



# Anzeiger

May 2009



# PORSCHE



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BMW



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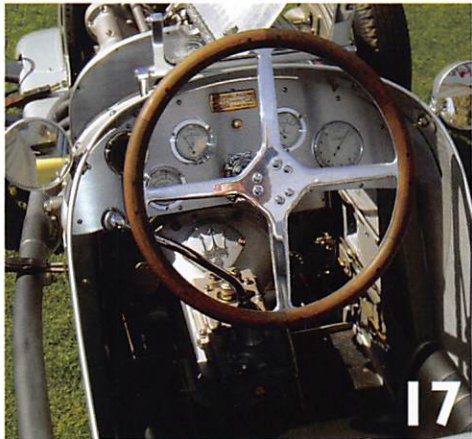
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# Anzeiger

Volume 49 No. 4  
May 2009



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## ON THE COVER

Photo taken at the drivers meeting before the Arrive And Drive in August, 2008. Photo by Greg Heinze.

## Cover Submissions

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

# Anzeiger

(an' zī ger), noun, German

1. One who points out, indicates, shows.

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<http://oregonpca.org/>



## EDITOR'S NOTE Brad Larson

The work of knowledgeable Club members last year cumulated in an attractive new ORPCA website. If you have visited it in the last six months or so, you have probably noticed how polished and professional it looks. As with any powerful new tool, it has taken a while to unleash its potential. If you visit the website, you will see that it is full of Club info, cross-referenced and optimized for ease of use. Our webmaster, Joe McQueen, has been working his wizardry to fine-tune [www.orpca.org](http://www.orpca.org). If you see him out and about, offer your thanks, suggestions, or a bottle of grappa as support for his efforts. If you are an event chair for the 2009 season, now is the time to get your event ad together and send it to me at [speedyellowster@gmail.com](mailto:speedyellowster@gmail.com); I will make sure it gets forwarded to the proper person for placement on the web page.

Many of you have come to rely on Harry Danberg's email blast as your primary source of Club information. As the website grows into the full-featured hub of information, Harry's email blast will become a way to inform Club members of last minute schedule changes, rather than a detailed event schedule. Harry's email blast will link to the event ads on [orpca.org](http://orpca.org), providing consistency and relieving volunteers of some redundant work. Rest assured, Anzeiger will continue to fill your mail box with jaw-dropping, eye-candy photos and smart prose. As always, my hand is extended for your contributions. Send me your photos and articles about events, as we welcome your submissions.

This month's column would be rather short if we did not briefly touch upon the issue of my lust for a Cayman S. The current top contender is Forest Green Metallic, which looks black in the shade, but changes to deep dark green in the sun. I find this color achingly beautiful, and befitting of its namesake aquatic reptile. I'll be working weekends for the foreseeable future to overcome the cost difference between my Boxster S and dieser grun reptil.

The existence of a Super Cayman S has come to my attention. It is at Carrera Motors in Bend. It was ordered with ceramic brakes and PASM, among other things, which brought its cost in 2006 to over \$90,000. I hope to drive it to round out my Cayman test driving experience (which is at 5 examples and counting!) and report my impressions to you.

Cheers—Brad ■

## Communications Fine Tuning Continues

**A**fter our February BOD meeting, I tied up a few loose ends and left the country for the Yucatan, seeking warmth and exploration. We arrived in Mexico on February 15th with the sun shining and 30 days to enjoy it! Our first week was spent with a Smithsonian tour group. As part of our tour, we visited Merida and Valladolid, explored the magnificent Mayan ruins of Ek'Balam, Izamal, Uxmal, Kabah and Chichen Itza, and spent time at the Hacienda Sotuta Peon where we had the opportunity to swim in an underground cenote.

Upon completion of the Smithsonian tour, the four of us (my sister- and brother-in-law, Bob and I) headed for the Mexican Riviera and moved in to our rented condo at Playa del Carmen. We

I ENCOURAGE ALL OF YOU TO COMMUNICATE YOUR THOUGHTS REGARDING THE SCHEDULED EVENTS TO THE EVENT CHAIRS AND THE B.O.D. MEMBERS. CREATIVE IDEAS FOR NEW ONES ARE WELCOME AS WELL.

lived in this community for three weeks, buying our food at the local grocery, using the laundromat, exploring beaches, etc., and taking advantage of the public transportation system to get places beyond walking distance. Of necessity, our Spanish did improve, as did our sign language!

I actually did see four Porsches in Playa del Carmen! Two were Boxsters; one black and one white. We also saw a red 356 that had been modified with flared fenders, etc. and was well done. The Carrera 4 pictured was the fourth Porsche sighted. It does make one wonder how well Porsches do in this area, with its serious speed bumps, cobblestone streets, and very deep open storm drain systems. Plus, where is the dealership and service shop?

Arriving back on March 16th, I hadn't been cold for a month. What a shock—

rain and low temperatures! During my absence, we have Sprung Forward and driving season has begun! Having missed the March BOD, I am still catching up with current events. I understand that the FOPIR opening event in February was good and that the first running of the Spring Break Out was outstanding! All of you who drove the Autocross now have an edge on me, as I didn't drive for a month! Many thanks to the volunteers who put in great time and effort to make this event a success. I missed two Monthly Club Dinners and Socials, but it sounds like they were fun as well.

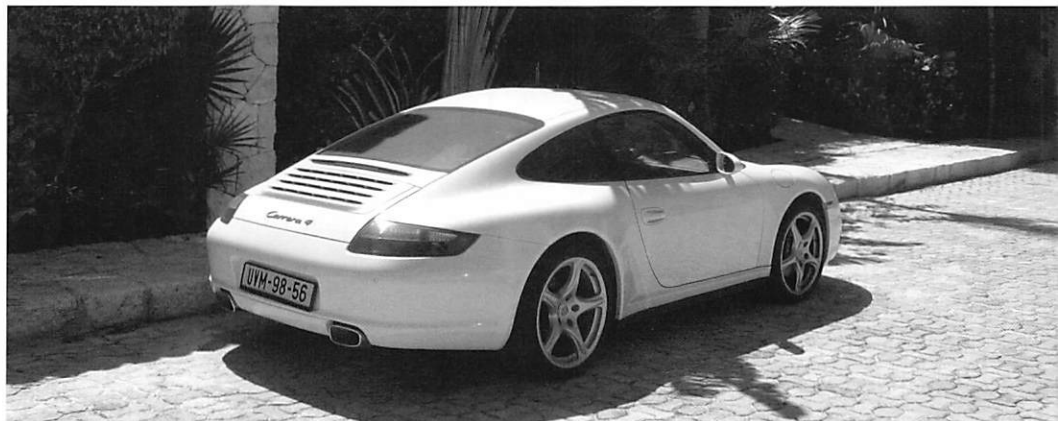
One bit of news that I was sorry to hear was that the SOLV Beach Cleanup weekend had been cancelled, due to low participation. Volunteers work really

hard to put events together that they believe will be appealing. It is a disappointment when one has to be cancelled due to a lack of interest. Comments are always appreciated, as the creators of these events can only second guess what the issues are if no feedback is received. I encourage all of you to communicate your thoughts regarding the scheduled events to the event chairs and the BOD



members. Creative ideas for new ones are welcome as well. We had a Communications meeting this morning to discuss further fine tuning of our communication systems; *Anzeiger*, our website, and Harry's email blasts. The team is working hard to insure timely and accurate news. If you haven't been to the website recently, please do so; it is getting better and better! When the opportunity presents itself, please thank Joe McQueen, Webmaster, for his work on the site, Britain Smith for his work on the Autocross portion and providing technical assistance when feasible, and Alan Wizemann for setting up and housing our site through his company.

I am recharged after my time out and am pumped about all the activities we have scheduled! I hope to see you at the next event! ■



# Oregon Region Events



## *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 Northwest Passage
- 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

## *October, 2009*

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

## *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).

## *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.

## *November, 2009*

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

## *December, 2009*

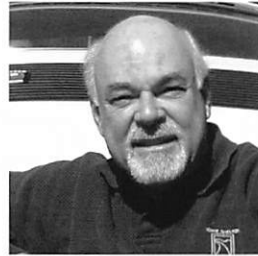
- 6 Charitable Auction
- 8 Board Meeting

Please take a look at the [orpc.org](http://orpc.org) web site for detailed information on upcoming events.

## **EVENT CHAIRPEOPLE:**

Please get your event ads to [speedyellowster@gmail.com](mailto:speedyellowster@gmail.com) at least two months prior to the event date.

**STILL  
PLAYS  
WITH CARS**  
Peter Linsky



## Updates on Collector Market and Most-Stolen Cars

**T**he next economic “bubble” to burst could be the collector car market. A lot of eyes were on the January auctions in Arizona, where all manner of collectibles cross the block every year. With the exception of truly exceptional rarities, selling prices seemed to be lower this year, and in many cases, bidding fell short of sellers’ reserve prices. If you sold a 356 Speedster for something near \$200k in the past year or so, congratulations—you probably caught the top of the market. However, if you bought one in the same time frame for seriously big bucks, you might already be upside down.

