



Anzeiger

June 2008





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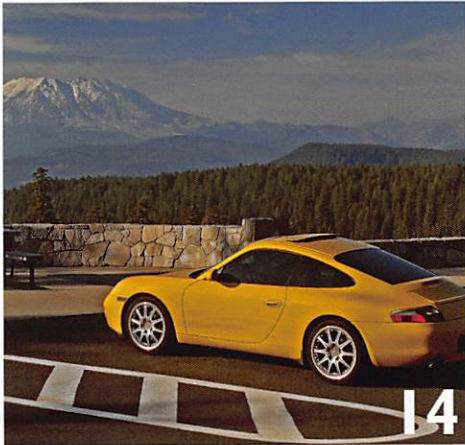
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Anzeiger

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FEATURES

- 11 April 20 Autocross
- 13 Better Driver
- 14 My First Porsche
and the Rough Road that Followed
- 16 The Boxster S Has Tons of Great Gizmos!
- 17 Neither Snow nor Rain nor Sleet nor Hail
- 19 The Tunnel Run
- 21 Insurance, DE, Autocross

COLUMNS

- 4 Editor's Note
- 5 From the President
- 7 Still Plays with Cars
- 9 Amateur Wrench

DEPARTMENTS

- 6 Events Calendar
- 23 Backfire
- 24 New Members
- 24 Anniversaries
- 27 Resource Directory
- 29 Marketplace

COMING EVENTS

- 8 High Performance Driver Education
- 8 Autocross
- 10 Arrive & Drive
- 10 June Social and Dinner
- 12 Baxter Auto Parts Historic Races
- 12 Porsches at Forest Grove
- 20 Fall Wine Road Tour (One Way Out)



ON THE COVER

Top-down weather on the first Arrive and Drive. Photo by Greg Heinze.

Cover Submissions

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

Anzeiger

(an' zī ger), noun, German

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

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<http://oregonpca.org/>

EDITOR'S NOTE Jim Ayers

And you thought you had gotten rid of me, ha ha, just like Freddy Kreuger ... I'm back. I hope it isn't that bad and for sure, hope it doesn't happen that often. I have agreed to take the Editor's position again, in an interim capacity, while we (the club) seek out and find a new Executive Editor, Managing Editor and Assistant Editor. Three Editors, hmm, why three? Simple: if we break the tasks down three ways, less time is required from each individual and additionally we can cross train all of them to cover for one another. The Managing Editor should handle the business side of the magazine, the Executive Editor should handle the editorial content and the Assistant Editor would assist each of the other Editors in their capacity.

I know, among the nearly 700 member readers of this magazine, there is a significant pool of talented people. People with the skills and time to devote to keeping the Anzeiger a truly great publication. I also recognize most of us take for granted all of the events and benefits of the club; failing to recognize the work of a few for the pleasure of many. I am asking that all of you sit down and evaluate your talents, your available time, what you have taken out of the club and what you in return have put back into the club. After looking at all of those aspects determine what you can do to further the club's goals and objectives. Maybe it won't be as an editor for the magazine, maybe you would be a better tourmeister for an Arrive and Drive, maybe you could assist with Driver's Ed, the Monthly Dinner, writing articles for the Anzeiger, selling ad space for Anzeiger but most importantly you should and could donate time to further the club activities.

The pay for any of these positions is lousy, the benefits are fabulous. The opportunity to meet and enjoy your fellow club members, develop new friends and just plain have a good time are, as they say, "priceless." I have moved on and this is truly an interim position, so please give some serious consideration to any of these positions.

I want to thank Chris Rotvik for all of his time and skills. Due to his business growing quickly his time has become more precious resulting in an inability to continue as Editor. His efforts will be sorely missed. ■

Saga of the “perfect” boat

I have never been one to deny my age. This year I have a milestone birthday, and to help hold the aging clock at bay, I decided I needed a new (to me) tournament ski boat. My wife knows that I will not buy a new toy unless I intend to get my money’s worth out of it, and gave me her blessing to find what I want... with one caveat: it must have an open bow, as she enjoys having me chauffeur her around Shasta. There are hun-

MORAL OF THE STORY? I DO NOT CARE IF IT IS A ONE-OWNER BOAT, WHICH THIS WAS, A PRISTINE PORSCHE, OR AN EX-RACE CAR THAT HAS BEEN “FRESHENED.” DO NOT BUY ANYTHING OF THIS NATURE WITHOUT A FULL AND COMPLETE SURVEY OR MECHANICAL INSPECTION.

dreds of tournament boat available on Craig’s list, so I looked at the Portland area as well as Boise, Seattle, Redding, Sacramento, and the Bay Area. I specifically wanted a small water ski wake, not a wakeboard wake. When buying a used boat, unless you know specifically what you want, it’s easy to think you are buying one thing and end up with another. 15 years ago a Malibu Sunsetter was a great water ski boat, now this model is far more wakeboard oriented and NOT what I need. After much sleuthing, I find what I want—in Martinez, CA! Ha! I say. I can make this work. I will drive down to Fremont for my mother’s birthday, swing back by Martinez on my way home, look at the subject boat, get it out in the water, and if it runs as I expect it will, get it surveyed, and buy it. I will then stop at Shasta for a couple of days and get used to it on a lake with 375 miles of shoreline.

I meet the seller at the prescribed time and place. The boat is gorgeous! It looks new. It is actually 10 years old, but has only 230 hours on it! Original owner! What’s not to like? We get out to the water and launch it. I notice that it has between 1/3 and 1/2 tank of gas so I

know we can run for a while. Yeah, right! Five minutes into the ride the motor quits. We’re 200 yards from shore and the tide is coming in. We put the paddle in the water and start to stroke, but find that we are in about 18” of water, so we’re really about to run aground in the mud flats. We call the marine equivalent of AAA and we are told that it will be one to one and 1/2 hours before they can get to us, as they are several miles down

river in Vallejo. Meanwhile, the tide is pushing us towards shore, but also towards a fishing dock. We get close enough to the dock to talk a fisherman into towing us the length of the dock with a rope we secure to the bow. The dock is 15 feet above us. Off we go, with the boat owner and I pushing the boat off of the wood dock pilings as we get “towed” to the other end of the dock and entry to the launch area. We finally pick up a tow the last few hundred yards and dock the boat at the launch ramp. Whew! We then find out that the local boat/engine repair shop that services the boats at this marina DOES NOT OFFER SERVICE ON THE WEEK- ENDS!

I tell the boat owner that I am still interested in the boat if he can make it right, and deliver it to Shasta the following weekend. Agreed. He gets it fixed, arrives promptly Saturday at noon, as promised, the boat runs great, I hand him a cashier’s check, and all is right in the world!

Bottom line: The problem with the boat was that it was stored in the winter months, but it was never winterized. Consequently, all of the “gas” that was in



the tank for our first drive on the water was WATER! He never bothered to fill the tank at the end of the season, and never added a fuel stabilizer either! For the 10 years he owned it! The water degraded the low-pressure fuel pump in the tank.

Moral of the story? I do not care if it is a one-owner boat, which this was, a pristine Porsche, or an ex-race car that has been “freshened.” Do not buy anything of this nature without a full and complete survey or mechanical inspection. This seller saved me the \$200 I would have otherwise paid to have an independent boat repair facility do a pre-purchase survey. Had the owner filled up the tank and the low-pressure fuel pump continued to put something out, the survey might not have caught it and I would be a real unhappy guy!

