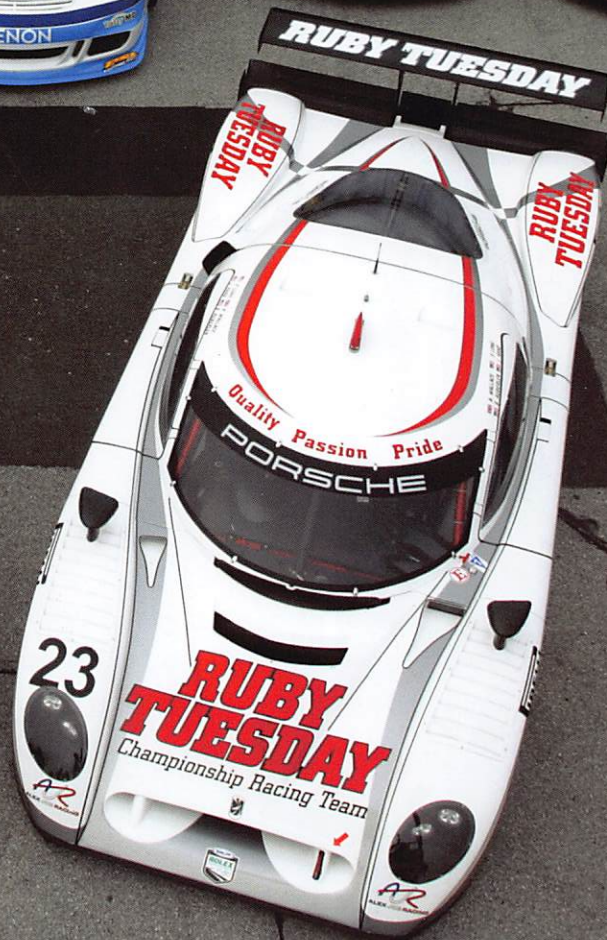
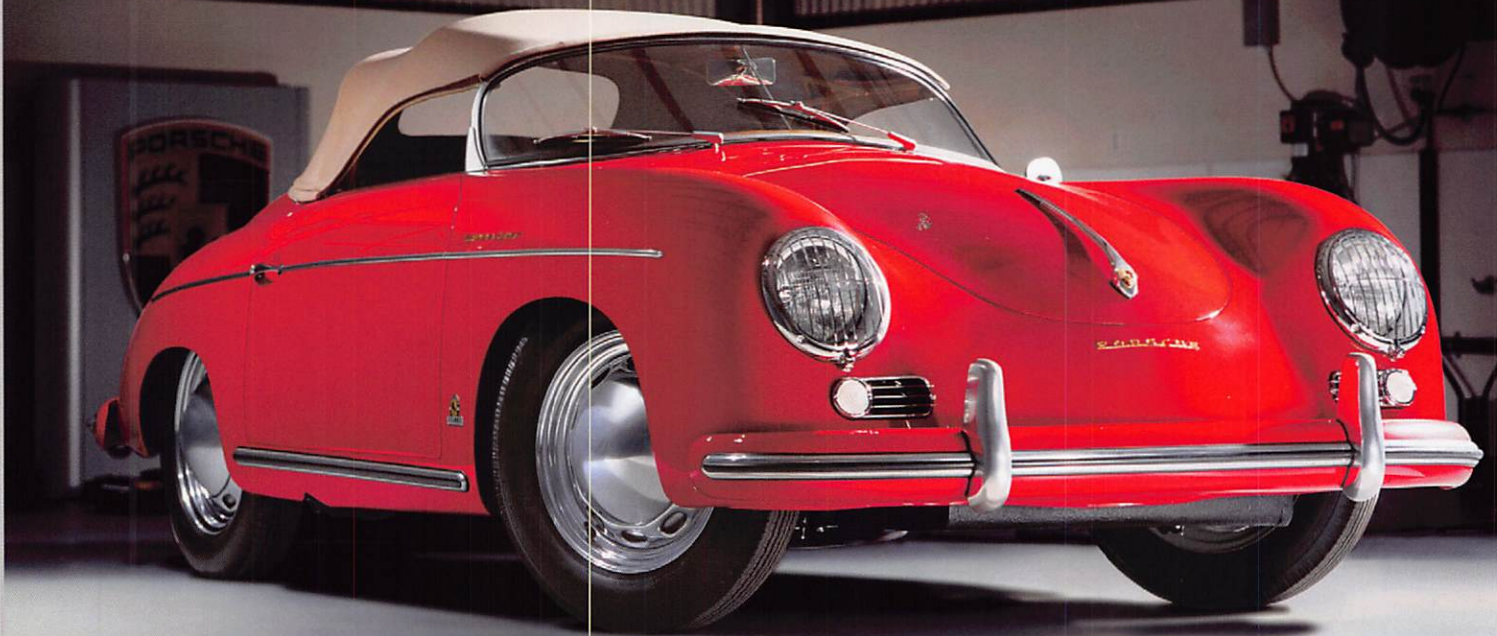




# Annex

March 2008





AN OASIS FOR PEOPLE  
WHO CARE ABOUT CARS.



BMW



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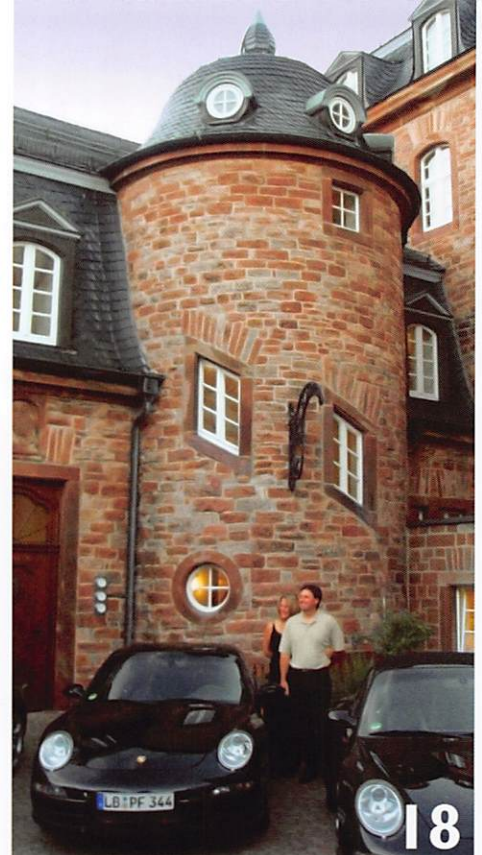
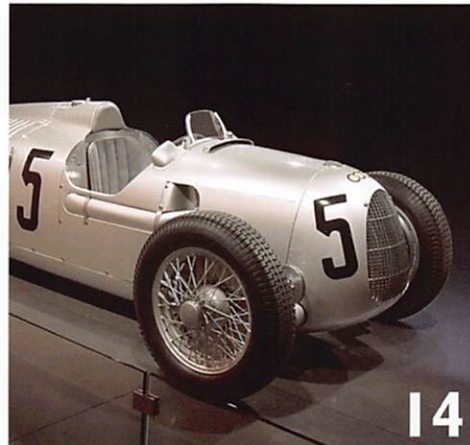
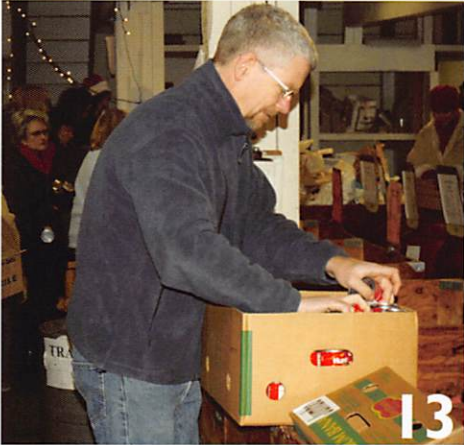
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# Anzeiger

Volume 48 No. 2  
MARCH 2008



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## ON THE COVER

Twenty-eight Porsche race cars – four Daytona Prototypes and 24 Porsche 911 GT3 Cup racers – kicked off the 2008 racing season with January's Rolex 24 Hours at Daytona. Photo courtesy Dr. Ing. h.c. F. Porsche AG.

## 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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Please visit our website for the latest news and announcements:  
<http://oregonpca.org/>

Just a few years back, I had the opportunity to live and work in Tokyo. It was as if reality was tossed in a box and given a good shake — things were the same, buildings were buildings and cars were cars, but at the same time everything was *very* different. My first month, I never looked where I was walking as my head constantly swiveled about, taking in all the newness. It was candy for the eyes.

My wife and I were fortunate to live in a more affluent part of Tokyo, 13 floors above the city (superstition surrounding that number is a distinctly western phenomena) and with a fantastic view of the skyline. At 590 square feet, our “mansion” (the commonplace phrase for an apartment of this size) was 200 square feet larger than the Tokyo average.

Come the weekend, all manner of exotic vehicles made their way onto the streets. Not the STi- and R34 Skyline-infused madness US filmmakers dole out, the weekend street scene was a diverse parade celebrating the spoils of achievement. A Speedster in track-day guise casually parked aside a sidewalk cafe, echoed by a Ginetta G4 just across the street. An authentic, low mileage 964 3.8 Carrera RS beckoned from a sales showroom the size of an American two-car garage. Equally stunning was a certain early-sixties vintage Mercedes-Benz 300SL convertible spied on a grocery run; not a restoration, it was hand built new again atop circa-2000 Mercedes mechanicals.

Not all was a four-wheeled stroll. My twilight walk home was occasionally punctuated by an obviously-not-stock, Vader-black, first-generation Turbo. City blocks a slalom, Tokyo's upright commuter boxes (later brought here as the Scion xB) became the orange cones. The blue of the headlights complemented the yellow and orange belch from the exhaust as the driver scrubbed off 100 kph in time for the next stoplight. Serious fun.

You never knew what you might see in a day. The diversity was amazing. We're starting to see greater diversity in *Anzeiger* as well. This month, we have two new authors sharing a bit of their lives and thoughts. And we're also making moves to mix in a smidge more eye candy. If you'd enjoy adding to this diversity, or have suggestions to share, drop me a line at [editor@oregonpca.org](mailto:editor@oregonpca.org).



## FROM THE PRESIDENT Chuck West

# The Missionary



If I am on a mission, do I call myself a missionary?

My mission for the last several years has been to promote the benefits of the Oregon Region of the Porsche Club of America and, therefore, ownership and enjoyment of the Porsche of your choice. This was not planned — it just happened through a natural progression of ORPCA involvement and encouragement from others who were similarly enthusiastic

WANT TO BE ON THE LIST? CHOOSE EVENTS THAT YOU ARE PASSIONATE ABOUT, PURSUE THEM AND INSPIRE OTHERS TO FOLLOW.

and committed. I was seduced and became a de facto missionary for the marque. It happens. I guess you could say it is my calling and I can prove it. I have the time. I have the inclination.

