



Anzeiger

JUNE 2006

Oregon Region Porsche Club of America

IN THIS ISSUE

**A CALL TO ACTION FOR P.I.R.
PARADE PORTLAND'S POISED TO GO**



YOUR DESTINATION DEALERSHIP **RIF**

An oasis for people who care about cars.



Boxster

GT3

Cayenne

Pre-Owned

1993 Carrera Coupe Gran Prix White/Black
1993 968 Cabriolet Ocean Blue/Classic Grey
1998 993 Cabriolet Tiptronic Ocean Blue/Cashmere
2001 996 Turbo Tiptronic Speed Yellow/Black
2001 996 Turbo Arctic Silver/Natural Grey
2003 996 Targa Guards Red/Savannah
2004 996 Targa Arctic Silver/Black
2004 Cayenne Turbo (2) Titanium/Stone Grey
2004 Cayenne S Titanium/Stone Grey
2004 Cayenne S Crystal Silver/Black

New Inventory

2006 Boxster Guards Red/Black
2006 Boxster Arctic Silver/Black
2006 Boxster Black/Black
2006 Boxster Tiptronic Carrera White/Black
2006 Boxster S Tiptronic Arctic Silver/Black
2006 Carrera 4 Coupe Seal Grey/Stone Grey
2006 Carrera Cabriolet Tiptronic Midnight Blue/Stone Grey
2006 Carrera Coupe Tiptronic Speed Yellow/Black
2006 Carrera S Cabriolet Midnight Blue/Stone Grey
2006 Cayenne Tiptronic Basalt Black/Black
2006 Cayenne S Crystal Silver/Black
2006 Cayenne S Dark Olive/Sand Beige
2006 Cayenne S Titanium/Black
2006 Cayenne Turbo S Basalt Black/Black
2006 Cayman S Arctic Silver/Black
2006 Cayman S Carrera White/Black

**Latest Inventory, News and Events
from Carrera Motors:**

www.carrera.porschedealer.com



BMW



Carrera
MOTORS

www.carreramotors.com Bend, OR 541.382.1711

Anzeiger

(an' zī ger), noun, German

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

MANAGING EDITOR
John Draneas
503.638.0396
ATR@oregonpca.org

MARKETING MANAGER
Cherie Oldenburg
503.690.0580
blkporscheclar@hotmail.com

EXECUTIVE EDITOR
Kelly Dionne
503.906.7929
editor@oregonpca.org

CONTRIBUTING EDITOR
Peter Linsky
503.644.2709
contributor@oregonpca.org

ASSISTANT EDITOR
Sue Hodge
503.518.9203
assteditors@oregonpca.org

TECHNICAL EDITOR
Jim Ayers
503.292.5743
techeditor@oregonpca.org

GRAPHIC DESIGNER
Nancy Scott, Engrafix Design
503.997.2230
engrafix@comcast.net

Board of Directors

PRESIDENT
Jeff Gretz
16799 SW McFee Pl
Hillsboro, OR 97123
503.628.6253
president@oregonpca.org

PAST PRESIDENT
Don Stroum
4040 Imperial Dr
West Linn, OR 97068
503.722.1350
pastpresident@oregonpca.org

VICE PRESIDENT
Chuck West
18973 Indian Creek Ave.
Lake Oswego, OR 97035
503.720.2037
vicepresident@oregonpca.org

BOARD MEMBERS AT LARGE
Bob Grasso
2506 NW 159th CIR.
Vancouver, WA 98685
360.573.1405
rowbare47i@yahoo.com

SECRETARY
Kathleen Ellis
503.720.0184
secretary@oregonpca.org

Sue Hodge
21000 S Mossy Rock CT
Oregon City, OR 97045
503.518.9203
sghodge@bctonline.com

TREASURER
Faryl Ammon
503.635.9669
treasurer@oregonpca.org

Jim North
1025 NW Couch #1114
Portland, OR 97209
james.north@morganstanley.com

PCA ZONE 6 REP
Linda Bein
porsha@bendnet.com

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Postmaster:
Send address changes to:
PCA/OR Membership Chair
Debbie Clinkinbeard
8659 SW Muledeer Dr.
Beaverton, OR 97007
membership@oregonpca.org

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news and announcements:
<http://oregonpca.org/>

Anzeiger

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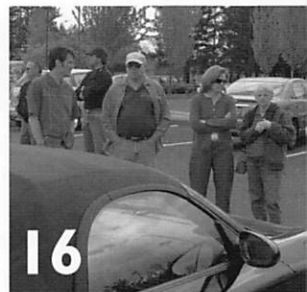
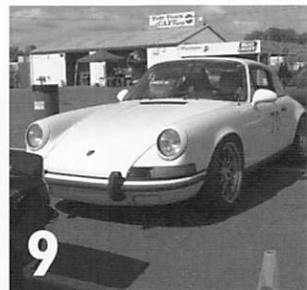
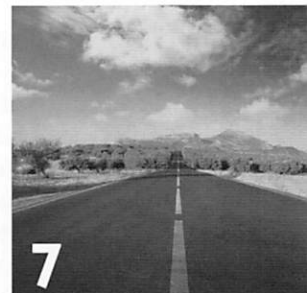
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ON THE COVER

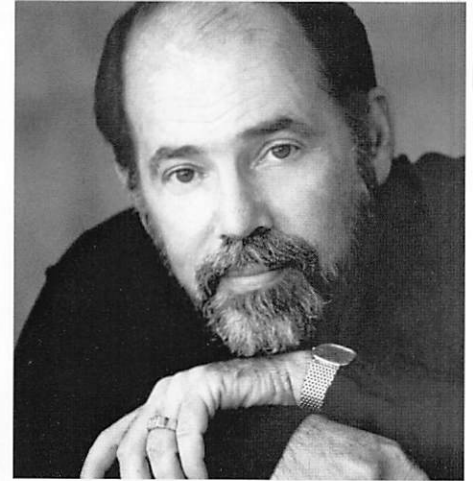
A great engine like this deserves a cover of its own! **Jim Ayers** captured the excitement of Don Clinkinbeard's spotless race engine at the April Autocross. It's a work of art! Jim's now two-for-two in beautiful cover submissions ...

Jim proves that unusual Porsche images make stunning covers. See page 22 for details on entering the Anzeiger Cover Contest.



**FROM
THE
PRESIDENT**
Jeff Gretz

Your race track is under attack!



A few people who are opposed to racing at PIR have the attention of Mayor Potter and the Portland City Council. At the end of April, the council denied a request for Champ car to start their warm-up and practice session at 9 a.m. and in that discussion, ordered a study about moving PIR out to Rivergate. Because moving the track is not financially feasible for the city, the end result could be that PIR will be shut down.

The presence of the race track improves the quality of life for countless Portland metro area residents. In addition to car races that attract thousands of spectators and tourism dollars, the racetrack is home to bicycling events throughout the year. It's a community resource that is conveniently located near transit and I-5. Moving this

complex to a different location would be absurd. How is the City going to pay for the new track, transportation infrastructure going to that new track, and dismantling the old track in a cash-strapped state that has a hard time paying for other projects like transportation and schools?

The Driver Education and Autocross events that we hold at PIR throughout the year are one of the largest sources of revenue for our club. The loss of PIR as a venue would cause us serious financial strain and the loss of driving events that hundreds of club members participate in on a regular basis.

It would appear that our local leaders, so focused on chasing a few votes here and there have become so myopic in their outlook that they fail to see the tremendous opportunity that PIR pro-

vides to raise Portland's image both domestically and internationally. Instead of welcoming with open arms and allowing the City to bask in the prestige of Champ Car and American Le Mans, they chose instead to make event organizers twist and turn, thus threatening the disruption of a world wide schedule and TV coverage.

The Mayor and the City Council need to recognize the jewel the citizens of Portland have in PIR and the opportunity to leverage an ever popular international sport and stunning facility, which could, if properly developed and exploited, elevate Portland to a truly international stage. To waste this under the pretense of noise abatement would
(Continued on page 22)

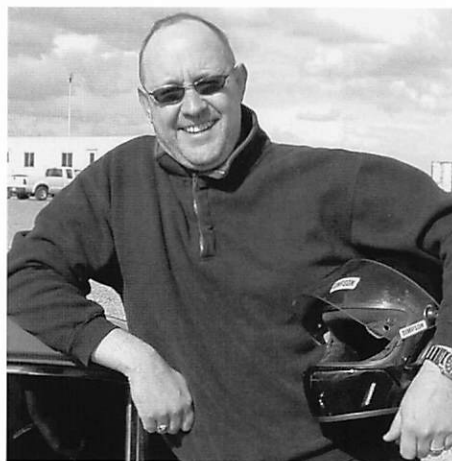
**FROM
THE
EDITOR**
Kelly Dionne

New editor extends greetings and a request

Greetings and salutations!

