Express. Six new members checked in to their first ORPCA Arrive & Drive. Alan and Muriel Meyer, eager to air out their new Porsche on some of the more twisty county roads in the area, brought their beautiful silver Cayman S.

Randy and Ann Stolz planned a great route for the morning's drive: our destination was Silverton, Oregon. With 150 miles of twisty tracks ahead, you need a full tank of gold, I mean gas, before you show up for an Arrive & Drive.

Randy promptly handed out our tour instructions and then briefed drivers and navigators about the route. He personally made sure all new attendees were in his group near the front of the pack, while Jim and Kate Ayers volunteered as group leaders for the rest of the cars.

As we left Tualatin about 9:15 am, the sky was mostly sunny with temperatures around 48 degrees. A few of us dropped the convertible tops from the start (Karen and I did have our seat heaters on high). We circled Pete's Mountain, enjoying the curves all the way to our first stop in Willamette Park. The Express made a short pit stop and the Porsches headed off for McIver Park on the Clackamas River. The countryside was beautiful.

A 20-minute stop at the park allowed all of us the great opportunity to meet the new attendees and take a look at their Porsches. The temperature went up another two degrees and more convertibles tops dropped. Randy got the Express back on track around 10:00 am and we were on our way to the next station, the Molalla Public Library. This was another enjoyable 25 miles of scenery and Porsche roads, although we crawled through Colton, Oregon. Their city budget was counting on us to speed through town. Well, so much for budgets.

Our Porsches got a lot of attention from the locals around the library. I

think they were wondering why so many Porsche owners were going in. What they didn't know was that we were checking out the restrooms, not their books. After a 20-minute break, Randy formed up his group and headed off to the final destination. Jim Ayers' second group waited a few more minutes before chasing the first group. We drove through Scott Mills, Mount Angel and then Silverton. We knew the last leg of this trip was getting even better when we saw the Porsche driver's favorite road sign, the yellow diamond with what looks like a snake with an arrowhead. We were going into some of the nicest curves in the area. After 35 miles of fun driving we made it to The Home Place Restaurant in Silverton, Oregon. Randy and Ann had reserved the entire upstairs of the restaurant for our group. Another great Arrive & Drive, thanks to Randy and Ann. ■



Top: Alan and Muriel Meyer. Right: The sign of good times to come. Below: Tourmeister Randy Stolz (orange jacket) reads the pilots.





Just one surprise after another! Cabin Fever Tour '07

by Sue Hodge

Photos by Gregg Denning and Gregg Hodge

Our smallish group met May 5th at the Haggens in Oregon City to return to routes already familiar to a number of the participants. Once again the weather worked in our favor, with the temperature and cloud cover improving as we traveled south. Our destination was Bandon on the Oregon coast and some of my husband Gregg's favorite roads—Corvallis, Ankeny Hill and the infamous Wolf Creek—were part of the route.

A series of misadventures began as we turned onto the wonderful Ankeny Hill Road, Gregg and I in the lead. Just ahead of us was a Porsche driver's worst nightmare: two slow-moving pick-ups, one with four chairs only loosely secured in the back (was there a dog in there too?), the other pulling a hot pink horse trailer. After what seemed like an hour, the chairs-and-dog pickup made a right turn while the other pulled to the side to let us by. Again at speed, our group continued on to Corvallis Road. By this time the weather allowed for sweeping panoramas of the countryside.

Those of us who do these tours on a regular basis know about the recurring problem of disgruntled folks with cell phones calling ahead. As we came around a bend to connect with the main road into Corvallis, an unmarked police car in the oncoming lane pulled onto the shoulder right ahead of us. Finding that we were all behaving ourselves, he simply followed the group into town,

about 3 miles. Adding to the unexpected, when we scouted the route in late January, Gregg and I did not know that opening weekend of Corvallis' Saturday Market was this very day, causing a serious parking problem at our rest stop.

Back on the road outside of Junction City and heading towards our lunch stop, I noticed a foreboding cloud formation ahead of us in the distance. As we came closer, it became clear it was not rain but a fire sending up a huge dark cloud of smoke. I hoped it wouldn't close any roads on our planned route but as we followed our route, the fire was indeed right ahead of us. We slowed way down, expecting a road block, but

Above left: On a tour like this, it's hard to know where to start (Gregg Denning). Above: Getting Our Daily Bread in Veneta (Gregg Denning). Below: The Coquille River Lighthouse, Bandon, at sunrise (Gregg Hodge).

instead came across three fire trucks and staff attending to a large house fully engulfed in flame no more than 30 feet away from the roadside! That was a different kind of adrenalin rush for these tours.

After a good lunch in a little restaurant in Veneta called Our Daily Bread (it was once a church), we tackled Wolf Creek Road. One of Warner Lowe's favorite driving roads, it can be *(Continued on page 23)*



Rusty's first oil change

Story and photos by Jim Hosford

Rusty? Jim named his pristine little 987 Boxster Rusty? Rusty was the code name my wife Karen gave the car when she secretly bought it, storing it at my daughter's house for month or two waiting for my surprise retirement/birthday party. That was two years ago and the name stuck.

