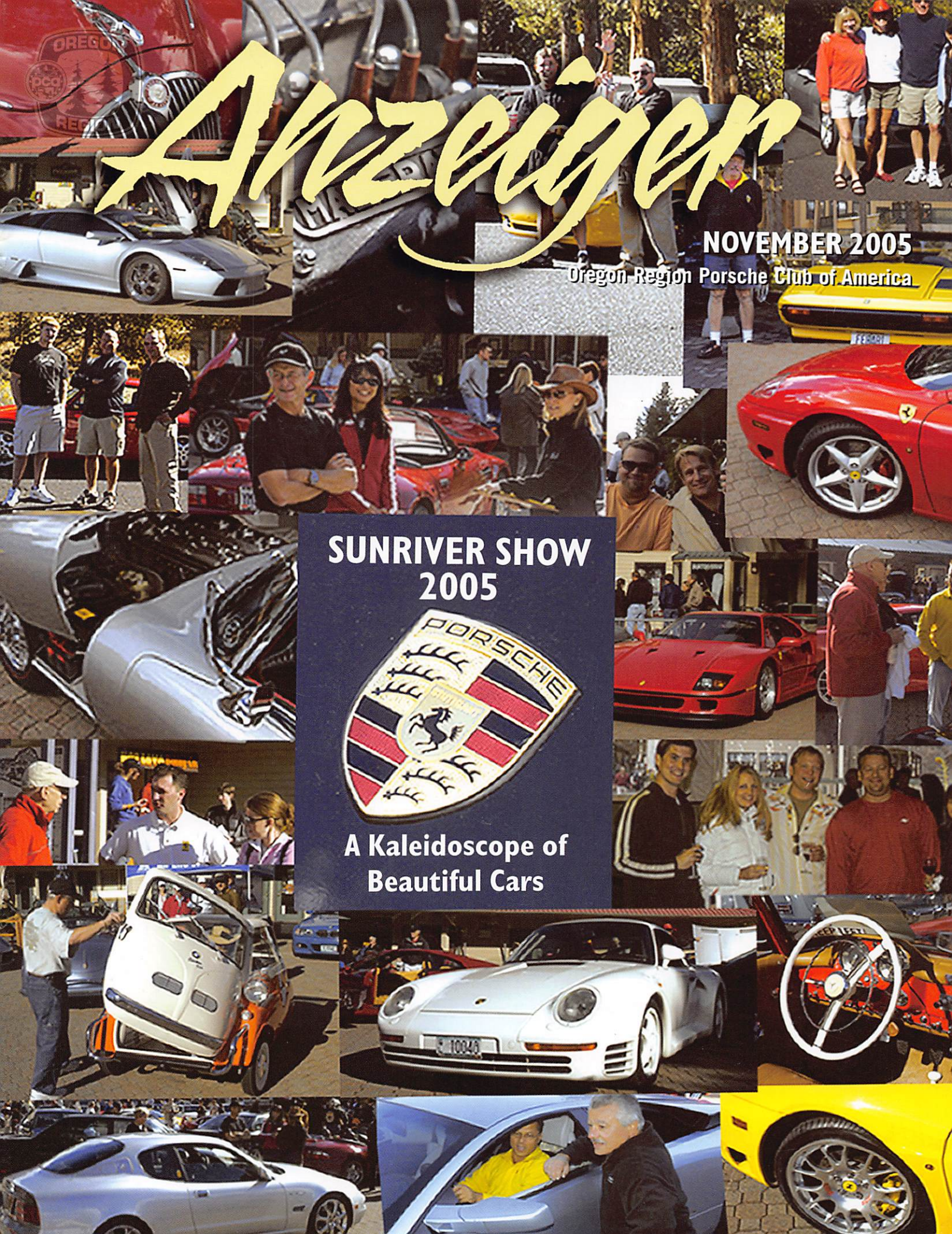


Anzeiger

NOVEMBER 2005

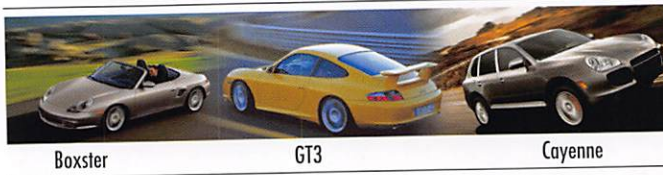
Oregon Region Porsche Club of America



SUNRIVER SHOW 2005



A Kaleidoscope of
Beautiful Cars



Boxster

GT3

Cayenne

Pre-Owned

| | | |
|------------------|-------|---------------------|
| 87 944 Turbo | ..... | Marachino Red |
| 88 911 Targa | ..... | Grand Prix White |
| 90 911 C2 Coupe | ..... | White/ Cashmere |
| 01 911 C4 Coupe | ..... | Speed Yellow |
| 03 911 Coupe | ..... | Midnight Blue |
| 03 911 Cabriolet | ..... | Guards Red/ Black |
| 03 Boxster Tip | ..... | Midnight Blue* |
| 04 Cayenne S | ..... | Sand White* |
| 04 Cayenne S | ..... | Silver/ Black |
| 04 911 Coupe | ..... | Seal Grey/ Grey |
| 04 911 C4S Cab | ..... | Speed Yellow/ Black |
| 05 911 S Coupe | ..... | Atlas Grey |

*Porsche Certified Pre-Owned

New

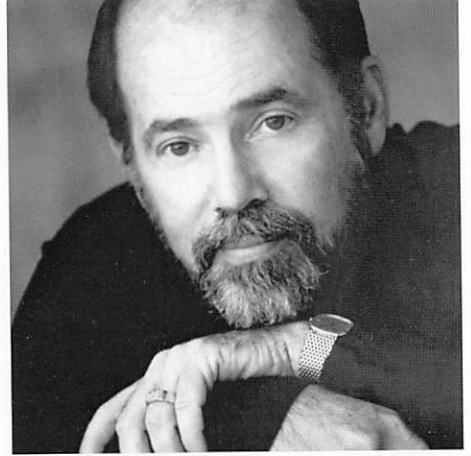
| | | |
|------------------|-------|----------------|
| 04 Boxster | ..... | Atlas Grey |
| 05 Boxster | ..... | Guards Red |
| 06 Boxster S | ..... | Guards Red |
| 06 Boxster S | ..... | Guards Red |
| 06 Boxster S | ..... | Arctic Silver |
| 05 Cayenne Tip | ..... | Crystal Silver |
| 05 Cayenne S | ..... | Dark Sea Blue |
| 05 Cayenne Turbo | ..... | Crystal Silver |
| 06 Cayenne Tip | ..... | Black |
| 06 Cayenne Tip | ..... | Titanium |
| 06 Cayenne Tip | ..... | Crystal Silver |
| 06 Cayenne Tip | ..... | Lapis Blue |
| 06 Cayenne Tip | ..... | Black |
| 06 Cayenne S | ..... | Titanium |
| 06 Cayenne S | ..... | Basalt Black |
| 06 Cayenne Turbo | ..... | Titanium |

**Latest Inventory, News and Events
from Carrera Motors:
www.carrera.porschedealer.com**



**FROM
THE
PRESIDENT**
Jeff Gretz

Exciting September drives



September was a great month for club driving events. We started the month with another great Arrive & Drive tour, followed by a fast autocross designed by JP Stein. Chuck West, our normal course designer, was on vacation so JP took the opportunity to liven things up a bit!

In the middle of the month, we had Driver's Education at PIR and the Sunriver Car Show and Tour. The drive down to Sunriver, which included a group of Porsches, Jaguars, Ferraris, a Maserati, and a Lamborghini, was a little wet but the weather for the rest of the weekend was just about perfect.

Jannie and I drove our Jaguar and had the top down Saturday and all the way home on Sunday. There were a record 10 cars on display in the Sunriver Mall courtyard on Saturday. Along with the 3 Porsches, there were two Ford GTs, 5 Ferraris, two Maseratis, a Lamborghini, a Bentley, seven Jaguars

and lots of BMWs and Mercedes Benzes. Page Stevens brought his Ferrari F40 and Porsche 959 and Tom Anderson brought his Carrera GT. John Draneas and the Sunriver Chamber of Commerce did a great job of planning and running the event. Thanks, John!

The word must be getting around that the Oregon Region plans and runs great events like these all year long. Year to date through the end of August, we've welcomed 105 new members and now have a total of 778. There are 140 regions in the Porsche Club of America and we're in 14th place in actual growth.

Jeannie and I have family in both Northern and Southern California so, when we visit them, we always try to plan some time to check out auto museums in the area. Two that you should not miss if you're in California are the Blackhawk Collection (www.blackhawkauto.org) in Danville

and the Nethercutt Collection (www.nethercuttcollection.org) in Sylmar. At the Nethercutt there are over 200 American and European cars, six of which have won Best of Show at the Pebble Beach Concours. They also have the largest hood ornament collection in the world, a 15,000 square foot restoration shop, and about 100 acoustic instruments that all work.

Have you volunteered to help with Parade Oregon 2006 yet? This is going to be a world class event that you definitely want to be a part of! Please contact John Draneas, the Parade Chairman, at draneas@msn.com and let him know that you want to be on the Parade Team.

Happy Trails,

Jeff

president@oregonpca.org ■

Enjoying the Sunriver Exotic Car Show

**FROM
THE
EDITOR**
Kate Ayers

As I may have mentioned before, my husband, Jim, is a generous gift giver. He does,

however, sometimes choose gifts for their, shall we say, sharable nature. So it was that, at the Holiday Party and Charity Auction, he bid—and won—the two-day rental of a Boxster from Carrera Motors in Bend, as a birthday gift for me.

Since the Sunriver Exotic Car Show is just down the road from Bend, we chose that weekend to redeem our coupon. Carrera gave us the Speed Yellow version. Now I ask you, how

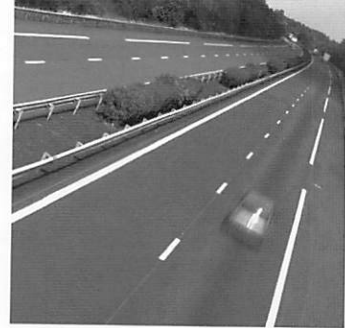


much better does it get? My favorite color (although red is not to be scoffed at either).

At this point, Jim has our '76 911 so totally autocross friendly that it is no longer passenger friendly, so I was delighted to drop old ESCRGO in the courtyard at the Show and pop into the Speed Yellow Porsche for a day of driving around. And what an outstanding area to drive around! The roads have excellent curves for some peppy cornering, followed by straight and open stretches for superb speed, with minimal, if any, traffic, at least in the fall.

Graciously, I split the driving time with Jim. Since he's the more spirited one in the family, he drove the Dash on Sunday, to ensure we didn't lag behind. And graciously, he sat in the passenger seat without too much grouching or body (Continued on page 22)

Oregon Region Events 2005



November

- 4-6 Rainbonnet**
See page 6
- 6 Driver Education @ PIR**
See page 8
- 8 Board of Directors meeting**
- 16 Monthly Social & Dinner**
See page 7
- 20 Anzeiger Editorial deadline for January-February**

December

- 6 Board of Directors meeting
- 10 Holiday Party
- 21 Monthly Social & Dinner

ORPCA has an e-mail event-reminder service for all members in good standing. If you wish to be added (or removed) from the list, please contact postmaster@oregonpca.org.

Parade Portland 2006

Art Show Chair

We're still looking for a volunteer to Chair the Parade Art Show.

