



# Anzeiger

NOVEMBER 2007

Oregon Region Porsche Club of America

IN THIS ISSUE

**The One Way Out Tour**

**Monterey's Classic Car Week**



*Continental*





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# Anzeiger

(an' zī ger), noun, German

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

EXECUTIVE EDITOR  
Jim Ayers  
503.292.5743  
editor@oregonpca.org

MARKETING MANAGER  
Tom Pavlik  
503.522.9409  
tom.pavlik@comcast.net

ASSISTANT EDITOR  
Chris Rotvik  
503.730.5899  
chris.rotvik@comcast.net

CONTRIBUTING EDITORS  
Peter Linsky  
503.644.2709  
contributor@oregonpca.org

GRAPHIC DESIGNER  
Nancy Scott, Engrafix Design  
503.997.2230  
engrafix@comcast.net

TECHNICAL EDITOR  
Tom Pavlik  
503.522.9409  
tom.pavlik@comcast.net

PRODUCTION COORDINATOR  
Earl Green  
503.330.2227  
earl@millennium-graphics.com

Don Clinkinbeard  
503.970.4848  
techeditor@oregonpca.org

## Board of Directors

PRESIDENT  
Chuck West  
18973 Indian Creek Ave.  
Lake Oswego, OR 97035  
503.720.2037  
president@oregonpca.org

PAST PRESIDENT  
Jeff Gretz  
16799 SW McFee Pl.  
Hillsboro, OR 97123  
503.628.6253  
pastpresident@oregonpca.org

VICE PRESIDENT  
Kathleen Ellis  
503.720.0184  
vicepresident@oregonpca.org

BOARD MEMBERS AT LARGE  
Kevin Neary  
PO Box 8153  
Black Butte Ranch, OR  
97759

SECRETARY  
Eric Freedle  
2585 SW 75th Terrace  
Portland, OR 97225  
503.384.0453  
secretary@oregonpca.org

Bill Shores  
15130 SW Village Lane  
Beaverton, OR 97007  
503.646.2431  
bill@billshores.com

TREASURER  
Jim North  
1025 NW Couch #1114  
Portland, OR 97209  
treasurer@oregonpca.org

PCA ZONE 6 REP  
Linda Bein  
porsha@bendnet.com

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Postmaster:  
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605 NE 115th Circle  
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# Anzeiger

Volume 47 No. 10

NOVEMBER 2007

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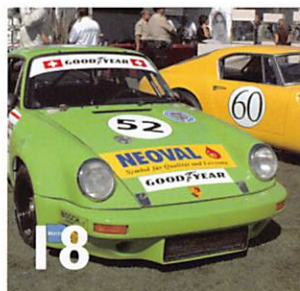
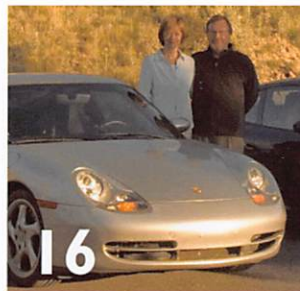
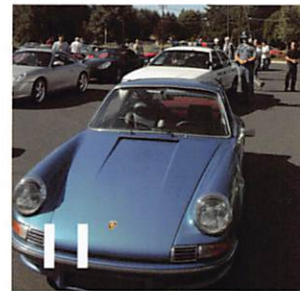
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## ON THE COVER

Carmel's Concours on the Avenue, a new event during the this year's Monterey Classic Car Week, brought this 1955 Continental Sunroof Coupe out into the sun. Displayed by Porsche at 1954's LA Auto Show, it has been featured in Road & Track many times over the years by former owner, art director Bill Motta. Story on page 18. Photo by Peter Linsky.

**FROM  
THE  
PRESIDENT**  
Chuck West

## Giving Back

**A**s you read this, our traditional driving season is “in the can,” so to speak. With the exception of this month’s dinner meeting and the monthly board meetings, ORPCA’s calendar is

and overnights here and there. All were well attended. Speaking for the ORPCA Board of Directors, we couldn’t be happier with the turnout. The pastor at my church once told me that people vote

I BOUGHT IT FOR WELL OVER TWICE MARKET VALUE. WE WERE LAUGHING THE WHOLE TIME AND THROWING VERBAL JABS BACK AND FORTH, BUT WE BOTH KNEW WHY WE WERE THERE, AND IT HAD LITTLE TO DO WITH THE ENAMEL PLAQUE.

exhausted. Whew! We needed a break anyway.