Wow, what an

exhilarating time to be a part of the Oregon PCA. As your new Anzeiger editor, I look forward to the incredible events that are coming up for the remainder of the year. We have the Rose Cup, Champ Car, American LeMans, and Historic races at Portland International raceway. And do not forget the autocross, track days and DE's at PIR. There are the Arrive & Drives, 750 Mille Miglia, Forest Grove Concours, Otter Rock Weekend, Sunriver Exotic Car Show and Rainbonnet. And the "piece de resistance" is Parade Portland 2006 in August. This is an editor's dream!



I encourage each and every one of you to participate in as many events that you can fit into your fun-filled Porsche schedules. With participation comes the entertaining and fact-filled article of each of the events. So here is my request: for you aspiring authors

and photographers, please do not hesitate to submit articles and photos of the events you participate in. Your articles and photos are what make an awarding-winning Porsche newsletter!

I look forward to my new responsibility for the Anzeiger and the club and also look forward to meeting all of you at our events. Should you ever have any suggestions or comments, I am here for you. Please email or call me at anytime.

Mit Besten Grüßen,

Executive Editor
Kelly Dionne
503.906.7929
porsche@my180.net ■

Oregon Region Events 2006



June

- 1-4 750 Mille Miglia**
(See page 6)
- 3 Arrive & Drive (Burrito Run)**
(See page 8)
- 4 Autocross**
(See page 8)
- 6 Board Meeting**
- 10-11 Rose Cup Races**
(See page 10)
- 16-18 Champ Car Grand Prix of Portland**
(See page 12)
- 20 Anzeiger editorial deadline for August**
- 21 Monthly Social & Dinner**
(See page 10)

July

- 1 A&D
- 2 Autocross
- 6 Board Meeting
- 7-9 Portland Historic Races
- 16 Forest Grove Concours d'Elegance
- 19 Monthly Social & Dinner
- 20 Anzeiger editorial deadline for September
- 21-23 Grand Prix of Portland (American Le Mans Series)

August

- 1 Board Meeting
- 6-11 Parade Portland 2006
- 11 DE Day
- 12 DE Day
- 12 Autocross
- 16 Monthly Social & Dinner
- 20 Anzeiger editorial deadline for October
- 26 ORPCA Parade Worker Party
- 27 Autocross

September

- 9 A&D
- 5 Board Meeting
- 17 Sunset Swap Meet
- 15-17 Sunriver Exotic Car Show
- 20 Anzeiger editorial deadline for November
- 20 Monthly Social & Dinner
- 24 Autocross

October

- 3 Board Meeting
- 7 A&D (Andy & Marg's Hillclimb)
- 13-15 Otter Rock Weekend
- 18 Monthly Social & Dinner
- 20 Anzeiger editorial deadline for December
- 21 2007 Events Planning Meeting
- 22 Autocross

November

- 7 Board Meeting
- 15 Monthly Social & Dinner
- 20 Anzeiger editorial deadline for January/February

December

- 5 Board Meeting
- 9 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.

Meet Me at the Gorge.

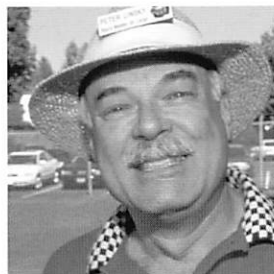


2006 750 Mille
CRUISE THE BLUES
JUNE 1 - 4

COST: \$409.00 PER COUPLE
Contact: RLP2CJP@AOL.COM
FOR REGISTRATION

STILL PLAYS WITH CARS

Peter Linsky



Don't forget to check the trunk before summer trips

How long has it been since you pulled the trunk carpet out of your Porsche and taken a look at the spare tire and tools?

While newer models come without a spare because of their staggered tire sizes—and that may be a built-in curse all by itself—early cars have either a full-sized tire and wheel or a collapsible variety. Those owning older models should not only check the condition of the spare once in a while, but ensure they have the correct tools and jack for making an emergency tire change, especially if they bought the car second-hand. There's nothing to spoil a trip like picking up a nail and then being unable to change the wheel because there's no jack, handle, correct lug wrench, or air compressor. Also, remember that if that mint OEM spare tire is over six to eight



THERE'S NOTHING TO SPOIL A TRIP LIKE PICKING UP A NAIL AND THEN BEING UNABLE TO CHANGE THE WHEEL BECAUSE THERE'S NO JACK, HANDLE, CORRECT LUG WRENCH, OR AIR COMPRESSOR. REMEMBER THAT IF THAT MINT OEM SPARE TIRE IS OVER SIX TO EIGHT YEARS OLD, IT'S PROBABLY DETERIORATED FROM AGE.

years old, it's probably deteriorated from age. Take the tire out and inspect it carefully once in a while; if you see lots of fine cracks in the sidewall, the tire is probably too old to use safely at highway speeds ... so just wrap it up for concours duty and buy some fresh rubber.

It's taken two decades, but it looks as if most American drivers now buckle up without a second thought when they jump behind the wheel. It took the raising of an entire generation of children who brought the "buckle up" message home from school to convince their parents ... and now those grown-up kids

make sure their own children follow suit. The bad news: A study released in May found that some 48 million US drivers still won't use their seat belts. Somewhere Darwin's theory will kick in. I can't imagine that anyone with a Porsche in their garage would drive unbuckled.

Have you noticed what's happening to the humble rear-view mirror? An industry website recently noted that today's exterior rearview mirrors offer a number of features such as auto-dimming, electric in-car mirror adjustment with memory function, electric power-fold, heated glass, integrated turn signals

and approach lights. The inside rear-view mirrors on many up-market vehicles also offer auto-dimming, automatic adjustment in concert with memory seating, compass, thermometer, even a cell phone. In fact, says a new study, the rearview mirror is being transformed into a high-tech hub of auto electronics.

Artists appreciate art: Paloma Picasso, jewelry designer and daughter of the famed impressionist, tells the trade magazine "Jewelry W," that she and her husband are Porsche addicts.

Trivia answer: Last month, we asked "What other west-coast road racing circuit was an almost identical copy of Portland International Raceway?" It was the 2.1-mile long Vaca Valley Raceway in Vacaville, California. tamsoldracecar-site.net/OldRaceTracks.html is the website to check out; you'll find the layout pretty familiar.

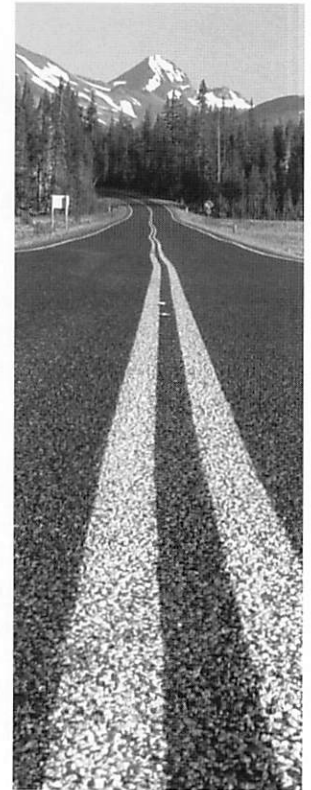
Until next month, drive safely! ■

June Arrive & Drive

Saturday, June 3 (Burrito Run)

Miller's Homestead Restaurant,
17933 SW McEwan Road
Tigard, OR 8:00 a.m.

Join us on the first or second Saturday of each month during the driving season for our very popular Arrive & Drive Tours. We rendezvous at Miller's Homestead Restaurant, at 8:00 a.m. for a no-host breakfast. Driving instructions begin at 9:00 and first car out is at 9:15. Each tour will be unique, last about three hours in most cases, cover about 100 miles on pavement, over some of the best drivers' roads in the five-county area. Mark these dates on your calendar, and get ready for some great driving experiences in your favorite sports car, along with 50 or more fellow enthusiasts. And bring a navigator; trying to read route instructions while driving can lead to missed turns! Our tour group is always too large to ensure a single, uninterrupted convoy!



AND MARK YOUR CALENDARS FOR FUTURE A&Ds:

July 1

September 9

October 7 (Andy & Marg's Hillclimb)

Call Bob Grasso @ 360.573.1110 for details,
or send an email to rowbare47@yahoo.com.

**CLUB
EVENT**

Autocross 2006

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, June 4

Additional dates:

Sunday, July 2

Saturday, August 12

Sunday, August 27

Sunday, September 24

Sunday, October 22

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 first time drivers.

Instructors available.

Cost: \$25/driver.

**CLUB
EVENT**



Sgt. Joe Friday reports April Autocross

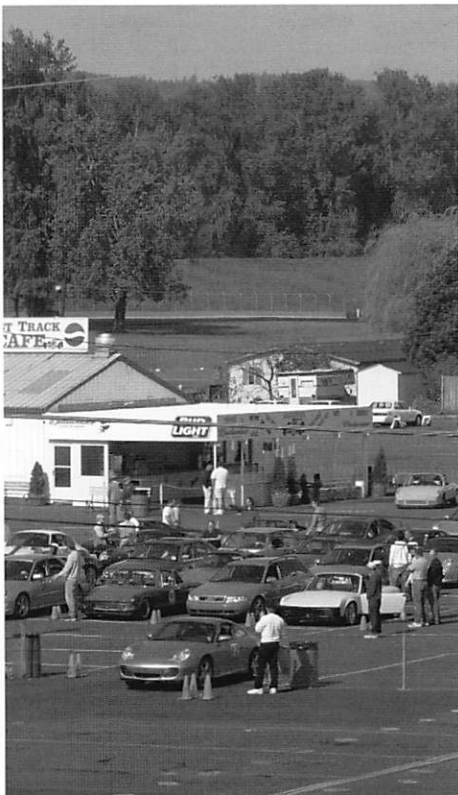
by Jim Ayers

Friday, April 28th, 2006. The city is feeling under the oppressive heat of summer, 80 degrees and it's only April.