Later,
Chuck ■

Oregon Region Events



June

- 2 High Performance Driver Education
- 3 Board Meeting
- 4-8 Mille Miglia
- 8 Autocross
- 14 Arrive & Drive
- 18 Monthly Club Dinner and Social
- 20 Tri-Club Day (Hosted by ORPCA)
- 22 High Performance Driver Education

July

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

August

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

September

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

October

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

November

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

December

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

Board Meetings

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

Contributions Welcome

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

Event Notification

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

Event Managers

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

STILL PLAYS WITH CARS

Peter Linsky



Enjoying the Petersen Museum and Jay Leno's Collection

The 356 Registry is one of those groups that's happy to have your support (read \$\$) even if you don't happen to own an example of that particular model. I'd thought about buying one when I retired, but the two usual suspects—lack of space and lack of extra cash—have conspired thus far to keep me in my old 911 as much as I'd like to have one of each. Members of the Registry have been very helpful to me in my journalistic research, and when the Registry offered its members a free CD of the last 10 years of the group's fine magazine, I contacted the powers that be and asked politely if I could buy a copy. The sensible reply was that I could have one free if I joined, so that was that. I am now a member, and I shouldn't be surprised if one day a 356 of one sort or another finds its way into the Linsky household. The "Bucket List", you know!

One of the joys of delving into Porsche history when I am looking into the background of one Porsche or another for Excellence is the discovery of an old photograph that I've never seen before. Earlier

JAY WAS TAPING AN EPISODE FOR ONE OF HIS AUTOMOTIVE CLIENTS DURING OUR VISIT, BUT TOOK TIME TO WALK OVER AND SAY HELLO, AS HE DOES TO ALL HIS GUESTS. THEN HE HOPPED ON AN OLD HONDA 50 MOTORCYCLE AND PUT-PUTTED HOME FOR THE NIGHT! THANKS, JAY!

this year, I picked up a copy of the Porsche Sports Racers anthology published by Brooklands Books, and found a quite amazing photo of a 550 Spyder finned alloy brake drum. The photo first appeared in England's "The Motor" in January, 1956. I was intrigued that the factory, in its search for every possible



weight-saving advantage, had actually drilled hundreds of small lightening holes through all the fins! It makes perfect sense, since it trades a small amount of surface cooling area for significant weight savings. Tiny lead weights were attached where needed for balance.

I enjoyed the good fortune of visiting both the Petersen Automotive Museum and the Jay Leno Collection on a week-long trip to LA in early March. The Petersen always has some great cars on display; that fantastic black 1925 Rolls Royce Phantom rebodied in 1934 into the so-called "Round Door" coupe is the resident star, but the main exhibit presented a look at the Lowrider culture that emerged from the barrios of east Los Angeles. I came away impressed with the artwork more than the machinery itself, since the cars are simply metal canvases for some outrageous expressionism and many cannot be driven...just "hopped" via their complex hydraulic systems. The Leno collection is housed in several large buildings adjacent to Burbank Airport. It's open by invitation only, but a long-time friend knows an oldtimer who restored some of Leno's antique motorcycles, so we were in like Flynn. As you may already know from Leno's frequent "car guy" shows on cable, his taste in cars and motorcycles is eclectic, ranging from the mundane—his brother's little red Spridget—to over-the-top exotics like a GM-built "Jet" car. Some of his restored classics have done well at Pebble Beach; he also owns many other unusual one-offs and outrageous hot rods. Everything gets driven on a regular basis. And yes, he owns a Porsche ... a silver Carrera GT similar to one he co-drove with David Donohue at Talladega while trying for a speed record. Jay was taping an episode for one of his automotive clients during our visit, but took time to walk over and say hello, as he does to all his guests. Then he hopped on an old Honda 50 motorcycle and put-putted home for the night! Thanks, Jay!

Until next month, drive safely! ■

High Performance Driver Education

Monday, June 2, 7:00 am

Next events Friday, June 20 7:00 am and Sunday, June 22 11:00 am

You get to choose up to three HPDE events to attend in June!

We provide the asphalt, instruction and support team. You supply the automobile and a desire to learn. We will be running our Taste of the Track program, so come on out and get the feeling with one of our instructors. If you are sitting on the fence about doing a DE day, this will get you off of it. The June 20 event is the Tri-Club Day, a great opportunity to experience the track with new and old friends from outside the club. Come on out and enjoy the challenge and the camaraderie at PIR, these events will be a great time for all.

Please take some time to get to know our program by navigating to www.oregonpca.org and selecting Driver Ed from the menu. There is a wealth of information there for you to peruse.

All events take place at Portland International Raceway. Register in advance at orpc.motorsportsreg.com. The early-bird registration fee is \$135, \$150 for the remainder of advance registration and \$180 the day of the event. Register early, attendance is limited.



**Club
Event**

DEADLINE:	One week in advance of the event
REGISTER VIA:	orpc.motorsportsreg.com
CLUB CONTACT:	Don Clinkinbeard 503.970.4848 dechair@oregonpca.org
FOR MORE INFO:	oregonpca.org (select Driver Ed)

Autocross

Sunday, June 8, 7:00 am

Next event July 6

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

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

The cost is \$35 when you register in advance at orpc.motorsportsreg.com or \$40 the day of the event (non-member costs are \$40/\$45). Helmets are available for first-time drivers, instruction is available for everyone and spectator entry is free.

DEADLINE	One week in advance of the event
REGISTER VIA	orpc.motorsportsreg.com
CLUB CONTACT	Gary Chapman drchapman@chapmansmiles.com
FOR MORE INFO	oregonpca.org (select Autocross)

Club

Photo by Greg Heinze

AMATEUR WRENCH

Don
Clinkinbeard



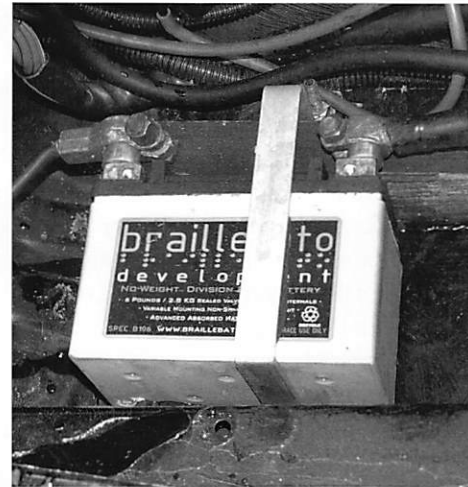
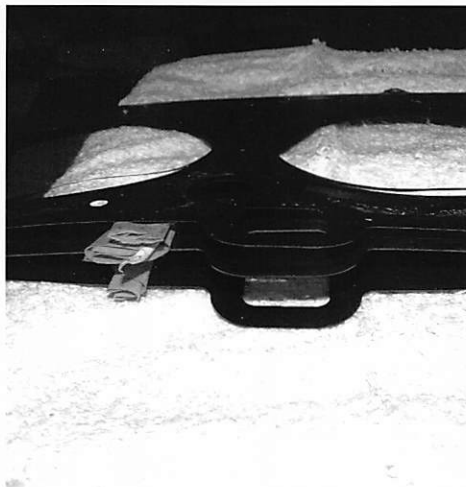
The continuing saga of the gasket head ...

The 914 bodywork is coming along slowly. It's still too cold to shoot the color coat, although the primer went on nicely. The motor made a little progress. I got the intake assembled and the distributor installed. My engine hoist was on loan to one of Ian's friends to do a Honda motor swap, so that slowed me from getting the flywheel and clutch installed. I have been buying some bits for this over the past 30 days or so. I am going to use an MSD 6AL ignition controller with a new spark coil; hopefully this will result in a little better bottom end grunt on the little two-liter engine.