**L**ast year’s Concorso Italiano at Monterey left more than a few entrants with a sour taste in their mouths. The popular show, which attracts a good many non-Italian marques to adjacent corrals, shifted last year from the Black Horse golf course at Ford Ord to a nearby airport, which proved to be hot, windy, dusty, and altogether unpleasant. Several participants I spoke with afterward said they would

STUDENTS OF AUTOMOTIVE HISTORY MIGHT RECALL THAT MANY WEALTHY INDIVIDUALS SIMPLY GARAGED THEIR EXPENSIVE LUXURY CARS DURING THE GREAT DEPRESSION, OR ORDERED NEW CARS WITHOUT CHROME BRIGHTWORK TO MAKE THEM LESS NOTICEABLE.

not return to that location. Now there’s word that a new group has jumped in where Concorso has seen fit to vacate: “La Dolce Vita”, or “The Sweet Life”, will host a new show for European cars—emphasis on Italian—at Black Horse on Friday, August 14th, which directly conflicts with Concorso. It’ll be interesting to see which draws more cars and spectators.



**I**s it still okay to park your Porsche on the street? Not in Berlin, where political radicals allegedly torched several dozen expensive automobiles during February, attacking Porsches, BMWs and Mercedes-Benzes left in parking lots as symbols of ostentation at a time when Germany’s job-

less rate is climbing. I’m not aware of any similar instances on this side of the pond as of this writing, but it probably wouldn’t be a bad idea to exercise caution in your parking habits, especially if our economy continues to tank. Students of automotive history might recall that many wealthy individuals simply garaged their expensive luxury cars during the Great Depression, or ordered new cars without chrome brightwork to make them less noticeable.

*Hint:* Don’t flaunt your new Turbo by driving slowly past the State Employment Office.

**J**ust a couple of years ago, the most frequently-stolen cars in the US were models like the Oldsmobile Cutlass, Honda Accord, and Toyota Camry, simply because there were so many of them out there. They’d frequently wind up in chop-shops, and some less-than-scrupulous body repair shops would buy the used crash parts. That picture has changed, according to the insurance industry. As of last December, various models of the Cadillac Escalade, Ford SuperCrew pickup truck, and Hummer dominated the Top-10 list of most-stolen vehicles nationwide. Many were never recovered, suggesting that they might have been shipped out of the country. Among the least-stolen vehicles were the E-class Mercedes, Buick Rainier, Ford Focus, Toyota Prius, and VW New Beetle.

Until next month, drive safely! ■



## AMATEUR WRENCH Don Clinkinbeard



# Spring Break Out Nets Positive Feedback

**W**ell, I took a month-long break and had some fun. Debbie and I, Ginny and Joe McQueen, Stephanie and Loren Hamburg and Mike McBride and Diana S went on the Caribbean Cruise that Nancy Heron set up. We had a great time. We even became members of the Order of the Green Flash (funny what Rum drinks will do to you) that you can sometimes see when the sun sets into the ocean.

Following that, I traveled down to California with Christopher Bender and participated in four back-to-back HPDE days; two at Infineon and two at Thunderhill. Over those four days, I learned a lot about how to drive the Lotus fast. It's absolutely amazing what a little seat time can do for your confidence. I am up to around 12 hours on the track so far, and learning a lot about driving a momentum car (the weight to power ratio of the Lotus with me in it is about 11.75 to 1). It is quite a contrast to the fire-breathing turbo that the 944 has become (its weight to power ratio is about 7.5 to 1, or 33% better than the Lotus). Don't get me wrong; I still love my Porsche and hope to make its re-debut in the middle of this year with its new 2.6L motivator. That will be pretty cool too; I will really like being able to pass the GT3's down the straight.

**T**he HPDE program is moving forward well. The Spring Break Out broke even (actually, we made about \$500 on it), which is way better for the club coffers than losing around \$7000 on the instructors clinic, as we would have lost had we not done this. We also managed to mint six new instructors from this as we continue to invest in our instructor corps. Feedback from the participants was very positive. A few suggested that we move it

to later in the year in order to take advantage of better weather. From my perspective, it only rained for one run session all weekend. That is a great result since it snowed just two days before. My thanks go to all of you that supported and participated in this great event.

So far in 2009, we have had good sales of the season passes; we actually sold out of these. The first ORP event is shaping up nicely as well; as of this writing, Saturday is sold out and Sunday is close. We are the first Marque club to run at this new racetrack so we will be a small part of motorsports history. Our CDI's Andy Chenoweth, Andy Jacobson, and Greg Meythaler (from BMWACA) have been working on a clear set of promotional

standards for participants to aspire to, as we add a bit more formality to the program. This will provide clear guidance on what skills and experience are necessary for drivers to move up the HPDE ladder. This is necessary as we feel we need to follow the best practices of other programs across the nation.

**S**ince I had to play this month, I have not made any progress to report regarding the two cars that are still in pieces in the garage. I think my spouse is getting tired of waiting. I should probably get on the stick with these two projects ...

All for now,  
-drc- ■



Photo from February, 2009 HPDE by Greg Heinze.

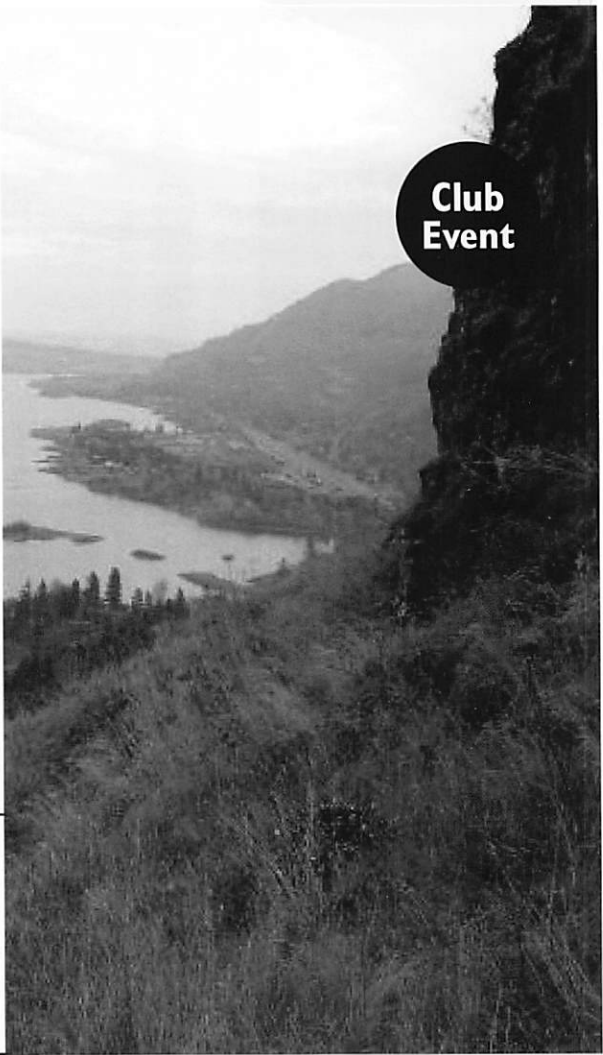
# Drive & Hike

Friday, May 15 8:45 a.m.

Meet at Columbia Gorge Outlet Mall, Exit 17 off I-84

**J**oin the ORPCA on Friday, May 15th for a no-fee, full-day Drive & Hike in the Columbia River Gorge and Mt. Hood wilderness. Our destination will be the Rowena Plateau and the Tom McCall Preserve. Native wildflowers will be in full bloom on the flat and easy one mile round-trip hike that overlooks the majestic Columbia. Be sure to bring a sack lunch and your camera.

For those who want a more strenuous hike at the same location, there is also a 3.6 mile round-trip hike to Tom McCall Point, with an elevation gain of 1,000 feet. Once there, we may split into two hiking groups depending on interest. Whichever hike we choose, the drive there will include the twists and turns of the recently repaved Historic Columbia River Highway, while the return trip will take us around the southern side of Mt. Hood through beautiful Pacific Northwest forests.



DEADLINE: May 12, 2009

REGISTER VIA: may15driveandhike@yahoo.com  
Doug Twitchell



# High Performance Driver Education

Sunday, May 17 (Late Start) & Tuesday, May 26

**H**PDE will be back at the old PIR stomping grounds for two exciting days. May 17, 2009 will offer an opportunity to sleep in, with a late start time. It will also be an instructed HPDE, so novices are welcome. May 26, 2009 will be at the normal start time, but it will be a lapping day with no instruction offered, so it is open to intermediate, advanced and instructor level drivers.