Rusty is due for its first oil change. Porsche requires the oil to be changed every 20,000 miles or two years. This long interval gives some folks, used to changing their oil after each Arrive & Drive or two trips to the local Starbucks, sleepless nights. Porsche says because of the new oils and clean engine design, changing oil any sooner is a big waste of money.

New Porsches don't have mechanical dipsticks, only virtual dipsticks displayed on the dashboard. This does not bother me, although not being able to see my engine did bother me at first. I know you can view the engine in a Boxster by removing the convertible top or the panel behind the seats, but why? OK, Don Clinkinbeard would, but I don't spend half of my life under a Porsche polishing my synchros. I will not take half my car apart to admire the flat six. The great sounds of the air intake and exhaust is enough to tell me there's a nice powerplant behind the seats.

I used to drive a Honda and oil changes were not expensive, especially if I did it myself. But Rusty is under warranty and I don't want to unscrew the wrong screw and mess things up, so I decided to take it to the Porsche dealer-

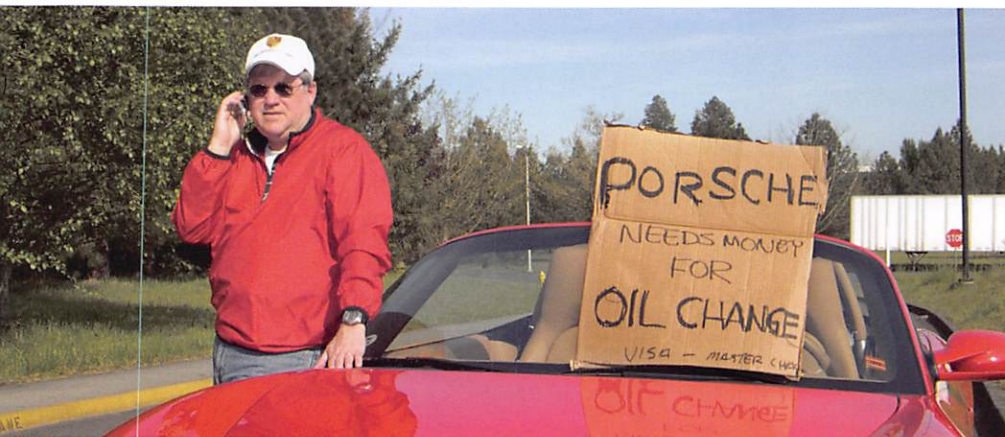


Living the good life at Sunset Imports' theme park

ship. After I heard the price, I thought about the alternatives. I thought about standing on a freeway ramp, looking really, really sad with a tattered cardboard sign that reads "need money for Porsche oil change." The public buys a lot of things, but I just didn't think they would buy this one, so I scrubbed that plan. The quickie lube came off my list when I saw their employees dressed up in chicken costumes standing on the curb begging for business. The next stop was my old garage in Gladstone. But the good ole boys couldn't find Rusty's engine and quickly headed back to tend to a Ford flathead.

Karen said "Take the car to Sunset Imports. We can always use more frequent flyer mileage points on our Visa!" I am not arguing with the one who bought me that new Porsche—there are other birthdays down the road and who knows? Heading off to Sunset Porsche is like Rusty taking me to a theme park. Enjoying all the sweet cars in the showroom, free beverages of your choice (I think the Porsche bottled water just tastes a lot better than other bottled waters) and all kinds of snacks throughout the store. The nice folks at Sunset probably didn't appreciate me eating chocolate marshmallow granola bars while sitting in a \$115,000 Carrera S. I got most of the sticky mess off the navigation screen before I headed for the Cayenne Turbo.

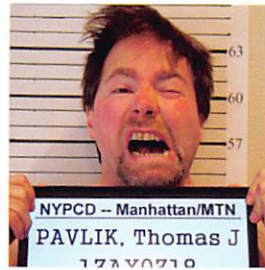
Within an hour a German-looking service manager (probably born and raised in Aloha, Oregon) brought me the invoice, telling me Rusty did just fine during the oil change. After carefully checking the multi-page invoice and paying the bill, I took Rusty home. It might have been just my imagination, but Rusty sounded and handled better after the oil change. Wow! The miracles of Mobil 1. And I've already started saving up for my next oil change in 2009—see you on the freeway ramp! ■



What? You don't think I look destitute?

RANDOM RAMBLINGS

Tom
Pavlik



A real survivor

Our society has stooped to the point where we get our reality by vegging on the couch and watching television. When I crave a thrill I go to Portland International Raceway or head out to the Gorge. Unfortunately, most Americans would rather watch Fear Factor, living vicariously through some idiot being manipulated into eating live bugs.

The most successful reality show has the gall to call itself Survivor. As if living a month on an island surrounded by a bunch of cameras has anything to do with reality or surviving. When one of these morons actually might not survive, CBS' lawyers make sure someone helps the fat guy about to have a heart attack. Reality? Hey, enter a real survivor situation 100 pounds overweight and reality means you might actually die. Until



Jack Fried gives a big thumbs up to life (not to mention autocross).

ALTHOUGH TOO YOUNG TO SLIDE BEHIND THE WHEEL, JACK SHOWED BETTER AUTOCROSS SPIRIT THAN THOSE WHO SIMPLY DISAPPEAR WHEN IT'S TIME TO PICK UP CONES. HE ENTHUSIASTICALLY SPRINTED TO THE LAST FEW CONES TO ENSURE HE BEAT EVERYONE ELSE TO THEM.