Saturday, April 29th, 2006. A bright and sunny morning, cold but dry, oops, cold, windy and wet.

Sunday, April 30th, 2006. 6:00 a.m., blue sky, dog almost fell over on the ice on the deck. I almost fell over on the ice on the deck when I went to check the temperature, 32 degrees. Autocross in the city, you knew all the regulars would be there. Descending the hills into the city it became evident the earlier issue with ice would not impact ORPCA's second autocross of the year. Race tires don't do well on ice; I crept down the hill without a hint of a slide.

Surveillance was established at the South Paddock of PIR at 6:45 a.m. Slowly but surely the expected group of Porsche owners began arriving. Beautiful cars, well muscled and obviously well trained. After a brief watch it became obvious a curios group was infiltrating the gathering. Audis, BMWs, MY GOD even Subarus and Mazdas. It really began



Above: Jim Chambers in his 914-6 Bumble Bee. Right: Jim Niedhart in his 1996 993 Carrera 4S. Below left, Barry Cogut in his 2004 996 prepares to begin the course. Photos by Bruce Allert. Below: The mob signs in. Photo by Jim Ayers



to look like a meeting of Mob Bosses when a stealthy red Corvette, a red Viper and Red GT-3 Porsche showed up. They had to be the bosses, or so I thought. Continuing to watch the assembled crowd, I noted a number of the lieutenants were showing the bosses how to do it. That's not to say the bosses didn't flex some pretty big muscle on occasion.

One lieutenant, Kathleen Ellis, who had previously hidden in the wings, flexed some major muscle. Seems she had recently skipped the big meeting with the national mob bosses to attend an SCCA autocross school. Maybe there is something to this paying attention in school stuff. She seemed in a mood to

push people around she had previously avoided.

A total of 59 nefarious sorts participated in this meeting. Photos were taken, evidence will be gathered and a list of participants will be developed. Of particular note, the 944 Turbo Don, a very infamous boss from another venue, showed up to test out the new mods on his car. His body guard stayed close and was constantly checking to make sure no hits would take place. ■

Photo by Jim Ayers



Check out Autocross results on page 20

June Social and Dinner

Wednesday, June 21



Where: Serratto
2112 NW Kearney St
Portland, OR 97210
503.221.1195
www.serratto.com

When: Wednesday, June 21
6 p.m. Social Hour
7 p.m. A limited menu will be offered
Prices from \$14

Please join our fun dinner group for some of the best food in Portland... not to mention—it will be an exciting gathering of Porsche enthusiasts! New members, please join us!

Please RSVP by Friday, June 16
Call Nancy at 503.293.6714
or email dinnermeeting@oregonpca.org

**CLUB
EVENT**

Rose Cup Races

June 10-11

Mark your calendar for this exciting annual event at PIR!

A popular weekend with local racing fans for 45 years, the Rose Cup Races features more than 400 amateur drivers from around the United States and Canada competing in varied classes of race cars.

Watch the ORPCA website for more information ...



Concours Prep at Gran Prix Imports

Comments and Photos by Denise Peterson

On a beautiful Saturday morning in April, Gran Prix Imports hosted a concours prep demonstration on a black 911 for our Club. Prior to the demonstration, we were all treated to lattes, pastries and a showroom full of beautiful and exotic sports cars.

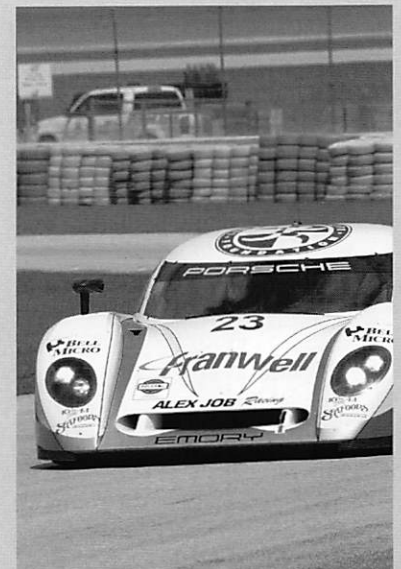
Twenty-eight Porsche enthusiasts showed up and circled around the 911, eager to learn about the various products and their applications. Waxes, wax removers, degreasers, tire cleaners, window cleaners and tar removers were all demonstrated along with scratch and dent services, being offered by Gran Prix of course! We found it very interesting and informative, and members will no doubt be using many of the products and services to get the car ready for the 2006 Parade Concours this summer. ■



Correction

Please note that on page 19 of the May, 2006 Anzeiger, the photo below was incorrectly credited.

The photo was taken by **Juha Lievonen** and was taken at the Grand American Rolex Series, at Homestead Miami Speedway on March 25, 2006.



If God had meant for us to walk,
why did he give us feet
that fit car pedals?

Stirling Moss

Champ Car Grand Prix of Portland

June 16 - 18

On the weekend of June 16-18, Champ Car World Series returns to Portland International Raceway. 2005 Champ Car Champion, Sebastien Bourdais, in his Newman/Haas Racing Lola has won an astounding three races in a row, which has been every race this season. But, can he beat last years defending champion, Cristiano da Matta?

Watch as the excitement unfolds as the G.I. Joe's Portland Grand Prix comes to Portland.

For tickets and information contact:

Global Events Group
P.O. Box 3024
Portland, OR 97208
503.232.3000
Fax 503.232.2336
www.globaleventsgroupdx.com



www.champcarworldseries.com
503.232.3000 or 503.232.2336

BMW ACA Hosts **TriClub DE Day**

June 23 at PIR

Join us for a fun day at the Track!

The program will include Novice, Intermediate, Advanced and Instructor sessions. Your daily driver is welcome and perfectly acceptable. Note: We will try and have the concessionaire open, and there are several restaurants close to the track, in the Delta Park and Jantzen Beach area. You are also welcome to bring your own lunch.

Pre-Registration - VERY IMPORTANT

The driving school is limited to a total of 100 cars, on first come, first serve basis. Sign up early and send in payment to guarantee a spot. A link to the BMW ACA web site is located on the ORPCA web site under the event date in the DE calendar or you can go to www.bmwacaportland.com

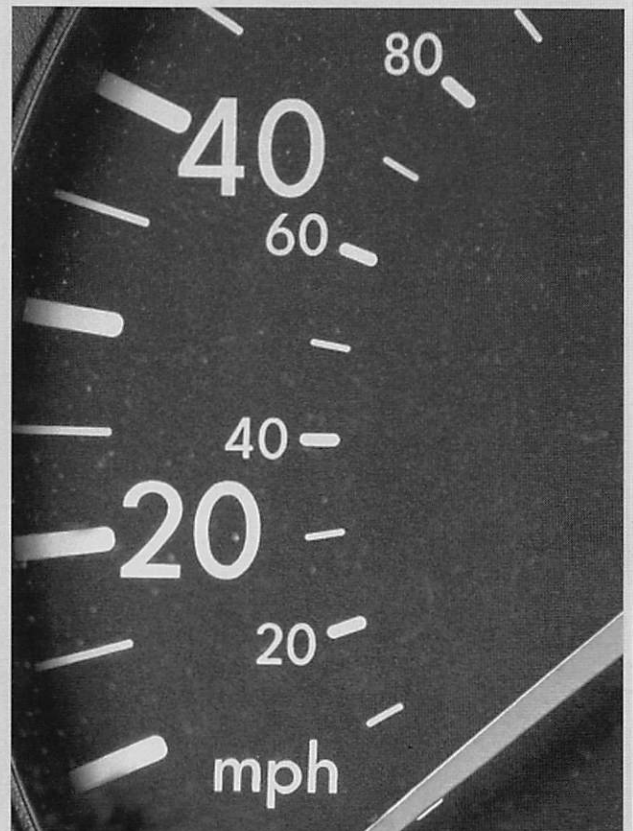
Tech Inspection 7 a.m. to 8 a.m.

Mandatory Driver's Meeting 8:30 a.m. and 12:30 a.m.

8:30 a.m. and 12:30 p.m. You must attend the driver's meeting to drive. Novices must be present for 8:30 a.m. meeting, novices will not be admitted after morning meeting.

Cost, Membership and Identification

The entry fee is \$125.00 plus \$60.00 per additional driver. Instructor's entry fee is \$60.00. You must be a current BMW ACA Portland, BMW CCA, Mini, or Tri-Club (PCA or Alfa) member to drive. (BMW Club annual membership fee is \$35). A Club Membership I.D., a valid driver's license, and insurance card carrier/policy numbers are required.