Switching channels, I noted in a past column that the 944 Turbo overheated at the March 25th HPDE in just three laps. A compression check showed very good compression at 121PSI on all four cylinders (turbo engines have lower compression ratios than normally aspirated engines do). When I ran a leak down cylinders 1 and 3 had nearly 20% leak down while 4 had 40%. You could see the bubbles in the coolant from the leak in cylinder 1 through the radiator hose fitting on the head. Not good. Those of you who have been following this column for several years may remember I struggled with head gaskets for a long time. That struggle prompted the Board of Directors to issue me a special award in 2002, The Gasket Head of the Year. This was before I

THE CAR STARTED AND RAN FINE AFTER THE SURGERY; AS A MATTER OF FACT, IT RAN QUITE A BIT BETTER SINCE IS WAS NOT LEAKING COMBUSTION GASSES INTO THE COOLING SYSTEM ANYMORE.

figured out that a partially plugged radiator was the issue. Well, this time after yanking the radiator and doing some rudimentary tests it appears that it is not



Top left: Cosmetic head gasket. Top Right: Lightweight race battery. Above: The primered 914. Photos by Don Clinkinbeard.

plugged or flowing poorly. So yank the head off the engine. On a stock 944 turbo

this takes quite a while (two to three hours, as I recall) to accomplish, as there are lots of covers and shields and the like

to get out of the way. On my car I had the head off in less than an hour. No apparent block damage. The cylinder head looked flat using a straight edge and a feeler gauge to see if it had warped. The head gasket looked just fine. It is a cosmetic gasket, three sheets of stainless steel laminated together with the outside sheets having a specialized coating on them. What gives here? I have aftermarket head studs and
(Continued on page 22)

Arrive & Drive

Saturday, June 14

Next event July 12

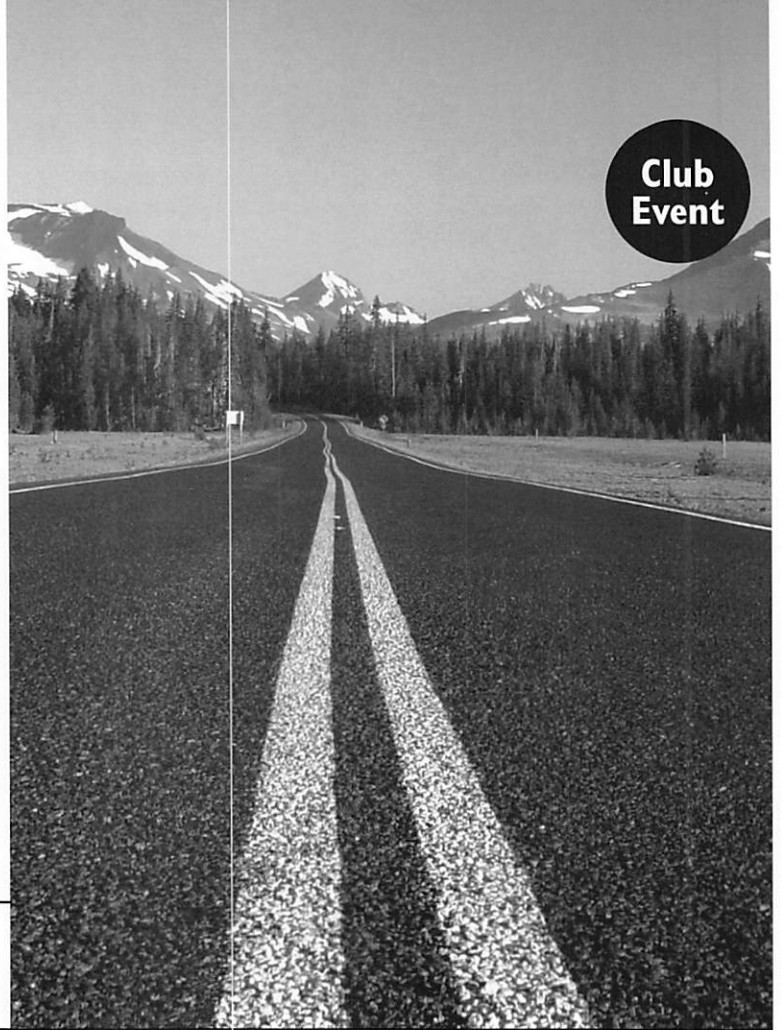
Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the second Saturday of April through October (Sunday in August), each tour is roughly 100 miles and three hours long. It's a fabulous way to kick off the weekend and a great way for new and potential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

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) at Miller's Homestead, 17933 SW McEwan Avenue, in 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 at 9:15 am.

There's no advance registration and no entry fee. Just arrive & drive.

CLUB CONTACT

Eric Freedle
503.384.0453
mmooter@aol.com



Club
Event

June Social and Dinner

Wednesday, June 18

a Cena

7742 SE 13th Avenue, Portland
503.206.3291

6:00 pm Social hour

7:00 pm Dinner, from a limited menu

We look forward to seeing all our Porsche club friends for some good conversation at "one of Portland's most exquisite fine dining establishments" (according to a reviewer). A Cena, in the heart of Sellwood's antique row, features fine Italian dining from several regions and an expansive wine list. Please join us!

DEADLINE:	June 13
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson laura@larsonlawoffices.com
FOR MORE INFO:	acenapdx.com

Club
Event



April 20 Autocross

by Barry Cogut

I couldn't believe that it was snowing at my house the night before the April Autocross and it was predicted to be cold in the morning. I had already put on my Hoosiers and thought that I might have to change back to street tires. As it turned out it was 37 degrees in the morning but dry and as the day progressed it continued to warm up and we were blessed with overcast but dry weather.

We had 59 registered entrants with only 51 showing up. The new autocross trailer and timing gear made their debut. Thanks to Gary Chapman, Tom Pavlik and others for working to outfit the new trailer. This was probably the smoothest, best run autocross we have ever held. All entrants had 8 runs and we were finished by 12:30 PM (can we start later now?) The course was a good combination of elements and well laid out.

Having 8 runs really allowed me to work on improving my times and approaches to the various turns. The repetition and seat time really is the key to becoming a better autocrosser. Thanks again to Gary Chapman for a well organized program.

SCCA national champion James Paulson in his Subaru WRX put in the best time of day. The next five finishers were Porsches driven by Britain Smith (.2 seconds behind), Gary Chapman, JP



Stein, Barry Cogut and Jim North. The class winners were:

S1-Bob Ellis, S2-Scott Faris, P3-Jim Pileggi, P4-Barry Cogut, P5-Jeff Gretz, I1-

Jim Ayers, M1-Britain Smith and NP-James Paulson. ■



Top: Richard Averitt shows the way. Center: New multipurpose autocross trailer. Below: Dick Thomas takes a cone for a ride. Photos by Bob Ellis.



Baxter Auto Parts Portland Historic Races

July 11 - 13

The Portland Historic Races features an entry list of more than 200 historic race cars, divided into groups according to make, age and horsepower and raced to their full potential. A featured race of this summer's 32nd annual event will be "Women in Motorsports," comprised solely of female drivers. The 2008 event will also highlight NASCAR with a field of nearly two-dozen historic stock cars. The Portland Historic Races also feature an open paddock, allowing fans the opportunity to walk right up to the cars, a display of more than 700 collector cars, a food and wine chalet, an autocross and a vendor midway. The event is a fundraiser for the Community Transitional School, a Portland-based organization that provides important educational services to children who are homeless or otherwise at risk of school failure.

Registration at the Club's special rate ended on May 31; however, members can purchase tickets at regular prices. For more info, go to www.portlandhistorics.com.



Photo by Chris Rotvik

CLUB CONTACT:

Eric Freedle
503.384.0453

FOR MORE INFO:

www.portlandhistorics.com

Porsches at Forest Grove

Sunday, July 20

Have your pre-1980 Porsche judged, along with the "Classics of Route 66" that will be featured at the 2008 Forest Grove Concours d'Elegance.