Register via <http://orpca.motorsportsreg.com>  
The event fee is \$200 per day  
For registration assistance, contact Don Clinkinbeard:  
[dechair@oregonpca.org](mailto:dechair@oregonpca.org)  
503-970-4848

For more information on the HPDE program, see [www.oregonpca.org](http://www.oregonpca.org); select HP Driver Ed from the quick links menu.



Photo by Greg Heinze

DEADLINE  
REGISTER VIA  
CLUB CONTACT

One week in advance of the event  
[orpca.motorsportsreg.com](http://orpca.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

# An Interesting Week in La-La Land

Story and Photo by Peter Linsky

If you are into Porsches, especially older models, Los Angeles is the place to be in early March. That's when Porsche historian and memorabilia collector Jim Perrin stages his hugely-popular Porsche Literature Show and swap meet at the LAX Hilton Hotel. Not only does this event attract more than a hundred vendors and thousands of would-be customers, but it's probably the best place to "network" if you want to meet Porsche people, find that elusive book, poster, shop manual, or factory brochure, buy that last little bit of NLA trim for your 356 or 911, or find someone who will make a missing part from scratch.

I ran into at least half-a-dozen ORPCA members from Portland, more friends



INSIDE WAS A PROVERBIAL "I'VE DIED AND GONE TO HEAVEN" SCENE: SOME 45 PORSCHEs DATING FROM 1949 TO ALMOST NEW, AND ALL WITH SOME SIGNIFICANT DESIGN, PRODUCTION FEATURE, OR RACING HISTORY. JERRY ARRIVED SHORTLY THEREAFTER IN THE MOST INNOCUOUS OF AUTOMOBILES, AN OLD BLUE OVAL-WINDOW VW BEETLE .

from Seattle, and many from the Southern California area who were happy to share their knowledge of some special car tucked away in a garage or in a shop undergoing restoration. This show not only draws visitors from all across the country, but also Europe, Latin America, Japan, and Australia. I met a Quantas Airline 747 captain who scheduled a flight from down under just so he could layover in Los Angeles, attend the show, and buy some special pieces for his 356.

The Saturday show draws so many Porsche enthusiasts that many restoration and racing shops in the LA area hold Open Houses on both sides of the show date, and there was a large swap meet on the following Sunday. I was able to visit several shops that I'd not seen previously along with a couple that I had, just to renew friendships.

Earlier in the week, I had scheduled appointments with a couple of Porsche owners whose cars have already been photographed for Excellence Magazine by my colleague David Gooley; now, I wanted to

meet the owners personally, go over the cars with them, and learn all the little bits of information that help me craft an interesting article. While I was meeting with one gentleman, my cell phone rang. It was a good friend who has one of the world's best jobs—he's the curator (the "procuer", another friend jokes) of Jerry Seinfeld's large Porsche collection. He travels a great deal in his work, and we'd been unable to hook up on my past trips to LA. The timing was perfect this visit, though, and I found myself invited to a special showing. Jerry's collection was moving from its old location at Santa Monica Airport to another building a few miles away. The new place had just been finished, all the cars had just been relocated, and Jerry was hosting a lunch gathering for a small number of fellow enthusiasts. Would I like to drop by? "Of course," I said, and I was invited to come by myself and leave my cameras in the car.

I arrived at the appointed time and was greeted by one of Jerry's employees, who carefully checked my name off a very short

guest list. Inside was a proverbial "I've died and gone to heaven" scene: Some 45 Porsches dating from 1949 to almost new, and all with some significant design, production feature, or racing history. Jerry arrived shortly thereafter in the most innocuous of automobiles, the old blue oval-window VW Beetle shown here. What better way to avoid mobs of fans? Jerry proved very quiet and affable, joining his staffers as they described the importance of various cars. Where to begin? Among the gems on hand were no fewer than three Carrera GTs—including the original concept car—an America Sports Roadster, half a dozen other interesting 356s of various types and history; ditto early and late 911s, one of only two 993-based Speedsters built (the other one stayed with the Porsche family); a 914-6 GT, a 911R, a 906, a 910, an IROC Carrera, a 959, a Joest-modified 962 that ran at LeMans—all of them in show condition—the list goes on and on. Seinfeld has several other important cars undergoing restoration at the moment, including the Redman-Siffert 908/03 that won the Targa Florio. His goal is to have the car finished in time for Monterey. It will be wonderful to see and hear that car on the track.

In all, a great week for this Porsche nut, and certainly a weekend that you should place on your calendar. ■

# May Social and Dinner

Wednesday, May 20, 6:00 pm

**Big Red's**

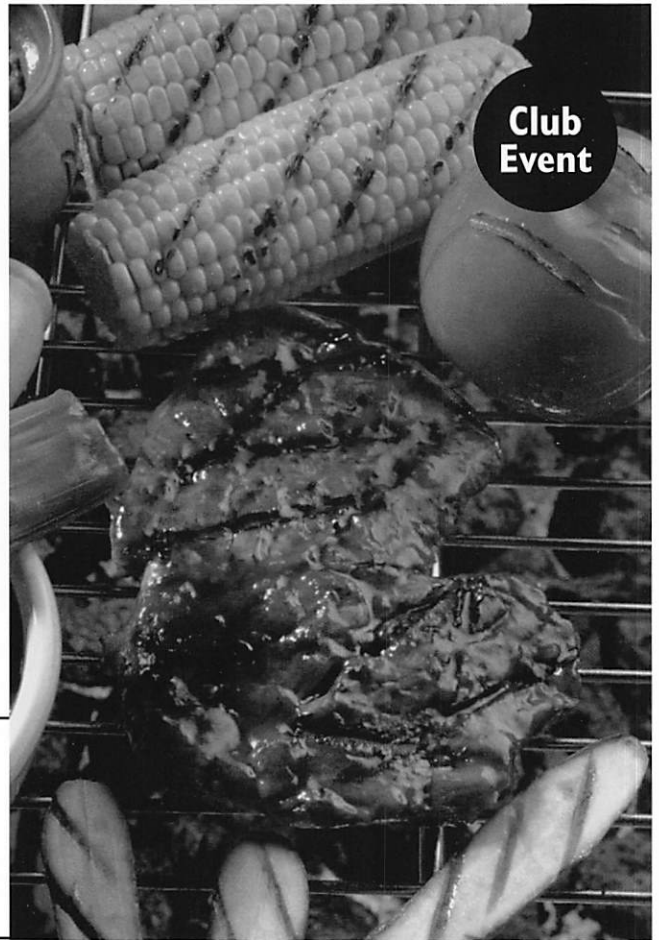
5515 SW Canyon Ct.

Portland, OR 97221

(503) 297-5568 phone

**S**ummer is starting and that means one thing to the Larsons—barbeque! Join us for a casual, fun-filled evening at this popular western-style restaurant. We will be ordering from a full menu of starters, salads, nachos, and barbeque favorites. The cocktails are said to be superb, and as one reviewer noted, “For crunchy starters, the thick-cut, beer battered onion rings, or crispy, bite-size fried mushrooms are good choices. Highly favored are the baskets of smoky, baby back ribs, lightly charred and juicy.” MMMMM ...

DEADLINE:	May 13
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson laura@larsonlawoffices.com



# Baxter Historic Races

July 10 - 12

**B**ring the whole family to the Baxter Auto Parts Portland Historic Races this year, so Grandma can regale the kids with stories of racing open wheelers in the '30s. By mid-July, the weather is almost always good enough to guarantee that nobody needs the rain tires. Be sure to stand at the beginning of the front straight when the Historic Trans Am Camaros, Mustangs and other American V-8s get on the power—you can feel it in your chest!

■ Three--day admission ticket for 2 adults, 1 car corral pass and ever-popular parade lap

■ The three-day ticket can be purchased through motorsportsreg.com for \$50

■ The order deadline is June 1, 2009

■ Featured marque will be the IMSA Grand Touring Prototype (GTP) cars

Come on out and help to make the Porsche car corral larger than all of the other makes.