MEMBER PROFILE

Jim Ayers

Chet and Lynn Martin

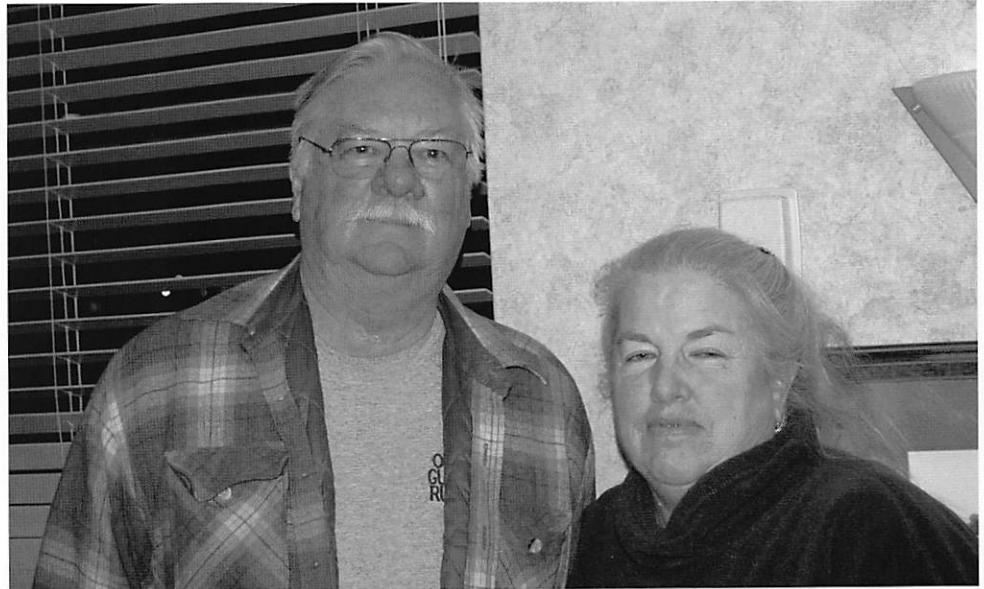
More former Golden Gate Region members contributing their time and talents to ORPCA

Last month you met the Ohls and if you have actually met the Ohls you have probably met the Martins.

Chet and Lynn have been members of PCA since 1984 when they made the leap and purchased a 944. Living in the bay area they became members of the Golden Gate Region. Not just members but the sort of people that make a club work; Lynn worked the Goodie Bag, GGR's version of the Goodie Store and still is the Scribe for that region's time trial series. Chet was formerly the Editor of the GGR Newsletter, region Membership Director, and is still the Chief Steward for their Time Trial Series.

The 944 having long been passed on to their son, Chet and Lynn are the proud owners of a beautiful 1976 911S Targa. In 1999, Chet decided the old 2.7 motor needed to go and installed a 3.2 Carrera motor.

Retirement beckoned and in December of 1999 a northern migration occurred. Vancouver, WA, became home and the Oregon Region became their



Chet and Lynn Martin

Photo by Jim Ayers

dual affiliation. Never to be without a project to lend a hand to, Chet and Lynn have become an integral part of the Parade Portland Registration team. This will be their 13th Parade and their best one yet.

Chet and Lynn enjoy activities outside the Porsche Club, they like to travel (in their Porsche), to interesting parts of the country (if there is a Parade going on). They also like to travel in their motor-home. ■

Sunset Imports offers food and cars to drool over

Story and Photos by Jim Ayers



Food to drool over and cars to die for, what a treat. For those of you who missed the Sunset Imports open house, we who attended express our sympathy. Sympathy may be the wrong word given we had more food available, more libations to quaff and freer access to the sales and service staff as well as the beautiful array of cars.

Sunset's staff pulled all stops to provide a wonderful evening to the local area Porsche owners. Numerous trays of food were available to choose from
(Continued on page 23)

Portland Historic Races July 7 - 9

This year's featured event will be a celebration of the Chevrolet Corvette. Also celebrated will be the 50-year history of the Allard.

Cost: \$40 -Two-day admission for entrant & guest. Includes corral parking, dash plaque and parade lap.

Deadline to order tickets: May 21 and must be ordered through Bob Grasso of ORPCA.

Goodie Store: Open for business!

The Club Autocross will be back this year! \$5 per run with all the proceeds going to the Children's Cancer Association. Trophies for top three finishers overall, along with a trophy for the fastest club and for the club with the highest donations.

To Order Tickets, send check, payable to ORPCA, to:

Bob Grasso
2506 NW 159th Circle
Vancouver, WA 98685
rowbare47@yahoo.com

Or call Bob with your credit card info at 360.573.1110.

Event sponsored by Baxter Auto Parts



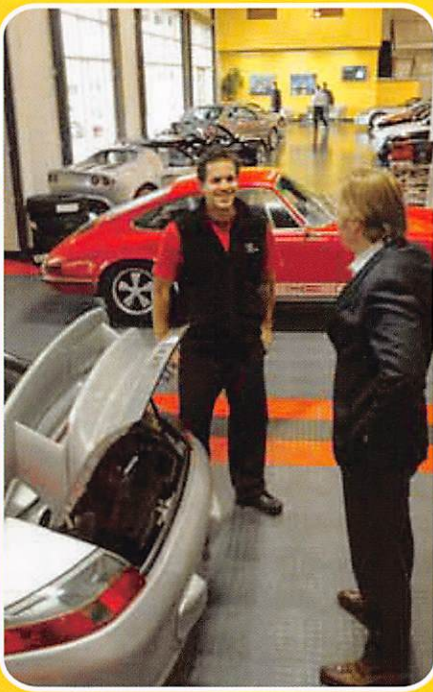
**Register by
June 15!**

Porsches at the Forest Grove Concours d'Elegance Sunday, July 16

Over 300 antique, collector and special interest automobiles will be on display on the beautiful tree shaded grounds of Pacific University in Forest Grove, Oregon.

The event features 40 classes of restored antique, classic and special interest cars. They are entered for judging, or just for display. Judging is based on quality and authenticity of restoration. Cars from every era of automotive history are represented, from the earliest horseless carriages to the latest sports cars. Due to space limitations on campus, the Club can accept no more than 350 antique, classic, sports, special interest, rod, or custom cars for display and judging at the 2006 Concours. Toward that end, a maximum of 15 cars will be accepted in each class. In addition, there will be approximately 50 automobiles in keeping with the theme of the show for this year: "High Performance Automobiles". The Registration Committee will review all entries prior to acceptance to ensure Concours show quality. Cars entered for Concours judging will be judged for authenticity, preparation, and elegance. Rods and custom cars will be judged for style and finish. Class Awards will be presented for First, Second, and Third Place. At the discretion of the judges, awards for best original car may also be made in selected classes.

For more information or to register online, visit www.forestgroveconcours.org.



Give your Porsche new 'LEGG'S' at Gran Prix Imports

Gran Prix Imports in Wilsonville is pleased to announce the addition of Joe Leggs, a Porsche Master Technician with broad-based racing experience, to its highly experienced staff of service technicians.

Joe recently moved to the Portland area from San Diego, where he worked for more than 12 years with the area's leading Porsche and exotic car dealers, as well as independent shops specializing in restorations and road racing. Joe obtained his formal training while working as a technician for more than six years at Pioneer Porsche in San Diego. Prior to that, he worked for Alan Johnson Racing as an apprentice and jack-of-all-trades. It was at Alan Johnson Racing that Joe got seriously interested in racing and building engines for both the street and competitive events.

He built on the experience he gained with Porsche while working for two-and one-half years at Symbolic Motor Cars of La Jolla, one of the country's leading exotic car dealerships. At Symbolic, Joe expanded his base of knowledge by working on other exotic brands, including Ferrari and Lamborghini. He also was part of Symbolic's Race Crew, traveling in the U.S. and

Europe in support of the Tour Auto Races.

Joe describes himself as a "purist at heart" when it comes to Porsche. "The factory does an excellent job of creating the total package," Joe says. At the same time, he has done some serious rebuilds on Porsche engines, including a 3.8 RSR with 380 horsepower, and a 3.8 993 twin turbo with a whopping 675 horsepower. "The cars are great to work on, and I especially enjoy working with customers who want to get more out of their cars, either for every day use or on the track," Joe adds. "My job, whether it's a straight service job or a complete engine rebuild, is to make the customer's vision a reality."

Gran Prix Imports: Your Porsche Performance Resource in Portland

Gran Prix Imports is dedicated to meeting the needs of Porsche high-performance enthusiasts in the Greater Portland area.

The dealership has the staff and in-house capabilities to make performance repairs to your Porsche, and to perform the necessary pre-and post-track day inspections for those who participate in road course and autocross activities at Portland International Raceway.

Sign up for one of Gran Prix Imports upcoming events including upcoming sponsored track days – and while you're here get to know Joe Leggs, our new Porsche Master Technician.