What a year! We put on several new events as well as continuing on with the monthly dinner meetings, Arrive & Drive, autocross, tours, driver education,

with their feet; his context was the number of folks who attended church and listened to his sermons. I believe that the members of the Oregon Region have voted with their feet, and we have record attendance at many events this year to



prove it. I would like to thank all of you for your attendance. Your presence validates the time and energy expended by the volunteers who have conceived of, planned, organized, put on, and cleaned up after our events.

As we age in life, be it through personal growth or facing the calendar, I believe we all must acknowledge and be thankful that we are still on this earth despite the many heart-wrenching things going on all around us. Personally, I have had many near misses with the grim reaper, from some pretty hairy stuff I was  
*(Continued on page 22)*

**FROM  
THE  
EDITOR**  
Jim Ayers

## Giving Thanks

**I** am sitting in my office in early September writing this column and realizing that by the time this magazine hits the mailboxes I will have only one more month as Editor. Leaving *Anzeiger* is not without mixed emotions; I have enjoyed writing articles and being involved in the process of creating a magazine from start to finish. I have had the pleasure of meeting and getting to know a far greater number of members because of my association with the magazine over the years than I probably would have as just a member. On the other side of the coin, I find myself becoming boring as an author, pressed to keep my ideas fresh, and looking forward to new challenges



WITHOUT THE HELP OF EVERY ONE OF YOU ,THIS MAGAZINE WOULD HAVE NEVER BEEN AS GOOD AS IT HAS.

and opportunities within the club. I don’t intend to completely disassociate myself from *Anzeiger*; I will still write a missive or two and be there as a resource to the new editor, Chris Rotvik. Chris will introduce himself in the

January–February issue and I am sure he will continue to improve on the quality of the magazine.

I have been very lucky over the past year-plus as Editor to have amassed an outstanding group of contributors. Gone are the days of having just two regular contributors, Don Clinkinbeard and

Peter Linsky, leaving me writing three or four articles to fill the magazine in months when no one else submitted anything. In addition to Don and Peter, I  
*(Continued on page 22)*

# Oregon Region Events 2007



## *November*

- 6 Board Meeting
- 14 Monthly Social and Dinner
- 20 Anzeiger Editorial Deadline for Jan/Feb

## *December*

- 4 Board Meeting
- 9 Charity Auction and Awards Banquet

All members are welcome to attend the board meetings. For the meeting time and location, please send an e-mail to [president@oregonpca.org](mailto:president@oregonpca.org).

To be added or removed from the Oregon Region's event reminder service, please send an e-mail to [postmaster@oregonpca.org](mailto:postmaster@oregonpca.org).

## **Regional Dues Change**

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

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



## **Give Us Your Best Shot**

Your photograph could grace the cover of *Anzeiger*! We're always looking for high quality, club-related color photography. And if your photo is selected for the cover, you'll receive a framed copy as well as credit in the magazine.

■ When shooting, keep in mind that the cover is oriented vertically (portrait format) and compose your photo accordingly.

■ If you're shooting digital, please set your camera to its maximum resolution and lowest level of JPEG compression, if adjustable.

■ If you shoot film, we'll need at least an 8x10 print to work from (no slides or negatives, please); attach your address to the back so we can return it.

■ Please also provide a succinct description—for use in the caption—and of course your name as you'd like to see it in the magazine.

Send all submissions to Jim Ayers, [editor@oregonpca.org](mailto:editor@oregonpca.org).



## November Social and Dinner

Wednesday, November 14

### Thai Aspara

11793 SW Beaverton Hillsdale Highway, Beaverton  
(Beaverton Towne Square, at the base of the clock tower)  
(503) 646-0906

6:00 pm Social hour  
7:00 pm Dinner (limited menu)

**J**oin us for magnificent Thai food in a warm and friendly restaurant with a gracious wait staff. Club members will be offered a very special menu for the evening.

RSVP by Friday, November 9  
to Nancy Herron (503) 293-6714  
or e-mail [dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org)

## Holiday Food Box Party

Monday, December 10  
and Wednesday, December 12

### Portland Police Bureau, Sunshine Division

687 N. Thompson  
Portland, OR 97227

6:00 pm to 9:00 pm

**G**et together with fellow club members, and others, to assist the Sunshine Division in packing 5,000 food boxes for the needy. Box packing will take place on two nights; twenty volunteers are needed each night. Be a part of making some one else's holiday season a bit brighter, it's easier to smile with a full tummy. Go an extra step and bring one or two stuffed toys for distribution to children, it could be the only gift they receive.