ORPCA will have a designated area for as many as 25 Porsches and space will be filled on a first-come, first-served basis. Only cars before 1980, however, will be judged and be eligible for Concours awards. Newer Porsches are welcome to be displayed but will not be judged. Whether "vintage" or not, whether exhibiting your car for display or for judging, you must complete the entry form available on the Forest Grove Concours d'Elegance web site: www.forestgroveconcours.org

There is no fee to enter your vehicle, but you must complete the form and return it as soon as possible to the Concours d'Elegance. There will be no exceptions and no drop-ins are allowed.

Bring your own picnic lunch for a splendid affair in the cool of the oak grove. Join fellow Porsche Club members for a completely unique event in a beautiful setting.

REGISTER VIA:

www.forestgroveconcours.org

CLUB CONTACT:

Jeff Gretz
jgretz@onlinenw.com, 503.628.0629

Club
Event

Better Driver

by Randy Stolz

Yesterday, I got a call from ORPCA Treasurer Jim North. While the call was initially about a future club tour, we drifted this way and that from a foray into the dark side of Long Term Care insurance to the more serene topic of driving. Jim has several Porsches accumulated over the years and an occasional itch for the track. It seems after a few years of DE Days Jim was looking to learn a bit more. Becoming a 'better driver,' as he put it, is an individual judgment, with so many paths to take to fulfill that ambition. I'm afraid I didn't solve anything and just added complexity, as I tend to ramble (sorry, Jim!). I mentioned that I ran autocross and we began making comparisons.

Comparisons between Autocross and DE days are futile, as they demand different aspects of car control and awareness. Autocross is, in some ways, a time-compressed version of a DE Day. The time

COMPARISONS BETWEEN AUTOCROSS AND DE DAYS ARE FUTILE, AS THEY DEMAND DIFFERENT ASPECTS OF CAR CONTROL AND AWARENESS.

between corners is shorter as well as the time you have to decide how you'll execute that corner. So, too, is the time between runs. In addition to taking laps, the timer is running, a finishing order determined, and 'points' awarded towards a championship.

Coming away from that call, I began to remember why I'm afflicted with a desire to run autocross or as 'Maverick' might say, "turn and burn." After finishing Third in Class last year, over the winter I was seriously thinking of dropping out this year. It had been a long season last year that saw me up and down from an early good placement to a DNF and other issues that tried my patience. Also, the four-year-old Michelins that came with the car were down beyond the tread bars and needed replacement. It was time for a mental as well as financial re-commitment.

I run in the Showroom Stock (S1) class, which includes Boxsters and Caymans of



all years for our region. I like the Stock class because the rules are simple, or should be. It keeps the costs down and lets you focus on your driving, not the car. The car should be 'as delivered' from the factory. This means no performance modifications of any kind save those available OEM options from Porsche for that

model/year car. Among other things, no aftermarket wheels, suspension components, or exhaust systems are allowed. Even the use of the usual 'free' aftermarket safety modifications such as harness bars and racing seats is verboten. You can't even remove the spare tire and jack. Stock

LAST YEAR I NEEDED TO SHED THE EMOTIONAL SELF-RECRIMINATIONS OF MY MISTAKES DURING THOSE EVENTS AND LEARN TO THOUGHTFULLY QUESTION WHY THEY HAPPENED IN THE FIRST PLACE.

means 'Box Stock' in PCA. Naturally, running against newer cars (987s) and "S" models makes for a challenge in my standard issue 986. I'm going to try to lose some weight to compensate for that five-pound owners manual we have to carry.

While available OEM option wheels for the car in question may be allowed, even the tires must be DOT legal (tread wear is

140 minimum) and the OEM size for that wheel. I mention this because I was shopping tires and looking for some good AX rubber. I had read on some forums that one of the ways to improve understeer on the Boxster was to go up one tire width size on the fronts. Perhaps that would be a good idea for the Production classes but I opted for the stock sizes in sticky Yokos to remain in my class.

Getting back to why I like Autocross, I guess it's because of the infinitely changing courses, and the high compression runs that force you to focus on the task at hand. To be able to run on the edge of control with relatively little consequence should things go awry is also nice.

Problems? Well, not with the car but with me. Last year I needed to shed the emotional self-recriminations of my mistakes during those events and learn to

thoughtfully question why they happened in the first place. You just don't have time to 'get over it', either during a run or between runs. Rather, you have to steel your emotions, compartmentalize, and move on to more problem solving. It's the sort of thing that demands mental and emotional discipline aside from the problem
(Continued on page 22)



My First Porsche and the Rough Road that Followed

by Morgan Priddis

I remember standing along the road and seeing a Porsche for the first time. I was 14, maybe 15 years old. I had no idea how that one moment would shape my life for years to come. I now know what I saw on that sunny spring morning floating down the street of Reno, Nevada to be a mid to late 70's wide body turbo. The blue sleek curvy lines and the rear spoiler nested over the wide fenders stood out against the heavy metal barges of the American automakers of the time. Even now, 30 years later, there is nothing like the mid-1970 Turbo wide body to remind me again of my inner passion for Porsche.

I am telling you my story because I want upcoming and current Porsche owners to hear my plea and not to suffer the perils I did as a poorly prepared buyer of a high-end sports car.

In July, 2007, I bought my first Porsche, a Speed Yellow 2001 996 Carrera C2, with a 3.4L motor and 48,000 miles, from a dealer I thought was reputable. My

happiness lasted across Skyline Blvd and half way down Germantown Road before the check engine light came on. Within a week, I had spent \$729.33, made two trips to DEQ and the dealer to get the car's DEQ slip, little items required by DMV for the license plate and registration. My expectation when I purchased the car was

ONE THING WAS BECOMING READILY OBVIOUS: I WAS ON MY OWN, AND NO ASSISTANCE WAS FORTHCOMING FROM THE DEALER.

simple: though used, the car would be in good condition, any and all known defects would be pointed out to me in advance of closing the deal. I had no idea that the investment part of the purchase would come in the form of repair and replacement costs. Within a month, I had determined that all four wheels were bent beyond repair, according to several Portland area shops. Another trip to the dealer to discuss the wheel issue resulted in

one of their staff suggesting he would assist me in locating replacement wheels on eBay. Spending \$1,500 to \$2,000 on used wheels that I had no guarantee wouldn't end up being four more out of round scraps of aluminum, good for nothing more than hanging hoses from wasn't a great idea. One thing was becoming readi-

ly obvious: I was on my own, and no assistance was forthcoming from the dealer.

Only one way out of my dilemma presented itself: contact Sunset Imports and seek their help. I made contact with the parts department where I was shown the catalog and determined that the cost of four wheels to replace those on the car would be \$3,200.00. Ouch! My wallet and I left for home to ponder other potential *(Continued on page 23)*

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The Boxster S Has Tons of Great Gizmos!

Story and photos by Bob Schatz

I purchased my 2001 Boxster S about two years ago, and it has taken me a while not only to get used to driving it but to figure out what all the little spaces are and how to live with my black beast. Apparently, my model year is one of the first to have a real cup holder and I hear that is a hot ticket item. Not being a big drinker and driver I just about traded it with a buddy that had just a square-hole in the dash to put stuff in. That would have worked much better for me; but you know, this car really does have a lot of gizmos and storage areas if you think about it.

How about the back-lit cell phone holder? Pull out the ashtray, wire the LED light to have a vibrate sensor and VOILA, the thing lights up when the phone rings. It is sooo cool.