Father's Day Celebration
Car Show & BBQ
June 18
10am-4pm



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May A&D hosted by the “Dramamines ...”

by Jim Hosford

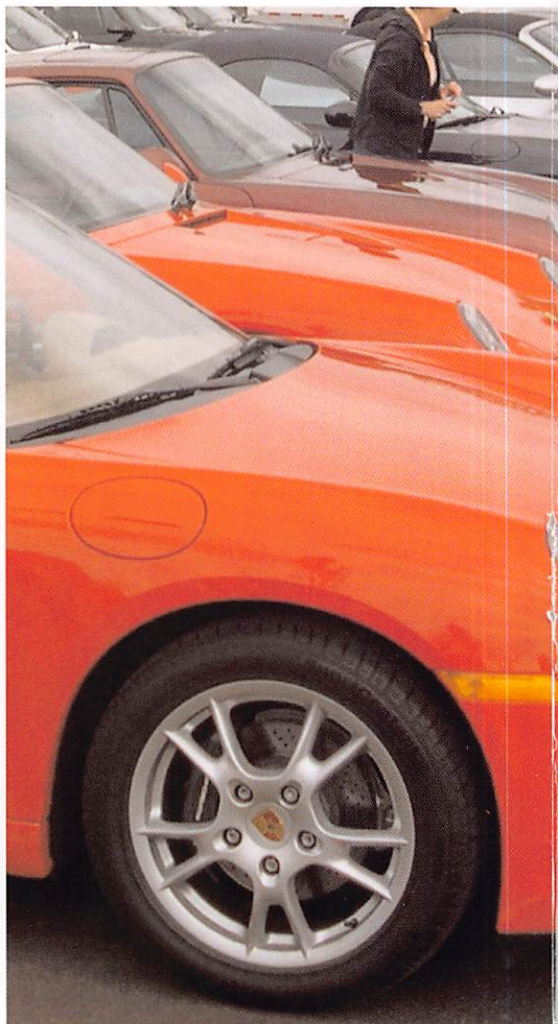
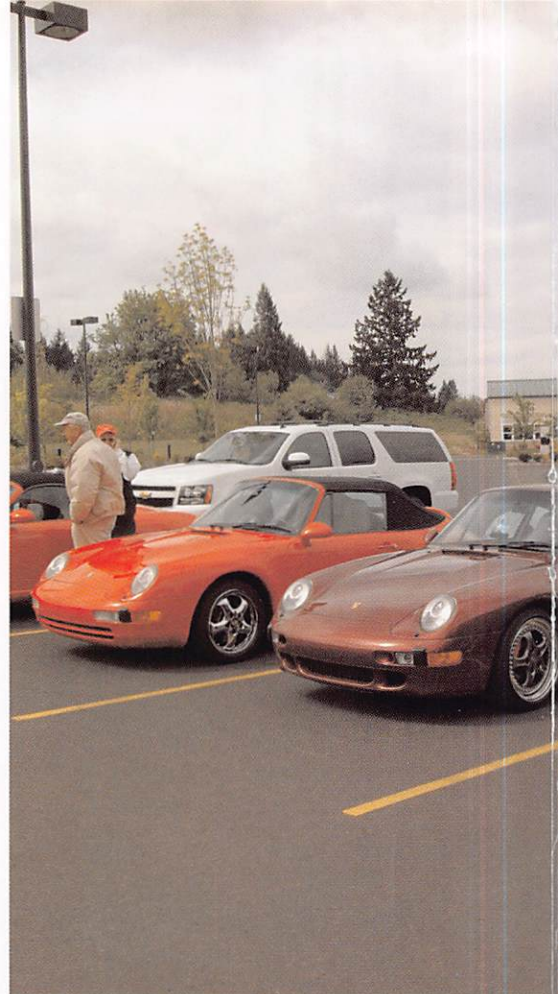
We knew it was going to be a great Porsche drive when Sue handed out a Dramamine first aid packet with tour directions. We went from Miller's Homestead to Historic Oregon City, the home of the “End of the Oregon Trail” and the beginning of our Porsche Dramamine Run.

line. After a quick Starbucks coffee to go, we lined up on Highway 26 headed East through Sandy and the Bull Run area. The local Sandy Chevrolet and Ford dealers were having a Corvettes and Mustang Drive-In. As we passed them we waved or honked, and demonstrated how we enjoy driving our Porsches on a Saturday morning.

WE MISSED THE TURN ... THERE WAS A 911 FOLLOWING ME LIKE I KNEW WHERE I WAS GOING, UNTIL HE REALIZED I WAS LOST. TRYING TO CATCH UP WITH THE GROUP AT A PIT STOP, MUCH TO MY SURPRISE I BEAT THEM THERE ...

We regrouped just out of Oregon City. This was a good time to down a couple of Sue's little green pills before we headed off towards East Clackamas County and some very curvy roads. My wife, Karen, and I missed the 27th turn, and ended up in Boring. There was an orange 1970, 911 following me like I knew where I was going, until he realized I was lost. Trying to catch up with the group at Fred Meyer's for a pit stop, much to my surprise I beat them there. Not sure how I did that, but it sure was nice to be in the front of the restroom

Now we were in store for some real turns and twisty roads ... We drove towards the Bull Run area; beautiful driving through the forest and farmlands. If you didn't take some of Sue's sweet pills earlier you were in for big trouble, as the drive went on for another 40 twisty miles of Porsche fun. Twenty-five Porsche drivers made it through to Geno's restaurant in Troutdale with big smiles on our faces. And ... we did not have any rain. Thanks to Gregg and Sue for the great drive and the Skittles, I mean Dramamine. ■



Twisties, anyone?

by Jim Ayers

If you haven't ventured out for an Arrive and Drive yet, you can't appreciate what you are missing. The May clouds were a little ominous, the day was a bit cool but the rain stayed away and almost all of the rag tops were down. As with every Arrive and Drive new members show up and meet with some of of longer tenure.

Gregg and Sue Denning laid out a course through some of the twistiest, scenic roads of Clackamas and Multnomah Counties. Hairpin curves galore, in fact enough curves to get at least one of our DE drivers a bit seasick while riding shotgun in someone else's car. The tour course flirted with Bull Run, Mount Hood and the Gorge but the true beauty was nearly forty Porsche cars winding their way through lush green forests and pasture lands. Amazingly more than one non-Porsche car pulled over just to watch the parade pass. A semi driver kept try-

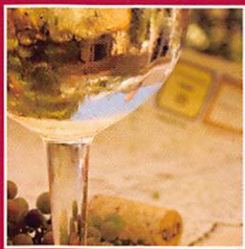
ing to get along side the cars and was honking and waving at each one he came to with a big smile on his face.

Chris Rodgers had the opportunity to bring his new 997 out, black and beautiful. A member I did not get a chance to meet had his amazing Basalt Black Metallic Cayman out for an inaugural spin. Kate and I left ESCRGO home and brought our new to us, and as yet unnamed, Boxster. I do have to admit there is a lot to be said for the new tech cars.

Mow the lawn on Sunday, reserve the first Saturday of the month for the Arrive and Drive. Meet new people, eat good food, and drive your car in the manner it was designed for, what more could one ask for? Miller's Homestead Restaurant on McEwan Rd, east of I-5 at the Lake Oswego Exit, 8:00 a.m. for breakfast, 9:00 a.m. driver's meeting. See you next month. ■



Far left, below left, and below: photos by Jim Hosford; above left, photo by Jim Ayers.



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AMATEUR WRENCH

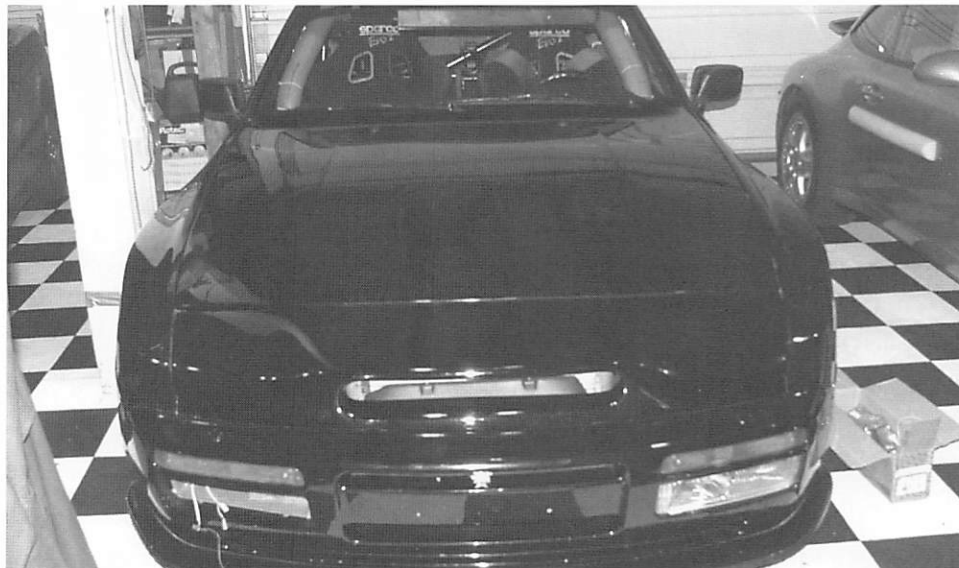
Don
Clinkinbeard



The saga continues ... and the beast is running!