Traditionally, the January ORPCA dinner meeting is the best attended dinner meeting of the year. We have a private room at the Spaghetti Factory that seats 60-plus people. This room lends itself to guest speakers because of its shape, size, acoustics and lighting. I invited Captain Tim Myers, USN, Ret., to come and speak to a subject that is near and dear to my heart and, as I found out, to others in the ORPCA community. Tim was the Executive Officer (XO) on the USS Ranger, making him subordinate only to the Commanding Officer (CO). He had a crew of 5,500 officers and enlisted personnel necessary to execute Ranger's mission. I told Tim that he had 10–15 minutes to speak, and that he would have to keep his eyes on the audience — as soon as he saw eyes start to glaze over, he would have to summarize, wrap it up and call it good. He did... after 40 minutes! The subject matter? The possibility of relocating the USS Ranger to Portland on a permanent basis.

For those of you that are not familiar with Ranger, it is a Forrestal-class aircraft carrier. The Forrestal-class carriers were

the first contemporary aircraft carriers to be called “supercarriers” because of their size and capacity. They have a flight deck area of about 4.5 acres — about the same size as the modern aircraft carriers that are in the news on a fairly regular basis. For those of you that went to Porsche Parade San Diego last summer and visited the USS Midway, Ranger is bigger. I did three cruises to Vietnam in the late 60s and early 70s, compliments of the US Navy, two on the USS Constellation, and

my final cruise on the Enterprise. I spent a lot of time working on the flight deck during air ops; Ranger has the same size flight deck.

When Ranger gets to Portland, I will be giving flight deck tours, ad hoc if necessary, and sharing stories that will thrill and amaze you! If Ranger sings out to you, as it does to me, the USS Ranger Foundation has a great website ([uss-ranger.org](http://uss-ranger.org)) that lets you get as involved as you would like to be. Guess what my mission will be in 2009!?

Recently I had the distinct pleasure of presenting Community Warehouse with a check for \$6,200 and change. Community Warehouse is the designated charitable organization of Betty Lou Koffel, high bidder at our annual charity auction. What is Community Warehouse? They are the fulfillment side of several dozen not-for-profit and social service organizations serving individuals and families in need: victims of domestic violence, elderly, disabled or homeless, or others that have a demonstrable need and have qualified with an organization for help. What Community Warehouse distributes is the basic necessities to start up housekeeping. Not food, not shelter, not clothing. Instead, items such as pots and pans, beds, tables, radios, small appli-

ances, place settings, fans, microwaves, toaster ovens, coffee makers, brooms, vacuums — in other words, the basics necessary for independent living.

I was amazed by the number of folks bringing in donations for redistribution and by the number of individuals and families picking up items. I noticed a lot of happy faces; all they wanted was a change to get going. I did not notice a lot of attitude or a sense of entitlement. And no, I did not have on my rose-tinted glasses. I like this place and the attitude of everyone I saw working there. Many are volunteers. I am now going through my house looking for items that are a good match to their mission. Yes, I can drop these items off at the local Goodwill in Lake Oswego, and it is ooooh so convenient... But I can afford to spend a few extra minutes to drive over to 2267 N Interstate, place the same items in someone's hands and put a real smile on their face. What about you?

One thing that has not been addressed in any detail is the volunteer recognition event. Sue Denfeld won't tell me what she has scheduled, or where (she really can be mean spirited, and I am supposed to be “in the know,” aren't I?). She's teasing me and says that maybe she will tell me at the February board meeting. Wonder what she'd do if I left her off of the agenda?

Who is invited to the volunteer recognition event? Volunteers that take the lead and get things done. Want to be on the list? Choose events that you are passionate about, pursue them and inspire others to follow your lead. Is it worth it? Ask yourself if you can inspire others with your passion. Ask the volunteers that went on the afternoon river cruise last year. Ask me! ■

# Oregon Region Events



## *March*

- 2 Autocross
- 2 Driver Skills Clinic
- 4 Board Meeting
- 19 Monthly Club Dinner and Social
- 25 HPDE Instructors Clinic
- 29–30 Great Oregon Beach Cleanup Weekend

## *April*

- 1 Board Meeting
- 9 High Performance Driver Education
- 12 Arrive & Drive
- 12 Pro Drive Car Control Course
- 16 Monthly Club Dinner and Social
- 20 Autocross
- 26 Tech Session

## *May*

- 3–5 Cabin Fever Tour
- 6 Board Meeting
- 10 Arrive & Drive
- 11 Autocross
- 18 High Performance Driver Education
- 21 Monthly Club Dinner and Social
- 30–1 Rose Cup Races

## *June*

- 2 High Performance Driver Education
- 3 Board Meeting
- 5–8 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
- 25–27 Champ Car World Series
- 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 Sun River 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

## *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](mailto: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](mailto: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](mailto: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](mailto:editor@oregonpca.org).

## *November*

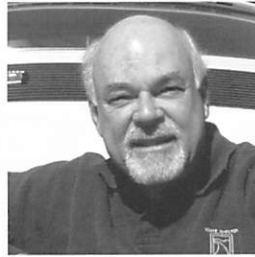
- 1–5 Wine Roads One Way Out Tour
- 11 Board Meeting
- 12 Monthly Club Dinner and Social
- 15 Tech Session (Tentative)

## *December*

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

## STILL PLAYS WITH CARS

Peter Linsky



# Slow Cows and Fast Money

**R**etiring editor Jim Ayers' recent comments on the dangers of striking an animal while exercising our cars struck a chord, since I'm among the many who've had close calls in that regard. A German automotive website mentions that there are than 20,000 "game accidents" annually on German roads. It says that while most end with only sheet metal damage to the vehicle, more than a thousand drivers are seriously injured every year. "Accidents do not only occur in the spring and autumn," says the website, but in all seasons and times of day. "Caution is required, and motorists should take seriously all traffic signs and speed limits." Of course, the problem becomes more severe in winter weather.

**H**ere's a quote taken from the Orlando, Sentinel newspaper in mid-August, after a 36-year-old Floridian with more money than brains totaled his new Lamborghini just two days after taking delivery: "Just because you can afford a \$400,000 car doesn't mean you know how to drive it," said Sgt. Jorge Delahoz, a Highway Patrol spokesperson. We might add that the same rule applies to owners of less-costly cars as well.



single 30x9.0-18 tire to fit a 6.5-18 wheel will set you back just \$760, plus freight. That's pretty reasonable, given that the tire is rated for speeds up to 590 mph. Tires for lower speeds are also available, but the

NOBODY HAS EVER BEEN ABLE TO PUT A PRICE ON THE GRINS YOU GET FROM TAKING AN EMPTY FREEWAY RAMP AT EIGHT- OR NINE-TENTHS. TEN-TENTHS, THOUGH, IS USUALLY VIEWED AS ANTI-SOCIAL.

**H**ow much does it cost to go fast — really, really, fast? Well, if you want to try for some record speeds at Bonneville or down under, for example, you'll need some special tires. Just give the Mickey Thompson Company a buzz and they can set you up with some serious rubber. One example found on the SCTA website: a

cost is about the same. No idea what the wear factor is.

**A**s we get older, our eyes have a more difficult time dealing with glare. More and more cars and trucks are now equipped with LED rear lights, and I've noticed that when the driver of a vehicle

ahead of me steps on the brake pedal, especially at night, the effect can be jarring. While incandescent bulbs brighten and dim in an almost soothing manner, LEDs turn on and off RIGHT NOW, which tends to raise my stress level.

**T**rying to reduce the wear and tear on your Porsche? In everyday traffic, lift early, brake gently, and don't ride your clutch or rush your shifts. Your maintenance costs will drop commensurately. However, nobody has ever been able to put a price on the grins you get from taking an empty freeway ramp at eight- or nine-tenths. Ten-tenths, though, is usually viewed as anti-social.

**Y**ou're probably familiar with the market analysis articles by Bruce Anderson that appear monthly in (shameless plug) *Excellence* and *Porsche Market Letter*, or the price guides from Keith Martin's *Sports Car Market* (welcome back to ORPCA, Keith!). Now there's a new automobile price guide available that might be of interest. Called *Cars That Matter*, it's published six times a year by USApraisal LLC in Falls Church, Virginia. I recently received a copy and plan to sit down with it over the winter to compare the price estimates of the various sources. The guides cost \$20 apiece. Find them at [carsthatmatter.com](http://carsthatmatter.com)

Until next month, drive safely! ■



# Autocross

Photo by Greg Heinze

## Sunday, March 2, 11:00 am

**O**ur first driving event of the year is at hand! Come out to Portland International Raceway Sunday, March 2 to blow the cobwebs out of your exhaust and out of your mind.

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.

Our autocross season also includes these dates:

- |            |           |              |
|------------|-----------|--------------|
| April 20   | May 11    | June 8       |
| July 6     | August 10 | September 21 |
| October 12 |           |              |

The March 2nd autocross takes place at Portland International Raceway's pro pits following the morning's Driver Skills Clinic. Plan to arrive by 11:00 am to leave enough time to cross the track to the pro pits, and for registration and tech inspection.

All remaining 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 [orpca.motorsportsreg.com](http://orpca.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  
REGISTER VIA  
CLUB CONTACT**

**FOR MORE INFO**

One week in advance of the event  
[orpca.motorsportsreg.com](http://orpca.motorsportsreg.com)  
Gary Chapman  
[drchapman@chapmansmiles.com](mailto:drchapman@chapmansmiles.com)  
[oregonpca.org](http://oregonpca.org) (select Autocross)



# March Social and Dinner

## Wednesday, March 19

*Ooh la la!*

## La Provence Bakery and Bistro

15964 SW Boones Ferry Road, Lake Oswego  
503.635.4533

6:00 pm Social hour

7:00 pm A limited menu délicieux will be served

Join our fun group of car enthusiasts at one of the club's favorite French restaurants!  
New members, we welcome you!

**DEADLINE  
REGISTER VIA  
CLUB CONTACT**

**FOR MORE INFO**

March 14  
RSVP to Nancy Herron  
Nancy Herron, 503.293.6714  
[dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org)  
[laprovencebakeryandbistro.com](http://laprovencebakeryandbistro.com)



# AMATEUR WRENCH

Don  
Clinkinbeard



## Powering Up for the Coming Year

I've installed the 914's new fuse panel. It went in fairly easily as it was designed as a wire-for-wire transfer of connections. I have not been able to test it quite yet as the car is still torn apart and the battery disconnected.

While I was playing under the dash, I noticed that the pedals did not seem to move with the precision that I have come to expect from Porsche or even Volkswagen automobiles (at least when I pushed against them with my head!). It didn't take too long to figure out that the bushings must be bad. I did a little web research and found at the Pelican Parts website a sweet poly/bronze bushing set for a reasonable cost along with a procedure for doing the work.