Richard Dawson's *The Running Man* gets picked up by the networks I'll continue to say no thank you to letting television provide my real life thrills.

With that in mind, walk away from the tube and read the rest of this article to meet a true survivor. You'll realize you are much better off surrounding yourself with survivors more like him than Richard Hatch.

I've known Jack Fried only a month, but his spirit has taught me much. At five Jack was diagnosed with cancer. He'd thought he beat it, but the cancer returned. Now at eight, Jack's finishing his third round of chemotherapy. His reality is a bald head, no eyebrows and an implanted central line to constantly remind him of the chemotherapy. Think

that might get you down? Not Jack. Jack hasn't just survived, he's thrived.

Jack is very active,¹ using his experiences to raise money for Doernbecher. He is also very involved with the Children's Miracle Network and the Make-A-Wish Foundation, thus my inspiration for the Make-A-Wish type track event (*Anzeiger*, May 2007). Jack recently met President Bush while representing Doernbecher Children's Hospital at a Washington, DC event.

Jack joined us for April's autocross. Arriving in time to see the modified cars run, Jack's favorite was Kermee, Doug Skinner's green 911. Doug's times caused Jack to think the other cars were really slow (*results are on page 30—Ed*). While I explained that autocross is

much better as a participant than spectator, there's only one way to appreciate that, so I strapped him into my passenger seat. Arriving on his Dad's Ducati meant Jack already had a helmet, but I wasn't sure he could see over my dashboard. Luckily, Bob Ellis knows my car better than I do and raised the passenger seat.

During the first run I noticed his head bobbing back and forth. With helmet, Jack's head was now a quarter of his 60 pounds of weight, turning him into a giant bobblehead doll. Keeping my speed and braking well below the limit, I asked Jack if he was okay. His reassuring "yes" came across more as a "STOP WORRYING ABOUT ME AND DRIVE," so I pushed it a bit more. We made eye contact crossing the finish line; his intense smile remains burned in as if my normally-weak memory was photographic.

Although too young to slide behind the wheel, Jack showed better autocross spirit than those who simply disappear when it's time to pick up cones. He
(Continued on page 23)

**CLUB
EVENT**

The Fall Tour October 20 - 21

Traverse the Columbia River Gorge via the scenic highway. Visit the newly-refurbished Vista House at Crown Point State Park (www.vista-house.com). Stop for a no-host lunch at Multnomah Falls Lodge (www.multnomahfalls lodge.com). Opt for a spa treatment before dining and retiring to your room for a restful night at the Bonneville Hot Springs Resort and Spa (www.bonnevilleresort.com). Come morning, drive on to Maryhill Museum (www.maryhillmuseum.org) for a spe-

cial tour, boxed lunch and visit to Maryhill's Stonehenge memorial before making your way back home.

We'll meet at 9:30 am at the Columbia Gorge Premium Outlets parking lot in Troutdale and depart at 10:15 am. \$100 per person includes dinner at the resort, admission to and lunch at the museum, and a special gift for the fall season.

Reserve your spot on the tour at motorsportreg.com. Rooms at the Bonneville Hot Springs Resort and Spa

are at a reduced rate of \$169 with your choice of one King or two Queen beds.

Reserve your room by calling (866) 459-1678 by September 15.

Make your reservations by going to motorsportreg.com.

Questions? Call Jim Ayers at (503) 292-5743. ■

Backfire

Great beach trip

SHARI AND JAMES GREGORY

Thank you everyone for a wonderful time at the beach. You sure made James and I feel welcome. He really enjoyed his birthday weekend with you. Gregg and Sue, thanks again for coordinating. Great trip and excellent roads. Take care.

Thanks for sharing special evening

LINDA BEIN

Thank you so much, Jim, for sharing that very special evening in celebration of Mike [Donaldson] becoming a U.S. citizen. Too many do not take the time to think about our country and how much it should mean to them. Yes, I too have tears when I hear either of our national anthems and see our flag, especially when on foreign soil!

Enjoyable Corvallis Tour

LOU AND KATHY JAFFE

Greg and Sue, thanks for putting on a nice tour. We enjoyed the 1/2 day we spent with you to Corvallis.

Putting the kibosh on it

It's July 1996 and *Anzeiger* is going strong. One column entitled "Tool Definitions," written by Can-Am region member Bentschaft Kiboshki (do you think this might be an alias?), contains some novel but accurate tool definitions:

Hammer Originally a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive car parts not far from the object we are trying to hit.

Vise-Grips Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

Hydraulic floor jack Used for lowering the front of a Porsche 911 to the ground after you have installed a set of racing

struts, trapping the jack handle firmly under the front air dam.

Eight foot Douglas-fir 2x4 Used for levering a car upward off a hydraulic floor jack.

The list goes on; one might suspect the true author of the article has recently been intimately involved in the process of lowering his car.