Please contact Jeff Gretz if interested at president@oregonpca.org or 503.628.0629

ORCPA ELECTION NOTICE

The Nominations Committee is working on candidate selection for 2006.

Interested in running for a board position? Contact John Draneas at 503.638.0396, or email atr@oregonpca.com

RAINBONNET 2005

November 4-6

**CLUB
EVENT**

Schedule

Friday, November 4 / Monarch Hotel

2:00 p.m. Registration opens
2:00 p.m. Concours Prep
6:00 p.m. Welcome Party
7:30 p.m. Guest speaker: Mickeal Stahlschmidt

Saturday, November 5 / Monarch Hotel

8:00 a.m. Concours Judging Begins
9:00 a.m. Tech Sessions begin
Concours Luncheon
Tech Quiz (completed by 2:00 pm)
3:00 p.m. Last tech session
4:45 p.m. Drivers meeting
Awards Banquet (6 p.m. cocktails, 7 p.m. dinner)
Special Presentation by Chris Powell

Sunday, November 6 / PIR

7:00 a.m. Tech inspections DE/Autocross/Drivers skills clinic
9:00 a.m. First car out for DE
9:00 a.m. - 12 p.m. Drivers Skill Clinic
Noon Lunch
1 p.m. - 5 p.m. Autocross

Cost

\$140 per person

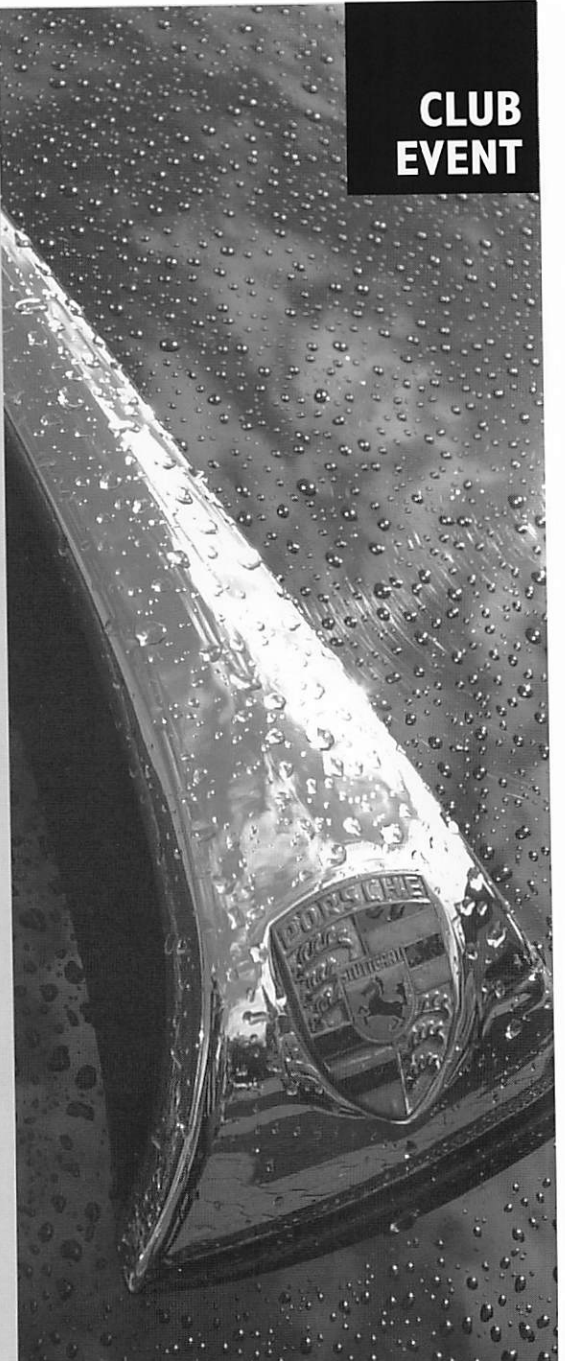
Includes registration for tech sessions, all meals listed, door prizes, goodie bag, autocross, DE, concours.

Accommodations

Monarch Hotel
12566 SE 93rd Ave.
Clackamas, OR 97015
1.800.492.8700

Special thanks to our sponsors

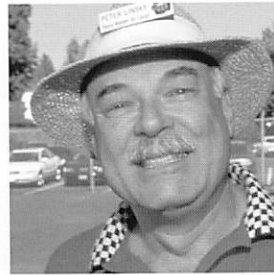
Hoosier Racing Tires; Sunset Imports; Carrera Motors; Motorsports International; Marque Motors; Stuttgart Autotech; Guy's Interiors Restorations; Autobella; Clearbra of Oregon; Competition Motorsports; Skips Wheelwerks; Griot's Garage; Meguiar's Inc.; Monte Shelton Motor Co.; Pro Drive Racing School; Sports Car Magazine; Tweaks; Widmer Brewing Co.; A-n-T Tire & Wheel, Park Place Ltd., Exotic Car Rental, MidAmerica Motorworks



**To register,
go to
oregonpca.org**

STILL PLAYS WITH CARS

Peter Linsky



New RS Spyder signals return to high-level pro racing

Well, now comes word that Porsche's new RS Spyder, the open-topped ALMS LMP2 prototype that will mark the company's return to professional racing at the (almost) highest level, will not appear until late October at Laguna Seca. The factory had planned to debut the first Roger Penske-entered Spyder at Road Atlanta's Petit Lemans October 1, but discovered that the transmission might not be strong enough to survive that enduro. Rest assured that the engineers at Weissach will not turn the car loose before it's ready to succeed. A DNF in its first start would be truly embarrassing.

The September issue of GT:Purely Porsche contained an interesting tidbit about the German tuner/manufacturer 9ff, whose GT3 with GT2 power already claims to hold the title of World's Fastest Production-based Car at some 242 mph. 9ff is building a new beast that more than slightly resembles Porsche's wonderful Lemans-winning GT1. In fact, it will be called a GT1, and that's sure to cause some confusion. It will be based on a 996 body shell with lowered roof, a 997 front end, and extended, fabricated rear body panels and a wing that bear more than a strong resemblance to the factory's GT1. Power will come from a 996-based flat six taken out to a full four liters. Target output will be 950 hp... and its target top speed will be in excess of 250 mph!

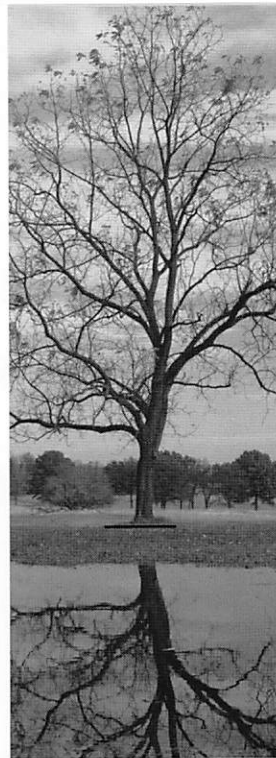
The same issue of GT:PP also includes an archival photo of one of the most handsome Porsches ever built, in my opinion; a 1970 914-6 custom-bodied by ItalDesign's Giorgetto Giugiaro, who had opened his own design shop after leaving Bertone. The wedge-shaped Tapiro

(taken from a pig-like South American animal with a long snout called the tapir) was a hit at the 1970 Turin Auto Show. With its gullwing doors, it looked a lot like the Lamborghini Uracco of the same period. Despite lots of customer interest, Porsche decided not to pursue a production version of the car, believing it would steal the spotlight from the 911. The Tapiro went back to ItalDesign

where it racked up many road miles. It was eventually sold to a Spanish industrialist, but was destroyed when radicals blew it up with a bomb. At least we have the pictures to enjoy.

Parade is coming ... have you volunteered yet?

Until next month, drive safely! ■



November Social and Dinner

Wednesday, November 16

Where: Widmer's Gasthaus (Private Room)
929 N Russell, Portland
503-281-2437

When: 6 p.m. Social Hour
7 p.m. Limited menu will be offered

Price: \$25 per person, including gratuity for drinks and dinner (Remember this when you are served a drink!) Please bring exact cash if possible.
Choose from 3 delicious entrees:
Filet Oscar
Chicken Cordon Bleu
Wild Alaskan Salmon

All dinner entrees are served with a freshly tossed Caesar salad, garlic mashed potatoes, vegetable and choice of coffee or iced tea. A vegetarian pasta is available upon request for our vegetarian guests.

Come and join us for a fun evening at one of Portland's best brewery restaurants. Great food and great company!

Please RSVP by Friday, November 11
Call Nancy Herron at 503-293-6714 or email
dinnermeeting@oregonpca.org

**CLUB
EVENT**



Autocross 2005

An autocross is a (relatively) slow-speed, timed event, where a solo driver competes against the clock on a course marked out with a set of orange cones. The course is designed by experienced autocrossers to provide opportunities to improve your driving and car handling skills, and to test the cornering, braking, and performance limits of you and your car in a completely safe environment. The course is laid out in a large, open “parking lot;” there is nothing to hit, and only your ego to bruise. Speeds are kept down, generally below 50MPH with most of the critical action in first or second gear and at low speeds.

Sunday, November 6

All events begin at the PIR South Paddock.

Gates will open at 7:00 a.m.

Registration and Tech begin at 7:15 a.m.

All cars must be through registration and tech prior to 8:30 a.m. Mandatory drivers meeting at 8:45 a.m. Course walk at 9:00 a.m. First car on track at 9:15 a.m.

Loaner helmets available for first time drivers.

Instructors available.

Cost: \$25/driver.

**CLUB
EVENT**

Holiday Party Saturday, December 10

Celebrating PCA's 50th Anniversary and featuring our Charity Auction

We are back at the delightful Riverside Golf and Country Club again this year on December 10.

Now is the time to think about getting your donations together for the auction. They do not have to be big or expensive. If you have a talent and make something that members would like to have, or if you have something that is used but special—perhaps a collector's item—these are great ideas. Think about what YOU would like to bid for and then go for it. Of course, if you have something big to offer like a weekend at your vacation home, all the better, as the money goes for charity.

As always, we will have several members who you can drop off your donations with. *Stay tuned for more details.*



Summer brings highest Autocross participation ever

Back in April, I started writing the Get Involved articles, trying to entice some of you to join us at PIR this summer. I am glad to report that, although my articles went on hiatus, you guys didn't! The last two autocrosses have been our highest attended. Jim Ayers reported in September's Anzeiger that we had 61 drivers at the July 3 autocross. Then the club had over a two-month break from autocross, but the wait just seemed to pique your interest. The September 11 autocross didn't break the previous attendance, but it was pretty close with 59 drivers.

The course was one of our more challenging courses, at least for this driver. Did Not Finish (DNF) was the disappointing norm for me. At least I wasn't alone; even the course designer, JP Stein, had a DNF on his first run.

If you have been paying attention to the results, you might have noticed a familiar name missing from the top five. Gary Hays, a top five regular since I have been autocrossing, hasn't been listed the last few times. Did Gary stop Getting Involved or forget how to drive? Nope. The issue is that we only publish Porsche results and Gary recently sold his Boxster. He still shows up for autocross, but now drives a Volkswagen Beetle. He drove the Beetle to the eighth fastest time of the day! So, all of you who think you might not have enough horsepower or the right car; well, I think Gary proved you can bring almost any car to PIR and have a blast.

Even with all of my DNFs, I had a ball and can't think of anything else I would rather have done on a Sunday morning.