Restoring the pedal box to good condition was pretty easy. Removal from the car involved unscrewing four 13mm nuts and

THE ANNUAL DE PASS WILL GET YOU INTO EVERY ORPCA DE EVENT ON THE CALENDAR AND GIVES YOU A 14 PERCENT DISCOUNT ON THE YEAR'S REGISTRATION FEES.

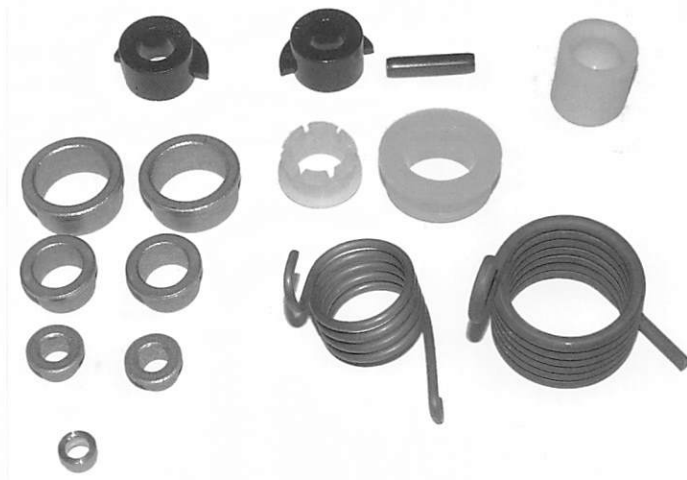
releasing the clutch and accelerator cables from the mechanism. The disassembly procedure recommended that we use a press to remove the clutch shaft roll pin, as sometimes with old cars these things tend to rust together, so I had my son Ian take the pedal box to work and use a hydraulic press to get the pin out of the clutch shaft. He said I could likely have just knocked it out with a roll pin punch. I then disassembled the rest of the box. Aside from the roll pin for the clutch, it only has a single nut and a cotter pin holding the main pieces together.

It turned out that the clutch return spring was broken and all of the bushings had disintegrated. The OEM bushings are

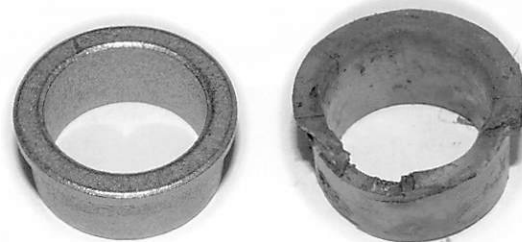
plastic and 35 years of time will take their toll. Needless to say, the moving parts tended to move in directions they were not designed to. Once you get the bits

repaving and reconfiguration of turns 6, 7 and 8 — took place February 23rd and 24th. On Sunday the 24th ORPCA hosted a lapping day, with proceeds from this event going to fund Friends of PIR activities in the coming year. It was a fun time for the many drivers that turned out and helped ensure the future of PIR.

Speaking of the track, our new annual inspection program for driver education events is getting off the ground. At the time that I'm writing this, we have an inspection list and have run it by Kurt Leipzig of Marque Motors for his insight before I talk to the some of the other shops to get their input. This looks to be a  
*(Continued on page 23)*



Above left: Everything needed to restore smooth footwork to the 914. Below: The good (in bronze) lies alongside the bad and ugly (35-year-old plastic).



# HPDE Instructor Training Clinic Tuesday, March 25



**A**re you an experienced track driver? Do you believe you have a good understanding of the advanced skills that make a good driver better? Do you have a desire to help other drivers acquire those skills?

If you answered yes to these questions, perhaps you are ready to become an instructor for ORPCA's High Performance Driver Education. We can help: On March 25th, ORPCA and BMW ACA will be holding our HPDE Instructor Training Clinic, providing you with the strategies to teach the adult learner and the experience practicing these strategies in a real situation on the track. The day combines group lecture with individual in-car exercises alongside a senior instructor — acting as your student — for you to hone your teaching skills. At the end of the day we evaluate your performance; those meeting the criteria become HPDE instructors.

Interested? Please contact our Co-Chief Driving Instructors, Andy Chenoweth and Andy Jacobson, at [cdi@oregonpca.org](mailto:cdi@oregonpca.org) for more information. Cost is \$50.

For advanced drivers only who are not interested in becoming an instructor candidate, you may register for a lapping day on this same date. Cost is \$100.

DEADLINE  
REGISTER VIA  
CLUB CONTACT

March 18  
[oregonpca.org/motorsportsreg.com](http://oregonpca.org/motorsportsreg.com)  
Don Clinkinbeard  
503.970.4848  
[drcbike@comcast.net](mailto:drcbike@comcast.net)  
[oregonpca.org](http://oregonpca.org) (select Driver Ed)

FOR MORE INFO

Club  
Event

## High Performance Driver Education

Wednesday, April 9, 7:00 am

This might be your first chance to try out the new track surface at PIR.

Our HPDE program includes nine events this year. We provide the asphalt, instruction and support team. You supply the automobile and a desire to learn. You'll spend about 80 minutes on track learning to drive your car near its limits. This will be a great time for all, so come on out and enjoy the challenge and the camaraderie at the track as we kick off what promises to be the best HPDE season in years.

Our HPDE season also includes these dates:

May 18, 11:00 am    June 2, 7:00 am

June 22, 11:00 am    July 29, 7:00 am

October 5, 11:00 am

June 20, 7:00 am

September 18, 7:00 am

October 14, 7:00 am

All events take place at Portland International Raceway. Register in advance at [oregonpca.org/motorsportsreg.com](http://oregonpca.org/motorsportsreg.com). The early-bird registration fee is \$135, \$150 for the remainder of advance registration and \$180 the day of the event. We're also offering an HPDE Season Pass, which gets you into every ORPCA DE event on the calendar, regardless of whether the run groups are full, and gives you a 14 percent discount on the year's registration fees. See [oregonpca.org](http://oregonpca.org) for details.

Before you head out to the track, please take some time to get to know our program. Navigate to [oregonpca.org](http://oregonpca.org) and select Driver Ed; it contains a wealth of information you need to know before participating.

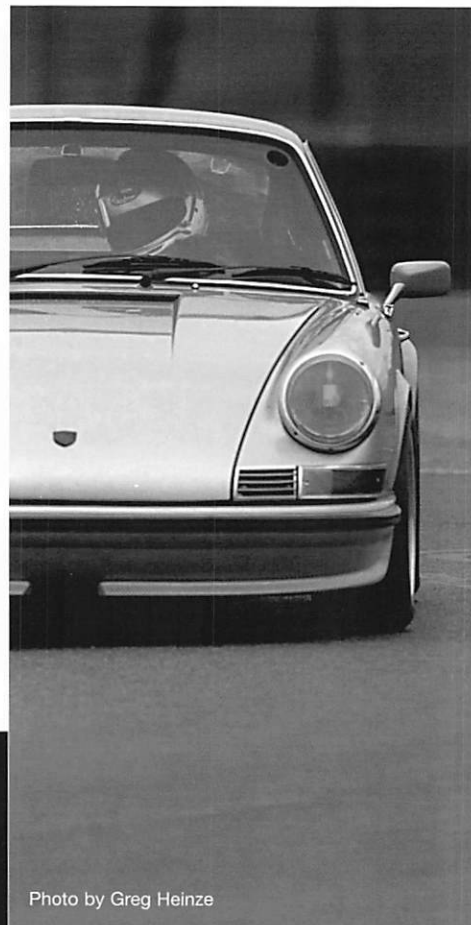


Photo by Greg Heinze

DEADLINE  
REGISTER VIA  
CLUB CONTACT

One week in advance of the event  
[oregonpca.org/motorsportsreg.com](http://oregonpca.org/motorsportsreg.com)  
Don Clinkinbeard, 503.970.4848  
[dechair@oregonpca.org](mailto:dechair@oregonpca.org)  
[oregonpca.org](http://oregonpca.org) (select Driver Ed)

FOR MORE INFO

Club  
Event

## Wake-up Calls

It's March, and if you put your baby to bed for the winter, chances are this is the month she'll be awakened.

Porsche recently woke one of its sleeping beauties, not after four months but almost 40 years. What was necessary to bring 917 chassis number 15, rolled straight into Porsche's museum in May 1971 after setting what remains the highest average race speed? Four hours to clean the 24 sparkplugs, along with some gentle tapping to free the injection system's slide valves. Fuel pumps and ignition on, starter button pressed, she came to life. After 1,000 km at 249 km/h and an intervening 36 years. Amazing.

Chances are you'll need less effort. Probably the most common dilemma is a lifeless battery. Or more to the point, if you're an owner of a type 986, 996, 987 or 997, the fact that the battery resides under a now-inoperable electrically-operated trunk. The basic procedure, hooking up a charger to one of three available charging points — fusebox plus doorstrap, lighter socket, or engine compartment terminals — and waiting for enough of a charge to enable the hood to be released, is well covered in PCA's Tech Q&A. But there's a nuance, shared by the good people at Sunset Imports, that's necessary if the car door is left ajar. Having the door open activates a number of electrical circuits, undermining any effort to charge the battery. The solution? With a smidgen of care and a screwdriver, simply rotate the latch plate in the open door into the latched position, as it would be if the door was fully closed. Just remember to reopen the latch, by pulling up on the outer door handle as you normally would, before trying to close the door.

It's common to change oil before putting your car in storage or as you bring it back into service. I'm starting to see more opinions that it's better to change oil prior to storage, based on the view that the combustion-produced acids retained in



used oil are more of an issue during storage than the accumulation of moisture. And since we're talking about motor oil, the great oil debate continues. Or maybe not: here's a site — [lnengineering.com/oil.html](http://lnengineering.com/oil.html) — referenced by PCA's Tech Q&A and containing a great deal of well-researched answers (be sure to scroll down past what looks to be the end of the article to a list of frequently asked questions.)

When putting a car back into service, renewing brake fluid is sometimes overlooked, especially on cars that cover few miles annually. Porsche recommends

flushing and replacing brake fluid every two years. It's not just a matter of avoiding "spongy" brake performance from accumulated moisture. Over a relatively short period of time (a recent Tech Q&A posting documented this in a '96 993), a sticky white residue builds up in the fluid reservoir, the master cylinder and the ABS pump, hindering their operation. The fix? Replacement of all these units, an expensive wake-up call.

Our first track event takes place this month and you might have already seen Don Clinkinbeard's mention of an annual DE (driver education) inspection program. There's one thing that might go unnoticed at an inspection that could turn into a big wake-up call on track: patched tires. With construction all around us, it's easy to pick up a nail. One member recently wrote in to PCA's Tech Q&A, saying "I am considering attending my first DE event in the near future and was wondering: do patches compromise the integrity of the tire at high speeds?" The answer back? "Tire patching is not safe at high speed. Replace the tire as soon as possible, and do not exceed 55 mph until then. Tires with patches are specifically not allowed at any DE event." A tire failure at the track would not be a pleasant experience, especially if easily avoidable.