Jeff Butts writes about a trip up to Vancouver Island, British Columbia, for a tour with that region. Canadian Customs had a great interest in doing a complete search of his Porsche. Jeff's opinion is that they thought if you could afford a Porsche you must be dealing drugs. And during one particularly spirited driving session in the northernmost reaches of the island, the group encountered a

Royal Canadian Mounted Police officer who immediately hit the brakes and turned around in pursuit. As good luck had it, he was only interested in looking at the cars and knowing where they were headed.

The best laid plans of mice and men came into play when Jeff and Jeannie Gretz, hosts of one leg of the progressive dinner, ran out of food! Salvation was at hand when Jan Ellison and Sandy Gotthardt drove off to the store for a little shopping spree. Having been to Jeff and Jeannie's house, I hope they were living some place a bit closer to a population center back then. If not, Jan and Sandy had a bit of a drive to find a market. ■

No fools at April's ORPCA autocross

by Barry Cogut

The weatherman predicted showers but it turned out to be a beautiful Sunday for our April autocross. We had 58 registered drivers despite the 8 am start to accommodate an afternoon driver education event.

E-mails and pictures of the prior weekend's SCCA autocross accident had reached many of us. An experienced Corvette driver in a borrowed GT3 had failed to come to a stop at the finish line. Apparently he was accustomed to driving an automatic, hitting the clutch instead of the brake at the finish line. Three cars in the grid were taken out; uninsured damages reportedly totaled around \$150,000. Due to this our staging and grid areas have been moved to a new location far away from the course and finish line. This seems to be a good lesson and will make for safer events in the future.

The course was long and well laid out, virtually covering the entire south pad-

dock area. The event was very competitive with fast cars and quick times. It seems that the level of driving has been elevated tremendously in the two and half seasons that I have competed. People are getting faster from practice and the competitive spirit. Cars are also being worked on, resulting in better set-up and more speed. The improvement is fun to see and I am sure it will continue.

Porsches took four of the five top times and eight of the top ten. Britain Smith posted top time of the day in J.P. Stein's 914 while second place was taken by Douglas Skinner in his 1973 911. J.P. Stein and Gary Chapman rounded out the top five. Bob Schatz and Tom Pavlik took the 7th and 8th spots in their Boxsters. Pamela Chapman also turned in an excellent time, edging out some of the regular front-runners.

I couldn't get my car running as my battery was bad and wouldn't take a charge so I had plenty of time to con-

centrate on writing the autocross article. Dick Thomas was also sidelined as he lost several lug nuts on the way to PIR and had to take his car home. One of the interesting and fun sights was watching Jeanne Gretz literally jumping up and down with excitement and enthusiasm over her times. She was having great runs and obviously loving her new Boxster. Tom Pavlik, instructing a novice in a vintage Alfa Romeo, was nervous at the condition of the seat belt and had to hold it tight with his hands during the instruction runs. Adding excitement, the driver's door flew open when they entered the slalom!

These truly are fun, exhilarating and competitive events. New drivers are always welcome and will receive instruction to get acquainted with the procedures and the sport. ■

PRESIDENT'S MESSAGE

(Continued from page 4)

want to do to make your Porsche look better or perform at a higher level.

Porsche's water-cooled following got its start in 1977. With 924s and 928s, their program was off the ground, so to speak. To my way of thinking, though, the advent of the Boxster put Porsche back on the map in a big way. Boxsters are everywhere. How can you lose? Contemporary styling, great performance and controllable long term costs. Need a motor? R&R your worn out Boxster engine with a fresh factory-warranted motor for a bit under \$10,000. That's certainly less than a full rebuild

on an air cooled version. Essentially the same thing can be said about the contemporary Carrera, although the motor is a bit more expensive. The newer cars come with a much higher level of performance than their air-cooled predecessors, so perhaps the late model buyer neither wants nor needs to tweak their Porsche. It is a compulsion with the air-cooled guys, believe me! Performance enhancement on either genre is a bit more dicey, consisting primarily of bolt-on items unless you own a bank. There are many sources of cosmetic items available for either model.

What to own? Gee, let me think! How about one of each so I can have it all? Around town, my 1970 911 is a great way to go. I can always tell the motor is running, as can everyone within a quarter mile. It's my own personal Porsche wake-up call. Don't like it? Plug your ears, 'cause it is legal! For the highway, give me the GT3. I have gotten spoiled by the lack of noise (other than tire). The GT3 does have great sound but, in every gear except first, you have to be exceeding the speed limit to hear the motor sounding its best.

More later,
Chuck ■

EDITOR'S MESSAGE

(Continued from page 4)

find ourselves in the situation the Ferrari Club did last year, making the news for the number of citations written for speeds in excess of 100 mph. Also consider that most any animal, including large dogs, will be run under, rather than run over, in cars like ours. Running under an animal has the very unpleasant effect of having that critter enter your car through your windshield. If you sur-

vive, you may wish you hadn't. Oregon's rural and suburban roads are also shared with bicycle riders, runners, deer, elk, cows and coyotes. Have fun driving in a spirited manner but remember that getting there is the fun, failing to arrive is a bummer.