PORTLAND POLICE BUREAU  
**SUNSHINE**  
**DIVISION**  
HELPING FAMILIES SINCE 1923

At the end of the evening the Porsche packers will adjourn to the Widmer Brothers Brewing Company, 929 N. Russell, Portland, OR 97227. Jim and Kate Ayers will provide the first 4 pitchers of beer!

Contact: Jim Ayers, (503) 292-5743,  
[jimnkater@comcast.net](mailto:jimnkater@comcast.net)



## STILL PLAYS WITH CARS

Peter Linsky



## David and Goliath

**C**ongratulations are due Porsche following its eighth overall American Le Mans Series victory at Detroit's Belle Isle Grand Prix over the Labor Day weekend. Porsche locked up the 2007 ALMS Manufacturer Championship in LMP2 after Roger Penske's yellow RS Spyders finished first and fourth overall, sandwiching the pair of LMP1 Audi R10 diesels. Further back, though, things were not as bright in GT2 as a Ferrari F430 GT again humbled Porsche's 997-based GT3 RSR. Looks as if Ferrari will take the title this time around. The big question is not whether—but how badly—the ALMS will further handicap the LMP2 Porsches. After all, the little guys aren't supposed to beat the bigger guys on a regular basis.

**P**orsche AG came under some withering fire back in June when autoextremist.com blogger Peter M. De Lorenzo took the automaker to the woodshed for pulling out of the 2008 North American International Auto Show in Detroit. Porsche's explanation was that the midwest was a very weak sales area and it preferred to concentrate its efforts in high-volume markets such as Southern California. De Lorenzo flatly called that a

THE BIG QUESTION IS NOT WHETHER—BUT HOW BADLY—THE ALMS WILL FURTHER HANDICAP THE LMP2 PORSCHEs. AFTER ALL, THE LITTLE GUYS AREN'T SUPPOSED TO BEAT THE BIGGER GUYS ON A REGULAR BASIS.

load of BS, saying that the Detroit show is still among the handful of the "gotta be there" influential events in the automotive world. He also ripped Porsche's "holier-than-thou arrogance" in its product and pricing strategy, especially the way it dings buyers for optional equipment, calling it "egregious price gouging and unmitigated greed" that piles thousands upon thou-

November 2007



Porsche's RS Spyder has bested Audi's R10 for the overall ALMS win eight times this season (photograph courtesy Dr. Ing. h.c. F. Porsche AG).

sands of dollars to the as-delivered price of a new vehicle. Ouch!

Porsche took some heat from the greens as well this summer. The website autointell.com reported in July that activists from Greenpeace visited Porsche AG's Zuffenhausen facilities to denounce the company's vehicles, which they called "climate pigs." Showing a rare Teutonic sense of humor, Porsche hung a huge banner outside its administration building

that read "Done It at Last: Greenpeace Demonstrates at Porsche. Now We Are Really Somebody!" PAG rejected the claim, hanging a second banner that pointed out that not only are passenger cars to blame for less than 12 percent of all of Germany's exhaust emissions but that Porsche's sports cars emit less than one-tenth of one percent. Porsche also

noted that its sports cars can run on gasoline containing up to 10 percent ethanol, and the latest version of the Cayenne SUV can run on up to 25 percent ethanol. Finally, there was a third banner that chided Greenpeace a bit, saying "Dear Friends from Greenpeace: Porsche is Better than You Think. But the Good News is that David taking on Goliath was Underestimated, too."

**Y**ou may recall this column some time back referring to a new winter driving aid called AutoSock. Essentially, the AutoSock is a high-tech fabric cover that slips over your tire and offers enhanced winter traction. Introduced in Europe in 2006, AutoSock is now available in the US for about a hundred bucks a pair. Order online by going to [www.autosock.us](http://www.autosock.us). The closest distributor is Six Robbles' Inc. at 3677 SE Edison, Portland, OR, 97222; (503) 652-9971 or (800) 452-4754, [www.sixrobblees.com](http://www.sixrobblees.com)

Until next month, drive safely! ■

# Charity Auction and Awards Banquet

Sunday, December 9

Let's make this year's Holiday Charity Auction and Awards Dinner the BEST ever

This is the year for FIRSTS!