Well, I got the beast running. It took the expected four hours to get the rest of the belts and plumbing hooked up. The engine started right up, but ... no oil pressure. Damn. Now what could cause that? I spent some time with the Porsche Parts program looking at the oiling system parts list and thinking about what I had assembled into the engine. The oil pressure relief valve doesn't look the same as what I remembered putting into the motor. Fortunately this particular part is easy access, unlike most of the parts on the 944 Turbo motor.

I pulled it and found out it was not assembled right. The part was not the correct one (I used a part for an '86, and the block was from a late '87 car) for my later model block. Fortunately I had the correct item in my growing stash of 944 engine and body parts. I pulled it from spares, cleaned it and installed it. When I started the car it took only about 2 seconds for the oil pressure to rise to 4.5



belts off to see what was there. Found the oil was coming from the edge of the oil pump, and the water from the water pump shaft where it enters the pump housing. Not good. Some more disassembly and I had both the oil and water pump off the car. The oil pump uses

don't have the Porsche factory quality system installed in my garage. When I took it out for a spin around the block, a young neighbor kid was out in his front yard and yelled to his father, "Hey dad, look at the really cool car". Even though he is young it's nice to hear. And I didn't get out of first gear ...

IT APPEARS TO BE RUNNING WITHOUT PROBLEMS. OF COURSE SOMETHING WILL CROP UP ... I DON'T HAVE THE PORSCHE FACTORY QUALITY SYSTEM INSTALLED IN MY GARAGE.

Bar just like normal. Hallelujah! I ran the motor until it got hot enough to bleed the cooling system, and we were off. Sort of. Some water was dripping from the front of the engine. Enough to know that it was not right. Later the engine developed an oil leak—both oil and water dripping from the low point near the front of the block. Hard to find these on the front of the engine as there is lots of moving stuff (belts and pulleys) etc.

I decided to bite the bullet, and I yanked the radiator, power steering pump, alternator and the balance shaft

Locktite 524 anaerobic sealant to make the seal, and apparently I did not apply the sealant correctly leading to a pinhole that allowed the oil to drip out under pressure. But the water pump is not end user repairable. Since I had a nearly new water pump in my parts bin I cleaned it up and installed it. Now I have a "new" pump which should run for awhile.

I restarted it and, will wonders never cease, it appears to be running without any more problems. Of course something will crop up as I start the process of ringing out the operational bugs. I

Here are a few photos of the "finished" car. There is still some work to do attaching the new header panel right, and the passenger seat is not bolted in yet. But that will have to wait until I get the new harnesses installed on the right side. As I write, I hope to get out to the Autocross on April 30 and three DE days in May, hosted by BMW, Gran Prix Imports and us. Should be a good shake down.

The next DE day will be Tri-Club day on June 23, hosted by the BMW ACA. There is a link to their web site on our event schedule. This is a revenue sharing event, so the more Porsches that attend the more \$ come into the club coffers.

See you at the track. Hopefully in my rear view mirror ... ■

Porscheplatz at American LeMans Weekend July 21-23

Porsche Cars North America will host a "Porscheplatz" with the cooperation of the International Motor Sports Association (IMSA) and the American LeMans Series.

Porscheplatz this year will include a PCA Membership Station in the hospitality tent on Friday and Saturday. Also, there will be scheduled appearances by Porsche engineers and race drivers for

informal talks and autograph/photo opportunities. In addition, just like last year, IMSA will offer supervised Parade laps of the track with a two-lap maximum, open to the first 100 registered Porsches on a first-come, first-served basis. Registration for the Parade Laps will be at the hospitality tent for credentialed Porscheplatz participants only. Special features for the weekend will

include a "Long-Distance Award," raffle drawings for an "honorary Pit Crew Member" with a Porsche race team, and a "Hot Pit" escorted tour.

For more information, please contact Zone 6 Representative, Linda Bein, porsha@bendnet.com and also, check out the IMSA website www.imsaracing.net for the latest event schedule.

Parking in the Porscheplatz will be for Porsches only. "For Sale" signs are prohibited. No camping allowed. You must be present to win awards during all drawings.

Tickets for the ALMS race and registration/tickets for Porscheplatz parking can be obtained by contacting Bob Grasso @ 360.573.1110 or email rowbare47@yahoo.com

Additional information is available from Global Events, 503.821.4344 or fax 503.232.2336.



April Autocross Results*

Pos.	Driver	Car Model	Raw Time				
				19	Bob Ellis	2002 Boxster S	43.990
				20	Dennis Zenger	2003 Boxster	44.135
1	Britain Smith	1974 914-6	38.711	21	Brian Brock	2000 Boxster S	44.367
2	JP Stein	1974 914-6	39.740	22	Don Clinkinbeard	1988 944 Turbo	44.593
3	Gary Chapman	1973 914/6	40.021	23	Bruce Moody	1985 911	45.043
4	Chuck West	1970 911	40.451	24	Chuck Jarvie	1994 968	45.158
5	Dave Hunt	1974 914/4	41.648	25	Sharon Hall	1983 911	45.247
6	Jeff Gretz	1997 993	41.782	26	Andy Chenoweth	2004 GT3	45.436
7	Eric Freedle	1986 911	41.938	27	Dick Thomas	2001 Carrera 4	45.637
8	Mark Mills	1982 911SC	42.361	28	Trevor Turner-Rice	1974 914/6	45.648
9	Tom Karwin	2005 Boxster	42.597	29	Pamela Chapman	1973 914	45.683
10	Tom Pavlik	2001 Boxster S	42.724	30	Gale Hall	1983 911	46.131
11	Jim Chambers	1974 914-6	42.789	31	Jim Neidhart	1996 993 Carrera 4S	46.467
12	Barry Cogut	2004 996	43.081	32	Bruce Dunlap	1987 911	46.796
13	Scott Mills	1982 911SC	43.500	33	Bob Tuzik	2002 Boxster	47.302
14	Lon Bromley	1974 914	43.747	34	Jeanie Gretz	1997 993	47.578
15	Bob Grasso	2000 Boxster	43.825	35	Matthew Clarke	2000 Boxster S	48.436
16	Kathleen Ellis	2002 Boxster S	43.922				
17	Jim Ayers	1976 911	43.958				
18	Jim Prouty	1995 911/993	43.962				

*Porsche results only

REARVIEW MIRROR

Jim Ayers

Things have changed since '86; AX was an all-day activity

I really have to say things have changed in the last 20 years. Paul Kust was the Anzeiger Editor during 1986 and in his June column he tells about PCNA having invited him down to San Diego to preview the new 924S. Perhaps it's time to get a hold of PCNA for a preview of the Cayman?

Dale Rhoney had a custom plate on his 1978 911SC, a gray market car from Germany, "DVR." I didn't realize Digital Video Recorders were available back then—must have had some great insight into the future. Dale Rhoney, Tom Jewett and Don Palmer were all trying to work a deal on cars direct from Germany.

Seems they were dealing with a guy known as "Slippery Carl." Dale was the only one who succeeded in getting a car and fell in love with the higher horsepower, lower weight combination of a made for Germany car. Dale still owned a 1951 MGTD, which he had purchased for \$525 in 1964. I suspect he still has this car stored somewhere.

Club members must have been a tougher breed back then. The autocross ad reads "Run All Day—9:00 a.m. till Dusk." Most folks today seem to want off the track by 1:00 p.m. The price was right though, \$3.00.

Further proof that Olinger actually had a Porsche-Audi dealership in Salem: they hosted a concour for the Cascade region. The event was held inside the service area at Olinger and went off beautifully until someone set the alarm off on one of the newer 911's.

Dane Pitarresi had recently become a member of ORPCA. Anyone who has been in town for more than a few months knows Dane as an excellent driver and driving instructor. ■

IN THE SIXTH ZONE

Linda Bein

Regions offer summer fun; Portland Parade approaches

The 2006 season began with thirteen of our fifteen regions being represented at our Zone 6 Presidents' meeting in Seattle. The time was well spent, I believe, as regions had a chance to exchange ideas, successes, and failures. A huge welcome goes out to all of the new regional officers and to the incumbents who will be volunteering for another year. Your time will be well spent as you move your regions forward in what should be a banner year for Zone 6!

The calendar of events for 2006 is awesome! From social events to track adventures, there literally IS something for everyone! Do check your own region calendar and make your way to the websites of the other regions in our zone. You might find a fun event in a part of Zone 6 that you have never visited!

Membership continues to improve as evident by the decreasing number of regions who are eligible for the Small Active Region Subsidy. Our smaller regions are coming alive with more activities, members who are stepping forward to get involved, and newsletters being revived and improved.

Zone 6 will once again be highly involved in the American LeMans Series at Portland International Raceway in July. Please contact either your region president or me if you are interested in helping with this fun event!