May's Arrive & Drive, hosted by Randy and Ann Stolz, covered a number of miles of rural, twisty roads. At a point it became evident that someone had seen

the large group of Porsche cars, assumed they were speeding and reported it. An equally large number of Clackamas County Sheriff vehicles were encountered en route, many parked and using radar. The roads on this tour were twisty enough that at 55 to 60 mph everyone was having a great time. No one received a citation. ■

AMATEUR WRENCH

(Continued from page 9)

In July I'm planning on going up to Pacific Raceways, near Seattle, to get a look at the BMWCCA Puget Sound Region's program, steal a few ideas and bring them back home. While chatting with the BMWCCA's DE chair, I found

out that we have a very sweet deal with Portland International Raceway. Probably because it's a city park, PIR rental is far less expensive than any other west coast track. Consequently our DE days are less costly; registration fees for club events at California and Washington tracks run

from \$165 to \$350 per day. But the threat to Portland International Raceway has not gone away. Please join the Friends of PIR (FOPIR) in preserving our track so we can have fun with our toys. Sign up at www.friendsofpir.com. ■

TECH TALK

(Continued from page 11)

Those small "W" numbers frighten old-schoolers accustomed to running a meaty 20W-50. Porsche now approves only non-seasonal light-running oils. In addition to lubrication and cooling, newer Porsches use engine oil as a hydraulic activator for features such as VarioCam Plus, requiring the approved oils for effective operation. They also provide faster flow during cold tempera-

ture start ups, reducing a significant source of engine wear.

Finally, don't assume that all oils under a brand marketed as "Porsche approved" (Mobil 1, for example) pass Porsche's tests. Many of the Porsche-approved brands also offer oils engineered to lesser specifications, and it's these lower-grade oils that are found at the typical auto parts store or oil change franchise. If you're the proud owner of another

European vehicle, don't just settle for the right viscosity. Check your owner's manual for the required rating—such as VW 502.00 or ACEA A3/B4—and make certain the oil meets that rating as well. ■

RANDOM RAMBLINGS

(Continued from page 19)

enthusiastically sprinted to the last few cones to ensure he beat everyone else to them. The finishing touch came when Dick Thomas took his Porsche autocross hat from his head and put it on Jack's, creating a dilemma as he couldn't figure

out how to put his motorcycle helmet on without removing his new cap.

I look forward to seeing Jack at many more ORPCA events and serving as his instructor eight years from now when he finally gets the chance to explore autocross from the other seat.

Meanwhile, there are many more laughs to share and lessons for him to teach me. ■

¹To learn more about the kind of kid he is, Google "Jack Fried Beaverton Valley Times" (sans quotation marks).

CABIN FEVER TOUR

(Continued from page 17)

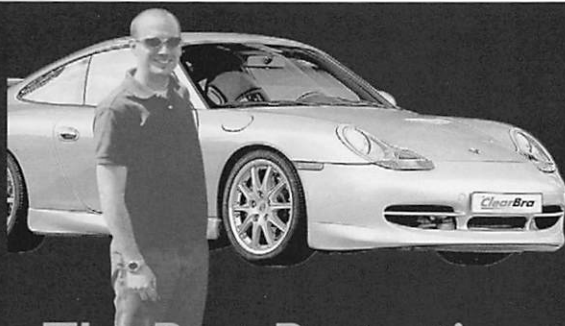
challenging on a regular day but this weekend came with another surprise: a Vespa tour! We followed this huge group of scooter riders for about half of the 12 miles in this stretch. Gregg was able to get around a couple groups of four or five but in the middle of one bunch someone on a motorcycle dropped into position right in front of us, proceeding to speed up and slow down while weaving back and forth so there was no way to pass. A couple of times we thought he was going to dump the bike! At around the halfway point a large group of the scooter riders had paused along-

side a local sheriff (yes!) at a "T" in the route. We pulled over and reported the motorcyclist's antics; the sheriff said he would call it in. This time, the call was in our favor!

It's a pretty long day's drive to get to Bandon, made more so by the happenings on the way. We were glad to arrive around 4:30 pm and kick back at the Bandon Inn for a brief time to share some wine and snacks (as is the Cabin Fever tradition) before our dinner at the Alloro Wine Bar in town. The food was excellent and we pretty much commanded the whole place for several hours. While we had a lot of veterans on

the tour, we also had newcomers as well. This was Shari and James Gregory's first club event and we really enjoyed their company. Being it was James' birthday, we all raised a toast to him.

Bruce Hosford made us feel a lot better about all the tour abnormalities that upset Gregg and me. As we were all congregating in the parking lot the next morning, Shaking Gregg's hand, Bruce thanked him for all the special entertainment that he had arranged for our tour. Hey, I guess frustration to one man is entertainment to another—and that works for us! ■



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Salem, OR
2003 911 Carrera Targa