The week of September 11 was a busy week for ORPCA at PIR. Not only did we have autocross on Sunday, but we also enjoyed a Driver Education day on Thursday, September 15. Just like autocross, it seems we get a few more

newbies each time. Be it at Autocross or DE, the only regret I hear from the first

After DE I was talking with Stephen Demosthenes, who drove in from Mosier for his first DE with ORPCA. He

AUTOCROSS IS TO D.E. LIKE BREAK DANCING IS TO BALLET. THEY ARE BOTH DRIVING EVENTS, BUT THE STYLE IS VERY DIFFERENT ... FEEL LIKE SOME BALLET OR SOME BREAK DANCING, OR A BIT OF BOTH?

timers is along the lines of "Why didn't I do this sooner?"

While Autocross and DE share some similarities, they do vary quite a bit from each other. First, the similarities.

shared an analogy that I think does a great job of describing the differences: Autocross is to DE like break dancing is to ballet. In other words, they are both driving events, but the style is VERY different. His comment made me think of how they compare:

| | Autocross | DE |
|--------------------------------|---------------------------------|---|
| Location | PIR Pits | PIR Track |
| Duration of a run | 30 – 60 seconds | 20-minute sessions |
| Number of runs/sessions | 5 – 8 | 3 – 4 |
| Total track time | 2.5 to 8 minutes | 1 to 1.5 hours |
| Maximum speed | 50 – 70 mph | 100 – 135 mph* |
| Adrenaline rush level | Non-stop for 30 – 60 seconds | Not non-stop, 100% adrenaline; intense for 20 minutes |
| Dance Comparison | Break Dancing | Ballet |
| Thrill Factor | Off the Charts | Off the Charts |

*Could be lower depending on driver experience/comfort zone

They both:

- Are held at PIR;
- Provide a chance to drive your car in a manner you can't on the streets, (although that is what it was built for);
- Help make you a better driver;
- Give you that ear-to-ear smile; and
- Provide an adrenaline rush that is not possible on the street (at least if you drive anywhere near legal limits).

So, what's your preference? Feel like some ballet or break dancing? Or are you moody, like me, and care to enjoy a bit of both? Either way, ORPCA has your fix; but time is running out to experience the track this year. We have just one autocross event left and only one DE event, both at Rainbonnet on November 6.

I look forward to seeing you at PIR!■

Check out September Autocross results on page 2!

The Five-County Tour

by Kate Ayers

The (technically) last Arrive & Drive of 2005 provided entertainment for 30+ ORPCA members who decided not to go away on Labor Day Weekend. We started out, as usual, at Miller's Homestead restaurant in Tualatin, Washington County. The route took us across Parrett Mt. Road which boasts some great vistas, then down a spectacularly twisty Haugen Road to Highway 99, which our lineup crossed with great caution. We wound through Yamhill County, up into the wine country of Washington County.

After a quick stop in the town of Gales Creek—some for provisions, some for comfort facilities, some for both—the group headed on toward the Timber Road, which you may recall (from last

THE ROUTE TOOK US ACROSS PARRETT MT. ROAD, WHICH BOASTS SOME GREAT VISTAS, THEN DOWN A SPECTACULARLY TWISTY HAUGEN ROAD TO HIGHWAY 99 ... WE ENDED UP IN THE WINE COUNTRY ... NOT A BAD WAY TO END THE A&D SEASON.

month's Editor's message) had been impeded by a bridge under construction, but there were promises from the crew that it would be in fine shape for a bunch of Porsches by Saturday. I held my breath much of the way through those first three counties, hoping the



Arrive & Drive participants enjoy a stop in Vernonia, beside a pond with water lilies.

Photo by Jim Hosford

crew's confidence was well founded. It was. No one seemed to notice the spanking new asphalt and guardrails except Jim and I. The road on the other side got ever more twisty, taking us through the 10-20-30 curves. Some fine

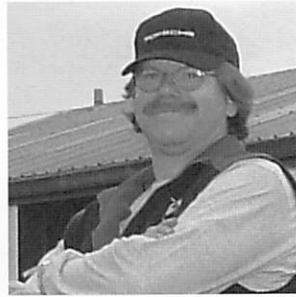
pavement there, sort of like a lushly landscaped roller coaster.

The loop from Highway 26 through Columbia County (Vernonia, Mist and Jewell) had intermittent drizzle, clouds and sun, but it didn't seem to dampen the spirits of the drivers. Along the way signs were posted for the upcoming Hood-to-Coast. We felt like advance scouts! Midway through the run, Vernonia conveniently provided a clean and pleasant rest stop—with facilities a fair cut above the portable outside the Gales Creek General Store several folks had opted for earlier—beside a pond decked out with emerald water lilies. The clouds held themselves in check while we milled around the parking lot, mugging for snapshots and getting to know some new members—quite a few of them, in fact. There, too, we made plans to finish the remaining 40-some miles, ducking into Clatsop County for some nice curves, and then disperse for the noontime meal. Several of us cruised into McMenamin's Cornelius Pass Roadhouse for lunch under the trees with the afternoon sun peeking through, now not so elusive as it had been over in the Coast Range. Not a bad way to end the Arrive & Drive season. It just made us sorry it will be at least six months before it comes around again. ■

Threatening clouds and some drizzle failed to dampen the spirits of the drivers who enjoyed the five-County A&D. Photo by Jim Hosford



AMATEUR WRENCH Don Clinkinbeard



Driving in India

As I lay finger to key this time, I'm sitting in the Bangalore, India, airport awaiting the boarding call for my flight to Kuala Lumpur on my way to the Island of Penang. This being my first trip to India, I noted quite a few differences between American and Indian culture. All week, I was called Sir by nearly everyone. One thing is constant, though.

Shopping is a new experience when you can talk down the asking price of the trinket you want by 20% easily and by nearly 40% if you get tough. But no one gives you a discount; they give you respect. (Don't ask me the difference.)

The traffic in this town of 8.5 million residents is incredible. All the drivers use their horns frequently (like every two or

matter if it's on one side or the other. There are some lane markers but everyone ignores them. On a four-lane road, there might be eight or nine cars across with motorcycles in between, along with the ubiquitous auto-rickshaw. (This is a 2-stroke, 3-wheeled motorcycle with a covered passenger box that will hold 3 adults in a pinch.) Every bus I saw was chockfull of passengers so even getting on a bus looked impossible. If someone pulls in front of you, you are expected to slow so you don't hit them—except for pedestrians. They are required to run to get out of the motor vehicles' way. Crossing the street turns into a game of Chicken and you are the target. Since most of the day the traffic moves at an average speed of 5 MPH (except when you want to cross the street) it's nearly as fast to walk to your destination as it is to ride in a car. Makes driving—and walking—here at home seem downright tame.

Back to wrenching, next month ... ■

AFTER BEING HERE JUST FIVE DAYS, AS FAR AS I CAN TELL THE ONLY TRAFFIC RULES ARE: THERE ARE NO RULES, ONLY COURTESY. IF THERE IS ROAD SPACE AVAILABLE, THEN YOU USE IT. NO MATTER IF IT'S ON ONE SIDE OR THE OTHER.

There are panhandlers here just like at home. Here, though, they don't hold signs on the side of the road and wait for you to give them a handout. They tap your arm and stick their hands in front of you, cupped to receive your offering. I was cautioned not to give them anything because, if you do, there will be 20 more lined up.

three seconds). This is the loudest city I've ever been in. Suffice it to say that I'm glad the rental car came with a driver. I would never have been able to cope with the general anarchy of the roads. After being here just five days, as far as I can tell the only traffic rules are: There are no rules, only courtesy. If there is road space available, then you use it. No

IN THE SIXTH ZONE Linda Bein

Sorry it has been so long since I last communicated with you! It has been a busy summer with lots of miles being added to various odometers!

The Hershey Parade was an experience never to be forgotten! Meeting people from all over the land of PCA and seeing their beautiful machines was worth the long voyage from Zone 6 to Pennsylvania. Zone 6 did a fantastic job,

Zone 6 earns numerous awards

once again, for collecting awards in five categories.

NEWSLETTER CONTEST

First Place:

Vancouver Island, Porscher - Class 1

Oregon Region, Anzeiger - Class 4

Pacific NW, Porsche Spiel - Class 5

Second Place:

Silver Sage, The Sage Tick - Class 2

WEBSITE CONTEST

Pacific NW, 5th Place

Silver Sage, Most Improved

CONCOURS

Preparation Touring, Inland

Northwest, Chip and Tillie Hammond

AUTOCROSS

Inland Northwest, Tillie Hammond

PNW, Leeds Gulick

Silver Sage, Samantha George Brown,

William Noblitt and Pat Gordon

PUBLIC SERVICE AWARD

Vancouver Island, Honorable Mention

I am REALLY PROUD of all of you and hope that, in 2006, EVERY REGION will enter at least one contest!

Bill and I enjoyed seeing all of the participants at the Zone 6 party! There won't be a zone party at the Parade in 2006 since Parade Portland will be OUR party for a week!

The Porscheplatz at the American LeMans Series race at Portland International Raceway was a huge
(Continued on page 23)

Whistler weekend was great!

by Don Stroum

This year, Mary Kay and I decided to do the Whistler experience in lieu of the Sunriver Exotic Car Show.

This event is second only in size to Parade so we figured it must have something going for it. We took our Boxster S and travelled with two other Boxsters, Dennis & Peggy Zenger, and Bob & Kathleen Ellis.

After an overnight stay in Bellingham Thursday night, we headed north across the border. The highway up to the resort follows the base of the mountains on one side and a Pacific inlet on the opposite side. This is a truly beautiful drive when the weather cooperates like it did. In several stretches, the speed limit signs stated "SPEED 90." If you've ever looked at your Porsche speedometer closely,



ed to an underground garage area where our hosts had set up hoses and wash buckets so that the detailing could

The Saturday night banquet was in a beautiful ballroom setting with a sumptuous buffet dinner and lots of door prizes. The crowning event of the evening was a drawing for a trip to Hawaii on Harmony Airlines. This is a new high-end luxury airline with amenities such as in-flight massage and manicures, along with gourmet food. The winner was none other than our ex-zone Representative Dick Grant. Dick could probably use a good pedicure while enjoying a glass of bubbly.

Sunday awoke with low clouds and light rain, which didn't seem to hamper the enthusiasm for autocross. Both Kathleen and Dennis consistently improved their times in spite of increasing rain. The event concluded Sunday night with a pasta buffet and more door prizes. I was lucky enough to win three cases of oil and a Porsche backpack. I had to make a choice: Either the oil comes home or the wife, because there's no room for both. The oil got bartered for something smaller.

This was a class event. The Canadians are as passionate about their Porsches as they are about being great hosts. This is one gig we will definitely do in the future. ■

NEEDLESS TO SAY, THE WINNING CLASS ENTRANT WAS A BOXSTER WHOSE OWNER MUST HAVE A DAY JOB ON A PIT CREW BECAUSE HE WAS ABLE TO ACCOMPLISH THIS SEEMINGLY IMPOSSIBLE FEAT WITHIN THE TWO MINUTES.

you will notice it has no provision for kilometers per hour so we just assumed the car was smart enough to know we were in Canada and it would automatically do its own adjustments. It must have worked because nary a Mountie gave us a second look. On one of the straight stretches, I noticed a tiny white speck in my mirror and paid it no attention. About 30 seconds later, a Lamborghini Countach went by all of us at just under the sound barrier. I'm definitely starting to like this country.