A footnote to last month's column on torque: At the Detroit Auto Show, Audi showcased a "concept" R8 V12 TDI that's destined for production. They've shoe-horned in a six-liter V-12 diesel (makes one think R10 Le Mans prototype, although the technological connections are unclear) producing 738 lb-ft of torque. That's more than double the standard R8 and almost 50 percent more than any current Porsche. A wake-up call for the GT-2? ■

# The Second Annual Great Oregon Beach Cleanup Weekend

Saturday and Sunday, March 29-30

In conjunction with SOLV, join fellow ORPCA members and thousands of Oregonians this spring to make Oregon a better place to live. On March 29th, Oregonians will continue the tradition of twice-yearly beach cleanups, sprucing up our coastline from Washington to California. Benefiting visitors and wildlife alike, this effort empowers citizens to be active in keeping our state clean and beautiful. Help make this spring's beach cleanup a big success!

SOLV has assigned us our own Fort Stevens beach area. On Saturday morning we'll meet at Camp 18 for breakfast, drive to Fort Stevens, and clean the beach until early afternoon. Next, we'll drive to the Cannery Pier Hotel, Astoria's newest luxury boutique accommodations, built on the site of the former Union Fish Cannery 600 feet into the Columbia River. Saturday evening will start with a wine and smoked salmon



Photo by Gregg Denning

reception at the hotel, and then the night is open for you to dine at one of Astoria's great seafood restaurants. After a complimentary breakfast Sunday morning, you're on your own to explore Astoria and Oregon's north coast.

We have 20 rooms at the Cannery Pier Hotel set aside at a special rate of \$189, which includes a river-view

king room with fireplace, wine reception and continental breakfast. To reserve your room, contact the hotel at 888.325.4996 or [www.cannerypierhotel.com](http://www.cannerypierhotel.com) no later than March 8th. Let them know you're with ORPCA. ■



DEADLINE  
REGISTER VIA

CLUB CONTACT

FOR MORE INFO

March 8  
RSVP to Jeff Gretz (see below)  
and call the Cannery Pier Hotel at 888.325.4996  
Jeff Gretz, 503.628.0629  
[jgretz@onlinenw.com](mailto:jgretz@onlinenw.com)  
[solv.org](http://solv.org), [cannerypierhotel.com](http://cannerypierhotel.com)

Club  
Event

# Sunshine 365 Days a Year

by Colleen I. Cotlaryk

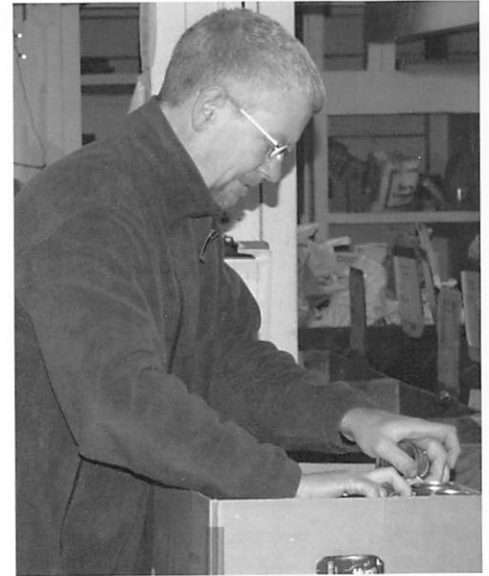
Over the last two months, I've volunteered twice at the Portland Police Bureau's Sunshine Division. This was really an eye-opener. I had never seen such huge amounts of food in barrels, crates, and on shelves, all categorized for distribution. So many barrels were stacked to overflowing and needed to be sorted out. About a dozen members of ORPCA, as well as many others, were there to lend a helping hand. (To me, it looked like it could definitely be a once-a-month volunteer effort rather than just around the holidays.) Once we got started it was "productive chaos."

The Sunshine Division has been helping people in Portland since the early 1920s. They have a rich history which began when Portland Police Captain Harry Circle began to collect change from his

fellow officers to purchase groceries and clothes for families he encountered in his daily job duties who were hungry or without necessary winter clothing. Many of the families and individuals needing assistance lived in a shantytown known as Sullivan's Gulch, which was located where I-84 and I-5 currently meet. People living there were provided with clothing, blankets, coats, shoes, a pan and soap for bathing and washing clothing, and briquettes for outdoor cooking.

Since then, the organization has grown and evolved to meet the ever-changing needs of the community. The Sunshine Division currently provides over 1.3 million pounds of food each year to needy people in the Portland area and to approximately 40 other local nonprofit

*(Continued on page 24)*



Terry Briscoe was one of many ORPCA volunteers providing assistance to the Sunshine Division (photo by Jim Ayers)

# Working Together for Oregon

by Jeff Gretz

We club members drive our cars all over Oregon on amazing roads, appreciating our beautiful state and all its diversity. We marvel at the pristine and rugged coastline, the snow-capped mountains of Central Oregon, the high deserts of the east, the clear mountain lakes, numerous rivers and streams, green meadows, towering Douglas Firs, and so much more. We owe a debt of gratitude to SOLV for its inspiring and passionate work to enhance the livability of our state.

On January 15th, I presented Jack McGowan, Executive Director of SOLV, a check in the amount of \$6,230, funds produced through club member donations at December's annual charity auction.

SOLV, founded in 1969, is a statewide non-profit with the mission "to build community through volunteer action to preserve this treasure called Oregon." Each year SOLV organizes 90,000 volunteer opportunities, resulting in more than 500,000 hours — over ten million dollars worth — of service donated to preserving



On behalf of the Oregon Region, Jeff Gretz presents a check for \$6,230 to Jack McGowan, SOLV's Executive Director

Oregon. SOLV's Great Oregon Spring Beach Cleanup is very well known and ORPCA will again participate this year, on March 29th [see page xx for details—Ed.]. Hopefully we will participate in more SOLV events, enhancing and preserving our treasured Oregon, so we can keep driving and enjoying and driving and enjoying and— ■

On January 3rd, I gave a VIP tour to ORPCA charity auction attendees James and Jean Ohl, winners of a tour of the flight deck of the Spruce Goose, Howard Hughes' flying boat housed at the Evergreen Aviation Museum in McMinnville. James and Jean brought along a few guests, shown here standing in front the SR-71 Blackbird. Clockwise from the top right is Jean Ohl, James Ohl, ORPCA membership co-chair Chet Martin, and the Ohl's friends Austin and Bud. Being Porsche drivers [see their tour of Germany on page 18—Ed.], James and Jean really loved the fast-flying Blackbird. After visiting the SR-71 and the Spruce Goose, we toured through the rest of Evergreen Air Museum.

— Jim Hosford



# The Pre-War Auto Union and Its Link to Modern Porsches

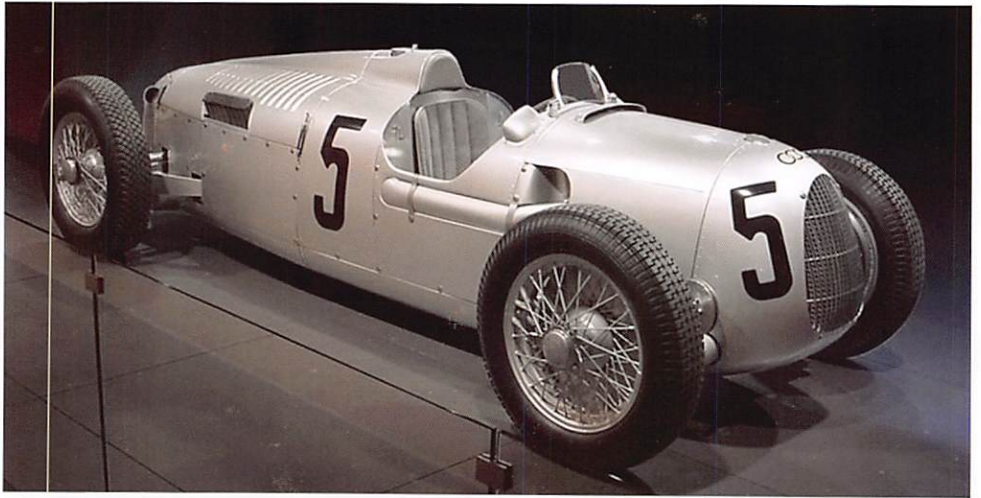
by Peter Linsky

Most of us are aware that Ferdinand Porsche designed most of the Auto Union Grand Prix racers that took the racing world by storm in the years leading up to World War II, but his highly-advanced thinking would return to center stage after the war and is reflected in many of the production cars we enjoy today.

Compare, for example, the bloodlines of a Boxster or a Cayman. Their mid-engine layout can be traced directly to “Number One,” Dr. Porsche’s first post-war sports car and the first car to bear his name.

While the 356 series adopted the Volkswagen’s rear-engine layout because of its lower cost, that first mid-engine Spyder could trace its heritage directly to the 1948 Cisitalia mid-engine Grand Prix car Porsche built for Piero Dusio, and that design in turn is clearly traceable to the ferocious Auto Union “P-Wagens.” Although the Auto Unions were not all-wheel drive, as was the later Cisitalia, Porsche would develop AWD with its 959 and put it into mass production with the series of Carrera 4s still offered today.

The first Auto Union grand prix machines appeared in 1934, answering, along with Mercedes Benz, Hitler’s challenge to demonstrate German technical supremacy. Both efforts required huge government subsidies to offset their astonishing construction and development costs, although Auto Union ran on such a lean budget that it was finally forced to



Ferdinand Porsche's formidable Type C Auto Union (photos courtesy Audi AG).

yield to Mercedes Benz’s financial and numerical superiority. Shatteringly different in concept from the obsolescent Alfa Romeos that owned Formula 1 in the early 1930s and the new, muscular Mercedes Benz — both of which clung to the traditional front engine/rear drive concept — Dr. P’s 16- (Types A, B, and C) and 12-cylinder (Type D) monsters placed the driver ahead of the engine and transaxle. It was a brilliant approach offering several advantages: Without the need for a driveshaft, the driver could sit lower, dropping the center of gravity, and the heaviest mass was placed between the axles, reducing the polar moment of inertia. That approach is reflected today in the well-balanced chassis of the 986 and 987 series, as well as the Carrera GT supercar.

As with the Auto Unions and Cisitalia, Porsche carefully places the greatest mass between the axles to minimize polar moment. The Auto Unions were also pioneers in the use of light-alloy engines and transaxles, introduced when competitors were still using cast-iron engine blocks, and Porsche still takes advantage of this technology. Although most of the Auto Unions vanished behind the Iron Curtain after WWII, several surviving chassis have surfaced and have been restored, and Audi commissioned the reconstruction of two additional replicas from original blueprints, including a streamlined record car. If not for the Auto Unions, what might Porsches look like today — if Porsche existed at all? ■



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# 165 mph Across Nevada,

by Johnny Speed

# Legally

The time had come; the Nevada highway was wide open. I eased out the clutch and pulled onto the deserted road. The 911 GT3 gained speed with ease as I shifted up through the gears. At 75 mph a quick glance at the gauges showed the car was up to temp and ready to go. So was I.