My favorite is the chopstick holder right there next to the passenger seat. Usually my passenger needs a place to put her chopsticks as she is holding a stack of Asian take out on her lap. Boy, these German designers are the tops.

I love this next gizmo because I get two: it's the half-CD holder located behind the seats. This is a great place to store your favorite half-CDs; they used to get lost in the full CD holder in the dash.

Where are you going to keep your race numbers when you are not racing? Well, just on the underside of the hood. Don't get too big a number, though, because this is a small car.

You know how you wear out your carpet protectors and you have to buy a whole set just because the heel part is worn out on the drivers side? Well, you don't have to worry if you use this great carpet protector protector. Not only does it protect your carpet protector but it cushions that lead foot as well.

For those of you who did not get the carpet protector protector, you can always use your old worn out protectors as a pre-wipe on the floor of your garage to get that nasty rain water off your boots before stepping into your prestigious, freshly vacuumed, ride.

One last thing I want to mention for those of you who participate in Drivers Education days, where you drive your car around the track at PIR in excess of 120 MPH and run the risk of sliding into a boatload of grass and mud. Your car comes equipped with a DE day rescue ring. Find it in your tool bag (see the DE on the ring) and just screw it to the front (or back) of your car before the "class" so when the tow truck throws you a line ... you have something to hook it to.

Hey, see you on the track! ■





Neither Snow nor Rain nor Sleet nor Hail

Story and photos by Chuck West

ORPCA's second, and I hope annual trek to Fort Stevens for the SOLV beach cleanup was scheduled for Saturday, March 29th. Oh, what a fun filled day I knew this would be. There is no way the weather can be as inhospitable as it was last year. Wrong! The weather forecast was hideous. No! This cannot be! We were soaked last year. Not again!

Well, maybe. By the time most of us arrived at Camp 18 for breakfast, Mother Nature had hammered us. From drizzle to rain to sleet, snow, and hail, we got a taste of it all before breakfast. No Porsche Cayennes were present. I wonder where our go-anywhere SUV drivers were for this event? Anyway, no Porsches made it over the pass for the event. I was pleasantly surprised to see a Twin Turbo and a Cayman waiting for us when we finally did get to Fort Stevens. Frankly, the thought of wrestling a Twin Turbo over the pass, even with AWD, is somewhat daunting in that all of the cars drivers are running summer tires. Wanna go to slip and slide school? Here's your ticket!

Upon arrival at Area "D" at Fort Stevens, the skies opened up with about 10 minutes of hail. Flat surfaces were essentially all covered with hail, including

the beach. This is not our kind of weather, at least not for a serious beach clean-up. Amazingly, the hail suddenly stopped, we warmed up, and had a great time finding and bagging all of the items that had managed to "beach" themselves.

As mentioned in my President's article, Gregg Denning and Sue Denfeld brought their four-wheel drive ATV, and it really made a difference. Many of the items we "discovered" on the beach were a bit too
(Continued on page 23)

Bottom: Part of the weary group. Below: Chuck and Patsy West.





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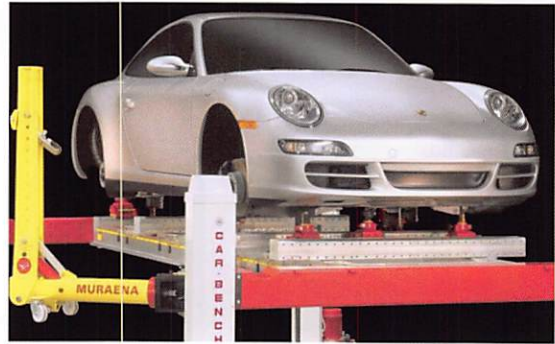
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The Tunnel Run

by Johnny Speed

The early morning has started to unfold. The air is cool and still. The first streaks of sunlight are coming over the West hills and traffic is light. Perfect conditions for an early morning Tunnel Run.

My daughter, a willing accomplice, reminds me of the mandatory Starbucks stop afterward. She is dressed appropriately; stocking hat, two fleece jackets, sweat pants and slippers (she just got up).

Today is special; I have the use of a 2005 Porsche Carrera GT. The super car needs to be "exercised" and this is a perfect occasion to take it for a run. With the turn of the key the V10 starts with a sudden bark and after a quick 15 seconds of throttle modulation, the engine is idling smoothly on its own. The tops are removed and stowed away in the front

trunk; we want to hear the engine. We settle in the cozy leather covered carbon fiber cockpit of this tribute to German hyper engineering and begin our excursion.

This Sunday morning is perfect for us. While most people are still nestled in bed with their cars parked, my daughter and I are able to zip along in an exquisite

THE ENGINEERS WHO CREATED THIS NEARLY 1/4 MILE FACILITY MUST HAVE BEEN CAR ENTHUSIASTS. THE DESIGN WOULD BE HARD TO IMPROVE UPON.

German exotic unhindered by traffic. We pass the exit to the Portland Zoo where the temp is 35 degrees; I turn up the heat and roll up the windows. We go through the East-bound Tunnel with a nice throttle blipped down-shift that was totally unne-

cessary, except that it sounds sooo good inside the tunnel. Taking the Market Street exit and a quick around-the-block maneuver puts us on the entrance ramp to the West-bound tunnel.

The engineers who created this nearly 1/4 mile facility must have been car enthusiasts. The design would be hard to

improve upon. The hard tile surfaces reflect sound magnificently, the slight grade loads the engine enough to allow a wonderful symphony to be emitted from the 5.7 liter race designed engine's dual (Continued on page 20)

Johnny Speed's daughter, Sally, finally gets to go to Starbucks.





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Cut across Hwy 1 and down the scenic Mendocino coastline, lunch at the Mendocino Hotel followed by one of the best Porsche roads on the face of the earth to your final destination of Geyserville, Ca.. Spend 3 nights in Victorian splendor at either of the two B & B mansions. Wine taste for 3 days in the Dry Creek Valley, have dinner with the winemakers at Lambert Bridge Winery and Amphora Winery. Look for registration information in next month issue. Registration is limited.

REGISTRATION INFO AVAILABLE in July Anzeiger

CLUB CONTACT: Jim and Kate Ayers

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THE TUNNEL RUN

(Continued from page 19)

exhaust. The straight that feeds into the left positive cambered curve is an added feature. It requires the driver to pay attention and drive the car while getting the "mandatory" two up-shifts and optional one down-shift with throttle blip (if traffic is encountered), all performed prior to departure from the tunnel.

After several practice runs in a variety of vehicles, I am able to make some conclusions;

The three most challenging parts of this endeavor are:

1. Correct entry timing resulting in minimal traffic interference.
2. Staying focused on driving the car and keeping the speed within limits.
3. Not over blowing the exit. The curve continues beyond the tunnel and includes an on-ramp.

I find the fewer the vehicles in the tunnel the better for sound quality and keeping the entry speed to a reasonable minimum (without hindering any traffic), allows time for the second up-shift.

Lane choice is of personal taste, but my daughter and I agree the right lane is best due to its close proximity to the wall for sound quality, plus it offers the best entry view of the left curve.

As we come on to the freeway there are only three cars in the left lane ahead of us and no one behind. I move to the right lane, slow and down-shift prior to the entry, my daughter drops the windows and I squeeze the throttle.

As a conductor directs an orchestra, my feet direct a symphony taking place a scant nine inches behind us. Through shifting the gears for correct rpm and management of the throttle to load the engine, I am able to produce sounds beyond descrip-

tion. Imagine driving a Formula One car through the tunnel at Monaco.

The Carrera GT enters the tunnel at 1/2 throttle (any more is overkill). The music begins.