We hadn't been to Whistler for about 10 years so we were surprised at how much growth it has seen. I can see why this location was chosen to host a future winter Olympics. We don't ski so we had never made this area a priority. My belief is that I was given legs so I can get to my car, not put on some skids and test the impact resistance of tree bark with my face.

As we pulled into the Fairmont Whistler Chateau Hotel, we were direct-

begin. Friday night, we were treated to a reception with drinks and hors d'oeuvres and had a chance to meet our Canadian Porsche brothers. Ron and Lynn Gotcher showed up, making the ORPCA contingent now four.

Saturday morning started early as we placed our cars in the courtyard for the concours judging. Later models like ours were in a Concours Light division and we learned that the five-minute judging would be delayed two minutes for Boxster owners so we could "expose" our engines for inspection. This is the first time I have seen Kathleen Ellis look like she needed a nitroglycerin pill. Needless to say, the winning class entrant was a Boxster whose owner must have a day job on a pit crew because he was able to accomplish this seemingly impossible feat within the two minutes. I couldn't decide if it was more fun watching him or watching Kathleen hyperventilate.

What's this charity auction all about?

by Sue Hodge

The Annual Holiday Awards Dinner and Charity Auction is coming up on December 10, so mark your calendars if you haven't already. We're returning to the Riverside Golf and Country Club again this year, with auctioneer and entertainer extraordinaire, Richard Ransome, back to coax the dollars from our wallets. One more weekend event couldn't hurt, especially for such a good cause.

Why should you come? This is the mother of all Dinner Meetings. First of all, there is no meeting—just fun. (Okay, there's no meeting at the other ones either.) But this is the opportunity to get together with fellow Porsche people that you may not have seen for awhile and for newer members to meet the group. The event starts with a no-host cocktail hour. And there will be a relatively brief program at which President



Auctioneer Richard Ransome has agreed to return this year.

winners. (Spoken from one who has been a recipient, the message usually is that the award winners ought to get a life outside the club as they usually have put in way too much time towards their ORPCA projects during the previous

PLEASE THINK OF TALENTS YOU CAN OFFER, TIME-SHARES THAT YOU CAN SHARE AND ANY OTHER THINGS OF VALUE THAT YOU CAN PART WITH FOR THIS VERY GOOD CAUSE.

Jeff Gretz will hand out awards to club members for various achievements during the year. This is always fun as the awards are usually presented in a non-serious manner with some laughs to be had by all at the expense of the award

year. But that's all right. It's probably true.) It also gives us a chance to dress up if we want, since it's a semi-formal event.

The food is very good and the atmosphere is festive, so what else is there? A

very worthwhile reason to show up for all the festivities—the annual charity auction. The Board of Directors voted to donate the first \$5,000 to the Salvation Army for Hurricane Katrina relief efforts this year. Each year, we have matched or outdone the previous year. It's a great challenge for all of us, and it's a fun addition to the dinner. For the last two years, the real entertainment for the evening was the oral auction (run by amateur auctioneer and manager of the Riverside Golf and Country Club, Richard Ransome) and, at least for this one more year, we talked him into doing it again.

We had a team that came together last year—most with previous auction experience—that helped fine-tune the process, and Gregg and I are very thankful for their help as it wouldn't happen without them. The bidding and picking up your winnings at the end seemed to run more smoothly as a result. And speaking of bidding, there are a few donations that have shown up repeatedly in the past that create some real (good-natured) competition—like the beach house weekends offered by the Draneases and others, and dinners by Bobbie Jo Koblegarde hosted at Rupert and Bobbie Jo's historic Portland home, some wonderful wine offerings, and goods and services from local Porsche dealers and service facilities. We are actively soliciting donations at this time, so please think of talents you can offer your fellow members, time-shares that you can share and any other things of value that you can part with for this very good cause. If you have something to offer, or a friend or business associate is willing to donate for a tax write-off, please let us know. Contact Gregg and Sue Hodge, Don and Mary Kay Stroum or Jeff and Jeannie Gretz if you have a donation, and we'll help you part with whatever it is in the most painless manner and allow you to feel really good about doing something to help the huge group of people displaced by the hurricanes this year. Thank you in advance for coming and for donating. We look forward to seeing you! ■

Don Clinkinbeard and Eric Freedle scope out the silent auction tables at the last event.

Photos by Chris Greenwood



Wealth. Relationships.

Both are built with care.



Rhodes Econometrics is an experienced investment advisory firm dedicated to unmatched service. We help you define and achieve your financial goals by applying our proprietary statistical analysis method to seek out great companies and match them with your personal investment strategy.

If you're ready for a responsible and disciplined approach to managing investments for growth, please call us for an initial consultation. We also invite you to visit our web site to discover more about our intelligent and principled investment methods.

Please call Charles Rhodes
at **503-697-5444** for more
information or visit

www.rhodesinvesting.com

4949 SW Meadows Road
Suite 620
Lake Oswego, OR 97035

Listen to our commentary on
Portland's Business Radio,
KBNP 1410 AM.

Rhodes 
Econometrics, Inc.

Where investment science and service intersect.

Track medics: Ready for anything

by Sue Hodge

Here's something you may have wondered about: Who takes care of the safety needs at the track during race events? Depends on what race you're talking about, but they all have good resources available during the weekend events. Thanks to ORPCA member Betty Lou Koffel, I had the opportunity to interview one of the medical personnel who volunteers his time during the Champ Car series. Jeff Bray is an alumnus of the same university as Betty Lou—Keuka University near Watkins Glen. And that is where his day job is during the regular school year.

Jeff is an athletic trainer by trade, but he's always been a car guy. He heard about this car gig through Motorsports Medicine in Texas, but way back in the beginning of grad school, he started out attending to the needs of competitors on the rodeo circuit. That was followed by Nascar. He now volunteers to assist at seven or eight of the Champ Car races every year, and three or four bull riding events, as his time permits. From this, he brings back his experiences to the college kids, occasionally creating workshop exercises to help them make career choices in the medical field.

Here in Portland, the first thing you notice is that they have an impressive yellow trailer truck parked at the far end of the track. So what is inside there? You

PIR'S PROXIMITY TO A TRAUMA CARE HOSPITAL (EMANUEL) IS TERRIFIC COMPARED TO MANY LOCATIONS. FORTUNATELY, THEY HAVEN'T HAD TO MAKE USE OF THAT FEATURE HERE—AT LEAST IN THE LAST FEW YEARS.

would be surprised. There is a staff of two doctors (Jeff and another, who is an EM physician) and one nurse. And there is a LOT of equipment, efficiently arranged in the small space. So much so that it takes a day to a day and a half to set up and a day to break down. During an event, one doctor stays in the van and one is out alongside the track. It is their call whether an injury requires direct transport to a hospital or can be treated and evaluated at the trailer first. Jeff mentioned that PIR's close proximity to a trauma care hospital (Emanuel) is terrific compared to many other track locations where the nearest hospital might be 50 to 60 miles away. But fortunately, they haven't had to make use of that feature here—at least in the last few years.

I asked what kinds of injuries are they generally faced with, and what can they treat there. The most frequent serious problem they have dealt with is someone unconscious. One year, they did have to pull a driver because of a concussion. They have equipment in the trailer that uses a sophisticated, multifaceted method to evaluate and interpret

the extent of the injury in a case like that. He told us about an instance where a crewmember broke his hand and they innovated the splint so that he could grip with his fingers somehow. That's remarkable.

But he said the really serious problems requiring hospitalization are rare. In the last two years, he knew of only one driver missing a race for medical reasons that they couldn't "fix." Here, one of the drivers had serious back problems during the race weekend, but they were able to treat the problem so that he didn't miss a race! They use a variety of treatments including stretching, ice and heat ("thermacare") and massage, and have muscle-stimulating machines to keep these guys ready for the next race. And the services are open to the safety and race team crews as well. Jeff told the story about a race crew member (an older fellow) who had been in the habit of hoisting a tire with one arm. His age finally caught up with him and damaged his shoulder or rotator cup and they were able to keep him working for the weekend. They essentially find themselves in the position of primary care physicians to these people during the race season as they are away from home for so long, and they provide a lot of education, advise a gym routine, check out the "thermacare" and tubing for exercise, etc. to keep them in shape. They also do 24 to 48 hour follow-up by phone in the event that there is a serious injury that they treated.

All in all, I was both fascinated and completely impressed with the work Jeff and the crew do. It may be volunteer work, but what a great assignment for a car guy. Right? ■

This impressive tractor-trailer houses a lot of equipment efficiently, along with three health care professionals. Photo by Betty Lou Koffel



Sunriver Show Exceeds Expectations

by Kurt & Leilani Shanaman

The 2005 Sunriver Exotic Car Show lived up to all expectations. It was a weekend filled with fun drives, good food, and camaraderie between many different marques. For some of us, the trip started Friday morning at the Original Pancake House on Barbur Boulevard. It was cold and wet but spirits were high and we were ready for adventure. The drive from Portland to Bend was over Mt. Hood on Hwy. 26 and it was gorgeous. The sun came out and chased us towards Bend. We stopped for lunch at the Brand Restaurant in Redmond, then continued on. With radar detectors going off from the many speed traps, we pretty much had to sneak into Bend.

A number of us stopped at Carrera Motors for a quick wash and detail of our cars. The very able Carrera detail shop staff was happy to take care of the cleaning chores, and we almost had to force them to let us help. What a great sponsorship idea!

At 7:00 p.m., you could hear the clink of glasses and sound of laughter as the check-in party began. Gran Prix Imports supplied the eye candy: a Ford GT, a Panoz Esperante and Bentley. Tereasa Broxson, Sunriver Chamber of Commerce Director, greeted people



Morning temps were cool but the cars were hot at Sunriver Village.

Photo by Gregg Hodge

with a welcome packet that even included coupons for morning coffee for those who overindulged or the detailer with frozen fingers.

Saturday morning was off to a bang, especially for those who put off their car detailing until the last minute, as temperatures plummeted to the 30's. Upon arrival at the Sunriver Village courtyard, excited participants lined up for careful car placement in the show

by John Draneas. John did a spectacular job fitting in the 110 cars which joined the show this year. Some of us wonder if John was up several nights before with little scale models figuring out the puzzle.