With a press of my right foot I opened the “corral,” putting the rest of the 380 horses to work. The car gained speed like a cheetah going after a goat. By the time I glanced down, the speedometer was passing 163 mph. I let the needle come to rest at 165 mph and shifted into sixth.

This was the start of the 2007 Gambler’s Run.

The thought of driving at triple digit speeds on open highways has enticed me for years. When an opportunity presents itself, I am guilty of letting the speedometer needle go into forbidden territory, if only for a matter of seconds, all the while anxiously watching and waiting for my trusty V1 detector to light up and play its “music.” I decided I was tired of taking my chances with our ever-friendly Oregon State Highway Troopers. The time had come to go to the next level.

The beautiful state of Nevada has some of the nicest highways in the Western

United States. Straights that stretch out across valleys for close to 20 miles, gentle curves and rolling hills. A great place for some high-speed fun.

Each year, starting in May, the state of Nevada allows open road rallies to take place on certain sections of two-lane blacktop. The highways are closed and

BY THE TIME I GLANCED DOWN, THE SPEEDOMETER WAS PASSING 163 MPH. I LET THE NEEDLE COME TO REST AT 165 MPH AND SHIFTED INTO SIXTH.

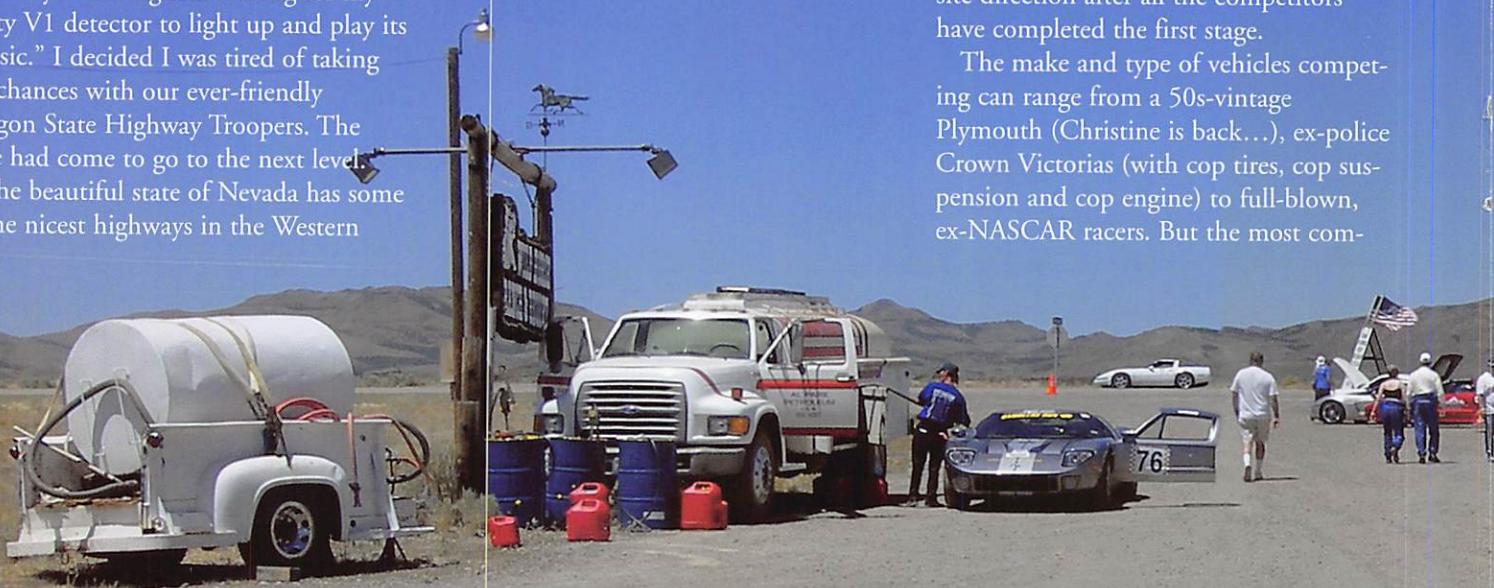
the contestants compete against the clock to see who can maintain an average speed closest to a specific target.

Contestants are grouped in classes according to target speeds, which range from as low as 85 mph to over 200 mph. Driver experience and car safety equipment dictates the class a contestant may enter.

Aside from the Unlimited Class, there is a maximum speed limit in all classes. This speed limit is called the “Tech” speed. A contestant who breaks the Tech speed is disqualified, banned from future events and can be ticketed by the Nevada State Highway Patrol. There is also a *minimum* speed limit for each class.

The contestants start individually from a dead stop at 30-second to 1-minute intervals, depending on the target speed class. There can be passing, but it is not uncommon to run the whole course and not see another contestant. Course lengths range from about 90 to 130 miles and are often set up as two-stage events, with the second stage running the opposite direction after all the competitors have completed the first stage.

The make and type of vehicles competing can range from a 50s-vintage Plymouth (Christine is back...), ex-police Crown Victorias (with cop tires, cop suspension and cop engine) to full-blown, ex-NASCAR racers. But the most com-



mon vehicle of choice seems to be Corvettes, which can fill almost half the field, followed by anything from Germany, Japan, one or two cars from a small town in Italy and domestic iron.

Participants are as varied as their vehicles. It can be very interesting group.

All cars must pass a tech inspection where the overall condition of the car is checked, along with the safety equipment of the car, driver and navigator. If the car does not pass tech, it does not run.

The majority of incidents that occur are tire related. Tires are closely scrutinized for having the correct speed rating for the target speed class, date of manufacture, size, wear and any defects such as nails or screws.

A navigator is optional but can be very helpful reading course notes, handling the stop watches, scanning a GPS unit and keeping an eye out for any stray cattle that did not get the word that the highway was closed (yes, it has happened).

Aside from a bird who apparently misjudged my velocity (150+ mph at the time), I experienced no major incidents and had a lot of fun speeding across Nevada without concern for tickets. The



GT3 ran fine with an average speed of 134.809 mph. Not bad for driving without a navigator and forgetting to reset my trip computer on the second leg.

Next time I hope to enter in the 145- or 150-mph target speed class.

If open road rallies interest you, here are a few items to keep in mind:

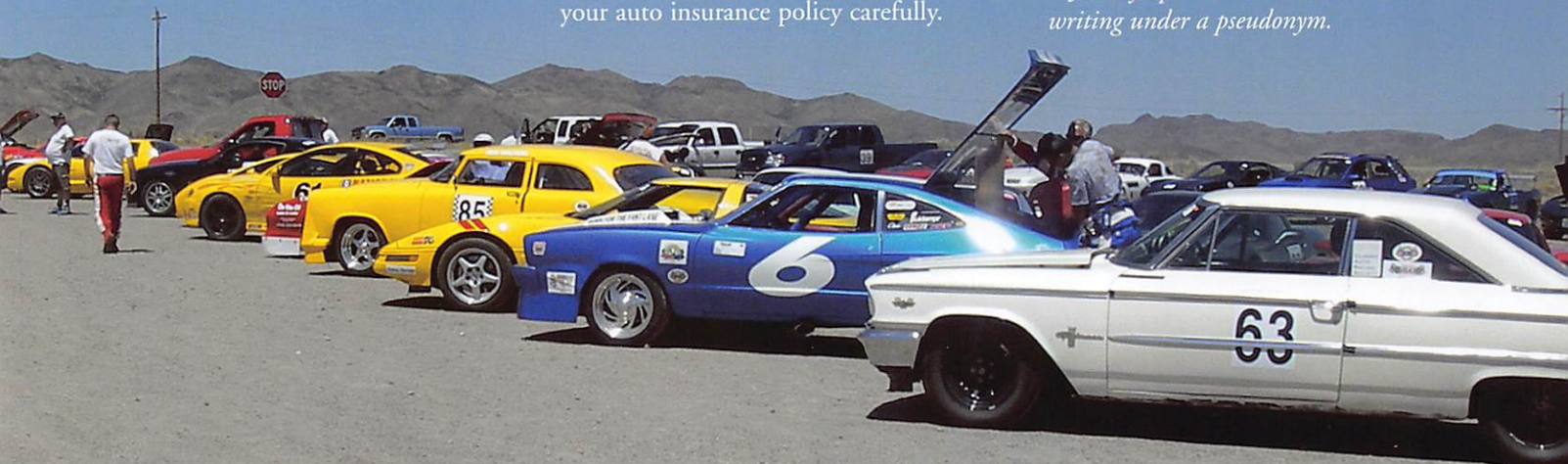
- This is a competition event. Read your auto insurance policy carefully.

Above: Johnny Speed and his steed, a 996-generation 911 GT3. Spread photo: The latest in supercars mix it up with decades-old NASCAR iron and virtually everything in between. Left: There are worse things to hit at 150 mph.

- These events are more like driving the autobahn than driving on the track.
- Every corner is new and will not be repeated. Apex late is often a good strategy.
- Depending on the speed class, brakes may be used very little. Keep this in mind if you are running racing pads.
- Avoid dropping a tire off the pavement. The run off area can have large rocks, ditches, embankments and the like.
- To become familiar with the course, drive it with the course notes several times before the rally. Curves come up quickly at 150 mph.

