



Anzeiger

March 2009





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WHO CARE ABOUT CARS.



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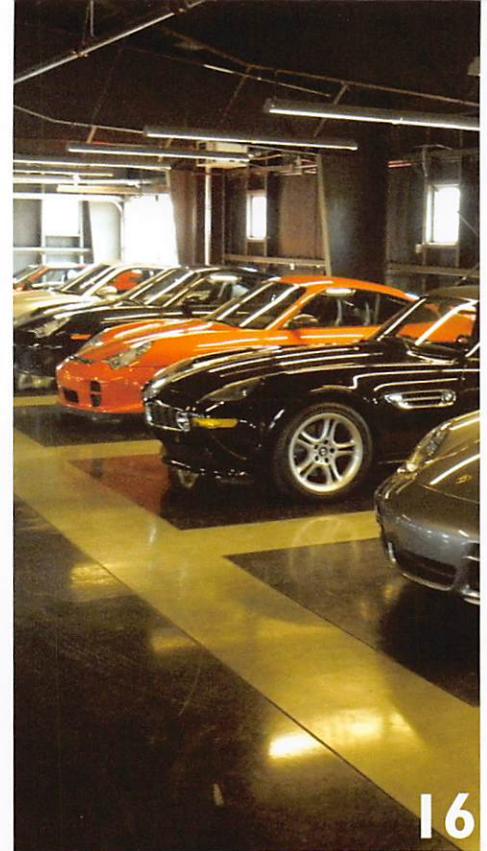
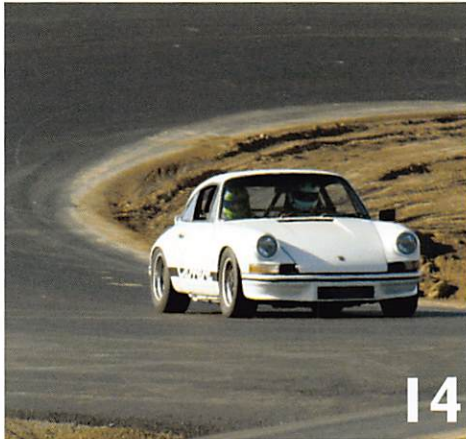
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MOTORS

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Bend, Oregon 541.382.1711 CarreraMotors.com

Anzeiger

Volume 49 No. 2
March 2009



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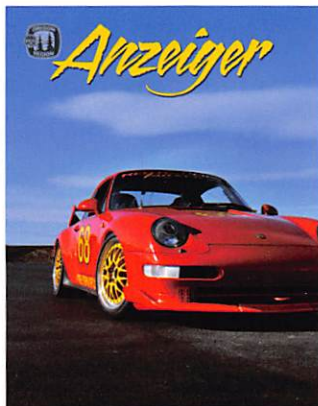
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ON THE COVER

993 Race Car at the Oregon Raceway Park. Photo by Bob Schatz

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.

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Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 5652, Portland, Oregon 97228-5652, is published eleven times a year. Non-member subscriptions are \$30.00 annually.

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Postmaster:

Send address changes to
Oregon Region PCA Membership
605 NE 115th Circle
Vancouver, WA 98685

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<http://oregonpca.org/>



EDITOR'S NOTE

Brad Larson

I'm sitting here on a cold January day, anticipating my annual trip to Central Oregon to meet up with some high school buddies. This annual event began as a trail riding motorcycle trip outside of Morton, Washington. It morphed into a boat trip that ranged from Lake Roosevelt to Lake Shasta to Lake Billy Chinook, and has transformed into a snowmobiling trip based in Sunriver for the last few years. In times of change and uncertainty, it is good to have something to look forward to that is comforting in its sameness: motorized fun, and guys I have known since before I could (legally) drive. I am particularly excited about the arrangements I have made with Carrera Motors of Bend to tour their Club Carrera and obtain a Cayenne for a winter driving test. Since I will be one of the first guys to arrive, and since no test of a Cayenne would be complete without a thorough examination of what it can do as a "Grocery Getter," it seems I will be using the Cayenne to provision our expedition, and will be reporting back with results as to shopping, as well as winter traction.

I am happy that many of the old friends of Anzeiger have started to send me photos and articles for this and future editions of our magazine. The *Anzeiger* has always been a magazine to me. We are technically a newsletter, but that title does not seem nearly grand enough. Now that you have seen the first product of your new editorial team, let us know what you think, and send us photos, articles and anything you think will enhance *Anzeiger*.

As you plan your leisure time for 2009, consider doing something new with the club. If you are primarily a track person, consider a social event as a fun way to relax with some like minded petrol-heads, as our British counterparts say. If you are mainly a "socialist," take a look at how the 2009 track events have been broken down and enhanced to further the enjoyment of novice and expert alike. ORPCA offers a high level of fun for the price, and as the driving season approaches, your editors hope to see you at a new type of event you have not tried before.

Cheers—Brad ■

**FROM
THE
PRESIDENT**
Kathleen Ellis

Weather or NOT, the Driving Season Begins

January is typically a quiet month for club driving events, weather being an issue for most of us Porsche owners. The beginning of this year proved to be no exception, with the roads littered with gravel and debris from the winter blast. I only have so much patience with passive activities and I must confess that I did sneak out a couple of times in my 911SC just to get my driving fix. I do appreciate the Tahoe, but enough is enough! My rationale was that the "Little Guy" needed washing and he definitely needed exercise. The excursion out of the garage and onto the roads, complete with the necessary curves, brought smiles to our faces.

WEATHER OR NOT, THE SEASON BEGINS WITH THE FOPIR ANNUAL OPENING DAY AT PIR WITH HPDE AND FOLLOWS UP ONE WEEK LATER WITH AN INCREDIBLE DRIVING EVENT, THE SPRING BREAK-OUT! RAIN OR SHINE, OUR DRIVING SEASON WILL BEGIN WITH A BANG!

Your new board held its January Board of Directors meeting on the second Tuesday of the month, now the scheduling norm. This enthusiastic group has been working hard to finalize the overall budget for the club and to further define the many activities the club will offer in 2009. Additionally, each Board member has assumed responsibility for the support and coordination of specific activities. You can find this list on the website and on the calendar for March as well. I encourage you to peruse the list of events for activities that interest you. Do phone the Board member in charge of the areas you are interested in if you would like to get involved. It can give you more insight into the activities and you may discover that participating in the execution of an event can be even more fun than just participating. Kinda puts you on the inside, so to speak.

Our Holiday Party Team did an incredible job on the party and charity auction! The general consensus I heard was that the new location, the Heathman Lodge, had great ambience and better food than we had experienced in recent years. Many thanks to all of our hard working volunteers that made this happen. We raised over \$14,000, and by the time you read this, I hope to have delivered checks to Raphael House, SOLV and Guide Dogs for the Blind.