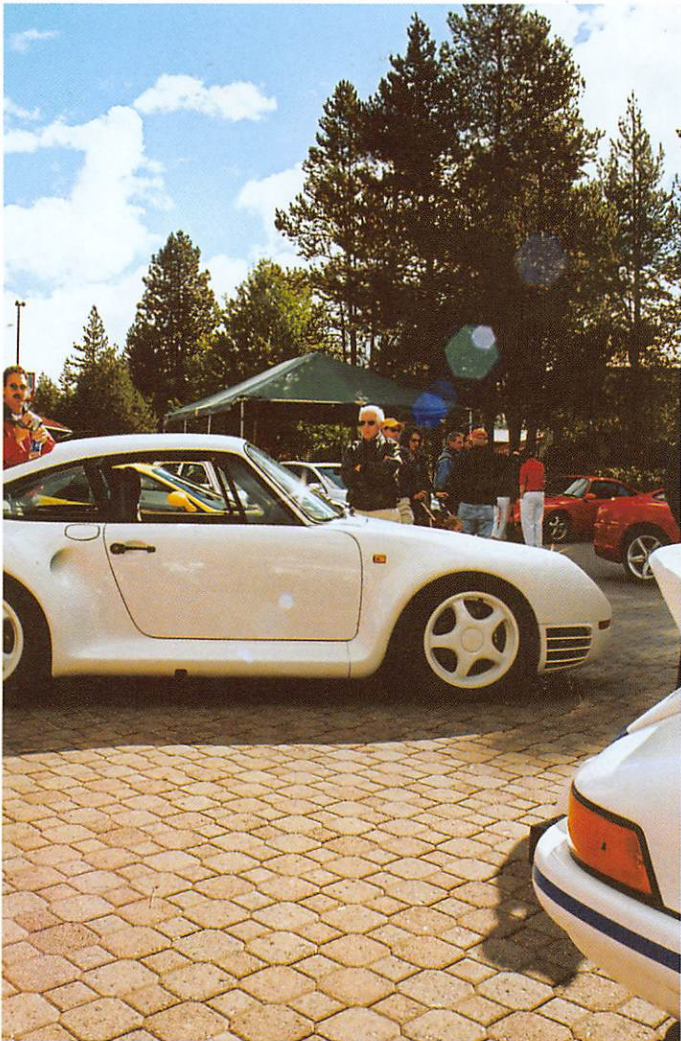
For many, the coffee coupons were used up instantly as if they were being used to summon the sun gods to warm the square and shine over the hustle and bustle of people detailing their cars up to the 10:00 a.m. deadline. Soon the judges examined the various exotics on display. The female judges were by far the hardest to please. Some entrants thought power was also on display but that changed as one hood after another was shut so they could see how the cars would show. Because, after all, in fashion it's all show and no go. Soon enough, the sun gods bit on the coffee coupon offering and it was sunny and warm all day—a perfect day for a car show.

The Saturday evening festivities began with Ron Tonkin Gran Turismo serving up some fine wine and appetizers. Some other delicious treats on offer were the tried and true Ferrari 308, the beautiful red Ferrari 360 and a sleek, sexy Maserati Coupe Cambiocorsa. The evening followed with dinner at the Sunriver Lodge. Dinner was spectacular, *(Continued on page 22)*

Attendees enjoyed 110 great cars at the show.

Photo by Gregg Hodge





TOP: The 76-car Sunday Dash stops at Cline Falls State Park for a break and uses an F40 as a photo prop. Photo by Kurt Shanaman

LEFT: 110 Exotic cars were displayed on the Sunriver Village Courtyard on Saturday.

ABOVE: Bright sunshine and great cars brought out the spectator sunglasses. Photos by Gregg Hodge



"Why Not Spit in a Piece of Art?"



It would turn heads in a gallery, but the bronze basin pictured above isn't just art. It's a bathroom sink, something to appreciate each time you brush your teeth. Because as one of our customers put it, "why not spit in a piece of art?"

Visit one of Oregon's seven George Morlan Plumbing showrooms and discover hundreds of designer fixtures from all over the globe. Whatever your personal tastes - from traditional to ultra contemporary - you'll be amazed at the possibilities.

Granted, the selection can be overwhelming, but at George Morlan help is always close at hand. Our showrooms are filled with plumbing experts who will gladly take the time to answer all your questions. And if you're a do-it-yourselfer, we'll show you how to do the job right... the first time.

Perhaps most importantly, you'll find that George Morlan offers the most competitive prices in the entire northwest - even the designer fixtures are discounted. So if you are building or remodeling, consider the fact that you'll be living with your kitchen and bath fixtures every day. Don't settle for the mundane. Express yourself with a visit to a George Morlan showroom today.



George Morlan
Plumbing Supply • Since 1927

"The
Water
Heater
King"

"If It's Plumbing, We Have It!"[®]

The Northwest's
Most Complete
Plumbing
Showrooms

Showroom Hours: Monday - Saturday 7:30am - 6pm • Sunday 9am - 5pm

SE Portland - 5529 SE Foster Road • 503-771-1145 Tigard - 12585 SW Pacific Hwy (99W) • 503-624-7381
NW Portland / GMP Design Center - 2222 NW Raleigh Street • 503-224-7000
Salem - 399 Lancaster Dr. NE • 503-375-0200 Bend - 61455 South 3rd St. (Business Highway 97) • 541-330-1777
Warrenton - 1340 SE 2nd • 503-861-3600 Lincoln City - 101 at High School Road • 541-994-3880
Repair & Installation - 2215 NW Quimby • 503-274-1444

GRAN PRIX IMPORTS

www.gpimports.com

Picky. Picky. Picky.

When it comes to your car, the Service Techs at Gran Prix Imports understand the meaning of Picky:

pik'e/adj: Fūssy. Finicky.

So, when you're out on your next drive, stop by and visit our newly opened State-of-the-Art Service Department.

No job is too small or too large. From simple oil changes to complete engine rebuilds

Check out our extensive line of aftermarket and tuner products, featuring Pirelli, Brembo, Kleemann, Whipple, HKS, H&R, HRE and D-Forged Wheels, Capristo, Borta, Magnaflow and PIAA products.



We're also Picky about the cars we choose to sell.

Our inventory of 50-plus exotic and luxury cars is hand-picked by our team of sales experts. It changes regularly and is housed inside the newest and most luxurious dealership in the Northwest.

Gran Prix Imports, where picky people purchase and bring their cars for service.



800-763-4016



JEANRICHARD
FINE WATCHES

Your complete resource for the world's finest automobiles

25300 SW Parkway Avenue, Wilsonville, OR 97070 | 503-570-1019 | View our inventory at gpimports.com

How we took two Porsches to Sunriver

Story and Photos by Jim Ayers

September in Central Oregon: Blue sky, warm days, cool nights. But 2005 seems to be one of those years you just can't count on the weather. After washing the outside and cleaning the inside of ESCRGO on Thursday, prior to the trip to Sunriver, Friday brought rain and more rain for the drive to Oregon's sunshine capital.

Kate and I had to stop at Carrera Motors to pick up the rental Boxster and I hoped to get a chance to clean ESCRGO again. Picking up the Boxster was no problem. Cleaning the "Old Bronze Snail" wasn't in the cards. It appeared that all of the 100+ cars heading for the show at Sunriver had the same idea at the same time. No problem, thought I, we can just wash it at the house we had rented. Wrong, no hose, no bucket no cleaning supplies. Lesson: Take what you need with you.

Kate and I didn't join the group until Friday evening at the social gathering/registration hosted by Gran Prix Motors in the ice rink at Sunriver Village. Wine, Esperantes (a killer concoction of liquor) and beautiful desserts were mixed in with an assortment of stunning cars. We missed out on dinner at the Trout House with the Draneases

Kate Ayers and "her" Boxster.



The delightful Dreamcicle Isetta.

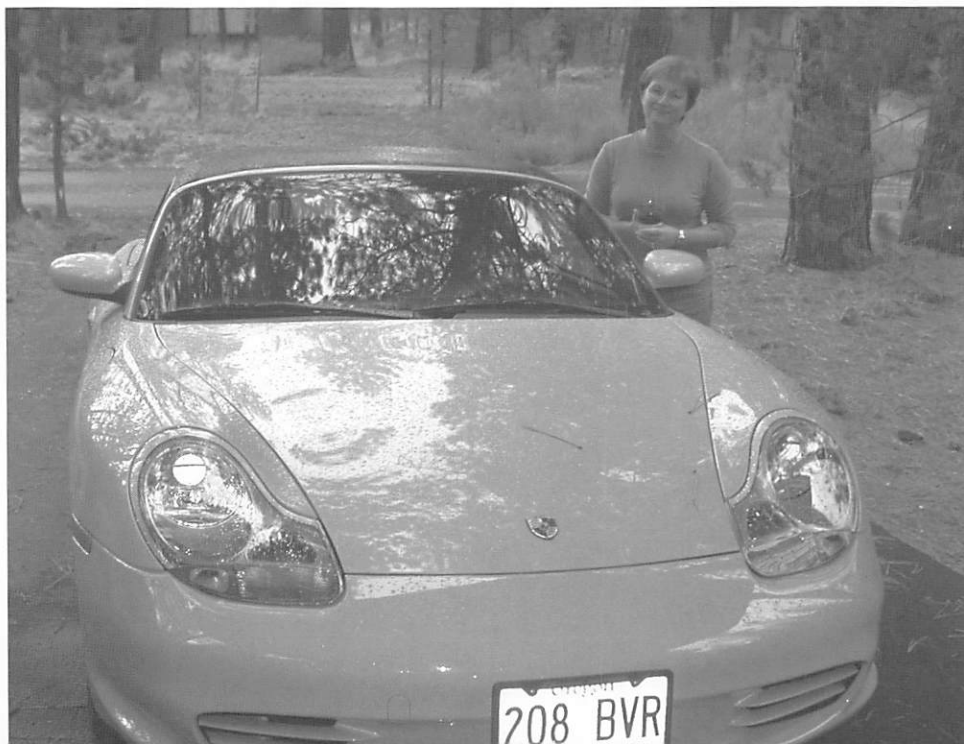
and Hodges. As fortunes seemed to be going, we thought we were too late after having chatted so long at the ice rink. Later we learned the party lingered over some fine old wines. Oh, well, you snooze, you lose. We ended up enjoying a great meal with Eric Freedle, Cheryl Carpentier, and Mike and Mary Chase. So many great choices, so little time!

Saturday morning arrived cold and cloudy for the most part, but no rain. ESCRGO seemed miffed for not having

gotten a deserved bath. Arriving at the mall to join the display of fine cars it became apparent most every other owner had taken the time to clean their favored ride. Not to take away from ESCRGO, but he wasn't going to match the competition regardless, being primarily an autocross guy. Ferraris by the dozens, a Lamborghini, some Jags and Benz cars, lots of really neat Porsche products—including a real Carrera RSR and Page Stevens' 959, even a few odd-ball cars, best of which—for me —was Jay and Jill Audia's Isetta, painted in that wonderful dreamcicle combination. Just made you want to go over and lick the car.

Kate's rented Speed Yellow Boxster became our chariot for the day. Much as I hate to admit it, the newer cars are a lot of fun. We took off and drove a number of back roads in the Bend area to get a feel for the car before the Sunday Dash. A brisk run to Cultus Lake was a true pleasure, a chance to see just how fast a standard Boxster really is, and quick it is.

Dash Day, Sunday morning, the return of Central Oregon sunshine and a chance to take the top down on the Boxster. As we always say, these cars are meant to be driven in a spirited fashion, so we did. A terrific tour had been set through the winding back roads of
(Continued on page 23)



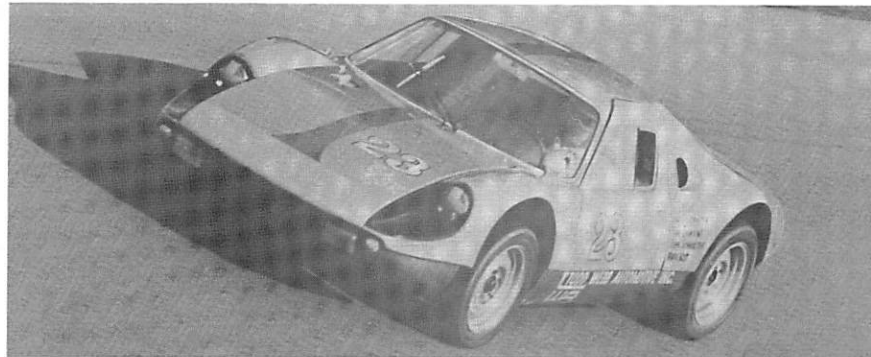
REARVIEW MIRROR

Jim Ayers

Car alarms were new tech in November '75

November 1975, and the last issue of Anzeiger for the year. Annual elections were soon to be held and the candidates' statements were in this issue, along with the ballot. Club activities were on the wane, due of course to the arrival of winter, while fuel prices were on the rise—as they are today.