It really is a lot of fun, especially for couples, and you can make it as competitive as you want. For more information, see [openroadracing.com](http://openroadracing.com) and [silverstateclassic.com](http://silverstateclassic.com). ■

*Johnny Speed is an ORPCA member writing under a pseudonym.*



# James and Jean Go to Germany

Story and photos by James and Jean Ohl

**A**t Porsche Parade San Diego, my wife Jean won a discount on an Autobahn Adventures trip. We selected the 11-day excursion to Germany and Switzerland. One word — “wunderbar!” — describes our trip, as Mark and Tina Trewartha, the owners of Autobahn Adventures, put together a fantastic experience. The trip is not inexpensive but you really get your money’s worth. Five-star hotel and resort accommodations, all breakfasts and all but two dinners are included. And Mark and Tina arrange for the cocktail parties and fabulous, scrumptious meals to be in separate rooms so that we could eat and enjoy ourselves in smoke-free comfort. We had an almost-

new 911 to drive throughout, picking our own route (autobahn, scenic, or any combination of the two) to the next destination. Mark and Tina may suggest things to

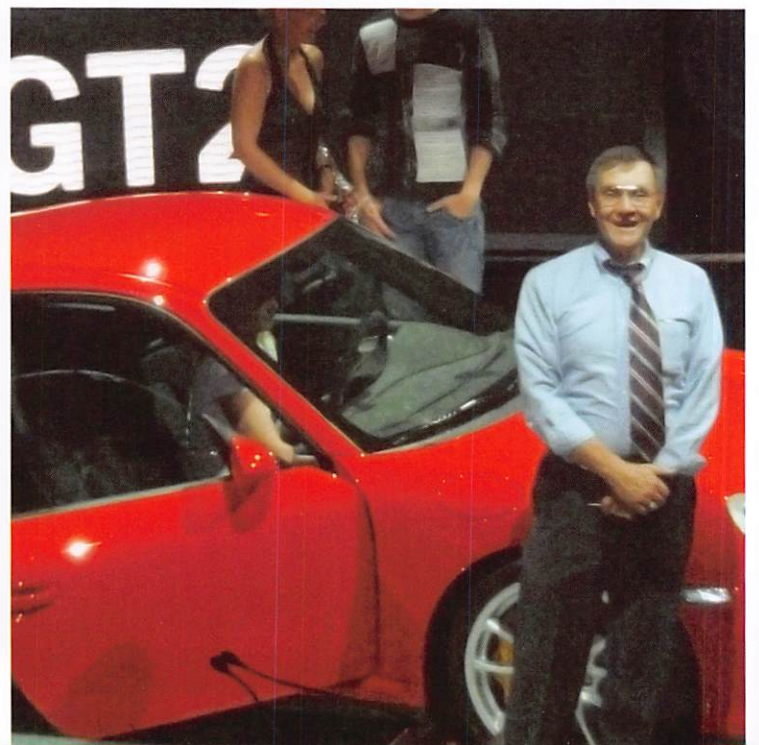
THEO WAS DOING FOUR WHEEL DRIFTS THROUGH EVERY CORNER, PASSING SLOWER CARS AND MOTORCYCLES WHILE LOOKING SIDEWAYS, TELLING US THE HISTORY OF THE TRACK.

see and do on the way, but the route and lunch were up to us. It is all the fun extras that really made the trip worthwhile.

With so many wonderful experiences on this trip, I can only mention the high-lights:

We flew into Germany a day early to attend the Frankfurt Auto Show. After checking into the Kempinski Hotel Gravenbruch in Frankfurt and resting for

a few hours, off to the show — Mark had obtained admission passes from Porsche AG. We checked out the new models, automobile and human. The Italian firms all seemed to feature models in skimpy, slinky, high-fashion outfits. We liked all the small turbo-diesels (over half the vehi-



cles in Europe are diesel) that we don't get in the US, such as the turbo-diesel Smart Car.

Mark and Tina arranged for tickets to the small party Porsche AG threw for the 500 or so Porsche Club members attending the show. The Cayman S Porsche Design Edition 1 did nothing for us but the Cayenne S Transsyberia was trick. Porsche used this show to introduce the Cayenne GTS and 911 GT2 — I really wanted the GT2 until I heard the price!

The next day, Avis delivered the Porsches, all in black. Tour participants selected their Porsche in the order they signed up for the trip. As we were late comers, we picked last and had to settle for a near-new 2007 911 Carrera 4 coupe with Tiptronic, full leather, PASM, and navigation. Mark helped us program the navigation system and gave us a walkie-talkie to use. Over the next 10 days we fell in love with our Porsche.

After breakfast on day 2, we were off to Köln (Cologne), about 1.5 hours away. As a general observation, most of the vehicles we saw were dark-colored, silver, or white. It was almost a shock to see a bright red or blue vehicle. Everybody on our tour wanted to use the autobahn and see what our Porsches were like at speed. If you have never driven on the autobahn, a few words of caution. There is absolutely no passing on the right. You check your mirrors, use your turn signals, pull out into the left lane, accelerate and complete your pass, and then use your turn signals to move back to the right. Speed limits are strictly enforced. Speeds vary from 60 to 80 kph (37–50 mph) in construction zones, 100 to 120 kph (62–75 mph) in congested areas, to unlimited in open countryside. We normally cruised at 180 to 200 kph (112–125 mph) but did reach 244k (153 mph) in one area. The Carrera 4 was so smooth and solid that Jean did not realize we were going that fast.

Day 3 was Nürburg and the two circuits of the Nürburgring. We stayed at the Dorint Hotel, right on the start/finish line of the south or Grand Prix circuit. There is nothing like sitting on your balcony watching the BMW driving classes right below you or waking up to the sounds of the vintage race cars practicing for that weekend's event. The north circuit or Nordschleife — 20.8 km (12.9 mi) with



Far left: 911s front and center at the Schlosshotel Bühlerhöhe, Black Forest. Top left: The Nürburgring's south circuit as seen from the Dorint Hotel. Bottom left: James (front right) shares the stage with the GT2. Above: Taking in the Swiss Alps.

73 turns — is mainly used by the automobile industry for testing. It is open to the public for limited hours on selected days from August through December. Anyone can buy a ticket to drive the Nordschleife; a single lap ticket costs about \$27.

For some reason, Avis would not let us take their 911s on the Ring so Mark and Tina arranged for rental racecars. I threw my back out that morning, having to be

helped into the Porsche to even drive to Nürburg, and had to cancel my drive in the rented racer. Theo Kleen, the owner of Rent-Racecar, has driven over 5,000 laps on the Ring and offered us a ride at whatever speed we wanted. Jean and I chose "as fast as Theo could drive." He delivered — we got the e-ticket ride. He was doing four wheel drifts through every corner, (Continued on page 23)

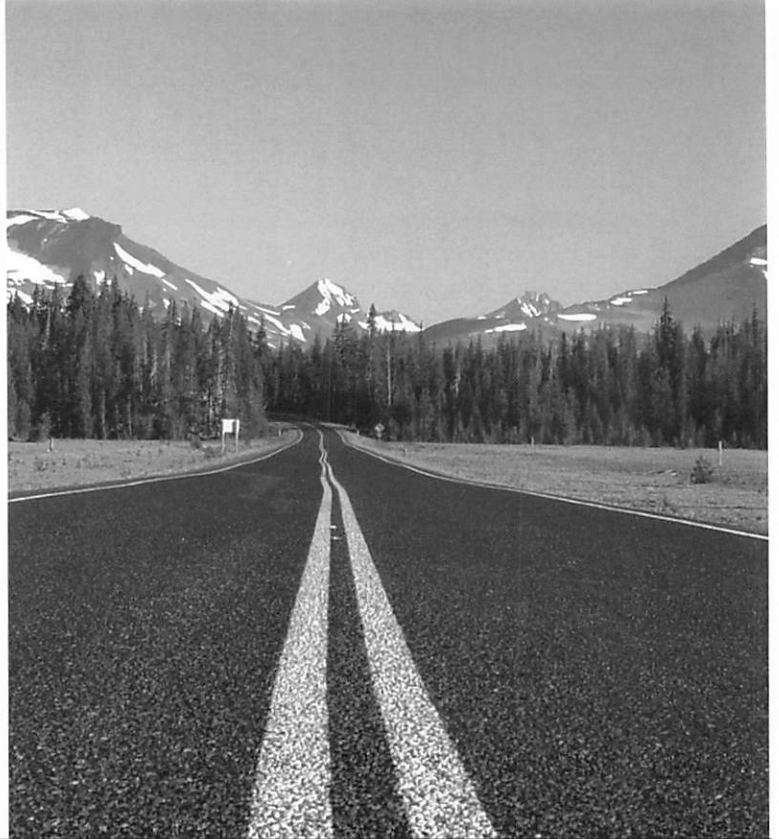
# Arrive & Drive

Saturday, April 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



## Car Control and Vehicle Dynamics Course

Full Three-Hour Program

Saturday, April 12



The Pro Drive Driving School is offering a Car Control and Vehicle Dynamics Course exclusively for Oregon Region PCA members. To be held Saturday, April 12 at Portland International Raceway, the course is only \$199 per participant (regularly \$299)

The course utilizes Pro Drive's SkidCars to improve the skills of drivers at all levels. You'll learn the fundamentals of vehicle

stability, skid recovery and precise car control applicable to the racetrack or the street. With a three-to-one student-instructor ratio, this unique training is an education in driving you just can't afford to miss!

Space is limited, so please register as soon as possible by calling Pro Drive at (503) 285-4449 or going online to [www.prodrive.net/store](http://www.prodrive.net/store).

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[dtptorg@pacifier.com](mailto:dtptorg@pacifier.com)  
[prodrive.net](http://prodrive.net)

Club  
Event

# Future Shock and the New Classic

by Randy Stolz

It hit me like a bullet between the eyes. There on the November 2007 cover of Road & Track was a gorgeous rendition of a 2010 Boxster. The headlights and squared off roll hoops are reminiscent of a Carrera GT. Similarly, a tell-tale body seam just below the side air intakes might allow the entire rear body to lift like a clamshell exposing the engine.

I flip the pages to the Ampersand section for more info on the car and, save for the speculative 2009 showing, there are no real surprises. It's all quite evolutionary per Porsche M.O.

Finally, I come to page 140. In bold, it's titled "1997-2004 Porsche Type 986 Boxster". In the upper left, around the Porsche crest, is the moniker "Used Car Classic." Another bullet.

Over the years R&T has used this section to grace such cars as the MGB,

Triumph TR4, Datsun 240Z, and the Honda CRX, well after production has ceased and usually 10 years hence. The last Porsche "Used Car Classic" article I could find was written in 2004 about the '83-'95 Porsche 944/968, a full nine years after production ended. Here we are four years after 986 production stopped and I own a "classic." I guess I'm getting on in years but it seems just like yesterday when my 2003 Boxster was new, and it still is to me.

At 62, I'm perhaps a little sensitive to the word classic. I know many of you are having a hoot at this point (Hey Randy, classic is what the Porsche Club is all about!) but please, give me some time to adjust. The upside, of course, is that this article might sustain prices a bit better than last January's stock market and the



Courtesy Hachette Filipacchi Media, U.S., Inc.

986 will take its place with other Porsche classics.

With a new generation of powertrains and fuels on the horizon, I'm thinking we'll be seeing more and more classics. In just a few years you might overhear someone saying "Remember the 2010 Boxster? It was good but the 986 was a classic!" ■

## Autocross Program Changes for 2008

by Barry Cogut

Gary Chapman, ORPCA's new autocross committee chair, and others have been working hard to make the upcoming autocross season more fun and run smoother and more safely. An informal "working group" met January 5th at Gary and Pamela Chapman's home. Ideas and suggestions were reviewed, discussed and, when they made sense, approved. A general feeling was that events should be geared more for ORPCA members so that we can get more runs per event. In addition, there will be an increased focus on course design to increase competitiveness for *all* types of Porsches, hone driver skill and increase safety. Some of the changes are as follows:

The number of drivers will be limited to 50 per event. The goal is to get at least six runs per event. There will no longer be post-event "fun runs."

Registration fees are \$35 for pre-registered ORPCA members and \$40 for walk-ons. Non-members will be \$40 and \$45, respectively, for pre-registered and walk-on participants.