The sound goes from a deep snarl to high pitched shriek that builds higher and higher. As sound, speed and fervor peak, a swift up-shift and the rear tires briefly loose traction. The throttle is back down and the shriek returns with more intensity as both speed and sound converge. At the threshold of climax an up-shift and the back end steps out as we squirt out the end of the tunnel like a dart from a blow gun.

I brake and try to regain my composure, but we both cannot stop smiling. We continue up the hill at a moderate pace as the cars who shared the tunnel with us, pass giving us a thumbs up. I look at my daughter who laughs and says "Let's do it again." Starbucks will have to wait. ■

Insurance, DE, Autocross

Story and Photo by Jim Ayers

While attending the arrival and delivery of Robert Edgar's new GT-2 he and I got into a discussion regarding taking the car to a DE at some point in time. Robert said he had checked with his State Farm Insurance rep and had been advised the car would be covered for any type of driver's training and education classes. Given all the press lately about the insurance industry having changed all the rules regarding any behavior which could be construed to be racing, I was slightly shocked to hear this statement had been made by an agent and as a result contacted a State Farm representative and obtained the following language:

Coverage Exclusions:

14b. On a track designed primarily for racing or high speed driving. This exclusion does not apply if the vehicle is being used in connection with an activity other than racing, high speed driving or any type of competitive driving.

Nationwide Insurance language Coverage Exclusions...

12. To a motor vehicle, while being used in any prearranged or organized racing, speed, demolition, stunting activity, competitive event, or driver's education course conducted on a racetrack; or in practice or preparation for such event or course.

Haggerty Collector Car Language:

Competition Exclusion – Oregon

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Who is involved in any prearranged, organized, or spontaneous race or who is involved in:

preparation for a race of this type, but only while in the paddock or on the track or racecourse; or

practicing or qualifying for a race of this type.

A race includes any contest for speed or endurance, whether against another competitor or against a time measuring device.

Using your covered auto at a:
racing facility; or

facility or roadway temporarily designated for speed, time, racing, or performance driving events. This includes, but is not limited to, the use of your covered auto at a performance or racing driving school, a rally in excess of the legal speed limit, or a closed road rally.

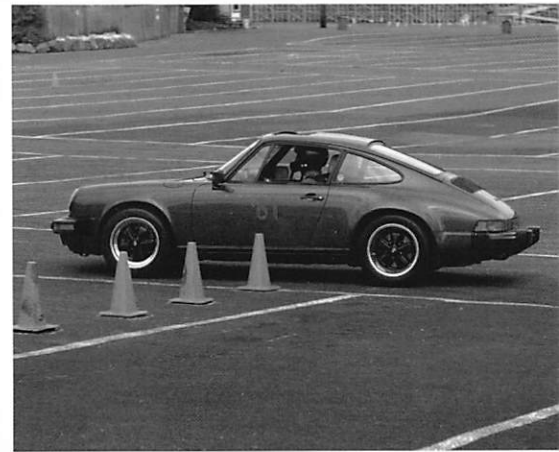
Haggerty's exclusions take up 6 pages and cover each specific aspect of their insurance, liability, medical, uninsured motorist and comprehensive to name a few. In all areas the language is the same.

Obviously it is not practical to cover all companies policies but the trend is obvious, you are not covered for HPDE and Autocross, and Time, Speed, Distance rallies only if you keep your course directions and make sure there is no direction to exceed the posted speeds. One final note: don't rely on your Insurance Agent to know what their policy excludes. I spoke with Progressive, Farmers and State Farm agents who all advised HPDE was covered

and all of whom changed their tune after they looked up the new policy exclusions.

If you have a policy that still has coverage in effect, expect it to change in the next cycle. If you file a claim based on that coverage, don't expect to be renewed in the next cycle and don't expect the insurance company to work hard to settle your claim. ■

Eric Freedle at Autocross.



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AMATEUR WRENCH

(Continued from page 9)

nuts on this engine. Maybe I didn't get it torqued properly, but this head gasket has been on the car for nearly two years with no issues. Why fail now? Talking with the tuner I purchased the gasket from, we speculated there is enough expansion coefficient difference during heat cycles, which may result in compression of the HG leading to leaking. Now this is pure speculation, but I have a few follow-up tests to perform when I get the new ceramic gasket installed. In the meantime, I got out a stock gasket and installed it. Reassembly took a little over two hours and that included cleaning up the surfaces and the oil that inevitably spills when you take off the cam tower. The car started and ran fine after the surgery; as a matter of fact, it ran quite a bit better since it was not leaking combustion gasses into the cooling system anymore.

BETTER DRIVER

(Continued from page 13)

solving aspect of the sport. Problem solving in this case being the technical aspects related to the car (i.e. preparation, tire pressure, etc.) and driving the course (i.e. entry speed to a gate, when and how much power to apply upon exit, developing a rhythm, etc.).

Beyond this, there is the approach to the run. Do I need another reconnaissance lap? Am I overly aggressive or not aggressive enough? Am I focusing too much on one corner/section and ignoring the rest of the course? Believe me, there are plenty of things to think about while waiting your turn for the next run and THAT was part of my problem. I would come off a crummy run engulfed with frustration that stole mindshare away from the problem at hand. By mid-season I was gaining on the discipline and learning to 'move on'. My times started to become more consistent, generally improving, with each run during a meeting.

Of course, setting goals for yourself in competition is one thing, but at the end of the day is it worth it? Autocross places a premium on car control at lower speeds

I also had to get a new battery and starter motor for it as the short we had a Thunder Hill last fall toasted the small race battery. A new opportunity to lose some more weight. Braille Automotive Research had just released a smaller battery with good cold cranking amps and it

THE CAR STARTED AND RAN FINE AFTER THE SURGERY; AS A MATTER OF FACT, IT RAN QUITE A BIT BETTER SINCE IS WAS NOT LEAKING COMBUSTION GASSES INTO THE COOLING SYSTEM ANYMORE.

only weighs 6 pounds. That is half of the old race battery at 13 pounds, and one sixth of a stock battery at about 35 pounds. Unfortunately, the new battery did not cost 50% of the old race battery. They all cost about the same to purchase. In any case it works nicely and saves some of the weight that rides up above the centerline of the body.

The car ran well at the April 9th event for the two run sessions I got in. It was

traction limited everywhere on the course, so I had to be careful with the gas, as it was easy to induce wheel spin with a gentle application of the throttle on any turn exit.

For the HPDE program we implemented some graduated passing rules. This means that the more experienced classes

get to pass with different rules. We cannot allow open passing like many of the groups I run with down south do, but we can allow passes in the braking zone before the turning point and still comply with the PCA National Guidelines. Our first two events netted us a lower rate of black flags for late passing while still maintaining a safe event. I think it worked out pretty well.

All for now,

-drc- ■

(60mph or less). There's a common misconception that because it's lower speed it's not as useful as a DE Day. Yet almost every pro driving school includes autocross to some degree. Control of your car at lower speeds is at least as important as higher speeds. Consider what speed range you spend most of your time in during that commute, negotiating traffic, club tours, or just exploring a new road. If nothing else, experience in autocross might keep your butt out of a ditch on a rainy day.

One of the less glamorous though quite useful obligations of autocross is working the course. While others run their cars you get to shag cones. It's only fair as they get to do it when it's your turn to run. Apart from the obvious safety issues of being 'heads up' when cars are running on course you provide a great value of scoring cones downed, gates missed, and signaling cars to stop when potential danger or timing issue rears its head. Perhaps best of all, you get to observe others as they negotiate the course. If you're paying attention you can see the most common mistakes people make and what techniques separate a good

run from a bad one. We don't know ahead of time whether we will work first or drive first during a meet but many wish to work first for the extra insight ahead of your runs. Either way, there's always something to learn from observing others for the next time.