Interesting how sometimes we find ideas we think to be novel and contemporary are actually fairly old history. How many of us are aware that Ferdinand Porsche actually developed and raced a hybrid car? The November 1975 issue relates the story of Porsche's involvement with a hybrid vehicle in 1905. Actually, the 1905 vehicle was an electric car with four electric motors, one for each wheel. No, this was not a Porsche car, rather a Porsche designed vehicle. The Lohner/Porsche racecar. No report as to the success of the vehicle can be found. Porsche did progress in his design and engineering and created a true gas/electric hybrid in and around this same time period. The vehicle was fitted with a gasoline motor which, rather than power the car through a



transmission, driveline and differential, fed power to a generator which in turn drove the four electro-wheel hub motors that powered the car. I sure hope we don't get to this point with current model Porsche cars.

Has it been thirty years since the advent of car alarms? Must be pretty close. Dennis Puetz reports on the installation of a car alarm in his vehicle. It looked like the choices at that time were sirens (still in vogue) or bells. Dennis had chosen the 6" bell type, which he was assured would scare the "gee-whiz" out of anyone who tampered with his car.

PIR didn't seem to put ORPCA at too high a point on its pecking order. It appeared we were on the verge of being shut out of the schedule at the track due to our minimal contribution to the revenue sheet. PIR was a totally self-funded track with an annual budget of \$110,000. ORPCA only generated \$500 of that total. If nothing else, we sure didn't get the best pick in the track day selections. I think we have a better relationship at this juncture.

Porsche guaranteed the new 1976 cars against rust. The six-year warranty was not available in the U.S. It should have been. My 1976 911S hasn't shown a bit of body corrosion. ■

Autocross Results, September 2005*

| R# | Driver | Car Model | RawTime | | | | | | | |
|----|-----------------|--------------------|---------|----|-------------------|--------------------|--------|--|--|--|
| 22 | Bromley, Lon | 1974 914-6 | 38.831 | 42 | Rogers, Tricia | 2004 Cayenne S | 41.375 | | | |
| 3 | Eames, Curtis | 1997 993 Carrera 2 | 34.238 | 24 | Jarvie, Chuck | 1994 968 | 38.967 | | | |
| 5 | Eames, Pam | 1997 993 Carrera 2 | 34.869 | 26 | Hall, Sharon | 1973 914 | 39.097 | | | |
| 6 | Stein, JP | 1974 914-6 | 35.739 | 27 | Schatz, Bob | 1977 911S | 39.172 | | | |
| 9 | Hays, Gary | 2004 Boxster | 37.084 | 29 | Rice, Trevor | 1974 914-6 | 39.617 | | | |
| 10 | Freedle, Eric | 1986 911 | 37.105 | 30 | Thompson, Nicole | 1973 914 | 39.790 | | | |
| 11 | Rice, David | 2005 Boxster S | 37.184 | 31 | Hill, Mike | 1989 944 S2 | 39.882 | | | |
| 12 | Karwin, Tom | 2005 Boxster S | 37.361 | 32 | Hall, Gale | 1973 914 | 39.884 | | | |
| 15 | Goudy, Paul | 2005 GT3 | 37.723 | 33 | Barardi, Brooks | 1999 Carrera | 40.006 | | | |
| 16 | Siegersma, Joel | 1966 911 | 38.267 | 34 | Ayers, Jim | 1976 911 | 40.051 | | | |
| 17 | Gretz, Jeff | 1997 993 | 38.292 | 35 | North, Jim | 1980 911 SC | 40.128 | | | |
| 18 | Germany, Steve | 2000 996 | 38.356 | 36 | Hall, Danielle | 1972 914 | 40.439 | | | |
| 19 | Karwin, Tom | 2005 Boxster S | 38.414 | 38 | Schaefer, David | 1972 914 | 40.473 | | | |
| 21 | Pihulak, Ron | 1986 911 | 38.639 | 40 | Grasso, Bob | 2000 Boxster | 40.630 | | | |
| | | | | 41 | Peterson, Don | 2002 Boxster | 40.950 | | | |
| | | | | 46 | Goudy, Jacob | 2005 GT3 | 42.233 | | | |
| | | | | 47 | Grubb, Tim | 2005 SVT Lightning | 42.251 | | | |
| | | | | 48 | Thomas, Dick | 2001 Carrera 4 | 42.262 | | | |
| | | | | 49 | Berardi, Gerald | 1999 Carrera | 42.635 | | | |
| | | | | 50 | Cojut, Barry | 2004 996 | 42.779 | | | |
| | | | | 52 | Mullin, Douglas | 2000 Boxster | 43.045 | | | |
| | | | | 53 | Pavlik, Tom | 2001 Boxster S | 43.689 | | | |
| | | | | 55 | Ockenburg, Cherie | 1984 911 Carrera | 46.791 | | | |
| | | | | 56 | Peterson, Denise | 2002 Boxster | 47.156 | | | |
| | | | | 57 | Gretz, Jeanie | 1997 993 | dns | | | |
| | | | | 58 | Mills, Scott | 1982 911 SC | dns | | | |
| | | | | 59 | Rogers, Chris | 1996 Carrera 2 | dns | | | |

*Porsche results only

EDITOR'S MESSAGE

(Continued from page 4)

language screaming abject fear. For him, that's remarkable. It turned out to be a great gift, for the both of us. Well, that's

about as fine as one could ask for. We had so much fun with it that you all better be ready for some stiff bidding competition at the Holiday Auction next

month if Carrera Motors donates it again this year. I'm thinking I might just win it for Jim's birthday in 2006! ■

SUNRIVER SHOW EXCEEDS EXPECTATIONS

(Continued from page 16)

filled with laughter and an occasional joke about an overzealous detailer or someone who lost a wiper blade.

John Draneas got the awards program under way, starting with a "special award" going to Phil Miller. He was complaining that his 1967 Jaguar was running hot. Several friends stopped to help

Weiner's Ferrari 430 but presented to his wife Faye, which brought good-natured complaints and objections from Marty.

The People's Choice award went to the Lamborghini Murcielago owned by Roy Catz. The speech he gave about giving a hitchhiker in cardboard shoes a ride to his car helped remind us all of

some Central Oregon asphalt. Although there was some mention of the Sunday Dash being a "no gimmick, no way to get lost tour," the several people who ended up in Sisters may beg to differ.

No matter, the scenic drive had something for everyone. There were curves, and long open stretches. The high point was when a small group of us, led by John and Carlyn Draneas in their Lotus Elise, accidentally (we think) missed the turn to our lunch destination at Round Butte Overlook Park. That sent us on a very spirited drive all the way down to Lake Billy Chinook. We knew that John knew that we were then going the wrong way, but that didn't stop him, and all of us followed him with wild abandon, on a road that twisted and turned like a snake all the way to the back of the lake, then across a bridge and up the other side to a wide spot where we turned around and hustled back out of the canyon. An unexpectedly gorgeous road with absolutely no traffic made this little "mistake" a truly memorable experience.

FRIENDS DISCOVERED THE RADIATOR CAP MISSING ...TO AVOID SUCH PROBLEMS IN THE FUTURE, JOHN PRESENTED PHIL WITH A CAP ON A LANYARD SO THAT HE WOULD ALWAYS HAVE ONE HANDY.

and looked under the bonnet, and they discovered the radiator cap missing, the apparent victim of Phil's forgetfulness after topping off the radiator. To avoid such problems in the future, John presented Phil with a radiator cap on a lanyard so that he would always have one handy.

On to the real awards, each presented by a different group of judges. The first award went to Nils Jensen's 190 SL Mercedes chosen by Page Stevens for the car older than 1969 that he would most like to own. That was followed by Nils Jensen, Tim Morris and Bill Brix presenting an award to the Porsche 959 of Page and Eric Stevens, in the category of the car the judges would like to own from 1970 to 1999. Next, the teenage judging team of Brian Corno, Andy Pearson, and Linzie Parr chose Randy Francis' Ford GT as the car they would like their fathers to buy (so they could drive it when he was out of town). Finally, the all-female judging team of Carlyn Draneas, Linda Adams, Jeannie Gretz and Lulu Truitt had two categories to award. The first award for the car they would most like to own went to Kurt Shanaman's Maserati Cambiocorsa but presented to his wife Leilani. And the second award for the car they would like their husbands to buy went to Marty

how fortunate we truly are. The last award was the Sports Car Market Spirit of Motoring Award. It was presented by last year's winner, John Draneas, to a well-deserving Bob Bennett. Congratulations Bob!

It was a fun program that capped off a near perfect car day. We were first timers, but we met a large number of similarly minded car fanatics of all shades and stripes, and we felt right at

WE KNEW THAT JOHN KNEW THAT WE WERE THEN GOING THE WRONG WAY BUT ALL OF US FOLLOWED HIM WITH WILD ABANDON, ON A ROAD THAT TWISTED AND TURNED LIKE A SNAKE.

home. It was a fabulous day, and we didn't think anything could top it. But that's when the Sunday Dash came along.

The morning was sunny but amazingly cold. We were reminded that winter is just around the corner. Trying to warm up with hot coffee at the courtyard, we listened attentively at the drivers' meeting about where the route would take us, and how we should have fun but be responsible drivers—and wary of police radar.

Then off we went, in the midst of a group of 76 shiny, heart-thumping, blood-boiling cars ready to gobble up

The catered lunch at Round Butte Overlook Park was just perfect road food, expertly prepared and presented. Ideal weather, great scenery, and a trio of bald eagles floating on the air currents above the canyon made it a beautiful setting for lunch and goodbyes.

We would like to give special thanks to John Draneas, Tereasa Broxson, Carrera Motors, Gran Prix Imports, Ron Tonkin Gran Turismo and the Sunriver Area Chamber of Commerce for joining to create one of the best car events we have ever been a part of. We look forward to seeing everyone next year. ■

TWO PORSCHEs TO SUNRIVER

(Continued from page 20)

Central Oregon, ending up at Round Butte Overlook Park. A catered lunch provided everyone an opportunity to say their goodbyes and plan the course home. Kate and I had opted to stay one more night in Sunriver, so we chose to take the scenic drive down the canyon along Round Butte reservoir. The road was great with a number of hairpin turns and lots of little twisties. The road was so good, in fact, we decided to take it all the way back to Sisters. Only one

problem: 13 miles out, it becomes a gravel road. Actually, two problems: At this point, we were 25 miles from Sisters. The canyon was still beautiful the second time through.

John Draneas shared a bit of history regarding the event. Around 1992, Jay Audia and Bill Shores decided an event at Sunriver would be great for the Porsche Club. Year number one, it rained cats and dogs in June. Undaunted, 1993, it was scheduled again, this time in September, adding an autocross at the

Mt. Bachelor Ski Area parking lot. The only requirement was that they guarantee 100 lunches. Well, it snowed and Jay had to eat—figuratively if not actually—100 hamburgers. After two years and two washouts, Jay and Bill called it quits. 1995 came along, and John Draneas and Jay got the plan going again but opened the event to all marques. This year, 2005, was the 10th anniversary of the new incarnation and, by all reviews, it is getting better each year. Thanks, guys, for a great time. ■

IN THE SIXTH ZONE

(Continued from page 11)

success with many thanks to EVERYONE who worked so hard during the weekend. There are too many names to mention. YOU know who you are and how much YOU were appreciated!!!