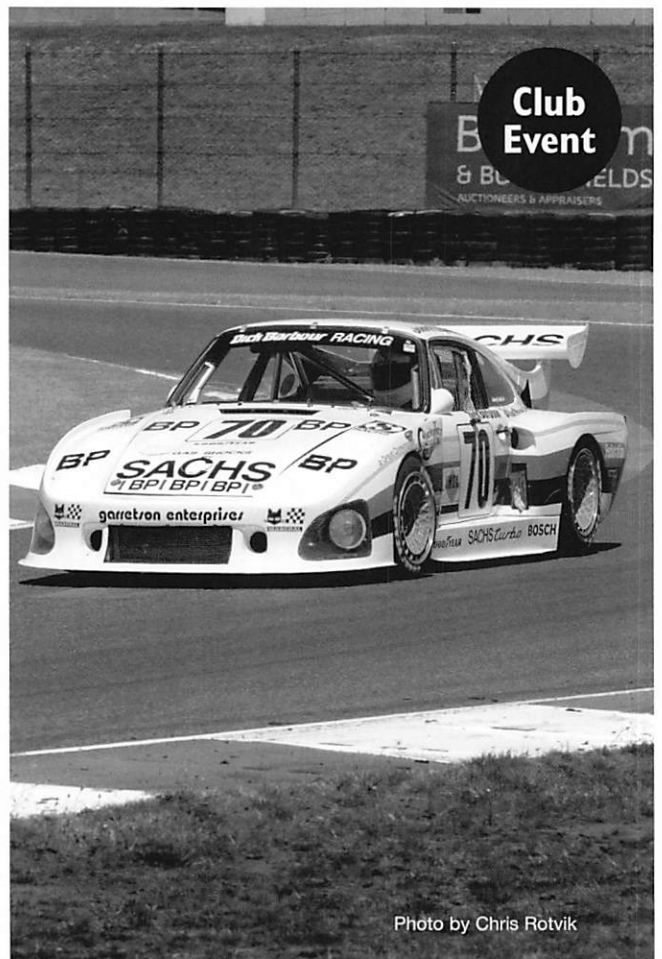


Photo by Chris Rotvik

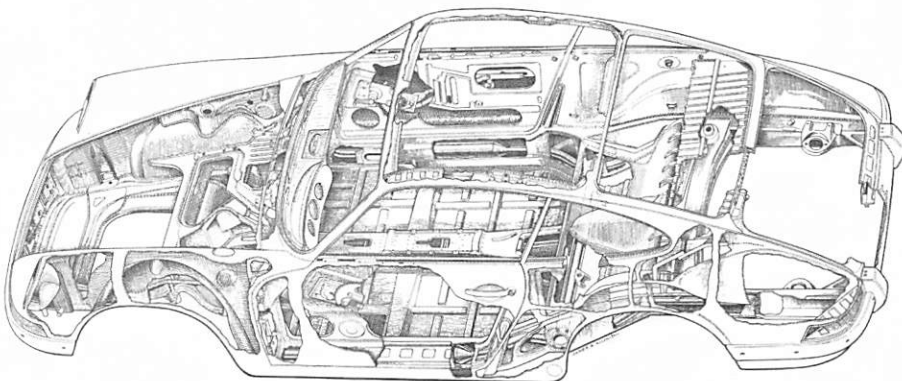
# Ephemera Porsche 912: Werksfotos and Karosserieschnitt

by Brad Larson / Photos by Porsche AG—From the Collection of Brad Larson

Collecting can be a multi-level endeavor. If one does not have enough money to fill a garage with Porsches, one can collect other Porsche related items. Documents produced by the Porsche organization to promote vehicles and inform the press and public about the model line are both interesting and historically significant, and thus are both enjoyable and sometimes even valuable to collect.

Collecting the paper produced in period that pertains to a product is often referred to as collecting the ephemera of that product. The definition of ephemera is something not intended to last. In the last hundred years, much paper ephemera has been produced regarding the millions of products that have been brought to market. Paper documents are still produced, but promotion of products has expanded to electronic media in recent years. Will screen shots of the Porsche website be collectible a hundred years from now? Our grandchildren may spit and cuss at the fact that we did not collect them, and in the future, they will be gone.

Porsche continues to produce paper documents to promote their vehicles. Porsche ephemera runs a huge range—from pictures of Ferry Porsche to press kits

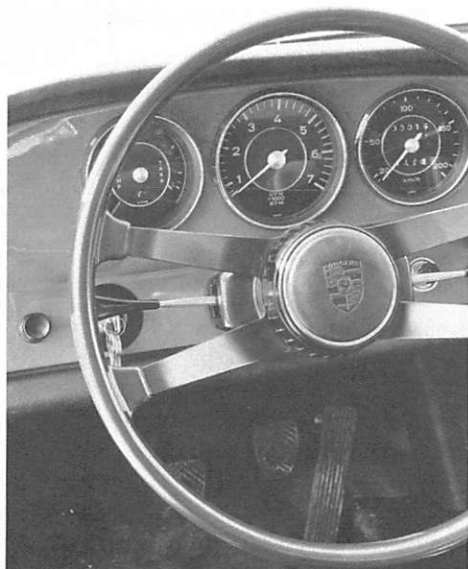


for the launch of any number of race cars and road vehicles. Promotional documents are often created in the early stages of a model run, so they often depict prototype features. It is a cool addition to a Porsche owner's portfolio to have the original color chart and brochure that would have been presented to a prospective buyer when their car was new on the showroom floor.

Accompanying this article are three examples of Porsche ephemera that pertain to the original release of the 912 model in the mid '60s. There are two Porsche werksfotos of the 912: One of the engine bay and one of the gauge cluster and dash. There is also a Karosserieschnitt, or chassis line drawing. Werksfotos often have printing on the back, describing the front picture. These documents would have been included in press kits distributed to journalists to promote the new entry level

Porsche, and to be used as source material by the journalist. Rather than Google, a '60s auto journalist might have had drawers of cards with photos and information to draw upon while writing articles.

We have come a long way since these types of materials were the primary way for a manufacturer like Porsche to disseminate information to the press and public. We now have vast stores of information at our fingertips. As we become more and more electronic in the way we process information, we run the risk of leaving less of the traces of the past that future generations can pick up and hold. Will your grandkids have access to the emails you sent while courting your spouse? Maybe that would be a bad thing, but like letter writing, hard copy promotional materials may slowly fade away, leaving the tangible traces of the past that do exist to become only rarer. ■





## A & D Hugely Successful—Even With Grey Skies

Story and Photos by Brent Palmer

**T**he first Arrive and Drive of the 2009 driving season was a HUGE success. Grey and cloudy skies with the threat of rain did not keep anybody at home. More than 40 Porsches joined the caravan from Millers Homestead Restaurant to Ken Austin's car collection, and then to lunch at club member Sean

had everything—straights, 55mph corners, 45mph corners, 35, 25, 15, even several 10 mph switchbacks climbing up the mountains! The few "regular" cars we caught up to were very kind—I counted three that went out of their way and pulled off the road to let us by. It was an awesome drive!

invented over the years and everybody's favorite, the dental drill. Ken ran the dental drill at full speed and high volume. As several people were covering their ears and running for the door, Ken asked, "What is the problem? That is the sound of MONEY!" Very funny, Ken. Ken then *(Continued on page 21)*

SEVERAL OF THE CARS I RECOGNIZED WERE AN E-TYPE JAGUAR, CORVETTE, T-BIRD, AUSTIN HEALEY, "WOODY" STATION WAGON, SEARS TWO-CYLINDER, AND MANY MORE. THE ONLY THING MISSING WAS A PORSCHE (MY DAD SUGGESTED A 356 WOULD FIT PERFECTLY IN FRONT OF THE T-BIRD AND CORVETTE).

Reed's great restaurant, J's, in Newberg. Quite a collection of Porsches showed up: Boxsters, a 944, and probably every series of 911 including a mid 70's restoration in progress and a GT3 RS. We even had a Cayenne with Ontario plates join us.

The roads we drove out to Newberg were some of the best country roads I have ever been on. True "Porsche" roads! We

We arrived at Ken Austin's car collection in Newberg and had a chance to socialize and take a look at all of the great Porsches that showed up. Then Ken gave us a quick explanation of what he does (founder of Austin Dental Equipment Company) and how he is able to afford such a nice collection of cars. This included a live demonstration of the various air compressors he





Above: Bright colors suit a '50s T-Bird. Top right: Award-winning red Flathead powered hot rod. Center right: Award-winning green Flathead powered hot rod. Bottom right: Rear view of some nostalgic Fords. Bottom left: A Big Healey, a Morgan and an MG—proof that Ken does not live by Detroit Iron alone. Below: Evidence that boats were made of wood before the widespread use of fiberglass.





## The Gem Show

Story and Photos by Randy Stolz

**W**hen I was in elementary school, my great aunt gave me a box of rough gems she picked up on her way to the Grand Canyon in Arizona. Each rock was identified and displayed neatly within printed borders on white cardboard. I was reminded of this keepsake as I looked at the display placard of a 1948 Delahaye at the Desert Classic

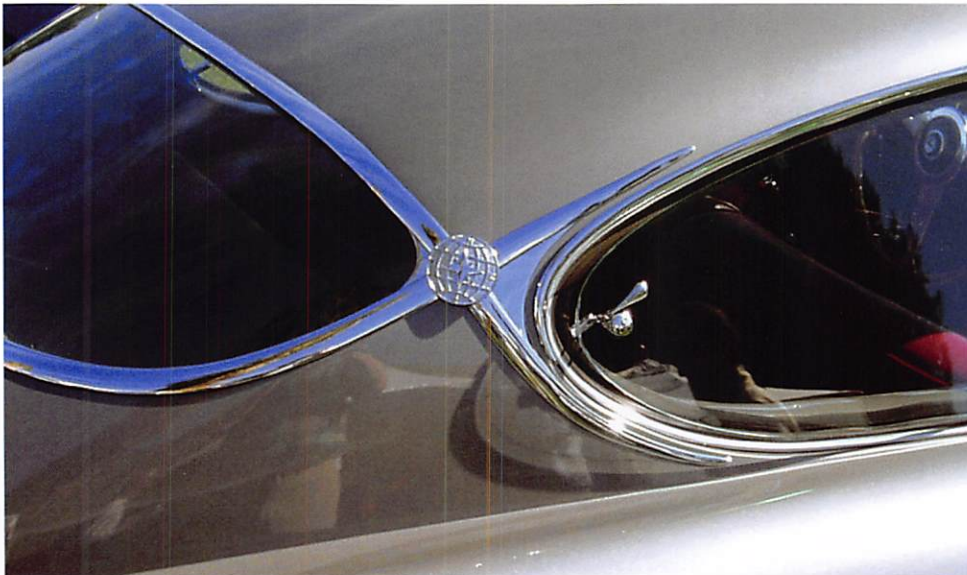
Concours D'Elegance in Palm Springs this past March.