February can be a bit tedious as we all wait for decent driving weather, so the club is offering an indoor Tech Session for starters. Weather or NOT, the season begins with the FOPIR annual opening day at PIR with HPDE, and follows up

one week later with an incredible driving event, The Spring Break-Out! Rain or shine, our driving season will begin with

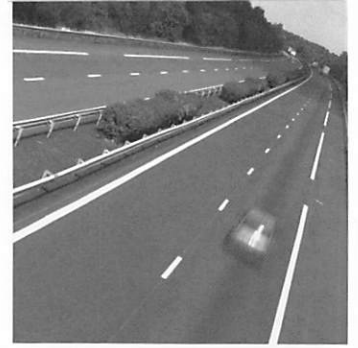


a bang! I had committed to being out of country prior to this event and really hate to miss it. I am sure my autocross friends will get all that great seat time that I missed! Additionally, the dinners and speakers and all the other track activities sound like tooooo much fun. I hate getting left behind. I sorely doubt that I will find a Porsche to practice in while in the Yucatan. Oh well, I will simply have to play catch up when I return. I hope to see you at the next event! ■

Don Clinkenbeard explains as wife Debbie and Past President Chuck West look on. Photo by Greg Heinze



Oregon Region Events



March, 2009

- 10 Board Meeting
- 14 Spring Clean
- 18 Monthly Club Dinner and Social
- 28-29 SOLV Beach Cleanup

April, 2009

- 11 Arrive & Drive (Garage Tour)
- 11 Matrix Integrated Tech Session
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 18-19 HPDE ORP
- 19 Autocross
- 25 ProDrive Skid School

May, 2009

- 2-3 Cabin Fever Tour
- 9 Arrive & Drive
- 10 Autocross
- 12 Board Meeting
- 15 Drive & Hike
- 17 HPDE Late Start PIR
- 20 Monthly Club Dinner and Social
- 26 HPDE PIR

June, 2009

- 5-7 3/4 Mille Miglia
- 7 Autocross
- 9 Board Meeting
- 13 Arrive & Drive
- 17 Monthly Club Dinner and Social
- 20 HPDE ORP
- 24-27 Tour to Parade
- 28- July 4 Parade Keystone

July, 2009

- 5 Autocross
- 10-12 Baxter Historic Races
- 11 Arrive & Drive
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 19 Concours d'Elegance/Forest Grove
- 21 HPDE PIR
- 25-26 Escape Tour

August, 2009

- 1 Summer Picnic Tour
- 8 Mills Day Tour
- 9 Autocross
- 11 Board Meeting
- 12-16 Monterey Historics
- 19 Monthly Club Dinner and Social
- 20 HPDE PIR
- 22 Matrix Integrated Tech Session
- 26 Porsches at the Street of Dreams

September, 2009

- 8 Board Meeting
- 12 Arrive & Drive
- 12 Sunset Swap Meet
- 13 Autocross
- 16 Monthly Club Dinner and Social
- 18-20 Sunriver
- 20 HPDE PIR
- 26 Planning Meeting
- 27 Volunteer Recognition

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.

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.

October, 2009

- 3-4 Covered Bridges Tour
- 8 Drivers Education (tentative)
- 13 Board Meeting
- 17 Burrito Run
- 21 Monthly Club Dinner and Social

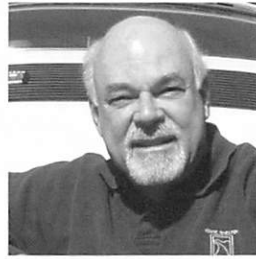
November, 2009

- 7 Gran Prix Imports Tech Session
- 10 Board Meeting
- 18 Monthly Club Dinner and Social

December, 2009

- 6 Charitable Auction
- 8 Board Meeting

**STILL
PLAYS
WITH CARS**
Peter Linsky



Snowstorms Bring Back Unpleasant Memories

Porsche released detailed images and a video of its new Panamera four-door sedan just before Thanksgiving, four months before it appears on US showroom floors. To my eyes, the new model—called the type 754—is very sleek, with an attractive front end. The tail appears a bit awkward in photos, but might look better in the flesh. Hemmings' weekly online update got right to the point: "Reinforcing the Cayenne-sparked notion that Porsche design cues don't necessarily translate well to four-door vehicles is the newly revealed Panamera, which takes its name from the Carrera Panamericana race that the 550 RS Spyder dominated in the 1950s. Looking rather unsurprisingly like a puffed-up 911..." That's damning with faint praise. There's no indication at this writing on the number of advance orders, but Porsche has already delayed the car's European intro. As I've noted previously, Porsche cannot



sales. GM, Ford, and Chrysler slashed their SUV production—Are the Cayenne's days numbered?

Another unfortunate aspect of the financial meltdown is the pullback of compa-

the series, or if the numbers don't pencil out in the current recession.

The record-setting snowstorm that western Oregon received in late December brought back some unpleasant memories. Forty years ago, I had just moved to Portland, and this LA-raised kid had never experienced driving in snow or on ice. Long story short, a January silver thaw followed the snow, still-wet streets turned into skating rinks, and when I drove my little green Triumph onto an eastbound approach to the Ross Island bridge at 1 a.m., inertia overcame friction and I suddenly became an unwilling passenger as the car slammed head-on into a concrete curb. The TR was totaled and my chin required a number of stitches. I immediately gained a healthy respect for ice. Lessons learned in following years: Buy—and use—winter tires and chains. Apply a light coating of glycerin to rubber door seals, to help prevent doors from freezing shut. Don't put the front defroster on full blast if the windshield is covered in ice—the glass is likely to crack.

Until next month, drive safely! ■

THIS L.A.-RAISED KID HAD NEVER EXPERIENCED DRIVING IN SNOW OR ON ICE. LONG STORY SHORT, A JANUARY SILVER THAW FOLLOWED THE SNOW, STILL-WET STREETS TURNED INTO SKATING RINKS, AND WHEN I DROVE MY LITTLE GREEN TRIUMPH ONTO AN EASTBOUND APPROACH TO THE ROSS ISLAND BRIDGE AT 1 A.M., INERTIA OVERCAME FRICTION ...

afford a multi-million-Euro sales flop in the face of a sagging world economy.

Porsche is adjusting to the auto industry's big sales slow-down, blamed on the spreading global recession. The company announced at Thanksgiving that it had halted its Zuffenhausen assembly line on Friday, November 21, and planned to suspend production over another seven work days scattered through the end of next January. The company also said it no longer expected to top fiscal 2008/2009

nies willing to sponsor auto racing teams and events. NASCAR has already been hard-hit, Honda has ended its F1 program, and Porsche's LMP2 Spyders are gone with the expiration of Roger Penske's contract to manage the factory Spyder team and the withdrawal of prime sponsor DHL. Penske will continue to operate a Porsche-Riley Daytona prototype program. The question is whether Porsche will decide to go after overall honors in LMP1, now that Audi has pulled out of



Spring Clean Event at Apex Restoration

Saturday, March 14, 9:00 a.m.

The ORPCA will hold its "Spring Clean" event this year on March 14th, at Apex Restoration. This will be a great chance to get your Porsche out of the garage and rub elbows with other ORPCA members who want their Porsche to look its best. Apex Restoration is located at 12225 SW Millikan in Beaverton, and is VERY knowledgeable about all phases of vehicle appearance, from basic clean-up and detailing, to rock chip treatment and other specialty appearance items. The owner, John Farris, will be on hand to show you the right way to "wax on, wax off," take care of leather, and help you address any other appearance items that you may have questions about. Please call to reserve your spot, to enable planning for coffee and pastries. (503) 624-9161

REGISTER VIA:

enakato@comcast.net

FOR MORE INFO:

AR Auto Service

503.687.3311

**Club
Event**

March Social and Dinner

Wednesday, March 18, 6:00 pm

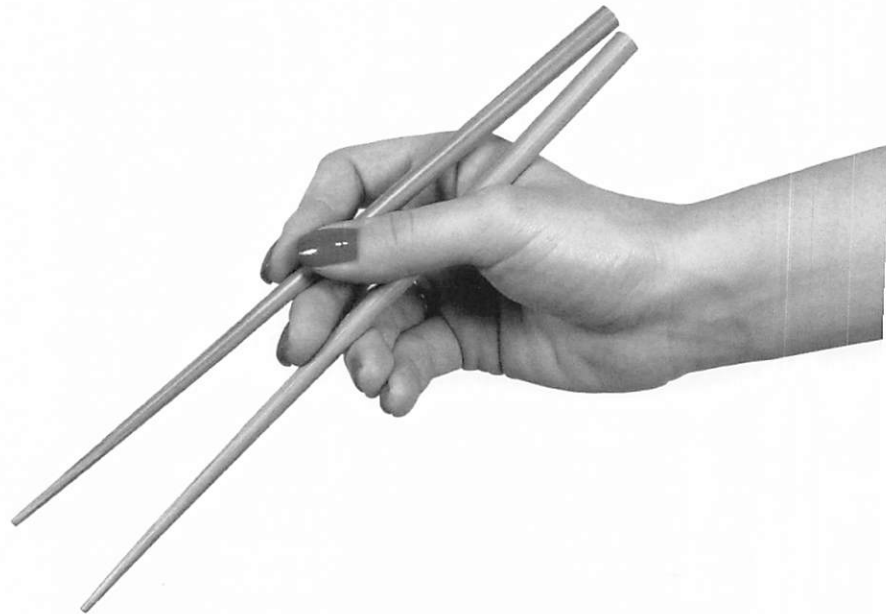
Bush Garden

900 SW Morrison

Portland, OR 97205

503.226.7181

March is a starting point. It is the beginning of the end of winter. Acceptance of the inevitability of change ... Japanese! We have reserved a room at Bush Garden for a sumptuous buffet of traditional Japanese foods, including vegetarian items. Bush Garden has been a centrally located fixture of downtown Portland cuisine for many years, and we hope to see you there. \$20 per person plus gratuity plus sake money.