Registration opened in February for PCA members for *all* events during the season. Registration for non-members will open two weeks prior to the event *if it is not sold out*.

Drivers changing class during the season can always run in a higher class but cannot run in a lower class. When a driver changes class they will be assigned a new number that will be their old number with an "X" added to the end.

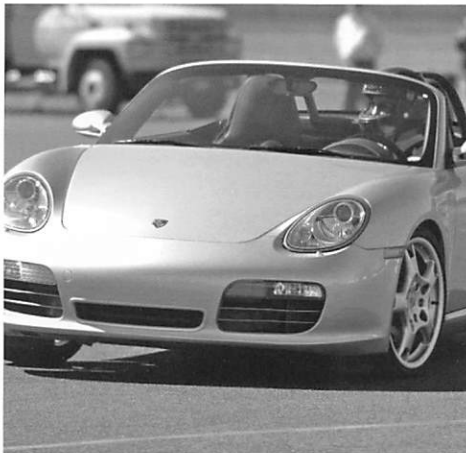


Photo by Greg Heinze

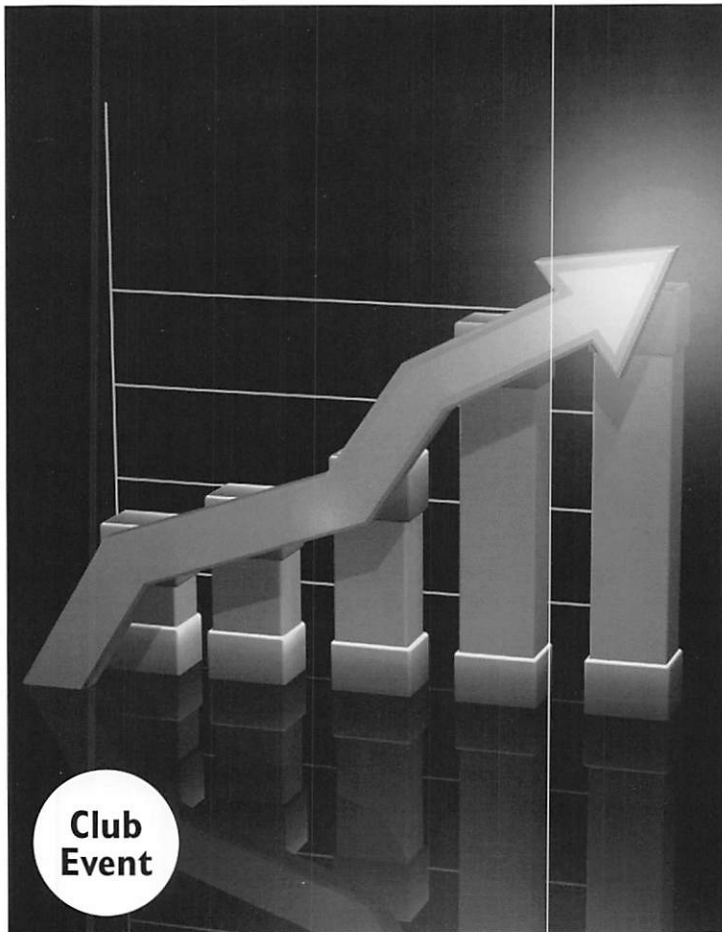
Tech inspection will be answering questions regarding classing cars and also will assist drivers with class designation; however, drivers are still responsible for properly classing their own vehicles.

Registration will have two lines, one for pre-registered drivers and the other for walk-ons.

A driver may borrow an ORPCA helmet one time only. If a driver arrives at a second event without a helmet they may buy one of the club helmets, which are acceptable under the rules until the Snell 2010 ratings come out. ORPCA will replace sold helmets with one meeting Snell 2005 approval.

A minimum of five events must be run by a driver in a given class to qualify for championship points. Seven events will be counted toward the championship points, allowing a driver to miss one event without penalty. A driver who runs all eight events will have their best seven finishes count toward the championship.

Have fun and good luck! ■



## Tech Session: Porsche Performance Software

Saturday, April 26, 9:00 am

**G**ran Prix Imports will host a tech session exclusively for Oregon Region PCA members Saturday, April 26th, from 9:00 to 11:00 am. The session will cover the technology, features, and value of performance software available for your Porsche.

To be held at Gran Prix Imports, 25300 SW Parkway Ave., Wilsonville, the session will start at 9:00 am and run until about 11:00 am. No registration is required, simply come join us in GPI's service department. Gran Prix Imports will graciously provide a continental breakfast for all.

### CLUB CONTACT

Chuck Bergeron, 503.598.8549  
chuckbergeron@msn.com

### FOR MORE INFO

Jay Bernard, Service Manager  
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gpimports.com

## The Cabin Fever Tour

Saturday through Monday, May 3-5

**2**008's Cabin Fever Tour heads to Condon, Oregon, Saturday May 3rd and on to Walla Walla, Washington, Sunday. We've booked all 18 rooms of the newly remodeled Hotel Condon for our Saturday night stay. The hotel has a great wine list and dinner menu; a continental breakfast is also included with your stay. We're planning for an early start Sunday morning in anticipation of afternoon wine tasting, dinner at Walla Walla's Whitehouse-Crawford Restaurant (a favorite of local winemakers) and an overnight stay at the Marcus Whitman Hotel.

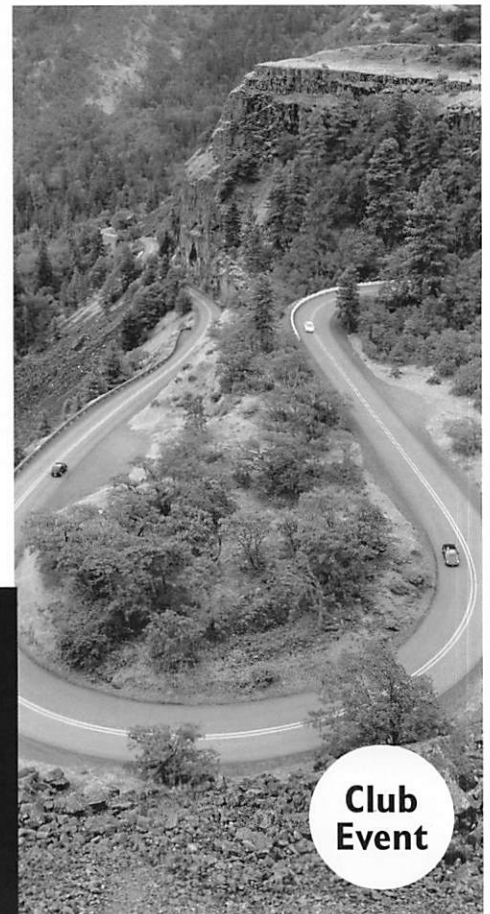
E-mail Sue and Gregg Hodge to register for the event; you will also need to make your hotel and dinner reservations (see below for contact information). When making hotel reservations, mention that you are with the Oregon Region Porsche Club, and please don't overbook.

### DEADLINE REGISTER VIA

April 25  
Sue and Gregg Hodge (see below) and make reservations at Hotel Condon (800-201-6706), the Marcus Whitman Hotel (866-826-9422) and the Whitehouse-Crawford (509-525-2222)

### CLUB CONTACT FOR MORE INFO

Sue and Gregg Hodge, sghodge@bctonline.com  
hotelcondon.com, marcuswhitmanhotel.com, whitehousecrawford.com



## AMATEUR WRENCH

*(Continued from page 9)*

win-win-win situation for the DE triangle (shops, drivers and DE operations). We will ensure a safer bunch of cars at the events, you will enjoy the benefits of driving a car that is properly maintained, and the shops will gain a little revenue from the inspection and repair of anything that needs it. It feels right to me and aligns with most of the other organizations

across the country holding this kind of event.

We're also announcing the establishment of an annual DE Pass. This pass will get you into every ORPCA DE event on the calendar, regardless of whether the run groups are full, and gives you a 14 percent discount on the year's registration fees. With nine driver education days on the calendar this makes sense and I hope that

our group of serious track junkies takes advantage of this offer. You will find the details in the Driver Ed section of [oregonpca.org](http://oregonpca.org).

This season promises to be a busy one for me and my staff and we are hoping you come on out and take advantage of the opportunity to learn to drive your car better than today.

All for now... ■

## JAMES AND JEAN GO TO GERMANY

*(Continued from page 19)*

passing slower cars and motorcycles while looking sideways, telling us the history of the track. We screamed, laughed, and encouraged Theo to go "faster, faster." He responded "Das Gut!" Unfortunately, a local 911 dumped oil through several turns, pulled over to check his Porsche, and then continued for a couple of miles before parking it. For safety reasons, the track was closed to clean up the oil. So, we only got one 13-mile lap. You can imagine the dinner conversation that evening.

On day 7, we drove from Lucerne, Switzerland to Stuttgart, the home of Porsche. We went through several high Swiss alpine passes on roads that seemed designed for a Porsche. Then, back to the autobahn with lots of unlimited speed sections. We hooked up with a big Mercedes and let the 911 fly. We hit 274 kph (171 mph) and yes, the Porsche had more to give but traffic mandated some caution. I

have now driven on a public road faster than I have ever driven on any race track!

We stayed in the Hotel Am Schlossgarten in downtown Stuttgart and the next day toured the Porsche factory in Zuffenhausen. What an understatement! If you ever get a chance to do the tour, do it. We last did it in 1984 and have things changed. The new technology is astonishing. Porsche uses just-in-time parts and assembly systems and most of the parts suppliers are within 30 minutes of the factory. To me, the most fascinating piece of equipment was the high pressure water jet Porsche used to cut the leather pieces from cow hides. As a souvenir, the operator gave us a 15-inch long, highly-detailed silhouette of a Porsche cut from a piece of scrap leather. The tour was supposed to last two hours; we took almost three hours and still didn't see everything.

Another major change is that only about one in six new Porsches are tested on the road. In the old days, every Porsche

was test driven on the road. Porsche has found that they get better results driving on an electronic test rig. While we were there, we saw a new GT2 being driven out of the factory for a test ride. It looked better than at the Frankfurt Auto Show, sigh, if only I had the money! We also visited the Porsche Museum (a new more expansive museum opens next year), the goodie store, and the Porsche Zentrum dealership to buy souvenirs and needed Porsche parts.