In only its second year, The Desert Classic drew 140 entries which were displayed on the O'Donnell Golf Club. Some of these "gems" will no doubt find their way to Pebble Beach later this year. The quality of the field was that good.

The list of judges read like a *Who's Who* of California motorsport. Tony Adamowicz, the Chief Judge, was joined by Pete Brock, Dick Guldstrand, Davey Jordan, Billy Krause, and Scooter Patrick, to name a few. With Ed Justice and Michael Lynch sharing the commentary, one has a sense that this will become one of the best concours in the future.

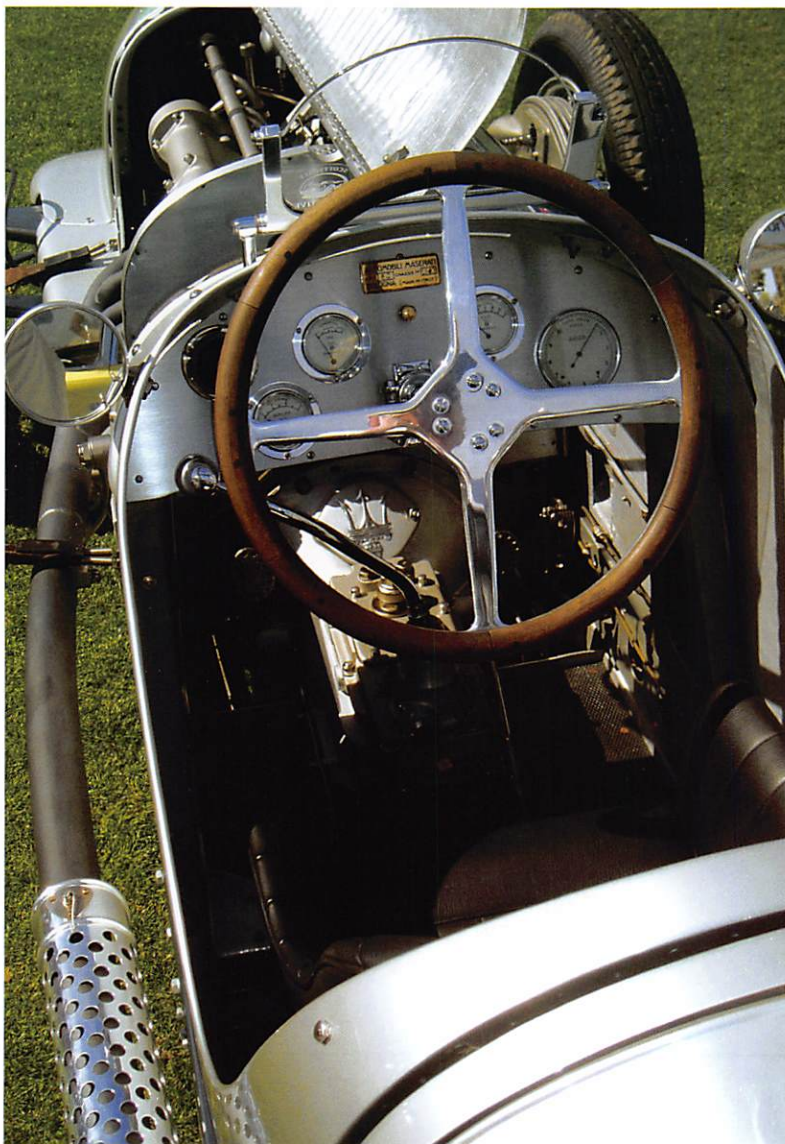
I "discovered" this concours quite by accident while on the internet looking for lodging. We were planning our return to Portland after spending February in Phoenix. It was great to get out of the rain and snow, visit friends, and soak up the sun. Dreading the return and the prospect of a few more weeks of gloom, we found this event to lift our spirits.

As a side note, very few Porsches were in attendance. The featured marque and "Best of Show" was Alfa Romeo. Perhaps a few of you would care to correct this situation next year. You can find out more about the Desert Classic at [www.desert-concours.com](http://www.desert-concours.com). ■





Far left: Ed Radford's '63 Super 90 was stunning. Left: Best of Show. Scott Gauthier's '61 Alfa Romeo SZ Coda Trunka Zagato Coupe. Below: 20 liters plus—Mike Harrah pilots his jaw dropping 1942 Packard Special. Bottom right: Bon Appetite. A well-fed fan licks his chops over the '48 Delahaye 135 MS. Bottom center: Trident True. The 'office' of Bill Pope's 1937 Maserati 6CM. Check the bell housing. Bottom left: A gemstone's setting: Rear quarter trim on a 1956 Pegaso





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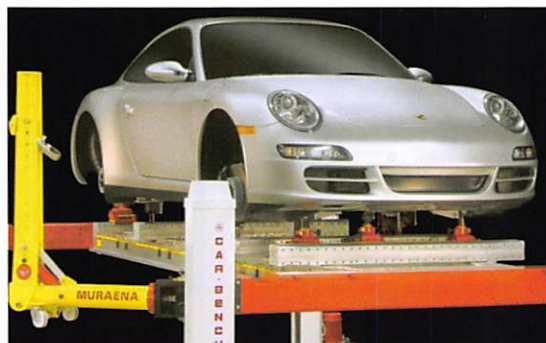
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# The Little Relic: A Car Story

by Johnny Speed

The Grandfather heard the familiar sounds emitting from the barn: young oral noises of a race car being driven hard. It was Friday and his “adopted” grandson was here in his favorite spot, driving passionately behind the wheel of the Little Relic on some racetrack deep within his young mind.

The Grandfather understood. He had been about the same age as this young race driver when he saw his first car. The Grandfather remembered how seeing that car had stirred a passion deep within him. It was a passion he had never felt before and a passion that had never left him.

The little car had been stored away in the barn years ago, by a nephew who went away to war. Upon returning, the young man had other things on his mind, and left the car to gather dust and slowly deteriorate.

Every Friday, the mother dropped her son off, and then used the time alone to get her errands accomplished in the tranquility that young mothers with energetic

THE BOY WENT DOWN TO THE BARN. USING A NAIL, HE SCRATCHED IN HIS NAME, “JOHNNY,” WHERE NO ONE WOULD FIND IT.

young boys dream about. The boy remembered going down to the barn with the Grandfather and seeing the car under the tarp. The Grandfather would not let him touch it at first, but as time went on and he became more disgusted with his



Photo by Ken Dwinell

nephew for treating the car so poorly, he let the boy sit in it.

The Grandfather recognized the excitement in the boy’s eyes as he looked at the car; it was the same excitement he remembered upon seeing his first sports car. The questions the boy asked about the car were as endless as the Grandfather’s patience

talking cars with a fellow enthusiast. Over time, the Grandfather showed the boy how each of the controls worked. The boy learned about the pedals, the gear shift and the all important steering wheel. The boy enjoyed working the various controls and the Grandfather, with a grin, told him he was going to “flat spot” the front tires from turning the steering wheel back and forth so much. The boy did not care. The tires were flat so it did not seem to matter.

During afternoon “quiet time,” the boy would sit with the Grandfather watching TV. The Grandfather had the Speed Channel and they would watch the races. He usually fell asleep sometime during the race, and then the boy would sneak back down to the barn, slide into the old car and drive masterfully in the very race he had just been watching.