DEADLINE:

March 11, 2009

REGISTER VIA:

RSVP via e-mail to:

CLUB CONTACT:

Laura Larson

laura@larsonlawoffices.com

**Club
Event**

AMATEUR WRENCH

Don
Clinkinbeard



By the time you read this, Spring Break Out will have come and gone. As of this writing, the program is shaping up nicely. We have folks from all over the Pacific Northwest attending and we are hoping for great weather to enhance our enjoyment. I hope all of you that registered had fun. I know I will ...

The HPDE program is coming along nicely too. We have had both of our events at Oregon Raceway Park confirmed and will be completing the logistics with the track manager over the next few weeks. I am hoping to get out there next weekend for a tour of the facility ...

For the past several years, we have been working to improve our program for you. We started by building a solid instructor base via a formalized training program designed to improve instructor consistency and to help you stay safe when you come out to run with us. We feel we have devel-

oped a pretty good crew so far. As always, there is more work to do, and continuous improvement is necessary in today's litigious society. Our HPDE management team and our counterparts in the BMWCA club are working on a new set of published standards to help ensure that drivers are truly qualified to run in the group they sign up for. For many years, we have not been too formal about run group assignments or promotions, nor do we have any published standards that participants need to meet for any specific run group. We feel it is only fair to set clear expectations for skill levels in the various run groups

and then ensure that our participants conform. This is a particularly difficult issue to deal with. One of the problems with publishing standards is that this hobby is really based on skill level and vehicle characteristics. The vehicle characteristics are pretty easy to define; it's more difficult with a driver. Every driver progresses at a different rate, and making the standards too rigid could actually stifle advancement for strongly motivated folks. As with any journey, there are many paths that can be taken to get where we want to go; we will keep you informed as we evolve our program.

Okay, I have not installed the 914 motor in the car yet. I found an issue when I mated the gear box to the engine and had to redo it. This took several hours



Oregon Raceway Park. Photo by by Bob Schatz

of painstaking work for me, as I had to learn how to correctly measure and set the flywheel and crank shaft end play; it's done now, though. Today, I am going to bolt the motor mounts to the drive train and get it ready to jack into the engine bay. I am slow, but progress is happening.

I looked over the 944 crankshaft. The bearing journals on main bearing 2 were gouged up a bit and the rest were showing more wear than they should have. This was probably the result of the widely varying oil pressure I saw, prior to shutting down the engine, at our last outing. I took the crank over to Dan Halls Machine and had all the crank journals turned down to the next smaller size. They look great, but as I have since found out, oversize bearings are fairly expensive for this car. I got 'em though, so I think I have all the parts needed to reassemble the motor. The next column should be about building the 944 motor back up.

All for now,
-drc- ■

3rd Annual Great Oregon Beach Cleanup Weekend

In conjunction with SOLV, join fellow ORPCA members and thousands of Oregonians this spring to make Oregon a better place to live! On March 28th, Oregonians will continue the tradition of twice-yearly beach cleanups, cleaning up our coastline from the Washington to California borders. This effort benefits visitors and wildlife alike, empowering citizens to be an active part of keeping their state clean and beautiful. You are invited to help make this spring's beach cleanup a success! SOLV has given us our own beach area in Ft. Stevens to clean.

On Saturday morning we'll meet at Camp 18 for breakfast, then drive to Ft. Stevens and clean up the beach until early afternoon. We'll then drive to Astoria and check into Astoria's luxury boutique hotel, the Cannery Pier Hotel, which is built on the site of the former Union Fish Cannery, 600 feet into the Columbia River.

Saturday evening, we'll start with a wine and smoked salmon reception at the hotel, and then it's an open night for you to dine at one of Astoria's great seafood restaurants. Sunday, after a complimentary

breakfast, you're on your own to explore Astoria and Oregon's north coast.

ORPCA has reserved 10 rooms at the Cannery Pier Hotel at the special rate of \$179. This rate includes a river view king room with fireplace, wine reception, and continental breakfast. To make a reservation, contact the hotel at 888.325.4996 or www.cannerypierhotel.com no later than March 8th. Make sure to tell them you're with the Porsche Club.

DEADLINE: March 8, 2009
REGISTER VIA: Jeff Gretz, gretz@onlinenw.com or 503.628.0629
HOTEL: www.cannerypierhotel.com or 888.325.4996

Club
Event



Matrix Integrated Tech Session

Saturday, April 11

Note New Date!

Join us on Saturday, April 11th at Matrix Integrated for an informative tech session regarding the fluids for the engine, brakes, transmission and drivetrain of your beloved Porsche. A representative from Total/Elf lubricants will be on hand to help answer any highly technical questions you may have. Since our facility caters to late-model water cooled Porsche's, focus will be on fluids for use in 986/987/Cayman/S's, 996/997/GT3/TT's, and 955 Cayenne's. However, all Porsche owners and enthusiasts are certainly welcome. The tech session will start at 9 a.m. and a light lunch will be provided.

To RSVP and/or for more information, please email Jeremy at sales@matrixintegrated.cc. We look forward to seeing you on April 11th!

REGISTER VIA: sales@matrixintegrated.cc
FOR MORE INFO: Matrix Integrated
503.443.1141

Club
Event

Cayenne Winter Test Drive

Story and Photo by Brad Larson / Photo by Andrew Israelson

Alesha at Carrera Motors in Bend is a peach. I phoned her in December with an idea to do a winter test drive, and she arranged a 24-hour loan of a base Cayenne for me through the Carrera Motors Rental Program. If you are visiting Central Oregon during winter, the Carrera Motors rental fleet should be your first choice, as it is comprised solely of all wheel drive vehicles with DOT approved stud-less snow tires. Alesia reminded me that rental car companies do not allow chains on their vehicles, so a Carrera rental vehicle will likely be your only rental option to get to certain snowy places at times.

Unlike the drive over Mt. Hood from Portland to Bend in my F-150, where slow and steady with 4wd engaged was the order of business on the packed snow and ice around Government Camp, the 2008 Cayenne inspires confidence with computer aided all wheel drive, suspension, brakes and pretty much everything short of the cup holders. I think it looks good, too, with its second generation facelift.

If you have not driven a Cayenne, you should. It is an SUV, and once you set aside the notion that a Porsche should not be a suburban grocery getter, you will find it to be a very nice way to get groceries. And that is exactly what we did: I picked up the Meteor Grey Cayenne with my

THE 2008 CAYENNE INSPIRES CONFIDENCE WITH COMPUTER AIDED ALL WHEEL DRIVE, SUSPENSION, BRAKES AND PRETTY MUCH EVERYTHING SHORT OF THE CUP HOLDERS. I THINK IT LOOKS GOOD, TOO, WITH ITS SECOND GENERATION FACELIFT.

long time friend and photographer for the day, Andy, and we promptly headed to Costco to outfit our annual snowmobile trip for eight guys. We found that the Cayenne swallowed \$500 worth of groceries with ease. Exiting the Costco parking lot, I chose to sample the difference offered by the "Sport" setting on the console. Simply put, "Sport" means fun. The changes in the transmission shift points and in acceleration encourage more aggressive driving. The advantage in turn crispness is more than worth the small



reduction in ride quality, unless the road gets really bad. "Sport" will throw the groceries around in the back much better than non-"Sport"; we experienced some shifting of the contents in the rear storage bin during flight.