FIRST year on a SUNDAY evening!

FIRST year at a central location:

Embassy Suites at Washington Square  
9000 SW Washington Square Road  
Tigard, OR 97223

FIRST year for an amazing dinner created by the executive chef especially for ORPCA!

FIRST year for dinner wine hand-picked by our very own sommelier!

FIRST year at a reduced price of \$45 per person!

FIRST year for express check-out!

FIRST year for "buy it now" items!

FIRST year for a photo opportunity with Santa!

Please come join us for a diverse selection of silent auction items and a unique assortment of oral auction packages.

5:00 pm	Silent auction and no-host bar
6:30 pm	Dinner
7:30 pm	Club business
8:30 pm	Oral auction



Yes! Save me a place at the ORPCA Charity Auction and Awards Dinner

December 9 at 5:00 pm

Only 120 tickets available, RSVP by December 1 (\$5 surcharge per person for payment received after December 1)

No refunds or cancellations after December 1

Embassy Suites at Washington Square, 9000 SW Washington Square Road (503) 644-4000

Name \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_

Number of places being reserved \_\_\_\_\_ at \$45/ea= \$ \_\_\_\_\_

Meal Choice(s)

Filet Mignon Qty \_\_\_\_\_

Halibut Qty \_\_\_\_\_

Enclose check payable to ORPCA:

Lyn & Chet Martin

605 NE 115th Circle

Vancouver, Washington 98685

RSVPs received after December 1 must include \$5 surcharge per person.

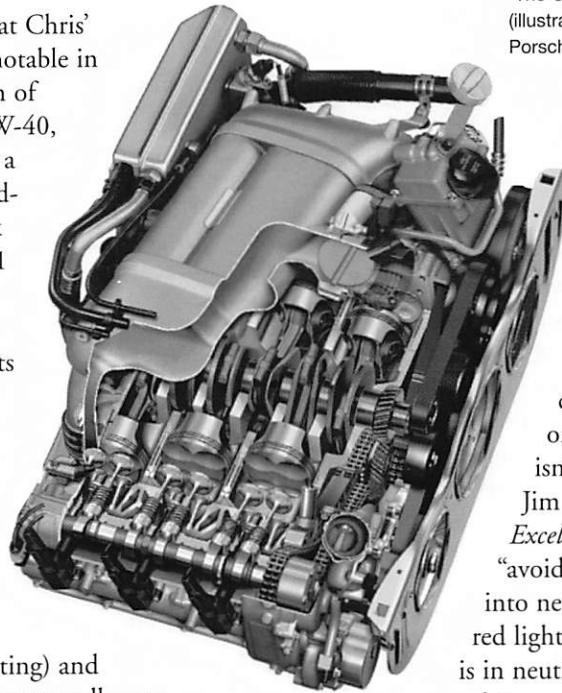
Cancellations received by December 1 are entitled to a full refund. Cancellations after December 1 will not be refunded.

## Slippery Bits

**S**even hundred and thirty. In a summer where I've given away one of my daughters to a new son-in-law and experienced my other daughter bringing our family's first grandchild into the world, that's the sum total of Porsche miles driven. I've been wedding planner, financial consultant and bank, landscaper, and just plain Dad. What I haven't done is much writing. Luckily, reading is one of my defenses in the effort to stay sane in the face of chaos, so I have a few tidbits to share.

Oil remains controversial. A few months back I touched on motor oil quality and change intervals. A September 11, 2007 posting by Chris Powell in PCA's Tech Q&A offers more: "There is a lot talk about this going around, and I have concluded that yes, you should be worried if you have an earlier car with two valves. The problem is the lowering of zinc diphosphate to supposedly cut down on catalytic converter failure (there is some dispute that this is a real problem). The SM-labeled oils meet this new spec. What you want is an SL and/or CI (not CJ) rated oil. These are still available, including SWEPCO 306, Chevron Delo 400 (check the labels), Brad Penn (what used