On one occasion while watching the Speed Channel, the boy learned that race drivers sometimes wrote their names on their cars after winning a race. Upon seeing that, the boy went down to the barn. Using a nail, he scratched in his name, “Johnny,” where no one would find it; he knew the Grandfather would not like it if he saw it. *(Continued on page 22)*

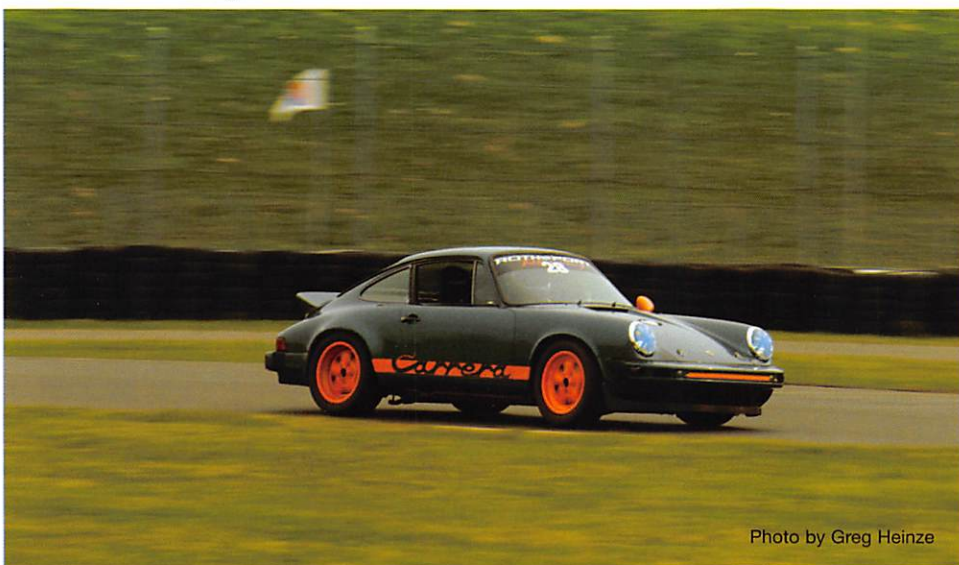


Photo by Greg Heinze

# The Northwest Passage: the Club's Premier Event

June 5-7

**T**he Mille Miglia has been the Oregon Region's premier tour event for 12 years. But everything needs to evolve in order to stay fresh. So a new chairman (Jim North) and a new committee (John Draneas, Gregg and Sue Hodge, Bill Munson, and Richard Puetz) have focused on a number of changes that will give this event a broader appeal and keep it fresh for many more years.

First off, we've changed the name to The Northwest Passage. There were three things wrong with the "Mille Miglia" name—it was Italian, it was borrowed, and Jim can't pronounce it. So, sitting around a never-ending supply of pitchers of beer, our committee racked its collective brains to come up with a new name that would convey the spirit of the event in more tongue-friendly words. We shied away from using "Porsche" because we invite other marque clubs to join us. We shied away from using "Oregon" because we click off many miles in other states. We concluded that The Northwest Passage covered the geographic area well and conveyed the expedition flavor of the event.

Our second major consideration was to determine the best length for the event. The Mille had grown to a four-day event, but quite a few Region members have complained that it's too hard for them to get away, let alone keep their navigator in the Porsche, for that long a time. A two-day weekend event is too short and severely restricts the available routes. We settled on a three-day format, and scheduled The Northwest Passage for June 5-7.

The style of The Northwest Passage will continue to be the same as the Mille. We will drive about 250 miles per day on the most scenic, fun-to-drive roads we can find. We will enjoy the best available meals along the way. Every minute of the event will be designed to maximize the fun element and to allow everyone a complete opportunity to build bonds with like-minded enthusiasts. Our focus will be sharpened to assure pleasurable drives, with adequate time allowed to maintain a modest pace. We will do our best to maintain the first-class stature that this event

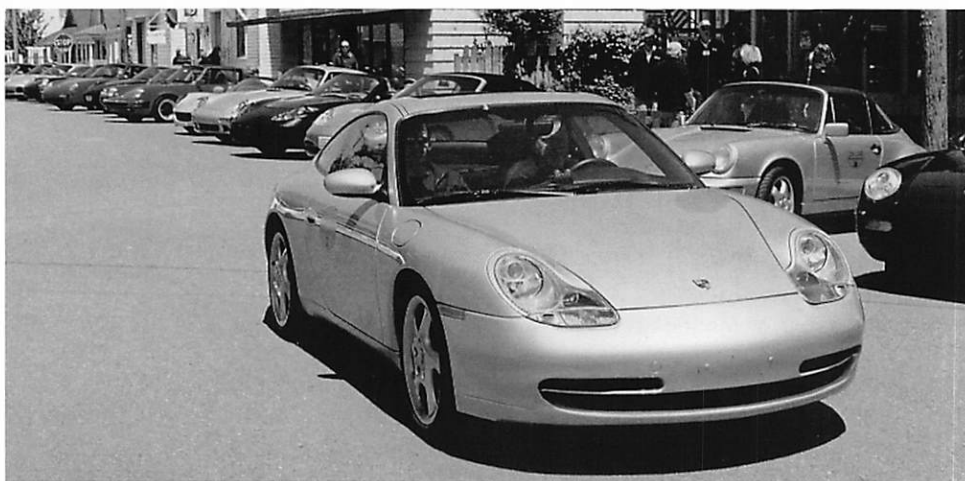
has enjoyed for many years. In short, we all drive some very stylish cars, so we are going to travel in style, but it will remain affordable.

The Northwest Passage registration fee is \$595 per car. This includes the event, door signs, a keepsake route book, participant souvenirs, and all meals along the way for both the driver and navigator. (Lodging costs are on your own.) Some of us might think that's kind of high, but it's really a fabulous deal. It's not cheap to eat well on the road, and we have \$446 per car budgeted just for meals. The rest goes for printing costs, participant gifts, and minimal overhead items.

We needed a great route to kick off The Northwest Passage, and decided to go to California. Actually, the best part of California—we thought it would be fun to have lunch among the Sleeping Giants—the redwoods. But we only spend a little



Photos from 2008 Mille by Sue Hodge.



time within our neighbor state, and then head back to Oregon before the sales tax mounts up.

Here are the basic details. You can start with an optional reception/registration in Corvallis on Thursday evening, June 4, or just drive down Friday morning in time for the 9 a.m. start. Friday will take us to Bandon. When we visited there a few years ago, many wanted to spend more time in such a beautiful place. So this year, the Saturday drive will take us into the redwoods and then back to the same hotel in Bandon, with the added advantage of one

less round of packing and unpacking. Sunday brings us back to the Portland area, and the conclusion of the first Northwest Passage.

If you've done this event before, you will feel right at home. If you haven't done this event before, then trust me, it may well be the most fun you will ever have in your Porsche. Don't even worry about it—just contact our Registrar, Richard Puetz, to get your registration form for the premier Porsche Club event of the year. Richard can be reached at (503) 642-2777, or [RLP2CJP@aol.com](mailto:RLP2CJP@aol.com). ■

# ARRIVE AND DRIVE

*(Continued from page 15)*

opened the doors and let us walk around his wonderful car collection. Every car had a part in shaping Ken's life and turning him into who he is today. Most of them (actually, I think all of them) pre-date my birth. I recognized an E-Type Jaguar, Corvette, T-Bird, Austin Healey, "Woody" station wagon, Sears two-cylinder, and many more. The only thing missing was a Porsche. My dad suggested a 356 would fit perfectly in front of the T-Bird and Corvette). Several of us also took a quick tour of a "mock-up" room of Ken's new

Luxury Inn and Spa, The Allison, <http://www.theallison.com>.

Finally, we headed a few blocks away for lunch at J's Restaurant. Sean Reed has a great spot right in the heart of Newberg, offering small town country cooking at its best. I spotted biscuits and gravy (yes, REAL biscuits and gravy), and just about every farm animal, so I ended up getting breakfast instead of lunch. Breakfast for lunch definitely hit the spot. Great place. Great service. Great way to end the tour.

Thank you to everyone who participated and helped put on this great Arrive and Drive! ■



# THE RELIC

*(Continued from page 19)*

The history of the relic started when the nephew bought it second or third hand and proceeded to race it at local tracks. When young Johnny learned the car had been an actual race car, his attraction to it went beyond zeal.

Johnny's dad came home one evening very excited. A promotion to the corporate office, the title of Vice President of

quickly learned how to corner, control slides, and brake effectively on the slippery dirt track.

When Johnny became old enough, his Dad started taking him to the indoor Go-Kart track where they raced each other; Johnny usually was the winner. Johnny's Dad saw that his son was very quick in the Go-Kart and that the dirt track had taught him great car control skills.

Spec Racer Fords, followed by a wide assortment of race cars including Porsche 911s at Laguna Seca, Infineon and Thunder hill. All those years of Go-Kart racing taught him excellent car control skills, car "feel" and "racing craft". He was again a regular attendee on the podium, and was highly respected by the other drivers. As time went on, Johnny's race car driving skills and reputation became well known not only within the local auto racing community, but within the national racing community as well.

At this same time, the rules governing historic racing had changed. There was stronger support for car manufacturers to become more active in historic racing and Porsche decided to take a more dynamic role racing its "Museum cars". Porsche needed drivers who possessed the skill set required to drive these irreplaceable pieces of automotive history; drivers who could drive competitively and extract all the performance the car had to offer, without endangering it or the other priceless cars on the track. Johnny heard of the opportunity with Porsche and applied. A test session was set up in Germany.