Parade Portland will be here soon and it promises to be a fantastic experience for all who are registered. The Oregon Region has come up with some really fun activities with some great driving tours to beautiful Pacific Northwest destinations! One of the events at Parade will be the Zone Challenge and many of

you have signed up for this brand new concept.

Two regions are celebrating big anniversaries this year. Silver Sage Region will be 40 years old and Cascade Region will be 45! Congratulations!!!

Looking forward to seeing you in the near future!

May we drive (safely) forever! ■

PRESIDENT'S MESSAGE

(Continued from page 4)

be a significant disservice to the city and the residents of Portland.

I urge all club members to contact the Portland City Council and let them know you support PIR, the club events, the drag races, Champ Car, and American Le Mans. It's important for all PIR users to stand up together and show the Mayor and the City Council that PIR is important and threatening it is very unpopular with voters.

Here are some points you can use in your eMails and phone calls:

Champ Car, and before it CART, made Portland \$8 million of which \$4.5 million was spent at PIR.

PIR is Portland's ONLY profitable facility and has NEVER cost the tax payers a dime. It is also debt free.

Why jeopardize the only viable sports franchise we have that's not for sale.

PIR generates 690 jobs in Portland, and \$17 million in wages.

PIR brings in \$45 million in net economic benefit to Portland.

PIR saves lives by providing a safe place to race.

PIR supports 640 event days every year with no tax dollars. It has countless users, a staff of just six and lots of small businesses that depend on it.

Champ car and the IRL are about to merge. As a result 10 or so tracks will be dropped. With the current lack of support from Portland, we've probably seen our last open wheel race at PIR along with the ABC live coverage that goes with it.

eMail addresses for the City Council are:

Mayor Tom Potter:

mayorpotter@ci.portland.or.us

Dan Saltzman:

dsaltzman@ci.portland.or.us

Randy Leonard:

randy@ci.portland.or.us

Erik Sten:

erik@ci.portland.or.us

Sam Adams:

commissionersam@ci.portland.or.us

Let them know we represent a large block of voters and we care about PIR!

Happy Trails,

Jeff

president@oregonpca.org ■

Announcing the Anzeiger Cover Photo Contest!

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

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

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

Digital Pictures: Most digital cameras and software compress the image so much that it becomes unprintable when we

try to blow it up to usable size. To not waste your time and perfect photo, please follow these guidelines:

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

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

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

The fortune: If we use your photo on the cover, you will receive one free year of Oregon Region dues.

Send your entries to Kelly Dionne, editor@oregonpca.org



Porsche finishes 1-2 at Mid-Ohio

by Kelly Dionne

The Penske / Porsche cars made American Le Mans Series (ALMS) history. Penske Racing's two Porsche RS Spyders finished 1-2 overall in the American Le Mans at Mid-Ohio, becoming the first LMP2 class team to post such a result in the Series.

The two Porsche RS Spyders showed their true potential as they were the only cars to lap in the 1:13-1:14 range. This was the first overall win for Porsche in the American Le Mans Series. The No. 7 Porsche is only the second LMP2/P675 car to win an overall race in the Series.

For ORPCA race fans, these and all the other ALMS cars will be racing at PIR July 21-23. More information can be found on page 20 of this issue. ■



SUNSET IMPORTS OPEN HOUSE

(Continued from page 13)

including some, by all reports, fabulous-desserts. Wine, beer and soft drinks were also available.

Unlike last years tech session on the 997 this was an opportunity to view Porsche's whole vehicle line up and have available dealer resources to answer all of your questions regarding any Porsche. No doubt the service department had their hands full on Sunday just trying to wipe the drool and smudges from the entire inventory of cars. Many thanks to the Management and Staff at Sunset Imports for a great evening. ■



Who's buying and who's selling?

Photo by Jim Ayers

backfire

Thanks for the (AX) memories

BRUCE MOODY # 28 (1985 911 CABBY WHITE ON BLACK)

I just wanted to say a big thank you to all the people who ran the autocross event and the club and to the drivers and workers as well! I had a great time racing and working with all of you and really appreciate all the work everyone put in to making this event safe, fun and so well run!

Hope to get to race and work with you all again real soon.

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Chris Buhle Portland, OR 1986 944 Turbo	Tony and Sandra Cantafio Vancouver, WA 2005 911
Russell J. and Dinah Campbell Beaverton, OR 1980 911 SC	Bruce L. Dunlap Tualatin, OR 1987 911
Alan Dierickx Gina Egging Portland, OR 2002 Boxster S	Edward G. and Brina Eng Salem, OR 1980 924
James M. and Patti Helander Portland, OR 1964 356 SC	Annie Marie Fisher Matthias Molner Lafayette, OR 1998 Boxster
Karl and Julie Korocho Portland, OR 1984 911	Dennis B. and Terri Kranz Portland, OR 2005 911 GT3
David H. Lee Beaverton, OR 2005 Boxster	Bill Macfarlane Stephanie Sullivan Portland, OR 1985 911
Michael J. Leisten Salem, OR 1990 911	James T. and Gaye Richardson Portland, OR 2006 911
Jerrod J. Salisbury Eugene, OR 1976 911 S	Chris R. and Jessica Sprouls Portland, OR 1967 912
Robert E. Tuzik Jeff Tuzik Lake Oswego, OR 2002 Boxster	Brett B. Taylor Beaverton, OR 2001 911
Craig Wakefield Oceanside, OR 1973 914	Howard M. Lazarus Portland, OR 1971 911 S

Anniversaries

5 Year Anniversary

James Chambers
Jan Chambers
Gary Vogel
Lacey Vogel
Larry Myllenbeck
Eric Molinar

20 Year Anniversary

Jeff Mills

25 Year Anniversary

Keith R. Martin
Michelle Martin

15 Year Anniversary

Eric Johanson
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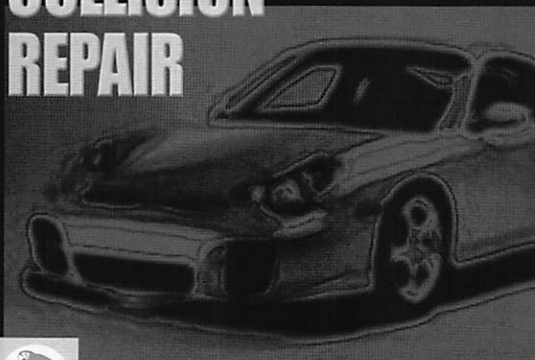
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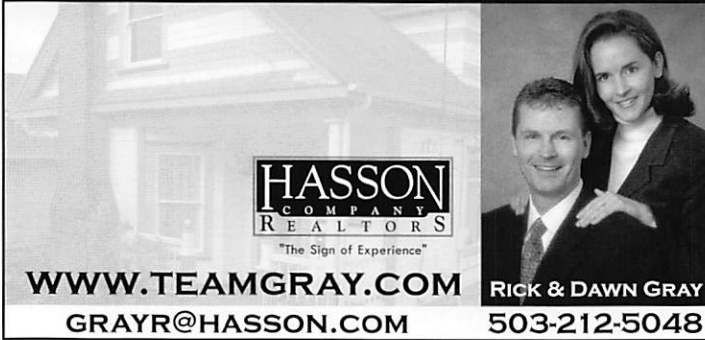
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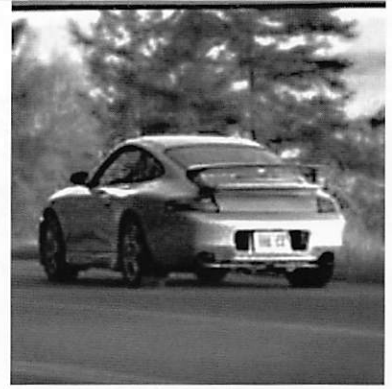
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The following annual space rates apply to display ads conforming to the dimensions below. To determine the single-issue rate, divide the number by 11. (These prices do not include the cost of production for ads that are not computer-ready. For computer-ready art specs, contact our graphic designer, Nancy Scott, at engrfix@comcast.net)

Black and White Display

Outside back cover	\$1,750
Inside Front cover	1,650
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Full-page premium	1,520
Full-page inside	1,390
2/3 page	1,180
1/2 page	920
1/4 page	635
1/8 page	315

Color Display

Outside back cover	\$3,150
Inside Front cover	2,970
Inside Back cover	2,736
Full-page premium	2,736
Full-page inside	2,502
2/3 page	2,124
1/2 page	1,656
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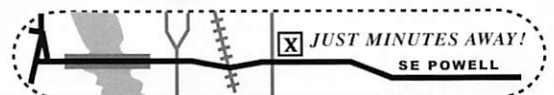
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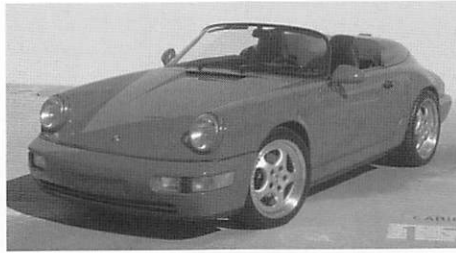
■ CARS FOR SALE