The Cayenne has all kinds of nifty features: automatic lights to illuminate turns, bi-Xeon headlights that turn the night into day, toasty seat warmers combined with a heated steering wheel, a central display for the driver with outside temp, current transmission settings and speed, radio controls on the steering wheel ... You get the idea: all of the creature comforts we have come to expect in a luxury vehicle. If this sounds overly complicated, then you are not familiar with driv-

ing a 996 or 997 era Porsche. The only time I had to consult the manual was to figure out how the differential lock switch worked.

My base Cayenne had entertaining acceleration off the line, but at freeway speed, manually dropping the Tiptronic from 6th to 4th and mashing the accelerator did not press me back into my comfortable bucket seat. The Wizards of Weissach have done many things that laugh at the laws of physics during the last 60 years or so, but in the case of the base Cayenne, weight and wind resistance win out over neck snapping acceleration. It is the curse of being a Porsche that worthiness is judged by speed. Honestly, leaving the Tip in auto mode garnered better seat of the pants freeway passing acceleration than manual mode.

I am reminded that this Porsche is not meant to be a dual purpose daily driver/weekend track car, like most of the Porsche line. Instead of track capability, it is supposed to have winter capability, and it does. At first, it was hard to get away from the caution that I normally have on *(Continued on page 22)*

Arrive & Drive with Garage Tour

Saturday, April 11 | Next event May 10

Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the second Saturday of each month from 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 an average of 50 attendees, 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

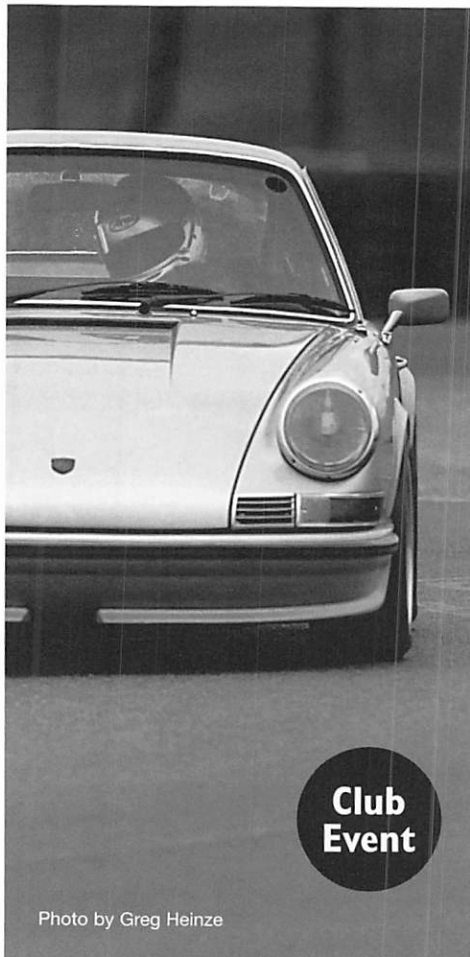
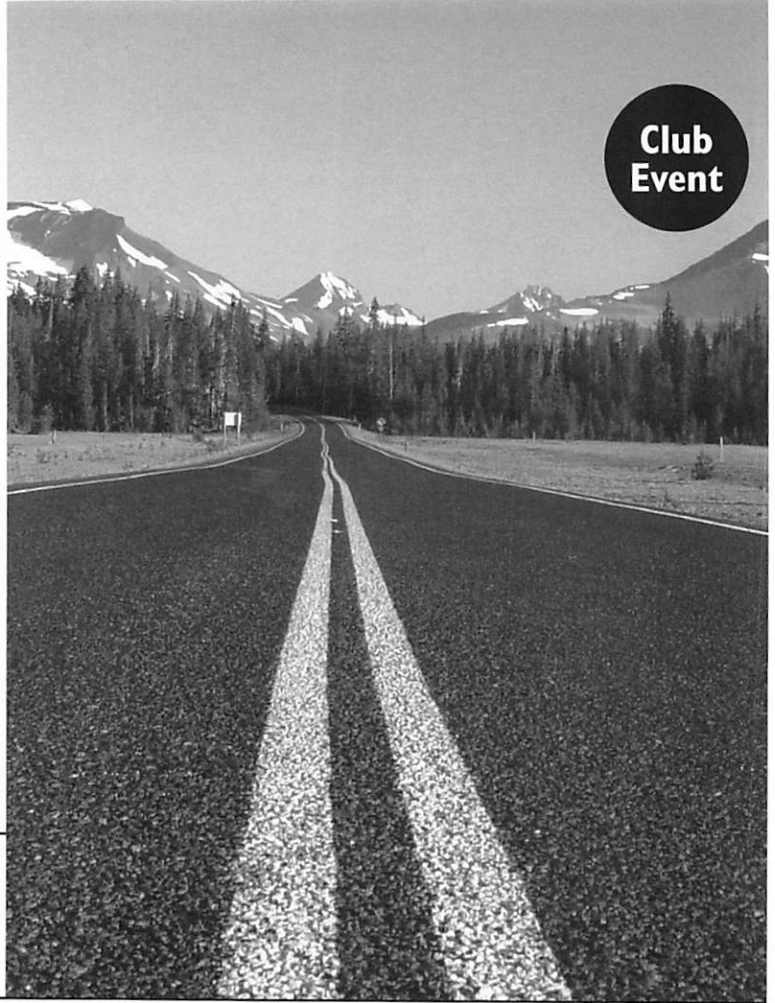


Photo by Greg Heinze

High Performance Driver Education

April 18 -19

We are excited to announce our first track event at the new Oregon Raceway Park facility in eastern Oregon! The event will last two days, Saturday, April 18th through Sunday, April 19th. Registration is flexible, allowing you to run with us either both days, or just one if you prefer. This first event is a lapping day only, with no instruction available; only intermediate level or higher drivers should register for this event. We want to encourage our participants to bring their RVs or camping gear and stay at the track with us for a Saturday night BBQ. Track information can be found at www.oregonraceway.com

Register via <http://orpca.motorsportsreg.com>
Registration opens on March 7th and closes on April 11th
The event fee is \$200 per day
For registration assistance, contact Don Clinkinbeard:
dechair@oregonpca.org
503-970-4848

For more information on the HPDE program, see www.oregonpca.org; select HP Driver Ed from the quick links menu.

DEADLINE
REGISTER VIA
CLUB CONTACT

FOR MORE INFO

One week in advance of the event
orpca.motorsportsreg.com
Don Clinkinbeard, 503.970.4848
dechair@oregonpca.org
oregonpca.org (select Driver Ed)

First Drive: New 911 with PDK

by John Draneas

I recently had the opportunity to represent Sports Car Market and spend a day testing the new 911 at Miller Motorsports Park in Utah. You can read the details below, or I can just give you the bottom line: If you have around \$105,000 (after typical options) to spend on an absolutely fabulous car that your spouse will actually like, order one today. It's that good.

The new 911 has various styling changes, upgraded creature comforts, and a totally new 3.6 liter motor that makes lots of smooth, effortless power (345 hp/385 hp S model) and torque (288 lb. ft./310 lb. ft.) everywhere you would ever want it. But without a doubt, the biggest news is the new "automatic" transmission. Named PDK, which is short for Porsche-Doppel-fuggidaboutit, it is an absolutely amazing 7-speed, dual clutch, automatic-shifting manual transmission that actually transforms the car and adds an altogether new fun factor.