Given that Chris' posting is notable in its omission of Mobil 1 0W-40, and I drive a 996, I decided to check the Mobil 1 website. And that's where it gets confusing: Mobil 1 0W-40 and 15W-50 are both SL-rated (preferred per the posting) and SM-rated (supposedly conforming to the newer, lower zinc diphosphate spec, that is, less desirable). The website does go on to say that "Mobil 1 15W-50 is recommended for older valve train designs that may benefit from a higher level of anti-wear normally not required in newer generation vehicles" (Mobil 1 0W-40 lists no such claim). Of course, Mobil 1 0W-40 is Porsche-



The GT3's four-valve boxer engine (illustration courtesy Dr. Ing. h.c. F. Porsche AG).

that this was poor technique, causing undue wear on the throw-out bearing. (I've long since stopped, knowing the greater damage that comes of going on and on about something that isn't going to change!) Now Jim Pasha, in August's *Excellence*, advises that we "avoid shifting the transaxle into neutral at stop signs and red lights. When the transmission is in neutral, all the gears stop revolving and the synchronizers do not work. When you go to move the car after the light turns green, you shift from neutral to first gear. Usually, the slider aligns pretty easily—but it does wear the edges and the pieces are trying to come up to speed and re-align. This is where a *lot* of wear on a first-gear synchro occurs."

"A better method is to shift into first gear at *very* low speed as you approach a red light and then keep the clutch in until the light turns green. This method saves wear on the first gear synchronizer and the engaging teeth. I know some experts will disagree—citing throw-out bearing wear and, if the clutch is not held fully in for the duration of the light, clutch-disc wear—but throw-out bearing failures are rare and the cost for clutch-related repairs pale in comparison to transmission overhauls." Now I have a hard habit to break.

**W**ill Porsche take a majority stake in VW? In September's *Anzeiger* we boned up about the potential impact of climate change on our automobiles. According to *AutoWeek*, September 24, (Continued on page 22)

YES, YOU SHOULD BE WORRIED IF YOU HAVE AN EARLIER CAR WITH TWO VALVES. THE PROBLEM IS THE LOWERING OF ZINC DIPHOSPHATE TO SUPPOSEDLY CUT DOWN ON CATALYTIC CONVERTER FAILURE.

to be Kendall GT1) and others. Among synthetics, Shell Helix Ultra, Mobil 1 V-Twin and others still are SL rated. There are more than listed here, so do some homework. Modern four-valve cars have lower valve spring pressures so would not be as likely to suffer the wear associated with this change. The problem seems to be the worst in flat tappet cam engines, so our system of rockers probably does a better job, but it is good to be on top of this. Stay tuned."

approved while Mobil 1 15W-50 isn't, although this is probably irrelevant to an early 911 owner. I'm still scratching my head about the fact that Mobil 1 V-Twin 20W-50 (recommended by the posting) is neither SM- or SL-rated (the website lists it as exceeding API SJ, SH, SG/CF, CD and JASO MA).

**S**eems my wife is vindicated. She holds the clutch in, first gear selected, at stop lights. For some time I gently suggested

# 2008 ORPCA Board of Directors Candidate Statements

## President— Chuck West



Having served as ORPCA's president for 2007, I am excited about the prospects of continuing on as president for 2008. It is hard not to want to contribute what I can to a great

bunch of Porsche pilots with can-do attitudes and the desire to drive their Porsches, not let them gather dust. Next year I guarantee more of the same enthusiasm I had this year, and promise to introduce as many new and different events as ORPCA can handle and the calendar will permit.

## Vice President— Kathleen Ellis



I have been a member of ORPCA since 1999 and have enjoyed every minute of it! Bob and I have participated in numerous club events over the years, both as workers and play-

ers. I am convinced that participation is what makes a great club like ours work. I served in the capacity of secretary of the ORPCA board for four years. In 2006, I worked as facilities chair for Parade Portland. This year, 2007, I am currently acting as your vice president. My duties have included supporting the various event chairs and working with the other board members for the benefit of the membership at large. I have enjoyed contributing time and effort to the club and am pleased to have the opportunity to continue to do so. As part of the team, I can continue to work towards even better communication and efficiency and assist in enriching the events we have planned for 2008. I look forward to continuing to serve as vice

president of this great club and working with all of you!

## Secretary— Eric Freedle



As the current secretary of ORPCA I have seen the club grow the member base along with many activities for which the members can participate. I have been an ORPCA member since

1998 and have been involved with autocross, driver education track events, and was the hospitality chair for the 2006 Parade Portland. Being a board member has kept me involved with club members for the Portland Historic Races, Arrive & Drive events and the holiday party. I will continue to assist both the members and the board for the 2008 year.