911

2003 911 Twin Turbo, Cobalt Blue Metallic/Seal Grey, 6 Speed manual. Fully loaded with 12,500 miles. \$20,000 in after market add-ons include, ROW suspension w/Bilstein PS9 shocks/coils and sway bars, Daytona TechArt wheels, Short Shift Kit, Carbon Fiber console and switch panel. New Pirelli tires, Showroom condition, one owner. \$104,950. Contact Scott at s.r.cruickshank@comcast.net or 503.544.1396

01.06

Speedster



1994 911 Speedster (964) Marina Blue (medium non metallic blue) w/ black top & interior. Jerry Seinfeld was original owner through 2004. He had the factory add 964 Turbo Speedline wheels before delivery. Custom offsets to fit narrow body car. He had engine modified on delivery by Andial in CA to 3.8 RS specs, plus other mods. Looks all stock except for wheels, which are stunning. Less than 9,000 miles. Yes, 9,000 in over 10 years. Strong running car. Not abused. Excellent condition. Not cheap. \$65,000 Fran Forgette Cell: 509.430.0706 or email fxforgette@rettiglaw.com

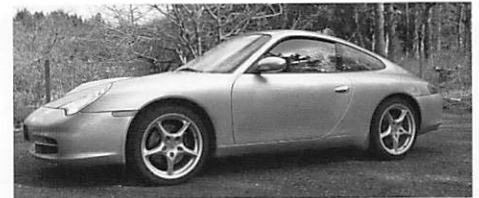
Boxster



2001 Boxster S Black exterior and interior, 6 speed manual; 41,000 miles, engine has 21,000 miles...was replaced because of an improperly bored engine block... drive train didn't fit and was leaking oil. No problems since it was fixed about 2 1/2 years ago. Options: Comfort Package: Power Seats and Adjustable Lumbar Support; Sport Touring Package: Upgraded Sound System, Windscreen, Cruise, Control, Alarm, CD Changer, Trip Computer, Self Dim Mirrors and Rain Sensor, Heated Front Seats Package, Car Cover; The Kelly Blue Book price is \$31,000 for private party sale. Asking \$30,000. Please call Ron Harris 509.226.0242 or email ron.harris@thomsonlearning.com



Carrera



2002 Carrera Coupe. Arctic silver with Graphite Grey. Optional factory equipment includes: Advanced Technic Package, 18" light alloy Carrera wheels with colored crest wheel caps, Supple heated all leather seats, Power seat package, Rear window wiper, PSM, 3 spoke interior leather steering wheel, Sport Exhaust system, Design Package New Toyo T1R's. 23,500 miles. Delivery date was 8/16/2002. MSRP was \$85950.00. Asking \$54,000. Stu Fisher 1101 Eyrie Ct White Salmon, WA 98672 541.490.3968 PCA # 2004048618

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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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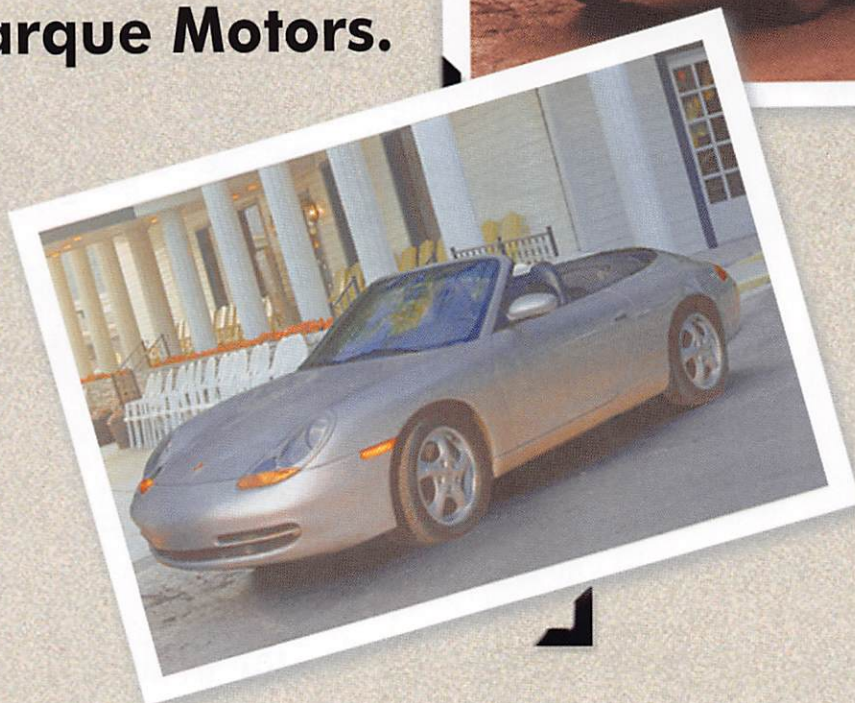
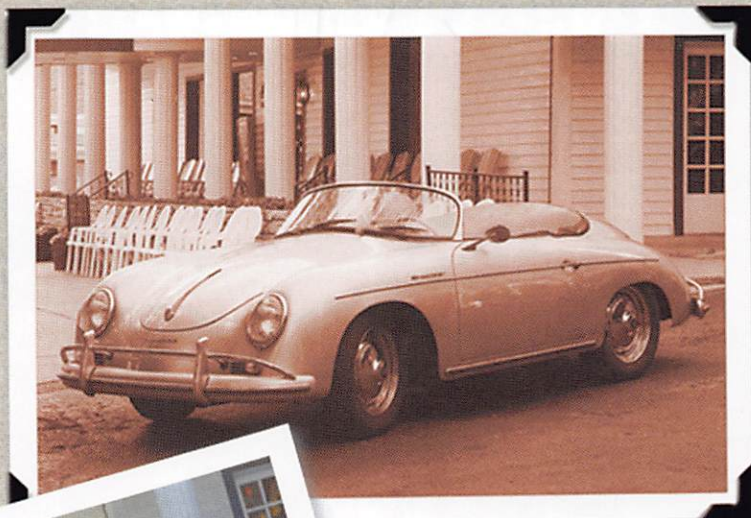
Photo of Don Peterson taken by Gregg Hodge on the 2005 Cabin Fever Tour ...

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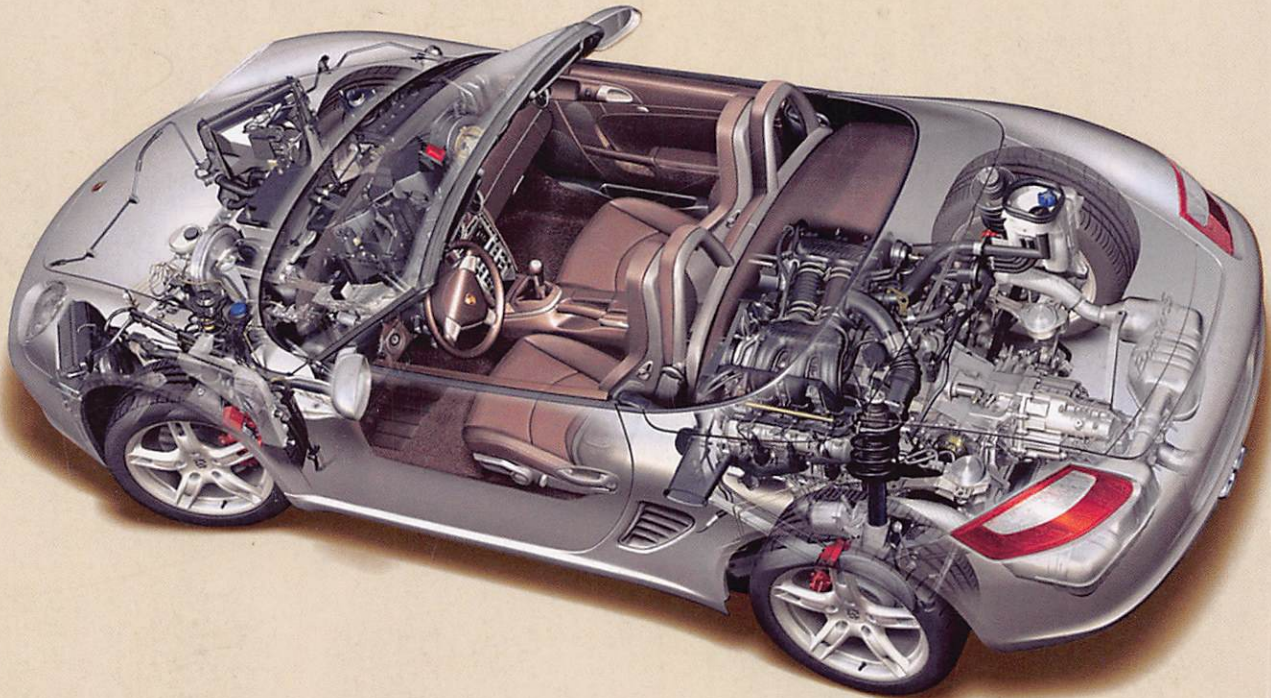
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