Todd Jennings
Camas, WA
2006 911 Carrera

Bryan C. Donohue
Gresham, OR
1985 944

Kelly A. LaFollette
Portland, OR
2006 911 Carrera

Brian L. and Karen Dunkley
Lake Oswego, OR
1996 911 Carrera

Ray Link and Jill Taylor
Portland, OR
2007 Boxster S

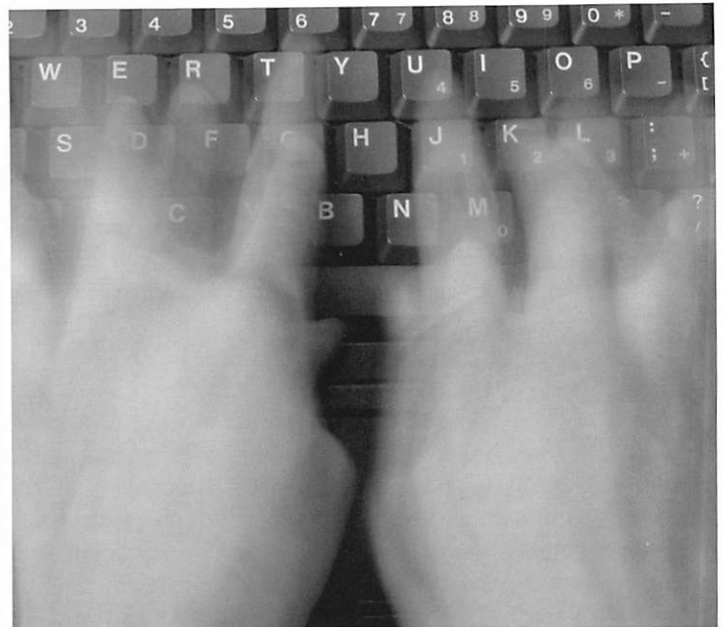
Max A. and Mae Ehrenberg
Portland, OR
1981 911SC

Ian and Michele McFatridge
Vancouver, WA
1989 911 Turbo

Michael Frommlet and Lisa
M. Stevenson
Camas, WA
2003 Boxster S

Eugene Zhu
Portland, OR
2006 911 Carrera

Scott Gregory
Camas, WA
2006 Cayman S



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Anniversaries

5 Years

Earl Green
Liz Green
James M. Greenleaf
Natalie Greenleaf
Bob S. Schatz

10 Years

Amanda McNicholas
Brent Palmer
Scott Sargeant
Stephanie Sargeant

15 Years

Monte Curtis

45 Years

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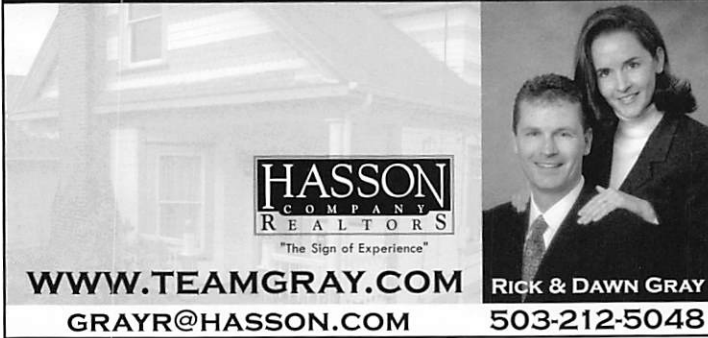
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Color Display

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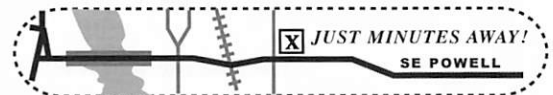
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911

2003 Carrera coupe. Orig. owner, 18k miles, like new. 6 spd, black/black full leather, supple leather heated seats w/ electric lumbar adj. Bose sound, 6-disc CD changer, PSM, xenons, 18" Turbo Look II wheels, rear wiper, wheel locks, bra, cover. Extended warranty through Feb. 2011. Pics avail. \$56,500. Vartan, (541) 756-0791, vartanv@msn.com [07/07]

2000 Carrera 2 Cabriolet. Tiptronic, black on black on black, 8600 miles, perfect condition, extended warranty until April 2008 through Carrera Motors. Boise, ID. \$46,600. Joel Server, (208) 338-1555 (days), (208) 336-7167 (evenings/weekends) [06/07]

1990 Carrera 2 Cabriolet. Black, black leather interior, 5-speed, excellent condition, garaged and non-smoking, all major service documented by local shops since new, complete service history and documentation for last 10 years, 77k miles, upgraded CD player, pictures available. \$25,000. Dave, (503) 970-2261, dbrezinski@comcast.net [03/07]

1981 911SC coupe. Metallic chocolate/tan, sunroof, 16" Fuchs w/second set of 15" wheels, pop off valve, Carrera tensioners, new clutch and brakes, AC, cruise, CD, PW, 136k miles. Dallas, OR. \$14,000. (503) 831-1177 or (503) 917-9002 (cell) [06/07]

1970 911T. Not exactly stock, 3.2 Motronic, Steve Wong chip, SSIs with sport exhaust, LSD, 7:31, 915 trans, Moton/Bilsteins, suspension is done, Carrera brakes, fiberglass RS duck tail, front bumper, rear bumper, Sparco Evo II seats with Schroth 5-point harnesses and harness bar, new Goodyear Eagle F1's on 7-8 inch Fuchs, street driven, but capable, price includes extras (or build it yourself for \$55,000!). \$35,000. Chuck West, (503) 624-9161 or (503) 720-2037 [02/07]

Boxster

2005 Boxster S. Midnight Blue, blue top, gray interior, 6 spd, 9k miles, fully optioned with polished and painted 19 inch Carrera S wheels with painted caps, PSM, auto climate control, heated seats, and Bose, new Pilots, 3M, garaged and perfect, pics avail. \$45,995. Mike Clancy, (503) 625-2083, mclancy9@aol.com [03/07]