Have I mentioned fun? To be sure, I put my 'race face' on when the time comes (usually 30 seconds before and after the run) and you have to recognize when others have theirs on too but in between you get to enjoy the company of other like-minded car folks. Recounting your last run, comparing notes, sharing war stories or just shooting the breeze is just part of making new friends and renewing acquaintances.

So I'm back for another season. By the time you read this I'll see if the lessons I learned last year did any good and be having a great time with my fellow 'cone-heads'. I might also become a 'better driver'.

Why not join us? The entry fee is cheap, the experience is worth much more. ■

MY FIRST PORSCHE

(Continued from page 14)

solutions. Hours were spent on the Internet looking for wheels, to no avail, or at least to no satisfaction.

The obvious solution was to bite the bullet and buy factory wheels from Sunset Imports and be done with the problem. Working from the window sticker of the car, I called and ordered 18" Sport Design wheels. I questioned why the price quoted at this point was \$3,400.00, not \$3,200.00, but wanted to get the problem resolved, so committed to the order. A couple weeks down the road, Sunset's parts department called and told me the wheels were in. I set an immediate appointment to get the wheels and tires mounted. Once I arrived at Sunset, I asked that they confirm the wheels were the same style as those on the car. A quick check revealed the wheels were a different style. My heart sank and I am sure I had the look of a deer in headlights. What I had done was order the original wheels from the window sticker, not the wheels that came on the car when I bought it. When I checked out the new wheels, I found them be much better looking. At last something went wrong to make it go right!

A week later, I returned to Sunset and spoke with Dave Stout regarding a list of

service items I thought should be taken care of. Dave explained most of the list was covered under the 60,000 mile service and did not need to be done at this point in time. Dave did indicate that the mechanic who examined the car had determined there was a leak in the axle cover, which should be taken care of. Given that the engine had to come out of the car for this repair, it was suggested I have the clutch replaced at the same time, as it would save me about \$1,200 over doing it at a later date.

Sunset Imports has demonstrated they will perform work only as needed, do the work correctly and stand behind what they have done. I am now \$6,700.00 into repairing my first Porsche, and it seems as if I have taken care of all of the problems and I am starting to feel as if I will keep the car. More importantly, as I meet other Porsche owners I feel I am becoming a part of the tradition and heritage as well as a member of the Porsche family.

I would like to point out the errors I made in hopes others will not follow me down a very expensive trail:

Always insist on having a car you intend to buy checked by an independent mechanic or the marque's dealership.

Take time and perform due diligence on any used car dealership before buying.

It is definitely worth the extra cost to buy from a reputable dealer.

Carfax reports limited information and only on cars serviced by a dealer with a computer system, DEQ emission results and accidents that were reported. Don't depend on it as gospel.

I just took my car into Sunset Porsche to have the Pre-Driver Ed inspection done. During the inspection, they found that the two seals that they had just replaced several months earlier might be leaking or it could be the main seal. Dave told me they were going to pull the transmission to find out. If it proved to be the main seal it would be only \$250.00. Sunset Porsche sent me home with a free rental car. Show me another dealer or shop that would own up to a problem with their work and give you a rental car for free.

My point is that you get what you pay for only if you pay it to the right person, and it is up to you to determine who that person or dealer is. Your first Porsche experience should be about owning a Porsche and becoming part of a family, not about repairing it. ■

SOLV

(Continued from page 17)

heavy to cart back to the collection area and Gregg came to the rescue with his ATV, cart attached. It did not have a huge capacity, but it beat the heck out of the walk we otherwise would have had getting all of these overweight items to a place where they could be taken away, permanently.

We all looked forward to getting checked-in to the Cannery Pier Hotel upon arrival, and the hotel did not disappoint, allowing all of us what I consider "early check-in". We no sooner checked into our room on the 4th floor when a large freighter steamed by, 150 yards from our window. We're about 60 feet above the water as we look out, and were able to look down on the freighter's decks, and straight across at the ships bridge. Really



The "Gorton Fishermen" Gregg Denning and Sue Denfield.

cool! Every room at the hotel faces the water, has a large window and door out onto a small deck. We called this the "weather deck". The hotel is a great week-end get-away.

Cannery Pier Hotel's lobby is host to their complimentary evening appetizer offerings, and, as usual, we took advantage. Several glasses of wine, and four different cheeses later, we were ready for dinner and walked 200 yards to the Bridgewater Bistro. Good food, good company, and a great way to end the day.

Overall, the SOLV beach cleanup is a worthy event for us to participate in. It allows us to do a bit of community service, witness Oregon's "Sybil-like" weather changes while working in it, and, indulge ourselves as a reward. As they say, "it's all good." ■

Anniversaries

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 Becky Proux
 Bill Munson
 Peggy Munson
 Cherie and Jennifer Oldenburg
 Stephen C. and Fran Dishman
 Thomas and Nell Fender
 Gary J. and Connie Hays
 Steven Lougee
 Pat Korpi

10 YEARS

Timothy A. and Michael Strand
 Per Sweetman
 Janet Schibel

15 YEARS

Carl and Patty Van Austen
 Jeff D. and Nancy DeRoos

35 YEARS

M. Stephen Martin



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 Valerie Gibson
 Portland, OR
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 2006 Blue Cayenne Turbo S

Michael E. Ruffner
 Lyndalea Ruffner
 West Linn, OR
 2005 Black Boxster

Michael R. White
 Portland, OR
 1999 Black 911

Kent G. and Cameron
 Benner
 Portland, OR
 2006 Steel Grey Carrera S

Scott and Kathy Keiver
 Lake Oswego, OR
 1999 Silver 911

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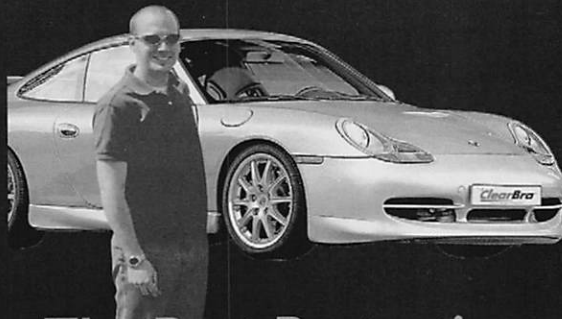
All advertising is to be provided in a digital format. Please contact Nancy Scott, engrafx@comcast.net, for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

Four Color

Outside back cover	\$3,150
Inside front cover	\$2,970
Inside back cover	\$2,736
Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656

Black and White

Outside back cover	\$1,750
Inside front cover	\$1,650
Inside back cover	\$1,520
Inside full page	\$1,390
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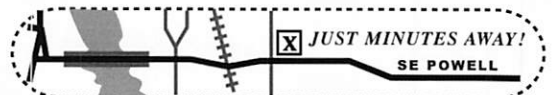
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Marketplace

■ CARS FOR SALE

911 and 912

1999 Carrera cabriolet. Guards Red, black leather, 6-sp, 59k miles, 18" turbo-twist wheels with colored crests. Hardtop included with rack & cover, wind deflector, Porsche car cover. Canvas top one year old. Immaculate car complete with all maintenance records cataloged from the day it was delivered brand new! \$33,900 James Hoff, (503)789-0427, james-hoff@comcast.net [4/08]

1985 911 Carrera coupe. Silver blue, navy blue leather interior, A/C, sunroof, pioneer stereo with 12-disc CD changer and cassette player, Blaupunkt amplifiers, alarm system. Always garaged, car cover, Certificate of Authenticity, recently serviced and diligently maintained 163k-plus miles. \$19,500. Colleen Cotlaryk, (503) 357-2052, carreralady@peoplepc.com [5/08]