Bill and I have visited several regions over the last few months and know that there are a few that we haven't been able to schedule due to cancellations or conflicts. Please know that we will make a concentrated effort to partici-

pate in a club function as soon as possible!

Let us continue to celebrate PCA's 50 Anniversary! I look forward to many more Zone 6 adventures!

May we drive (safely) forever! ■

backfire

ALMS photo trouble

MARLON

I know you might not be able to answer my question, but just wanted to check. I came down for the Portland ALMS race this summer. On Sunday, I participated in the Porsche Parade laps and had lots of fun, thanks!

There was a photographer there, Jeff Boerio from FusedArts, taking pictures. A couple weeks later he placed them on his web site where we could place orders. I ordered a picture from him and paid via Pay Pal per his request, but haven't heard from him. He hasn't responded to two emails and a phone call from me, so I'm a little frustrated. I just wondered ... Are you aware of anyone else in the club having problems getting their order?

A series of backfires ...

JOE MCQUEEN AND PATTI KOFFEL

Kate, Got my Anzeiger today and saw my car on the cover. Groovy! However, you credited the photo to Patti Koffel, I

sent in the photo. Who gets the prize?
Joe McQueen

Joe, Oh, for crying out loud. I did it again? Sorry. I seem to be having trouble keeping these things straight. It's your pic; it's your prize! We'll give you kudos in October. Maybe I'll get that photo credit right ...

Thanks for letting me know. *Kate*

No problem. As a "world famous" (snicker, snicker) photographer, these things are really important.

Thanks and regards, *Joe*

Thanks so much for publishing my two photos on the inside spread of the coverage of the Mt. St. Helen's tour!

Unfortunately, you mistakenly credit me with the cover photo of this issue. I am very sorry to report that I am not the photographer of the cover photo! Darn!

Better to give credit to the deserving one, as well as the free year's membership. Better luck next time for me!

Best, *Patti Koffel*

Patti, Yes, it seems I have a habit of doing that. Joe McQueen straightened me out yesterday (in a very nice way). Thanks for letting me know, too. Maybe next time. *Kate*

Kate, No worries! I thought that must have been Ginny's photo, for it appeared to be from the same vantage point as another she took. It is a great shot. It was a lot of fun to see my photos actually published, for it was my husband who encouraged me to submit them. I might not have done so otherwise but will certainly try again.

You and the others do a great job with this magazine. It is very impressive and it is no wonder that it wins awards!

Patti

Kudos for Sunday Dash route

SUE HODGE

Gregg and I attended the SunRiver car show/tour again this year and I have to say this might have been the best "Sunday Dash" (affectionate name for the route between Sunriver and lunch) I've been on yet. Congratulations and thanks to Bob Bennett, who designed the route. He found some great twisty roads that we had not been on before, that made that part of the event one of the high points of the weekend. Please say you'll lend us your route-planning talents again in the future!

Welcome New Members

| | |
|--|--|
| Paul B. & Linda Adams Prineville, OR 2003 Boxster S | Wayne R. Flynn Forest Grove, OR 2002 Boxster S |
| John C. Antonio 1974 914-C Vancouver, WA | Deborah L. and Timothy Grubb Vancouver, WA 2000 Boxster S |
| Douglas S. Catlin & Brenda Smola Portland, OR 2005 911 | Jack Long Eugene, OR 2000 Boxster |
| Ralph B. Currey West Linn, OR 1992 911 | Kevin and Lois Mackenzie Portland, OR 1975 911S |
| Forrest Farrington & Margaret Thornton Portland, OR 1967 912 | Howard C. Peterson Longview, WA 1975 911S |
| Larry H. & Cathy Hannan Clackamas, OR 1995 911 | Ted P. and Kristy Rees West Linn, OR 1958 356 |
| Jason P. Gross Hillsboro, OR 1990 911 | John C. Scott Salem, OR 1989 911 |
| Matt S. Hummel Portland, OR 1952 356 | Daniel C. and Janie Sheehan Portland, OR 2002 911 |
| Ron L. Joy Portland, OR 1977 911 S | Zaryab Sheikh Vancouver, WA 2004 911 |
| Ken and Maki Yoneyama Portland, OR 1993 911 | Brian Summers Dan Hein Clackamas, OR 1995 911 |
| Peter F. Young Portland, OR 1982 911 SC | Josh E. White Tualatin, OR 1999 911 |
| Mary & Michael Diggles Canby, OR 2005 Boxster | Scott R. & Bobbie Cruickshank Portland, OR 2003 911 |
| James Donnelly Oregon City, OR 1985 911 | James Fling Portland, OR 1977 911S 1992 911 |
| Michael and Becky Jones Vancouver, WA 1985 911 | |

Anniversaries

5 YEAR ANNIVERSARY
Louis W. Ott
Christine G. Ott

15 YEAR ANNIVERSARY
Ernest Spada Jr.
Cheryl Spada

10 YEAR ANNIVERSARY
Ron Timmerman
Gayle Timmerman
David J. Suva
Ian Pickett
Ambrose Su
Mary Su
Michael Malone
Carrrie Malone

20 YEAR ANNIVERSARY
Dick Bader
Jerre Bader
Brad Stacey
Lois D. Leonard

When Service Counts...



- Engine
- Transmission
- Suspension
- Tune-Up
- Oil Change
- Maintenance

ESTIMATES GLADLY!

Factory-Trained Technicians
Specializing in Porsche, Audi,
BMW and Mercedes-Benz
Since 1974



**Bosch
Authorized
Service**

As your Bosch Authorized Service Specialist we are equipped with the latest test equipment. Our trained technicians are specialists in testing, diagnosing and servicing
ALL EUROPEAN CARS.

SPECIALISTS IN SERVICING THESE BOSCH SYSTEMS:

- Gasoline Fuel Injection
- Diesel Fuel Injection
- Electronic Systems
- Anti-lock Brake Systems
- Hybrid Ignition
- Accessories

643-2656

Wayne Ditsworth, Owner/Operator

**12930 NW CORNELL RD
PORTLAND, OR 97229**

(Old Cedar Mills Fire Station)

Millennium Graphics & Forms, LLC

Your Source for all Printed and Promotional Goods

Business Cards • Letterhead • Envelopes • Brochures • Forms

Wearables • Banners • Screen Printing • Embroidery

Large Assortment of Promotional Products

Earl Green

earl@millennium-graphics.com

Liz Green

ORPCA Goodie Store
liz@millennium-graphics.com

503.649.0168 • Fax 503.591.0623



A New Oil for a New Generation

AMSOIL 5W-40 Meets or exceeds the following specifications for domestic and foreign gasoline engines:

- API SL, CI-4, CF
- ACEA A3, B3, B4
- BMW LL-01/98
- Daimler Chrysler 229.3, 229.4, 229.5
- Porsche
- Volvo
- Saab
- Volkswagen 502.00, 505.00, 503.01

Ask for it at ORPCA
Fund Raising Partner
Service Shops.



DIRECT SALES 1-800-722-1092

Tax Deferred Exchanges NNN Leased Properties Available

Steve Dishman, Broker

McWilliams Real Estate Services, Inc.

Commercial Brokerage & Consulting

Phone: 503-998-9260 steve@mcwilliamsrealestate.com
www.McWilliamsRealEstate.com

Valley Glass Co.

RICK ELLIS

Architectural Aluminum Products

Storefronts • Entrances • Glass

CCB# 122135

(503) 656-9343

FAX (503) 656-1778

875 Molalla Avenue • Oregon City, Oregon 97045

A boutique for enthusiast automobiles.

| | |
|---------------------------|--------------|
| 2004 Boxster S | Black/Black |
| 2004 Boxster S | Yellow/Black |
| 2001 Boxster S | Black/Black |
| 2001 Turbo | Silver/Black |
| 2004 Cayenne S | Black/Black |
| 2002 Carrera Cpe. | Silver/Black |
| 2002 BMW X5 3.0 | Black/Black |
| 1995 Mercedes 320SL | Black/Black |



Waterhouse Motors LLC

503.473.7895

Visit our website at
www.waterhousemotors.net

Members of:



Thinking of Buying or Selling? Don't delay, call
TEAM GRAY!



HASSON
COMPANY
REALTORS
"The Sign of Experience"

WWW.TEAMGRAY.COM **RICK & DAWN GRAY**
GRAYR@HASSON.COM **503-212-5048**



**STUTTGART
AUTOTECH**

PORSCHE - AUDI - BMW - VW
17263 SW Pilkington Road • Lake Oswego, OR 97035
Ph: 503-635-3098

Personalized Professional Service at a Reasonable Price
stuttgartautotech.com

A-n-T *Serving PCA for over 25 years*
TIRE AND WHEEL
 **Trackside** *Motorsports*
High-performance street and track applications

TIRES • ALIGNMENT
SHOCKS • BRAKES

8131 N Interstate
Portland, OR 97217
503-236-2106



photo by Angela Sample



Alloy Wheels:


- Polishing & Painting
- Minor Repair
- Hand-painted center caps
- Precise mounting & balancing with your tires shipped in from anywhere.

Family-owned & operated
62 years combined experience


Skip's
WheelWerks

503.641.8001

I'll understand if you look at the garage first!




REALTY SOLUTIONS, LLC
Gabby Tyer, CRS, GRI
Principal Broker
8142 SW Beaverton Hillsdale Hwy • Portland
(503) 292-4336 office
(503) 702-0393 cell
(503) 292-0991 fax
(800) 903-0770 toll free
<http://www.allaboutportland.com>
E-mail: gabby@allaboutportland.com



We Would Like To Buy Your Gently-Used Porsche 911.
(Top Prices Paid for Nice Clean Cars.)

MONTE SHELTON
JAGUAR Purveyors of quality classic and collectible automobiles.

1638 W. Burnside P.O. Box 5545 Portland, OR 97228
503-224-3232 Fax 503-224-4310 monteshelton.com




PRO DRIVE
DRIVING SCHOOL

ORPCA member discount!

503.285.4449 • www.prodrive.net
Portland International Raceway

Resource Directory

Auto Brokers

Bill Shores503.644.4640

Auto Upholstery

Guy's Interiors503.224.8657

Collector Cars

Monte Shelton Motors503.224.3232

Waterhouse Motors503.473.7895

Driver Education

Pro Drive Driving School503.285.4449

Glass

Valley Glass Co.503.656.9343

Investing

Rhodes Econometrics503.697.5444

Metal Plating

Oregon Plating503.232.7416

Paint Protection

ClearBra503.439.9031

Bill Shores503.644.4640

Porsche Parts

Parts Heaven800.767.7250

Porsche Service & Repair

Heckmann & Thiemann503.233.4809

Marque Motors503.293.5386

Motorsports International503.643.2656

Stuttgart Autotech503.635.3098

Porsche Sales & Service

Carrera Motors503.382.1711

Sunset Imports503.641.8600

Gran Prix Imports800.763.4016

Printing & Promotional items

Millennium Graphics503.649.0168

Plumbing Supplies

George Morlan503.771.1145

Real Estate Agents

Gabby Tyer503.292.4336

Team Gray503.212.5048

Steve Dishman503.998.9260

Synthetic Lubricants

Greenwood Marketing800.722.1092

Tires & Wheels

A-n-T Tire & Wheel503.236.2106

Wheel Polishing & Repair

Skip's Wheelwerks503.641.8001



Anzeiger

Advertising Rates

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

Black and White Display

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

Color Display

| | |
|--------------------|---------|
| Outside back cover | \$3,150 |
| Inside Front cover | 2,970 |
| Inside Back cover | 2,736 |
| Full-page premium | 2,736 |
| Full-page inside | 2,502 |
| 2/3 page | 2,124 |
| 1/2 page | 1,656 |
| 1/4 page | 1,143 |

Porsche Club of America Membership

Do you own a Porsche? If so, join us here in Oregon, out where the magic of Porsche meets the road! The Porsche Club of America offers driving experience, technical assistance and camaraderie second to none. Our national award-winning magazine, Porsche Panorama, provides a monthly insider's view on all things Porsche. In addition, you will receive the ORPCA's award-winning monthly magazine, Anzeiger.