The tour also took us to the Black Forest and the walled city of Rothenburg ob der Tauber, both uniquely scenic and old-world Germany. We had beautiful fall weather until the evening of day 9 when it started to rain. On the 10th day we drove back along the Tauber and Main Rivers to Frankfurt where we sadly turned in our Porsche. That evening was the farewell banquet with more goodies from Mark and Tina and lots of fond memories from our autobahn adventure. ■



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# Welcome New Members

Alexander M. Bond  
Portland, OR  
1997 911 Carrera

Troy E. Morrison  
Portland, OR  
1973 914/4

Joseph Siemenczuk  
Happy Valley, OR  
2008 Cayman S

Tobey and Jayne Chadsey  
Oregon City, OR  
2004 911 Carrera

Jeremy K. Ota  
Portland, OR  
2003 911 Carrera

Lehel and Marta Somogyi  
Portland, OR  
2008 Boxster S

Dudley R. and Michele Milder  
Cornelius, OR  
1981 911SC

Bernardus S. Ottenhof  
Charters Towers, Australia  
1982 911SC

Scott and Natalie Voruz  
Fairview, OR  
2001 911 Carrera

## Anniversaries

### 5 YEARS

Howard M. Lazarus

### 10 YEARS

Kathy and Terry Briscoe  
George and Reba O'Leary  
Larry E. Richardson

### 15 YEARS

David Hopkins  
Sally Hopkins

## SUNSHINE 365 DAYS A YEAR

(Continued from page 13)

emergency food organizations. They also operate an emergency clothing room for individuals and families to use twice a year; they are also supplied with blankets, sheets, and pillows.

The Sunshine Division is the oldest community-policing nonprofit in the Pacific Northwest and, through their unique relationship with the Portland Police Bureau, the only nonprofit in Portland to offer emergency food services 24/7/365. Over 150 organizations with drop sites at multiple locations provide to the Sunshine Division. Each Portland police precinct also has Sunshine food boxes on hand. People in Portland experiencing a food emergency after hours can call the police non-emergency line to be connected with the closest precinct. An officer will then be sent to the home to deliver the food box. This is also a service that can be utilized by individuals who are homebound due to illness or disability.

While we volunteered, the Sunshine Division provided us with bagels and all kinds of spreads, coffee, and hot cocoa. After our three-hour stint and feeling really exhausted, it was time to go home. It's good to know we belong to such a gener-

ous community that takes care of those less fortunate. To learn more, go to [sunshinedivision.org](http://sunshinedivision.org). ■

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## PCA Membership

We know the joy a Porsche can bring and we've built a community around it. The Porsche Club of America offers camaraderie, organized events and technical assistance. And *Porsche Panorama*, the PCA's award-winning magazine, provides an inside view of the club, the car and the company.

Here in the PCA's Oregon Region, we relish the pleasure of good friends and good conversation. Locally, we conduct driver education and autocross events at Portland International Raceway, organize single and multi-day driving tours throughout the northwest, and host social events and technical sessions. Our monthly magazine, *Anzeiger*, provides an excellent view into local club activities.

In the Porsche Club of America, it's not just the cars, it's the people. If you're as passionate as we are, join PCA today at <http://www.pca.org/join/>.

## Change of Address

Members, when your phone number, e-mail or street address changes, please keep us up to date by sending an e-mail or note to Chet and Lyn Martin, Oregon Region PCA Membership, 605 NE 115th Circle, Vancouver, WA 98685 or [membership@oregonpca.org](mailto:membership@oregonpca.org). Membership information is never shared outside the Porsche Club of America.

## Region Dues Change

In 2008 we are shifting the renewal for Oregon Region dues to align with the member's national Porsche Club of America renewal date. Beginning in January, current members will receive a prorated invoice for ORPCA dues 30 days before their national PCA renewal date. This realignment of renewal dates has been in effect since June 2007 for members paying their ORPCA dues for the first time.

Chet and Lyn Martin, Oregon Region PCA Membership, (360) 635-5633 or [membership@oregonpca.org](mailto:membership@oregonpca.org).

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Oregon Plating .....503.232.7416

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Canyon Auto Rebody .....877.489.2520

Collision Rebuilders .....503.226.6311

Heckmann Thiemann .....503.233.4809

Marque Motors .....503.293.5386

Matrix Integrated .....503.443.1141

Motorsports International ....503.643.2656

Stuttgart Autotech .....503.635.3098

## Porsche Sales & Service

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Gran Prix Imports .....800.763.4016

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Steve Dishman .....503.998.9260

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## Commercial Advertising

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

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

### *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
2/3 page	\$1,180
1/2 page	\$920
1/4 page	\$635
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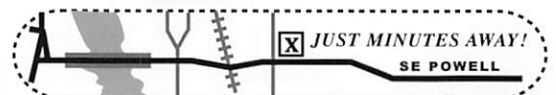
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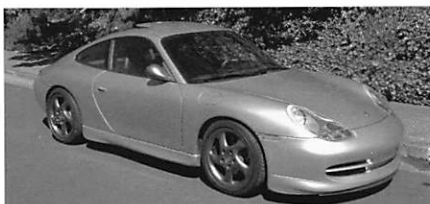
## ■ CARS FOR SALE

### 911 and 912

2003 Carrera coupe. Orig. owner, 18k miles, like new. 6 spd, black/black full leather, supple leather heated seats w/ electric lumbar adj. Bose sound, 6-disc CD changer, PSM, xenons, 18" Turbo Look II wheels, rear wiper, wheel locks, bra, cover. Extended warranty through Feb. 2011. Pics avail. Reduced to \$49,500. Vartan, (541) 756-0791, vartanv@msn.com [3/08]



1999 Carrera cabriolet. Guards Red, black leather, 6-spd, 59k miles, 18" turbo-twist wheels with colored crests. Hardtop included with rack & cover, wind deflector, Porsche car cover. Canvas top one year old. Immaculate car complete with all maintenance records cataloged from the day it was delivered brand new! \$38,500 James Hoff, (503)789-0427, james-hoff@comcast.net [3/08]



1999 Carrera. Silver/black full leather. 46,796 miles, engine replaced at 36,586. Sport seats, sport suspension, custom-painted 18-inch wheels, hi-fi sound plus changer, traction control w/ 40% LSD, GT3 bumper & side skirts, Strosek mirrors, Eibach springs, wheel spacers, large exhaust tips, sport steering wheel, short shift kit, center console delete plus much more. \$37,500. Gary Engel, (503) 705-5355, grengel@comcast.net [1/08]

1987 Carrera Targa. 3.2 liter with desirable G50 transmission. Original black paint and interior in excellent condition. Professionally maintained with complete maintenance records. Polished 7- and 8-inch Fuchs. New Dunlop tires. Air conditioning, factory alarm system. Low 62,500 original miles. \$27,900. Todd VanDomelen, (503) 247-3415, (503) 318-7577 (cell) [1/08]

### Boxster and Cayman



2006 Cayman S. Arctic Silver, Sand Beige leather sport seats, cocoa mats, rear window mesh guard. 6 speed, sport shifter. 19-inch Carrera Classic wheels with colored crest, PASM, Sport Chrono, sport steering wheel. Bi-xenon headlamps, chrome exhaust. Full 3M-Scotch Cal protection, Porsche car cover. 7,200 miles, always garaged, perfect condition. Reduced to \$54,000. Warner Lowe, (503) 267-9917, WarnerLo@comcast.net [3/08]

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. \$28,500. Lou Jaffe, (503) 296-0937, (503) 310-7904 (cell), loujaffe@hotmail.com [3/08]

### Other than Porsche

2004 BMW 330ci convertible. White/grey/black top, 6-speed manual, sport package, fully optioned, Dinan exhaust. 2,000 miles. Like new condition. \$37,000 firm. Ron Gotcher, (503) 329-5151 or Dave Roth, (503) 297-1275 [1/08]

2003 BMW Z-4. 3.0 engine, red/black/black top, auto, sport package, fully optioned, Dinan exhaust. Less than 1,500 miles. Like new condition. \$30,000 firm. Ron Gotcher, (503) 329-5151 or Dave Roth, (503) 297-1275 [1/08]

## ■ 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@dadco.com [3/08]

18" 5-spoke factory wheels. Will fit all 996 and 997 narrow bodies. Fronts are 8" wide with 57 offset and rears are 10" wide with 58 offset. \$1,175. Barry Cogut, (360) 210-7900 [3/08]



## ■ WANTED

1994 Speedster. Prefer low mileage, no paint work, no tips. Cash buyer. Dave McCart, (503) 723-6146, dave.mccart@alliedsystems.com [3/08]

993 factory sport seats in excellent condition. Dave McCart, (503) 723-6146, dave.mccart@alliedsystems.com [3/08]

Well cared for 1993 or 1994 RS America from a fellow PCA member. Ronald Janeczko, (860) 677-0787, ron-janeczko [3/08]

## 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 \$12.50 per ad, 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

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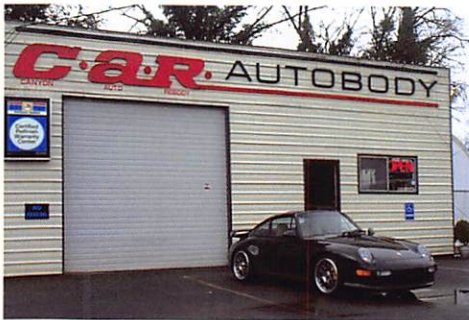
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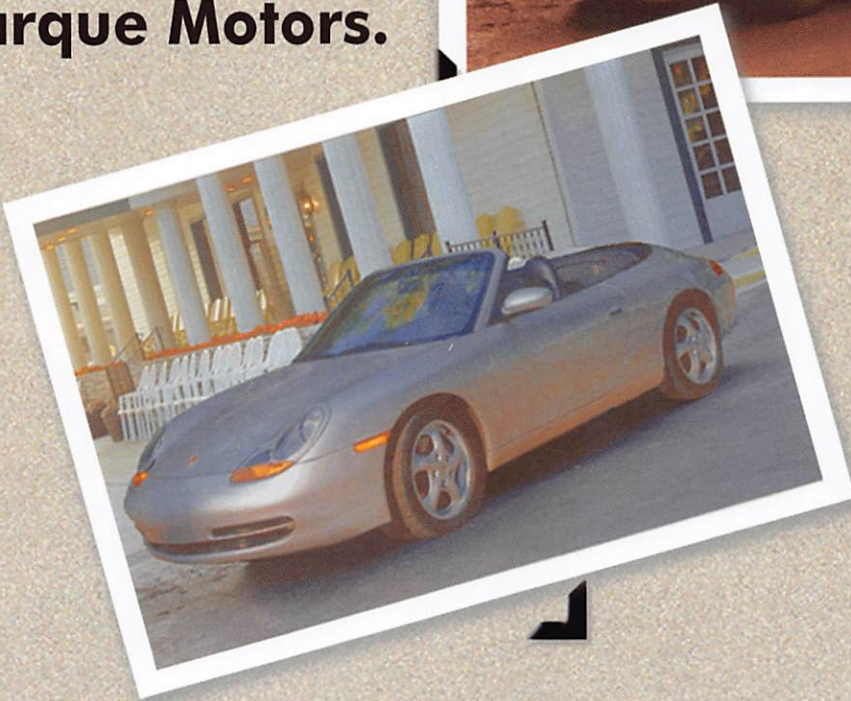
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