The input shaft carries two concentric 5-disc clutches. Each clutch drives a separate gear connected to its own gear shaft; one carries the even-numbered gears and one carries the odd-numbered gears. The computer uses your driving inputs to predict the next gear you will use, and pre-engages it on the idle shaft. To shift, one

BUT WITHOUT A DOUBT, THE BIGGEST NEWS IS THE NEW "AUTOMATIC" TRANSMISSION. NAMED PDK, WHICH IS SHORT FOR PORSCHE-DOPPEL-FUGGIDABOUTIT, IT IS AN ABSOLUTELY AMAZING 7-SPEED, DUAL CLUTCH, AUTOMATIC-SHIFTING MANUAL TRANSMISSION THAT ACTUALLY TRANSFORMS THE CAR AND ADDS AN ALTOGETHER NEW FUN FACTOR.

clutch disengages while the other simultaneously engages; the ECU adjusts the engine speed, and the shift is completed in milliseconds. If you fool the computer, the transmission has to change the pre-selected gear before it can shift, which slows everything down to a whopping 0.1 seconds.

Shifts are totally imperceptible because there is, effectively, no neutral. The sensa-



Photo by by Greg Heinze

tion is simply a change of engine speed and sound, seemingly in the time it takes for your lights to come on when you flip the light switch.

The PDK's lead designer, Michael Niko, told me he started work on the PDK in 2003, and had a working prototype ready in about a year. It took 16 prototypes

before they had the final version ready for production last year. Michael thinks the transmission is bullet-proof. It has been tested extensively under all circumstances, and has the cushion to handle about 25 pound-feet more torque than the engine can produce. Unique to Porsche are separate lubrication systems for the clutch and gearbox sections, so they can use ATF

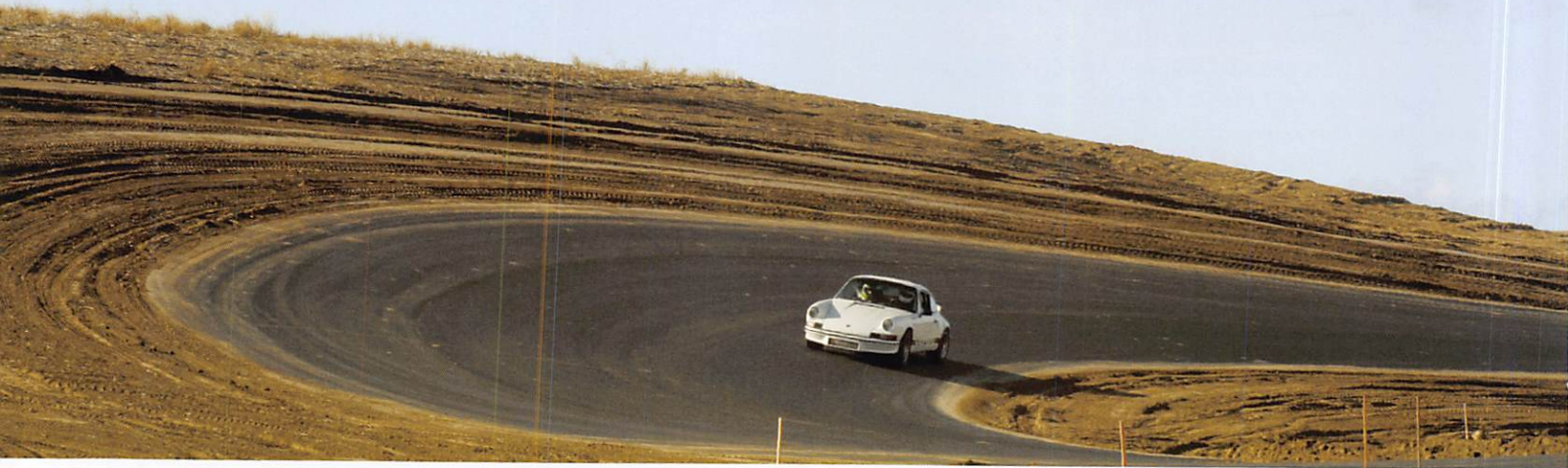
fluid and gear oil where appropriate; this will provide long term durability.

I asked Michael what he would be working on next. "Lots of things. We don't finish a project and then sit around trying to think of something to work on next. We still have a number of projects to refine and improve the PDK." He explained that every time they design a new component, the design and engineering teams keep working on numerous variations until the time comes that they just have to stop and go with what they have; otherwise, they would never get it into production. Afterward, they go back and finish up on all the promising variations, introducing them in later model years.

On the street, the 911 is as docile or as spirited as you want it to be. In the Sports Chrono's normal mode, shifting is smooth and designed to maximize fuel economy. The ride is quiet; there is no difficulty talking in a normal voice. A switch to Sport mode livens things up considerably, with faster and more aggressive shift
(Continued on page 22)

Introducing Oregon Raceway Park

Story and Photos by Bob Schatz



EXCITING!" It was my first emotion after being driven around the new Oregon Raceway Park track, located in Grass Valley Oregon. The asphalt was finally finished on November 22nd, 2007; it was sunny, but very cold and windy in Grass Valley, and the owners were able to drive the track for the first time. The track was built in eastern Oregon due to the lack of rain, and this day proved to be another sunny one; the owners hope they can hold events throughout the year.

I was invited to attend but was not allowed to drive due to insurance reasons. However, one of the owners, Phillip Blackstone, took me for six laps in his not-street-legal Porsche 996. Phillip took the first lap a bit carefully but could not hold back for long, and by the third lap, was getting the hang of it and using the full 40 foot track width. By the fourth lap, I was having the time of my life, but my stomach could only take so much as a passenger; after all, this track has 420 feet of vertical travel per lap. I finally got Phillip's attention by the end of the sixth lap, and he pulled over in pit row to let me out; he was very focused.

I used the word "exciting" at first because ORP has so much vertical travel during each lap, coupled with multiple curve configurations. This leads to plenty of moments where drivers approach hilltops at full speed without knowing what is on the other side, especially on their first

few laps. Once they get to know the track, the descriptive term I heard from many experienced drivers was "technical".

ORP is a privately owned track which currently has 28 owners. When asked how ORP was designed, the response was that each owner presented their favorite corner, and it was laid out accordingly, while pre-

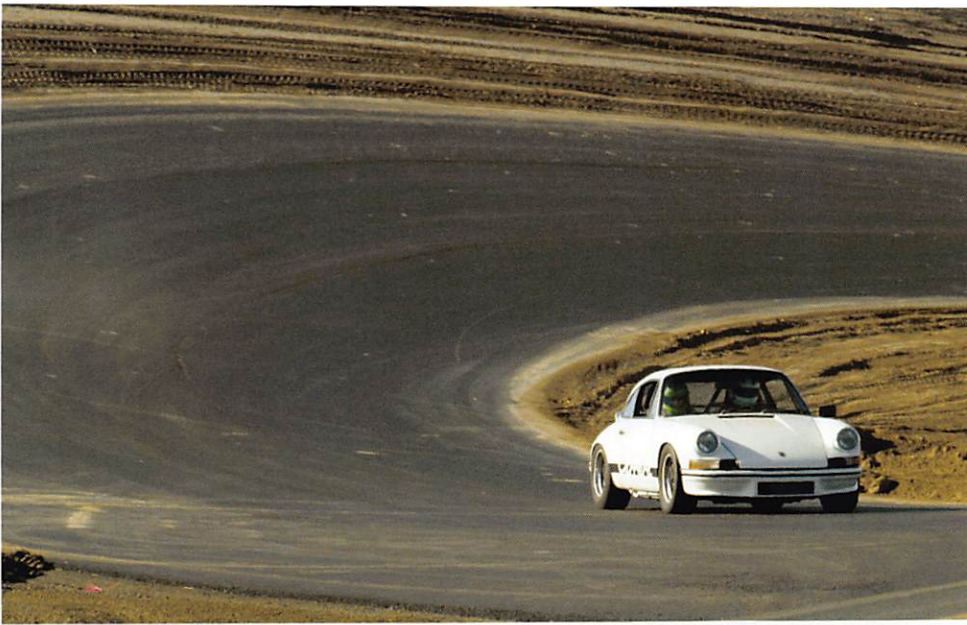
found some spots generated too much downward force, while others created too much upward lift; they adjusted the track to mellow out those spots. It must have worked, because even though the track was a roller-coaster ride, I never felt like we bottomed out, or felt like we caught air.