ORPCA permits you to choose from a wide range of Porsche activi-

ties, like club racing, ORPCA driver education at Portland International Raceway, restoration and technical sessions, rallies, autocrosses, tours, and concours d'elegance. The Porsche experience reaches across the cars and the years to people, binding together the family whose name the cars bear, the men and women who design and build them, and those across the world who drive and cherish them.

In America, it's the Porsche Club of America. We invite you to join us! For more information, contact our local membership chair:

Debbie Clinkinbeard
membership@oregonpca.org
 503.356.1764

Bill Shores

PORSCHE SPECIALIST Since 1971

Matching buyers and sellers

Other exotics available
Shown by appointment only

(503) 644-4640

bill@billshores.com

Distributor for Toughguard®

The Patented Never Wax Process



OREGON PLATING COMPANY

436 S.E. 6th Avenue.
Portland, Oregon 97214
(503) 232-7416
Fax (503) 232-3543

Linda Pitts

"Polishing and Plating Since 1908"

GUY's

INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION
DYEING AND COLOR MATCHING

**The Finest
Upholstery
for Your Car
Guy Recordon**

503/224-8657

2016 NE Alberta St.
Portland, OR 97211

Jim Enger

*"Excellence in
Service!"*

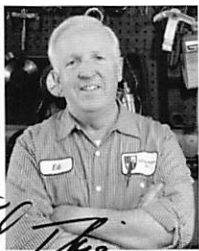
ASE Certified!



Award Winning!

"Trusted!"

356 / 912 / 912e / 911 / 911se / Carrera
Porsche Specialists!



Ed Thieman

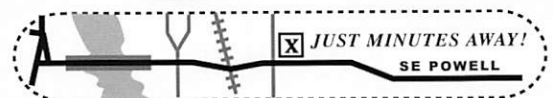
*"Our reputation is built
on trust and exceptional
service."*

*Thank you for being
Portland's best
customers."*



Heckmann Thiemann Motors
2327 SE Powell Blvd. Portland OR

503-233-4809



Marketplace

■ CARS FOR SALE

911

1999 996 Carrera 2. Speed Yellow/Black. 27k miles. Extremely clean, immaculate. All maintenance/service performed at Sunset Porsche. Does not leak a drop of oil. 18" rims. Drives perfectly. \$37,500 OBO. Contact Henry, (503) 310-1389, turbotwo@hotmail.com 09.05

1998 Porsche 993 Cabriolet. Black/black, 6 speed, 11k original miles. AM-FM CD, hi-fi sound, full leather, heated seats, windstop, 17" wheels with color crests. All books, records, keys, window sticker, etc. Concours quality, garage kept. \$54,900. 503-723-6146 09.05

1991 Porsche Turbo Coupe. Exterior is Polar Silver with Black leather interior. 11,800 miles. One of the very few 1991 Turbos in the country with mileage this low. Everything original including tires. All service records available. \$53,500. Phone 541-549-6576 John Hartsfield 08.05

1984 911 Targa, Venetian blue/tan, 964 body kit, C2 power rear spoiler, 17"

C2 Turbo rims, NEW FABSPEED stainless steel exhaust, CD/AM/FM, MOMO steering wheel, H4's, 5-speed. 119,900 miles young. Recent work June '05: tune-up, plugs, oil change, valve adjustment, O2 sensor, and shift linkage bushings. At 100K miles: transmission rebuild with new clutch kit, brakes and rotors. \$12,950 obo. 503-838-3298 or mitchfry@msn.com 07.05

Boxster

1998 Boxster - Polar Silver/Gray, manual trans, heated seats, sport option with 17" twist wheels, 76k miles, 75k service, aluminum and stainless steel accents in the interior, traction control, stereo, CD. \$20,500 Steve Lougee 360-883-9554 09.05

944

1985 1/2 944 Dark blue w/brown interior. Runs excellent. BBF wheels. Both glass and hard top inserts included. Needs TLC w/minor paint and replacements. \$12,000. Contact: Lyle Gaddis 503-257-7359 07.05

914

1970 914-6 White/Black, new tires, brakes, clutch and flywheel, shift kit, 911 S brakes and suspension, Fuchs, good condition. \$14,995 obo. Bob Rand (360) 695-5171 or (360) 921-0880 07.05

■ PARTS

Wheels/autocross tires for Boxster: Lightweight Carrera 18's (7.5 & 9's) with Hoosier A3S04's that have about a half season on them. I'll let them go to a good home for \$1500 for the package! Includes wheel center caps and 4 extra wheel bolts so that you don't have to fuss with locking lugs when you swap tires for autocross days. Gary Hays (360) 573-6397, gary.hays@hp.com 08.05



■ WANTED

Wanted. 94 Porsche 3.6 turbo engine. Any condition. Jim jameseduffy@mac.com or 219-663-0388 09.05

Anzeiger

Classified Advertising

Classified ads are free to PCA/OR members. Limit 50 words per ad. Ads may also be edited and abbreviated according to available space.

Please Note: Ad will run for two issues. Renewal of ad may be made by contacting the Classified Editor.

Non-members may place one non-commercial classified ad, 50 words or less, for \$12.50 each issue.

Include a check made payable to Oregon Region PCA with the ad text. Placement of non-member classified ads depend on the availability of space after all member ads have been included. All ads must be submitted to the classifieds editor by the 15th of any given month. Please mail payment to the club Treasurer as listed in the back of the magazine, but e-mail the text of your ad to the address above.

Please send all classified ads to:
Classifieds Editor
classifieds@oregonpca.org

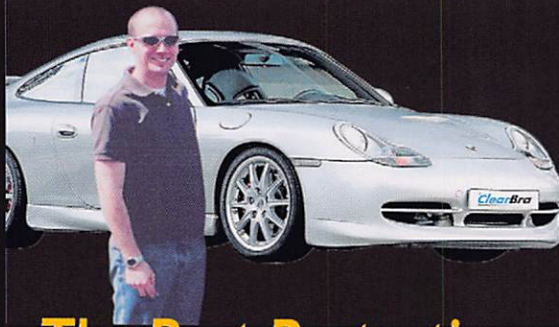
**All the parts
you need.
At prices you
can afford.**

- New, used & rebuilt Porsche parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

800.767.7250

Tel 510.782.0354 Fax 510.782.0358
www.partsheaven.com


PARTSHEAVEN



**The Best Protection
YOU'LL NEVER SEE!**

VentureShield®
Paint Protection System

**The Ultimate Paint Protection!
For Your Ultimate Ride!**

- Lifetime Warranty
- Optically Clear
- Twice The Strength Of
The Leading Competitor

**YOU'VE EARNED IT!
YOU DESERVE IT!
PROTECT IT INVISIBLY!**

What is VentureShield?

VentureShield is the toughest chip protection urethane film on the market. Combining excellent elastic properties and optical clarity.

Will it diminish the appearance of my car?

VentureShield will protect your car for years, and remain virtually invisible.

Can VentureShield be washed and waxed?

Yes, you may wash and wax your vehicle as if VentureShield were not present.

\$25 OFF

With This Coupon

On purchase of \$300 or more
Expires 1/31/06



ClearBra™
"Clearly the Best Protection"

Installation Available Near You
WestSide • Central • N E • S E • Salem
Phone (503) 439-9031
Toll Free in Oregon (888) 439-9031
www.clearbraoregon.com



**Announcing the Anzeiger Cover Photo Contest!
Your Chance to Gain Fame and Fortune**

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

Details:

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

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

Digital Pictures: Most digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, please follow these guidelines:

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

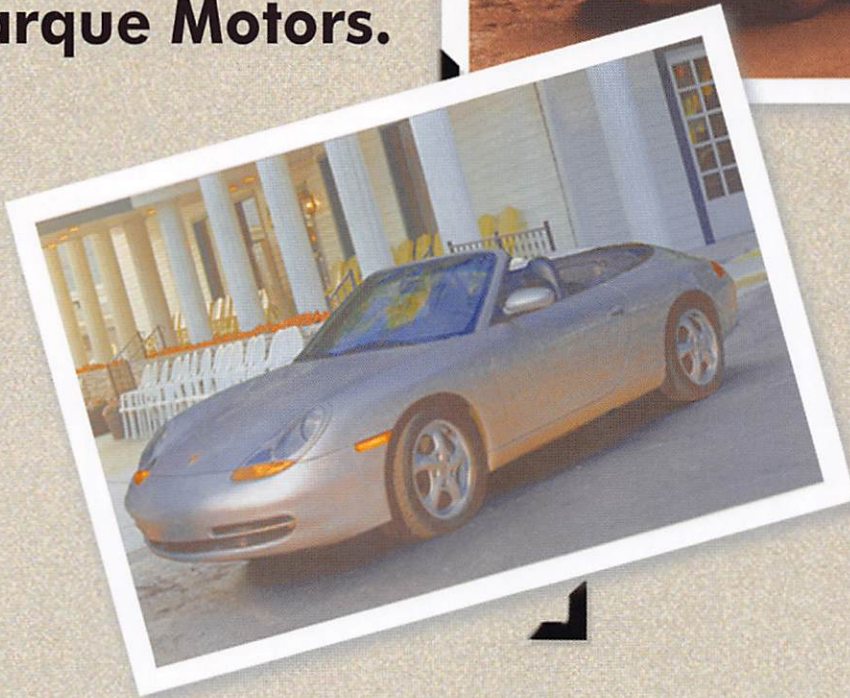
- E-mail the photo to us directly from your camera, without saving it to your disk first. That is, when you load the photo and your computer asks what to do with it, choose "e-mail," not "save."

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

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

Send your entries to Kate Ayers, kateayersis@comcast.net.

**There is no
generation gap
at Marque Motors.**



Marque Motors has the tools and the talent to communicate with your car, classic or contemporary. We keep up with the times—356, 911, 928, 944, 930, 964, 968, 996. At Marque Motors we don't just specialize in Porsches, we live them; we understand them.

Porsche • Audi • BMW • Volkswagen

At Marque Motors, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information, and more: www.marquemotors.com

**Factory-scheduled maintenance
Performance modifications
Pre-purchase inspections
Four-wheel alignment
Corner weighting
Large parts inventory
Over-the-counter sales
Brakes and oil change
Electrical repair
Fuel injection**



Marque Motors
PORSCHE • AUDI SPECIALISTS

503 293 5386
www.marquemotors.com

ORPCA Fund-Raising Partner Service Shop

7310 S.W. MACADAM AVE. PORTLAND, OR 97219
Call for an appointment or just drop by.



Carrera GT

...the ultimate!

4030 SW 139TH WAY
BEAVERTON,
OREGON 97005
503.641.8600
800.346.0182
www.sunsetimports.com



PORSCHE

Anzeiger OREGON REGION PCA
PO Box 5652 - PORTLAND, OR 97228-5652

Prsrt Std
US Postage
PAID
Portland OR
Permit No 4675