The 911 Johnny was to test in was a typical "Porsche Museum car"; it had an

JOHNNY TOOK ONE LAST "DRIVE" IN THE BELOVED LITTLE RELIC. AFTER TOO SHORT OF A TIME, HE HAD TO GET OUT OF HIS FAITHFUL STEED. WITH TEARS IN HIS EYES, HE CLOSED THE DUSTY DOOR, GAVE THE BELOVED LITTLE CAR A GENTLE PAT, AND WALKED OUT OF THE BARN FOR THE LAST TIME.

Production, and then the rest of the news ... "We are moving ."

Two months later, the moving van was loaded and the boy and his parents were saying goodbye to his adopted grandparents. Johnny took one last "drive" in the beloved little relic. After too short of a time, he had to get out of his faithful steed. With tears in his eyes, he closed the dusty door, gave the beloved little car a gentle pat, and walked out of the barn for the last time. A couple months later, his mother told him the farm had been sold and the car was gone ...

The new town was nice and Johnny started Kindergarten. Johnny's new home also came with something special: the Speed Channel. Johnny watched the Speed Channel with his Dad and learned more about cars and racing. He realized the Little Relic had been a Porsche 911; Johnny immediately developed a special affection for Porsche 911's

On the morning of Johnny's 12th birthday, his Dad told him he would find his present in the garage. Johnny went into the dark garage, turned on the light and there sat the ultimate gift a 12-year-old boy could get: a Go-Kart! Johnny's Dad pushed him out of the garage, and though Johnny was still in his pajamas, his Dad pulled the rope starter and Johnny took his first lap in the driveway. Johnny drove his Go-Kart almost every day. His Dad used his tractor to lay out a dirt track in the field behind their home. Johnny

For Johnny's 13th birthday he got a racing Go-Kart. For the family's spring break vacation that year, they went to California where Johnny attended a three day Go-Kart race driving school. After Johnny finished the driving school and the family came home, Johnny's Dad stopped taking him to the indoor track; Johnny now went to the race track with his new Go-Kart, where he became a regular on the podium.

JOHNNY HAD BECOME A RACE DRIVER. HE WENT OFF TO COLLEGE, AND ALTHOUGH HE COULD NOT RACE WHILE AWAY AT SCHOOL, HE SOMETIMES THOUGHT ABOUT THE FIRST CAR HE EVER "DROVE", THE LITTLE RELIC. JOHNNY PROMISED HIMSELF THAT ONE DAY HE WOULD OWN A PORSCHE 911 . .

Johnny raced Go-Karts throughout middle school and high school. He got his drivers license on the morning of his 16th birthday; the only thing the examiner could find fault with was Johnny's hands at 9:00 and 3:00 not 10:00 and 2:00.

Johnny had become a race driver. He went off to college, and although he could not race while away at school, he sometimes thought about the first car he ever "drove", the Little Relic. Johnny promised himself that one day he would own a Porsche 911.

Johnny graduated and took a job in Mill Valley, just outside of San Francisco. He joined the SCCA and started out racing

interesting history, including two Le Mans class wins, before it was inadvertently sold into private hands. Porsche searched and eventually found it, restoring it to its original racing condition.

The crew fit Johnny to the seat and adjusted the controls for his reach. Like most 911's Johnny had driven, the car fit him well. He entered the track and started his warm up laps, finding the car to be well set up and sorted out. As the speeds increased, the car responded so well that Johnny found he could practically drive it with just his eyes. He looked at a corner apex and the car was there; sighted the  
*(Continued on page 23)*

## THE RELIC

*(Continued from page 22)*

corner exit and the car was there. Johnny had never driven a 911 as well balanced and precise as this car. Johnny and the car were more than just a driver driving a race car, they were one. The Porsche race team watched the effortless smooth transitions the car made through the curves and the consistent precision Johnny had lap after lap. The stopwatch was equally impressed

THE PORSCHE RACING REPRESENTATIVE CAME UP TO THE CAR AS JOHNNY WAS CRAWLING OUT FROM UNDER THE DASH, TEARS STILL STREAMING DOWN JOHNNY'S FACE. AS JOHNNY TOLD THE STORY ABOUT THE "LITTLE RELIC" THE GARAGE FELL SILENT.

with Johnny's ability. The team knew they had found the driver they had been looking for. After nine laps the car began to misfire. Johnny eased up on the throttle, took a cool down lap and entered the pits. The crew had heard the misfire, but they had seen enough; they motioned Johnny back to the garages.

Johnny had an idea of what the problem might be, and when he was told it would be awhile before the crew could check out

the car, he asked for a flashlight. He began checking the engine wiring for possible loose connections and grounding problems. Finding nothing, he crawled under the dash and started checking the ignition and master power circuits, and there, he found the problem. A wire crimp had not gripped the wire enough when installed and the wire had pulled out, just barely making contact. Johnny asked for the nec-

essary tools and a new crimp, and began installing it. With the small aluminum flashlight clenched in his teeth, Johnny stripped the wire bare. It was still "hot" and he felt the 13.3 volts on his moist fingers.

Suddenly, his breath froze in his throat and he lay motionless. Another mechanic walked by and asked if he was ok. He didn't say anything; he couldn't speak. Way up under the dash, where only a very

small hand could reach, was his name "Johnny." The Little Relic and Johnny had found each other.

The Porsche Racing representative came up to the car as Johnny was crawling out from under the dash, tears still streaming down Johnny's face. As Johnny told the story about the "Little Relic," the garage fell silent. After several minutes, one of the mechanics finally said he had seen the name and tried to take it off during the restoration, but could not; his hands were just too big to reach up into the spot with a sander. The Porsche rep, with a slight quiver in his voice, reached out his right hand to Johnny and asked if he would like to join Team Porsche. Johnny smiled, and said only if he got to drive the Little Relic. The rep assured him that he would be the only one who would be driving that car. ■

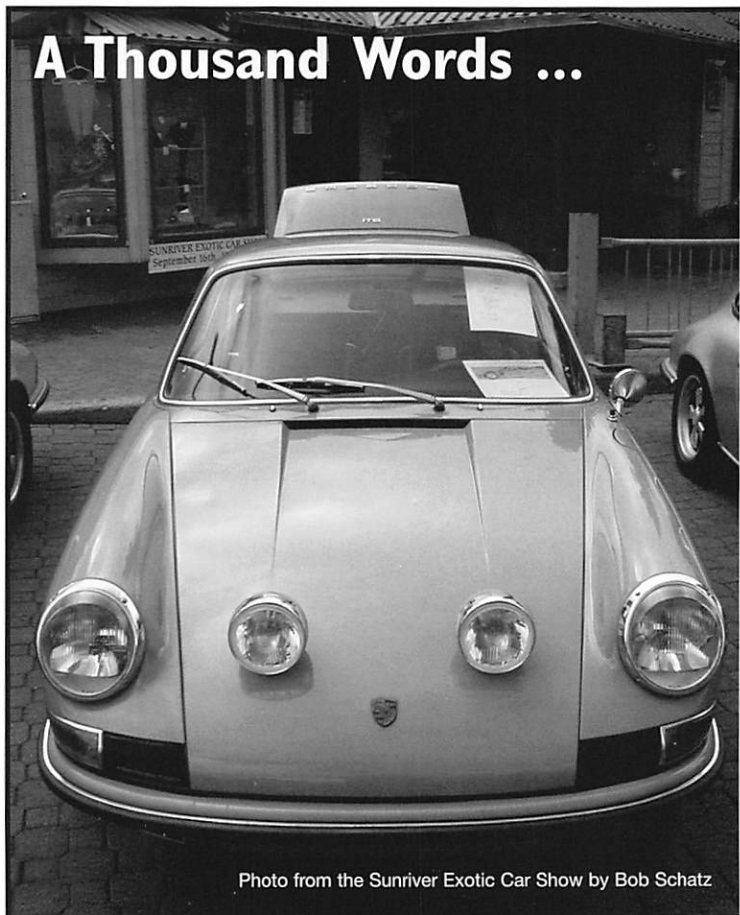


Photo from the Sunriver Exotic Car Show by Bob Schatz

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Submissions can be emailed to [speedyellowster@gmail.com](mailto:speedyellowster@gmail.com).