ORP HAS SO MUCH VERTICAL TRAVEL DURING EACH LAP, COUPLED WITH MULTIPLE CURVE CONFIGURATIONS. THIS LEADS TO PLENTY OF MOMENTS WHERE DRIVERS APPROACH HILLTOPS AT FULL SPEED WITHOUT KNOWING WHAT IS ON THE OTHER SIDE

serving the existing "rolling hills" nature of the terrain. Early in the design, the owners did a G-force analysis of the track and

ORP does not plan on holding races, but will instead rent the track to other organizations such as the ORPCA, who





Left: Half way through the "half pipe."

will then hold races and events. Right now, the track and a medium sized work pad have been paved; the remainder consists of dirt and weeds. Future plans include garages, a drag strip that might double as a landing strip, an autocross pad, a large building for covered pits and meetings, a control tower, and finishing the edges of the track to look like a raceway and not a driveway. The overall scheme for the facility has not been designed yet, but the concern is to enhance the city of Grass Valley, not overshadow it. The owners of ORP are very involved with the local police, fire department, school, business association and the neighbors of their land, and have formed great relationships to build the future of their park and the city of Grass Valley. They have involved the local school in the design and construction of some of the track towers, have held a kids' bicycle event at the track, and have the local police and fire department present on opening day. There is one road that goes through Grass Valley; when there is an event out there, the local authorities will know about it, so watch your speed getting there.

The ORPCA would want to reserve this facility for intermediate to advanced DE drivers; it is not the place for someone learning to drive a track. If this track were a ski run, it would be rated a double black diamond. There are medium length straights on this track, but no long straights to take a breather and regroup your thoughts. This means the track will

not allow top end speeds like PIR; during my six laps, I think our top speed was 110. The challenge of this track lies in the variety of tests thrust upon the driver in a rapid succession. The driver faces uplift from cresting a hill at high speed, followed by a reverse camber downhill turn or faces a downhill straight, toying with whether to brake before, during or after that dip just before the turn. There are some corners just beyond a ridge, forcing the driver to start breaking and turning before seeing the corner; areas like this on the track require drivers to keep an eye out for the corner flaggers in case there is a wreck they are approaching. Even the most experienced drivers walked away

from this track pondering how to beat it and knowing it is going to take a lot of time.

ORP is currently reserving times for a variety of clubs to rent the track for their events. The ORPCA needs to decide how complete the track must be for our use, and I am going to leave that up to the DE organizers. If we do have a DE day out there, I have some advice for you...take it slow at first; I saw quite a few experienced drivers bite the dust that first day.

Hey, see you on the track—

Bob Schatz ■



Club Carrera at Carrera

Let's let some secrets out of the bag right from the start: Club Carrera is cool. It is an exclusive club where you can store your car in an ultra-secure building, and it is also a deluxe club house with all you will need to relax and hang out with your car buddies. Michelle Halliday manages Club Carrera, and she wants you to contact her at (541) 382-1711 or michelleh@carreramotors.com to let you in on the special deal she has for ORPCA members regarding membership in Club Carrera.

I said ultra-secure above, and I mean it. There are cameras in the car storage area where members can log on and view what is going on with their car in real time, or review security tapes. That should be comforting to the owners of the BMW M-1 or Z-8, as well as the owner of what looked to be a Ferrari 275 under a cover. Club Carrera is about serious hardware.

It is also about serious fun. If you like, a social membership is offered without car storage privileges, but with all the other

amenities, including the ability to reserve the clubhouse for events. This is not your childhood treehouse, but rather a posh meeting area with comfy armchairs, a big screen TV, a long dining table, a library of cool books about cars, a barbecue grill on the second floor patio and probably a hundred other nice touches that I missed. Members can come by and simply hang out, or attend scheduled events such as the monthly "Cars and Guitars" event, where a regional musician comes in to perform for club members.

As you can see from the pictures, the majority of Club Carrera members drive Porsches. From a Spyder "tribute" hot rod, to 80's Carreras to the latest from Zuffenhausen, all varieties of The Marque are represented in the Club stable.

Anybody wondering what to do with their Turbo in Central Oregon, or looking to hang out with like minded car folk, should contact Michelle, because Club Carrera is cool! ■



Top Left: A look down one row of the car storage facility. Top Right: The Club House can be reserved by members, and is where events like Cars and Guitars take place. Above Left: The owner of Carrera Motors commissioned this 50's Spyder "tribute"; it is said to be a hot rod under the hood. Above Right: The owner's "Spyder."



Below: The big screen TV on the back wall above the fireplace does receive Speed Channel, and the bar and food service area houses a second TV.





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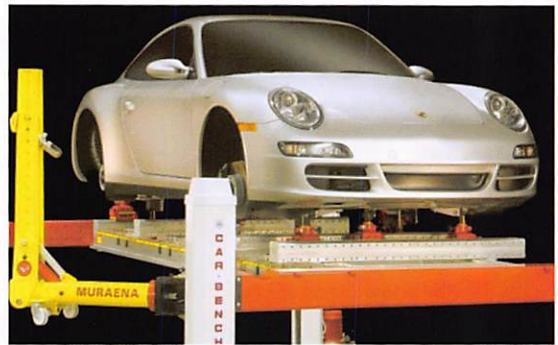
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Holiday Party a Hit in Beautiful, New Venue

Story by Chuck West / Photos by Greg Heinze

The 2008 ORPCA Annual Holiday Party and Charity Auction was, by all measures, an unqualified success. As many of you are aware, we had been searching for a location that was easily accessible, had ample room, great food and service, and even, possibly, overnight accommodations for those who were in no hurry to get home afterwards. We found it in the Heathman Lodge in Vancouver.

Sue Denfeld, our Chair for this event, searched diligently to find a location that met our requirements. I don't know how many times she went back to "sample" the culinary offerings before committing to the Heathman, but it was all worth it.

The evening started off with a silent auction, augmented by a no-host bar and wait staff circulating with appetizers. I do not know how folks managed to participate in the auction and indulge in cocktails and appetizers, as Sue and her most able staff had a record number of silent auction items. All the items were displayed, seemingly, in every nook and cranny; something for everyone and then some! The auction items were wrapped and presented in a manner that would be the envy of any of the local high end holiday auctions occurring in the Portland area. Sue and her staff went over the top AGAIN this year!

Unlike last year, dinner was served warm and well prepared. The Heathman

has a great reputation for doing it right the first time, and I believe that reputation is well deserved. Sue has reserved the Heathman for our 2009 event!

I wanted to recognize as many of our club volunteers as possible this year, and did so with more brevity than I would have liked to. It seems that the night goes on and on with the many items we wanted to cover on our once a year agenda. I cannot say enough good things about the Board of Directors I have been blessed with over the past two years, and again, I tried to be brief, but... they were and are the best any President could ask for. **EVEN IF THEY ARE ALL A+ PERSONALITIES!**

The oral auction seemed to drag a little this year; I hope it was because we had too much program content for the evening. As it turns out, even with the economy in the tank, we were able to raise about \$15,000 for our designated charities. Our high bidders, the Newsoms, were allowed to choose their favorite charity, which was the Raphael House. Our new President, Kathleen Ellis, will have the pleasure of delivering the checks to our chosen charities during the first quarter of 2009.

Thanks to all for making our annual event a great success by all measures. And ... expect some program changes for next year that will streamline the evening even more. ■



Above: Harry Danberg is Gear of the Year. Below: Peggy Munson in a serious discussion with Chuck West and Jim Ayers. Bottom Left: Everyone seems to be having a good time with old and new friends. Bottom Right: Santa Gregg with Gary and Pamela Chapman.