2000 Boxster. Arctic Silver, black/black, 33k miles, traction control, Litronics, heated seats, bra, cover, certificate for \$800 of Michelins. Excellent condition. Pics available. \$24,000. Bob Grasso, (360) 573-1110, rowbare47@yahoo.com [03/07]

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1967 912. Full roll cage, Accusump, fire system, fuel cell, 5-point harness, spare engine, trans, wheels/tires, vintage race ready turn-key package with many parts plus 24-foot TPD enclosed trailer, raced by Wyn Robertson '97-06 and Duane Spencer previous years. \$36,500. Wyn Robertson, (503) 749-2620 or (503) 507-1404 [02/07]

■ PARTS

996 factory Turbo Twist wheels, 7.5x18 (2) and 10x18 (2) with painted centers, no curb rash or dings, less than 10k miles usage, mounted on Continental ContiSport Contact tires 225/40 (front), 265/35 (rear). \$1,500. Neil Russell, (360) 254-0202 or nrussell1@aol.com [02/07]

■ WANTED

17" OEM Cup Wheels. Minor scuffs are acceptable as long as the wheels are straight. Chris Wilcox, (503) 706-7109, cwilcox@ix.netcom.com [06/07]

Shop manuals for a 1988 Porsche 928. Tom Weddle, (503) 282-7881, winweddle@msn.com [03/07]

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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.

Please send all classified ads to:
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classifieds@oregonpca.org

ORPCA autocross results Portland International Raceway, April 29

Pos.	Class	Driver	Vehicle	Time
1	MO1	Britain Smith	1974 Porsche 914/6	46.852
2	MO1	Douglas R. Skinner	1973 Porsche 911	47.277
3	NP	Ryan Otis	2005 Subaru	47.82
4	MO1	J.P. Stein	1974 Porsche 914/6	48.595
5	MO1	Gary Chapman	1970 Porsche 914/6	49.699
6	NP	Joel Dietzman	2004 Chev. Corvette Z06	51.357
7	SO1	Bob Schatz	2001 Porsche Boxster S	51.831
8	PO5	Tom Pavlik	2001 Porsche Boxster S	51.907
9	PO3	Scott Mills	1982 Porsche 911SC	52.06
10	PO5	Tom Karwin	2005 Porsche Boxster S	52.252
11	NP	James Shepard	Toyota MR2	52.257
12	MO1	Trevor Turner-Rice	1974 Porsche 914	52.359
13	NP	Christopher Bonder	2005 Lotus	52.414
14	PO3	Mark Mills	1982 Porsche 911SC	52.667
15	MO1	Pamela Chapman	1970 Porsche 914/6	52.81
16	PO4	Chuck West	2004 Porsche 911 GT3	52.906
17	NP	Jim Pileggi	1995 Mazda Miata	52.995
18	SO1	Chris Bekooy	2001 Porsche Boxster S	53.173
19	SO1	Kevin Neary	2006 Porsche Cayman S	53.272
20	PO5	Jeff Gretz	2001 Porsche Boxster S	53.297
21	SO1	Brian Terjeson		53.608
22	SO2	Dennis Hucke	Porsche 911 Carrera	53.765
23	SO1	Bob Ellis	2002 Porsche Boxster S	53.932
24	NP	Bruce Allert	1997 Mazda Miata	54.657
25	SO2	James Prouty	1995 Porsche 911 Carrera	55.136
26	NP	John Gonzalez	2005 Dodge SRT-4	55.407
27	PO2	Larry Rinehart		55.418
28	PO5	Mike McBride	2005 Porsche Boxster	55.536
29	SO1	Kathy Ellis	2002 Porsche Boxster S	55.658
30	SO1	Dennis Zenger	2003 Porsche Boxster	56.478
31	NP	Elloit Nichols	1990 BMW 325	56.639
32	SO2	Mason Finley	2000 Porsche 911 Carrera	56.675
33	PO3	Bruce Moody	1985 Porsche 911 Carrera	56.68
34	SO1	Bill Shores	2000 Porsche Boxster S	56.891
35	PO2	Chuck Jarvie	1994 Porsche 968	56.958
36	SO2	Rio Rios	1999 Porsche 911 Carrera Cabriolet	57.261
37	PO3	Jim Brown	1969 Porsche 911T	57.278
38	PO3	Harry Danberg	1973 Porsche 911T	57.546
39	NP	Jim Grundy	1994 BMW 325is	57.604
40	SO1	Randy Stolz	2003 Porsche Boxster	57.613
41	NP	Trevor Meis	1974 Datsun B210	57.629
42	PO2	Nick Rinehart		57.769
43	PO5	Jeannie Gretz	2001 Porsche Boxster S	58.061
44	NP	Michael Pettebone	1991 Ford Mustang	59.137
45	IO1	Jim Ayers	1976 Porsche 911S	59.371
46	SO2	Jeff Finley	2000 Porsche 911 Carrera	59.445
47	NP	Ryan Sauer	2005 Infinity G35	59.47
48	IO1	Matt Ring	1987 Porsche 944 Turbo	59.98
49	NP	John Blickenstaff	1969 Alfa Romeo	60.707
50	PO1	Cherene Mills	1975 Porsche 914	60.964
51	PO3	Peter Douglas	1971 Porsche 911E	61.018
52	PO3	Brita Douglas	1971 Porsche 911E	72.929
53	PO3	Aaron Hues	1985 Porsche 911 Carrera	No Time
54	SO1	Craig Terjeson		No Time