1981 911SC sunroof coupe. Metallic chocolate brown/tan. CC, PW, CD. 16-inch Fuchs plus additional 15-inch wheel set. Carrera tensioners, pop off, recent clutch and brakes. Mighty fine straight and well running SC. 137K. \$14,500. Denny Fryrear (503) 831-1177, dennyandcandy@hotmail.com [5/08]

Porsche911_993-1.jpg1995 Carrera Cabriolet, Guard's Red exterior, black interior, 6 speed, 1 year old clutch, wheels recently aligned to 1996 kinematic specs. Leather comfort power seats, excellent CD player/radio, non-smoker car with great-looking paint. VIN: WP0CA2998SS341080, 48,700 miles, \$34,900. Jim Prouty (503) 968-8747 (hm) (503) 620-3001 (wk), JamesAndVanessa@comcast.net

Boxster and Cayman

2003 Boxster. Black on black, 5-speed, premium wheels, premium package including leather sport seats, aluminum instrument dials (like the S models), cruise control and digital sound system. New battery, new front brakes and rotors, 5k miles on rear tires. Excellent condition, non-smoker, serviced by Heckmann Thiemann. 40.3k miles. \$27,000. Lou Jaffe, (503) 296-0937, (503) 310-7904 (cell), loujaffe@hotmail.com [5/08]

944 and 968

1984 944 coupe, Alpine White with black partial leather seats. Original owner, non-smoker, meticulously maintained, all service records. Stock condition with no aftermarket mods. Stabilizer bars, sport shocks, alarm system, leather sport steering wheel, removable roof, extras. 104k miles. \$10,000. Kathleen Behrens, (503) 579-3423, tsgrp@att.net [4/08]

■ PARTS FOR SALE

996 Porsche Turbo Twist chrome wheels with mounted Hoosier R-6 race tires. Front 225/40-18, rear 275/35-18. Tires nearly new, used at 1 DE in September, three heat cycles. Wheels are good, no center caps, from 2001 C4. \$1,350. Dick Thomas, (503) 310-3684, rthomas@dadc.com [5/08]

■ WANTED

1994 Speedster. Prefer low mileage, no paint work, no tips. 993 factory sport seats in excellent condition. Cash buyer. Dave McCart, (503) 723-6146, dave.mccart@alliedsystems.com



Classified Advertising

Classified ads are a free service provided to Oregon Region Porsche Club of America members.

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 20th of the month will be included in the issue of *Anzeiger* dated two months hence. For example, ad copy received by June 20 will be included in the August issue, reaching readers on or about August 1. Please note that *Anzeiger* is published 11 times per year; ad copy received after November 20 will reach readers in the March issue.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

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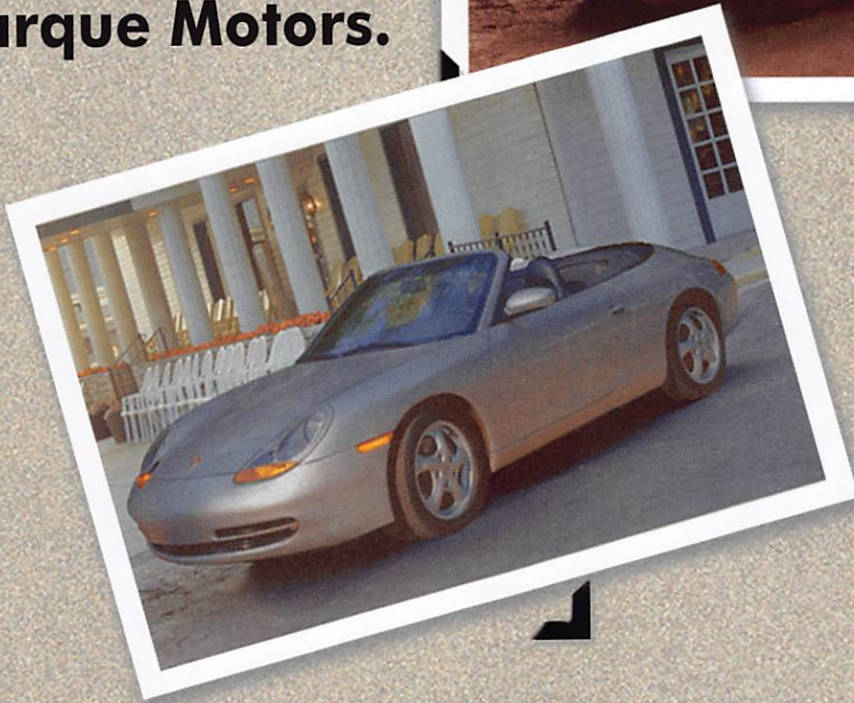
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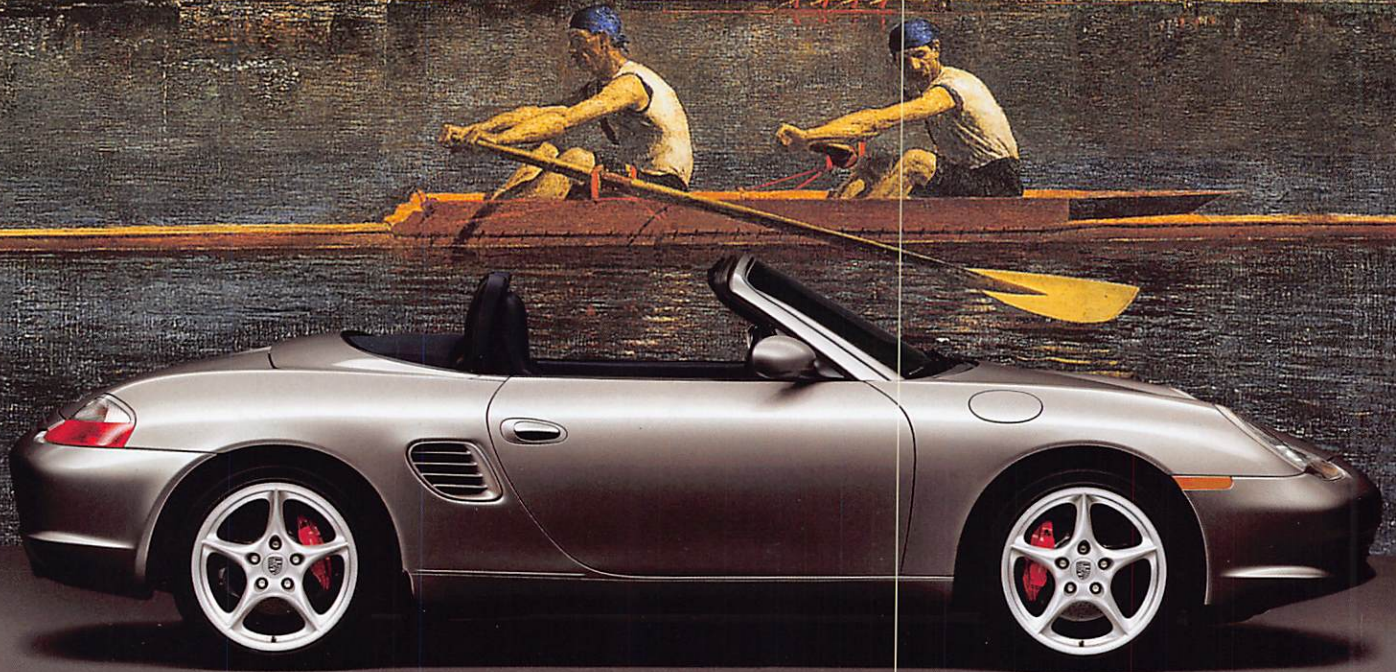
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