Autocross

Sunday, April 19, 11:00 am

Our 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:

May 10

August 9

June 7

September 13

July 5

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 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
Gary Chapman
drchapman@chapmansmiles.com
oregonpca.org (select Autocross)

**Club
Event**



Pro Drive Skid School

Full Three-Hour Program

Saturday, April 25

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.

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Pro Drive at 503.285.4449 or
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Dennis Torgeson, 360.892.0890,
dtptorg@pacifier.com

**Club
Event**

Sunshine in the Snow

by Jim Ayers

Coordinating 40 or so people to assist with one's favorite charity isn't really all that bad ... until the wind picks up, the temperature drops, and the snow begins to fall. Talk about adding an extra dimension to the planning process. Unfortunately, due to the above mentioned conditions, some of our volunteers ended up snowbound and unable to help. New member Doug Twitchell sent out an email attempting to find someone able to make it to his house to pick him up; apparently if he was afraid to leave, no one was fearless enough to try to pick him up. No problem Doug, we will do it again, and you will still be invited.

Kate and I had an unexpected conflict arise for the Monday night pack, so Bill and Donna Helzer were enlisted to help coordinate that evening. Given they showed up again on Wednesday, I suspect all went well. Peter Linsky commented to me that he hopes to never see another 10 pound bag of potatoes; maybe next year we can arrange for him to work the onions instead.

Monday had about 25 ORPCA volunteers, according to James and Jean Ohl, who worked both nights with Chet Martin. Wednesday's weather knocked us down to about 18 volunteers, who combined with the non-Porsche volunteers to finish packing 2,000 additional food boxes. President-elect Kathleen Ellis and First Husband Bob declared the evening a success.

While the Holiday Box Stuffing is not a traditional ORPCA event, it does give members an opportunity to work within our community and assist those with far less. New members Andrew and Amy Richards commented they were happy to see the club involved in this type of activity. Not only does it make one feel good to be involved in helping others, it presents an opportunity to cast a good light on ORPCA in the eyes of others.

The Saturday after the two packing nights is the traditional day to deliver four thousand food boxes to those in need. With weather forecasts from all of the television prognosticators indicating the

potential for blizzard conditions and heavy accumulations of snow, volunteers with either all wheel drive or four wheel drive were needed to make deliveries. Kate and I awoke around 5:30 a.m. to find that the weather reporters had been correct, except for the storm arriving about seven hours early. At 5:30 a.m., the temperature was 34 degrees and it was snowing; by 7:00 a.m., it had dropped to 31 degrees, the wind had come up, and the snowfall was increasing rapidly. By 9:30 a.m., 2" of snow had turned into 4", the temperature had dropped to the mid-20s, the wind was howling, and no apparent let-up was in sight for the snow. I am not sure how many Porsche people were able to assist with delivering the food boxes, but I am confident there were a number of them. The reward was watching the look on the faces of the recipients: true appreciation. The words of thanks were fine, but the looks told the story.

Thanks from the Sunshine Division to the following volunteers:

Dick & Pam Thomas
James & Jean Ohl
Chet & Lyn Martin
Gordon Campbell
Peter Linsky
Paul & Kim Goudy
Mike O'Connor & Mary Chase
Koroosh & Sharon Shafra
Bob Mc Carthy (Sunset Imports)
Bill & Donna Helzer
Richard & Claire Puetz
Andy & Amy Richards
Jim & Matt Horton
Jay Dykeman
Doug Twitchell
Bob & Kathleen Ellis
Joe & Ginny McQueen
Gary & Denise Goss
Rich & Debbie Duperon
Aaron Cope (Sunset Imports)
Juan Fuentes (Sunset Imports)
Don & Laura Clark
Bob Schatz



Backfire

Kudos for 2009 Club Calendar

JIM AYERS

Now that everyone has received their ORPCA 2009 calendar, I would like to ask that everyone use it, enjoy it, and when you have a chance, contact Kathy Jones, Earl Green and Nancy Scott and let them know how much you appreciate what they created. You will notice a few nice changes to the format. Kathy suggested inserting small pictures into the unused date blocks on the month pages; good idea. Nancy, as always, worked with everyone to get the product print ready, and Earl facilitated the production and dealt with the printer and mail house.

I am hoping that Kathy is willing to do the 2010 calendar as well, and if so,

will request submissions of high quality photos from the membership to insert into the date blocks as well as to use for the month pages. The intent for the small thumbnail photos is to show our club members involved in Porsche related events or club interest events.

I would also like to thank Greg Heinze, Ken Dwinell, and Kathy Jones for the photos they provided for the monthly pages. Both Greg and Ken make a point of taking pictures at the club events they attend in order to ensure the events are covered, at least photographically. Photography is an area where I know a number of people can contribute, and we would sure like to use your photos if we can.

Happy New Year!

(More Backfire on page 23)

CAYENNE TEST DRIVE

(Continued from page 11)

icy roads with my 4X4 pickup or my front wheel drive minivan when exercising the Cayenne, but after a few dozen miles, I started to let go. The first indication of just how good a Cayenne is in the ice and snow came when I misjudged a stop sign that I approached at highway speed. Hitting the brakes on a packed snow road in the same way I would have in one of my other vehicles in the dry resulted in some ABS engagement, but no real increase in the amount of time or distance I expected I needed to haul the SUV from 55 to 0. More miles inspired more confidence; soon, I was travelling at the posted speed limit on roads that had patchy ice and packed snow, without any real concern that I was going to be surprised by a slide.

We arrived at the Mt. Bachelor parking lot by 5:30. Empty flat snow-covered acres greeted us, and we proceeded to do some traction tests. The first two or three passes were done with PSM engaged and Sport mode off. Traction was great, but any budding rally slide was nipped by the comput-

ers. With PSM off, four wheel slides controlled with the accelerator were easy, and I had to really push to get the Cayenne to

THE CAYENNE WAS SHOWING ITS STUFF IN A BIG WAY, AND IT WAS GOOD. I WISHED OUT LOUD THAT WE HAD BROUGHT SOME CONES TO SET UP A LITTLE RALLYCROSS COURSE. I ALSO WONDERED OUT LOUD WHY OUR ANTICS WERE NOT ATTRACTING THE ATTENTION OF THE MT. BACHELOR SECURITY CREW.

bite back and rotate past a catchable point. The Cayenne was showing its stuff in a big way, and it was good. I wished out loud that we had brought some cones to set up a little Rallycross course. I also wondered out loud why our antics were not attracting the attention of the Mt. Bachelor security crew. Perhaps they had all went home.

There is a level of traction that the Mt. Bachelor area did not give us an opportunity to explore. The Cayenne has lockable differentials front, center and rear. While the Cayenne has electronically activated differentials, the concept of locking differ-

entials is as old as an International Scout or a Jeep. It seems that one could use a Cayenne to pull stumps on the farm, if

one so desired. We will save that for a future test.

All in all, the base 2008 Cayenne has a long list of attributes to recommend it, not the least of which is a confidence inspiring all wheel drive system and heroic traction in ice and snow with a set of studless snow tires. The Cayenne GTS on the sales lot had a better stance, and I am sure that the GTS packed a bigger punch with 405 horses, versus the 290 in the base model. For the everyday uses that most people put vehicles to, the base Cayenne was comfortable and capable. For winter driving, it was faultless. ■

997 TEST DRIVE

(Continued from page 13)

points. Sport Plus mode takes things up a big notch, but makes the car very edgy on normal roads.