Thanks—Brad Larson, Editor-in-Chief

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## Metal Plating

Oregon Plating . . . . .503.232.7416

## Painting

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## Paint Protection

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## Porsche Parts

Parts Heaven . . . . .800.767.7250

## Porsche Service & Repair

Canyon Auto Rebody . . . . .877.489.2520

Collision Rebuilders . . . . .503.226.6311

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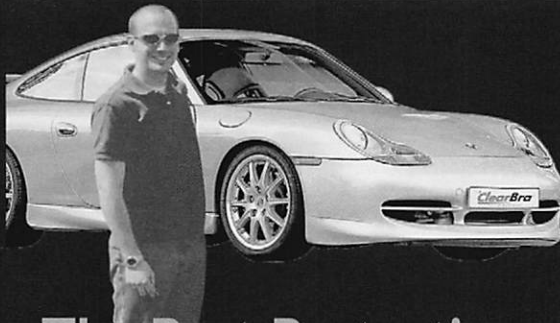
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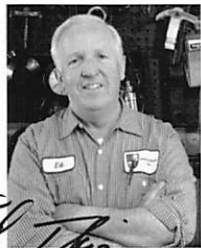


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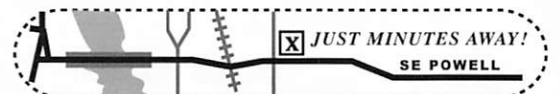
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# Marketplace

## ■ CARS FOR SALE

### 911 and 912

1987 911 CARRERA COUPE, 20,484 miles, original throughout, Guards Red, 3.2 liter engine, G-50 transmission, limited slip (locking) differential, original factory Porsche Carrera front and rear spoilers, light tan all leather interior, central locking system, 7X9 Fuchs, new tires, power drivers seat, windows and electric sliding sun roof, AC, 25+ Porsche books, original manuals, always garaged. \$35,000 Joe, 541-520-4854, jsicotte65@alryrica.net

1985 911 Targa, Black w/burgandy interior, 5spd, 111k, recently detailed and re-painted, new targa top, recently serviced, rebuilt gear box and new valves. All service done at Stuttgart Auto Tech. \$23,500. Scott Gilman. (503) 720-2587. gilmansf@hotmail.com.

1968 911 Coupe. vintage legal, 2.0 liter race motor with 5 race hours. Engine built by Paul Bernardo in 2003; freshened up in 2005 by Emory's mechanic, Rob. Passed SCCA tech in 2007 at P.I.R. Gulf colors, blue and orange. Turn key race car. \$42,000 obo. Bob Warren, 360-687-8638, oitsubandw@msn.com

1993 Porsche Targa Top, 82K miles, Red w/Black Interior, Always garaged, all mechanical info. avail. Pristine condition, a real collectors car, last year they made the Targa Top. John Shmilenko 503.702.9807

1999 996 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! \$32,900 James Hoff (503)789-0427 or james-hoff@comcast.net

### 914

1972 914 Roller. Motor and trans not in car. Extra engine/trans parts. Body panels good condition, rear trunk lid has a dent. Seats torn/cracked worn, dash in ok shape. Interior carpet gone. Sound structurally great start for project race car. Originally purchased as parts car. \$1000.00 Bill Glaser 360-281-3198 Carreraguy@aol.com.

1971 Porsche 914. Completely rebuilt side shifter transmission, new Koni Sport adjustable shocks, new 140 lb springs, new sport caliper package, new rotors, turbo tie rods, 150 mph speedometer, new GT sport drivers set, custom 4 spoke Le Mans wheel package, relocated battery and fuel pump. Many extras and spare parts included. Under 100,000 miles. Maintained by Motor Sports International and Marque Motors of Portland. Third owner. All records. PCA member. Asking \$8500 Contact: Richard Averitt at 36-737-9500 taverittster@gmail.com. Located in Vancouver, WA

### 924 and 928

928 S4. 1988, Black with Black and Tan interior. 109,000 miles. New engine, transmission, air cond. less than 10,000 miles. \$20,000 of upgrades. Rainbonnet concourse winner. Exceptional car, locally owned and maintained by Motorsports Int'l. Perfect car for the 928 enthusiast. \$16,500.00. Call Chip at 503-522-2444 or email at cccship@aol.com I have pictures I can send!

1981, 928, 5-speed. tires and shocks have 5K miles, brakes at 90%, new battery, 8K miles on new engine and clutch, needs torque tube (\$2,200 estimate); interior, body and AC in good condition, needs paint, maybe not for collectors, lots of fun, 79K miles, \$7500.00 obo, Andrew (503)281-1988.

1987 924s sunroof coupe. new clutch, P.P., T.O.B. \$1500, starter \$250. Repainted orig. black, phone dial wheels, timing belt and water pump at 93,317. Drove from Orange, CA on 1/6-7/08 and averaged 30 MPG on regular. Seldom driven in last 10 years. 97,344. \$4295 obo. Bob Warren, 360-687-8638, oitsubandw@msn.com.

### 944 and 968

1987 944 coupe, silver. Excl. cond. No accidents, impeccably maintained, never raced or abused, always garaged. Stock condition. Removable roof, 5 speed, black leather seats. All records since 65,000 miles. New rod bearings, brakes and numerous other bits & pieces. Strong motor & running gear. 208,500 miles on odo. Cruise control and trip odo no longer function, usual cracks in dash. Minor rock chips and dings. Located 10 miles north of Battle Ground, WA. \$5,000. Pat Snyder (360) 263-4047 psnyder@tds.net

### 993

1996 Porsche 993 Turbo, 19k miles. Ocean blue/tan. No paint work or door dings. New Pirelli tires, B&B exhaust, Bilstein PSS9 suspension. Fully optioned car. Car also has factory CD Changer and digital sound. Recent work to car includes 4 wheel alignment, new front rotors, new struts on front bonnet and rear decklid, lower valve cover gaskets. Recent leakdown test and PPI shows car needs nothing mechanically. May consider the following trades towards car: 94 Porsche 911 Speedster or 94 Porsche 911 Turbo. Trade considerations will require pristine, low mileage examples. \$72,900. 503-723-6146

1997 993 C2S, 25K Miles, Guards Red, Full Black Supple Leather, Factory Aero Kit, 6 Spd, LSD, motor sound, litronic headlights, chrome tips, 18" turbo twists, rear wiper, trip Computer, carbon fiber steering wheel + shift Knob + brake Handle, aluminum sills, power seats with crests embossed, deviating red stitching, red seat belts, cruise control, upgraded factory CD, sun roof. Excellent Condition. \$62,900 Curt Henninger 503-887-5105

1997 Porsche 993 Twin Turbo. 15,800 miles. Guards red/black interior. Outstanding original 993 turbo. Never tracked/rain/snow/smoked in. 2nd owner. All manuals, compressor, orig sticker. Aluminum dials, shifter, and brake. Supple leather. Crest headrests. \$79,900. Contact Kory @ (503) 209-1195. korym@roth-heat.com.

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2003 Boxster S, flawless, in pristine condition, stealthy and beautiful seal metallic grey, custom 18" Carrera classic wheels, new clutch, new brakes, Michelin Pilot Sport performance tires 90% front, 60% rear, spacers, extra set of racing wheels and tires for AC/DE, xenon self leveling and washing headlights, Bose premium sound system, premium built in front and rear radar/laser detector/deflector, alarm system, keyless remote hood/trunk release, heated seats, glass rear window, always garaged, never seen snow, no accidents, all scheduled maintenance with records available, physician owned, looks & runs like new, all scheduled maintenance with records available, always garaged. 49,000 miles. Asking \$ 27,500, please contact Michael Frommlet, (360) 608 2421, drfrommlet@aol.com, Photos available at Autotrader.com, ad ID AT-f66482a.

## ■ PARTS FOR SALE

2001 Boxster S Sport Exhaust , Excellent condition - 8k. Great upgrade for non "S" 2.7 l and 2.5 l models. Price includes install @ Mt. Hood Motorsports. \$250. Eric 503.936.0816

1996-1997 Porsche 993 Turbo Mufflers - Bischoff. two sets. Includes tips. \$300 per set. 503-723-6146

Sport Classic II wheels. Original Porsche/BBS. 18" wheels, 8's and 10's. Set of 4 w/toyo proxes RA1 tires. Wheels are in perfect condition. Tires in good condition at 65 - 70% tread. Wheels are two piece and fit 95-98 993 cars without spacers. Will fit wide body cars, ie C4S, C2S & Turbo's with 1" spacers in the rear. Offsets of front wheels are ET52, rears are ET65. Front tire size = 225/40/ZR18, rears = 275/35/ZR18. Rim lips and bolts professionally polished. Center caps not included. \$2500. 503-723-6146

One new Michelin Pilot Sport PS2 N2 tire 235/40ZR18 (Tire Rack \$256) - \$185. Strosek Design mirrors for Porsche 996 and 986 (Boxster), electrically adjustable (using the Porsche parts) and heated, currently painted Grey Metallic and in as new condition. Includes all of the originally supplied mounting hardware and glass - \$650. N.O.S. 1987-89 911 center rear reflector, #911.633.123.02 - \$250. Gary Engel, gren-gel@comcast.net, 503.705.5355.

Factory exhaust from a 2000 carrera. only 40k miles through them. no dents, scratches. bolts right on. \$300.00 obo. call (503)320-8930

## ■ WANTED

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

Wanted to trade: Cayman S for my 2000 Boxster S plus my money. Contact Brad Larson at speedyyellowster@gmail.com, or at (503) 222-7792.

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