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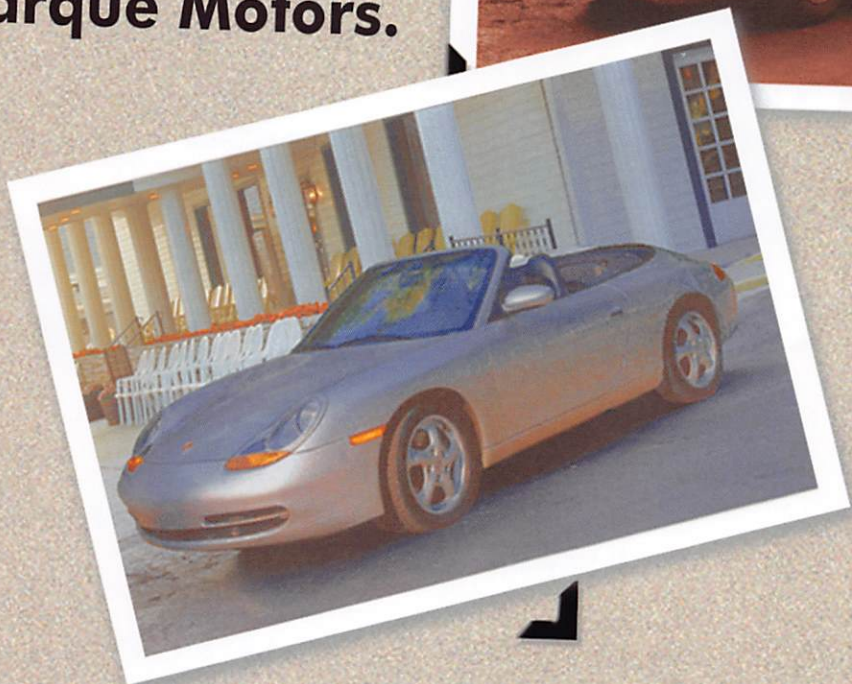


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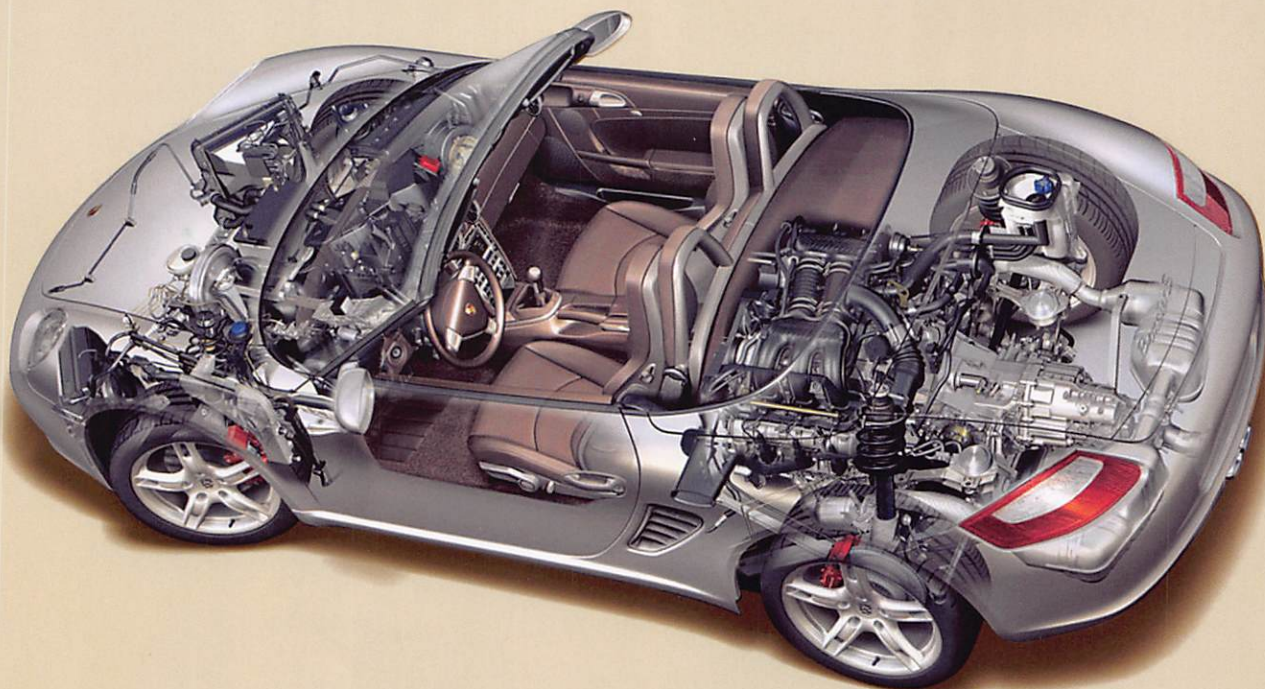
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