At the track, I was assigned Hurley Haywood as my instructor. I'm quickly

transmission version actually feels just like a 911 of old. The S is certainly faster than the base model. Fortunately for me, the Carrera S with PDK in Sport Plus and full shock dampening was the last car we drove, and I had enough track familiarity

apex and pressing down on the throttle to accelerate onto the straight, but it was no problem. The downshift was so fast that it was imperceptible, except for the change in engine speed and sound, and the car wasn't unsettled at all, even in that most precarious position. After two occurrences, I thought it was great fun to press harder on the throttle during the turn exits, just to make the transmission downshift in the ultimate "wrong" places. Of course, manually shifting the transmission would have avoided all of this.

We also gave launch control a try. With left foot on the brake and right foot holding the throttle on the floor, launch control takes over. The clutch disengages and the engine holds at the rev limiter point, without pulling on the brakes, until you sidestep the brake pedal. Then the clutch immediately engages, the engine speed drops to maximum torque, and you're
(Continued on page 23)

AFTER TWO OCCURRENCES, I THOUGHT IT WAS GREAT FUN TO PRESS HARDER ON THE THROTTLE DURING THE TURN EXITS, JUST TO MAKE THE TRANSMISSION DOWNSHIFT IN THE ULTIMATE "WRONG" PLACES.

grateful to have Hurley as my navigator. This is an impossible track: 4.5 miles long, with 23 turns that all look the same—pavement, red curbs, and brown sand—and it's near impossible to remember where you are. By the end of the day, I had managed to remember all of the turns, but not necessarily in the right order.

I drove five 911s, each set up differently—PDK in every mode, manual transmissions, Carrera and Carrera S. The manual

by then to be able to give it a decent test. I opted to leave the transmission in fully automatic mode because I wanted to see just what it would do on its own.

But by now, I had learned the track well enough that I was keeping my revs high coming into the turns, and the PDK brain, even in its most aggressive setting, didn't sense that it needed to downshift during my braking. It wouldn't downshift until I was drifting the car as I passed the

997 TEST DRIVE

(Continued from page 22)

flying down the road. Clearly, PDK with launch control will be the auto crosser's dream combo.

The return to Park City is a 100-mile route back over some twisty mountain roads. I see an empty road and a 180° switchback coming up, so I switch into Sport Plus, dampen the shocks, and start shifting manually as I accelerate to 90 mph before braking hard for the turn. I bang a couple of downshifts as I roll off the brake and turn the wheel, and get on the throttle to catch the rear end as I come out of the turn and head for the exit. But I get it all goofed up—I'm immediately on the rev limiter because I'm in first gear, so I shift up quickly one time too many, and totally mess up the turn.

Another hairpin gives me a second chance. This time I leave it in automatic mode as I accelerate to 90, get hard on the brakes, turn, and get back on the throttle as I straighten the wheel. As I exit at the

top of second gear, PDK makes a lightning shift to third, and then I'm well into triple digits and risking jail time. A perfect turn, courtesy of PDK and Sport Plus mode.

Porsche engineers are clear that fuel economy was a major motivation behind every change. EPA fuel economy figures are 18 City, 25 Highway for the manual transmission cars. With PDK, it's 19 City and 26 or 27 Highway depending on the configuration.

The PDK transmission is, to me, the first automatic transmission to compare favorably with a manual transmission (fair disclosure—I've never really liked the Tiptronic). PDK clearly shifts faster in either direction, and the seven gears provide a comparable (actually, one gear better) range for fast driving. With the full electronics package, it actually transforms the car, and adds an altogether new fun factor.

Undoubtedly, PDK will be very popular. Porsche reported that about 40% of its

recent 911s were Tiptronic-equipped. Initial new orders are 80% PDK, but expected to average 60-70%. Informally, they predict that 90% of 911s will eventually come with PDK.

At the track, I told Timo Resch, Porsche's Manager of Product Planning and Market Research, that I thought the cars were quite competent on the track. Timo told me that Porsche didn't set out to build the best track car that one could buy. Rather, they designed the 911 as a car that could be driven every day, would afford tremendous driving fun if the owner wanted to drive aggressively, and still perform well on the race track if that was what the owner wanted to do - a car for all seasons for the automobile enthusiast.

That pretty well sums up the Porsche philosophy, and is what has always made Porsches so appealing to me. No one else does that as well as Porsche. And this time, they hit the target dead center. ■

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Backfire

Applause for the Holiday Dinner and Auction

Kate Ayers

I can't say enough good things about the Holiday Dinner and Auction. Everyone who worked on it deserves a huge round of applause. The Heathman Lodge was a fantastic venue, with a beautifully decorated banquet room and food that rivaled some of the area's best restaurants. The Vancouver location was more convenient than I'd thought. Sue Denning and her helpers made the silent auction gift baskets with stunning creativity. If you missed it this year, you missed a great one.

HELP WANTED

Would you like to help your club?
ORPCA Membership is looking for help from a member that has experience with MS Access 2003 & 2007, to help upgrade the club membership program.
If you would like to help out, please contact
Chet & Lyn Martin
membership@oregonpca.org
360-635-5633

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April Keller
Beaverton, OR
1981 911 SC

Terry J. Petersen
Salem, OR
1984 944

Stephen Piazza
Candice Piazza
Wilsonville, OR
2005 911 C4S

Gary F. Rigdon
Sharilyn Rigdon
Portland, OR
1977 911 S

James L. Sanford
Phil Sanford
Camas, WA

Stephen M. Scheidler
Ryan Scheidler
Tualatin, OR
2009 11 C2S

Joe Serino
Portland, OR
2008 997

David B. Volonte
Brenda Volonte
Portland, OR
997 97 C S

Eric R. Wilsey
Chantell Wilsey
Vancouver, WA
2003 911 Turbo

Timothy Ashcroft
Imelda Ashcroft
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2001 911

John J Lucena
Janice Lucena
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2000 911

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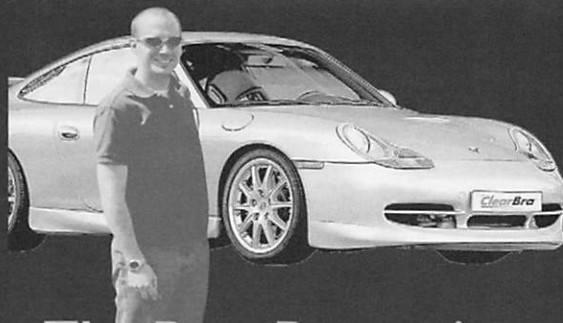
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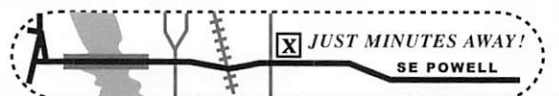
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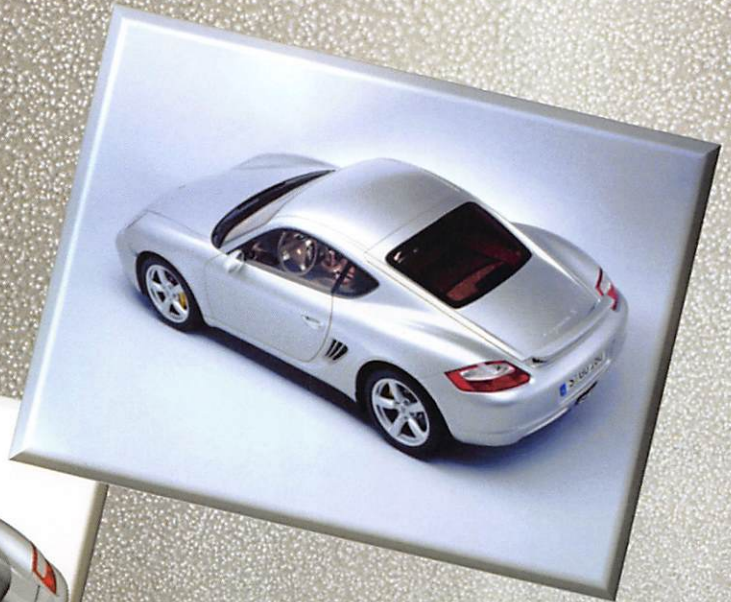
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