## Treasurer— Jim North



Since joining ORPCA in 1996, I have been active in driver education, autocross and tour events. I served as assistant treasurer for the 2006 Parade Portland. My focus going forward

will be continued work on an efficient and responsible annual budget process. This revolves around each individual ORPCA event being run well. I also want to continue the streamlining of the treasurer's process with more automated registrations and less handling of paper checks. Finally, we as a board have a fiduciary responsibility to all of our members to protect the reserve fund generated from Parade until we decide collectively how it can be best spent in future years.

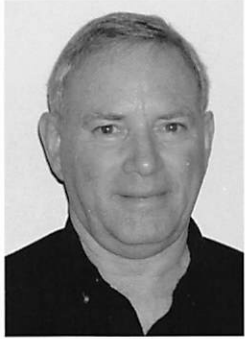
## Board Member at Large— Jim Ayers



I have been a member of ORPCA since early 2002. Since that time I have been extremely active in autocross, Rainbonnet, a number of tours and as the techni-

cal editor, and then editor, of Anzeiger magazine. I was also very involved in Parade Portland in 2006. It has been my good fortune to meet a large number of club members through my involvement with club activities. I have attempted to extend myself as an ambassador of ORPCA to both new members and Porsche owners who have not yet become members. It is my intention to continue in this capacity as a member of the board of directors. I have skills in defining problems, developing a course to resolve the problem and implementing the resolution.

## Board Member at Large— Chuck Bergeron



What has impressed me the most since joining the Porsche Club of America has been the people. The members I've met have been both intelligent and ready to give their time for the

club's events. I've spent most of my time involved in the driver education events, with a focus on safety and fun. But now that I've turned over my track-related duties to others, I want to contribute to our club in other ways. I've come to appreciate that the club's events can be both broad and high quality. I'd like the chance to hear from members how we can continue to improve and to do my best to help make the changes to keep our club headed in this direction.

## Board Member at Large— Sue Denfeld



I appreciate the opportunity to serve our club as board member at large. My husband, Gregg, and I have been members of ORPCA since 2000. This club is very active and I'm excited

about giving back to the club members my time and support for future events. We have been involved with the Anzeiger, Arrive & Drive events, monthly dinner gatherings, 2006 Parade Portland, and have served as the event chair for the 2007 volunteer and holiday parties. The spirit of volunteerism is alive in this club and I am honored to help direct those who want to keep this club active, energetic and fun for all the members. ■



# When Your Seat Belt Can Kill You

by Peter Linsky

Is there anyone who drives today who doesn't know that he or she is much more likely to survive—or better still, avoid—a traffic collision if properly strapped into the vehicle? I recently read a piece on the website Slate ([www.slate.com/id/2173446/](http://www.slate.com/id/2173446/)) that shines an intense spotlight on the word “properly.” The article concerned the subject of reclining one's seatback while a passenger, and what that does to the relationship of your body, the seat, and that seatbelt and shoulder harness. In a nutshell, if you decide to drop the seatback down so you can take a little nap while the old rennmeister is buzzing down the road, you could be in a world of hurt should said vehicle go off the road or collide with

another vehicle or fixed object. That's because reclining moves the lap belt up from your hips, where it belongs, to your soft midsection; the shoulder belt is rendered entirely useless. Hit something hard, and you're in line for big-time abdominal injuries, broken legs, or worse. It's happened enough that automakers have been dragged into court to explain why there isn't a specific safety warning. The manufacturers say “Read your owner's manual,” which usually cautions in vague language that seatbacks should not be lowered “excessively,” whatever that means. Bottom line, says the author, who survived such an accident, is don't recline your seatback if you want to take a nap on the road. ■

## Give a little ... Gain a lot

Please donate to the ORPCA Charity Auction

**W**eekends at the beach, how about the mountains? Wines from your cellar or even a store? Art, antiques and collectibles? Tools, services and the impractical?

By giving a little you can gain a lot of satisfaction in knowing you have helped out those less fortunate than yourself.

Big or little, please do what you can. Submit donations by November 15; contact Don and Denise Peterson at [dpeterson986@comcast.net](mailto:dpeterson986@comcast.net) or Bill and Peggy Munson at [bmunson@saw.net](mailto:bmunson@saw.net).

# The Blue Light Special

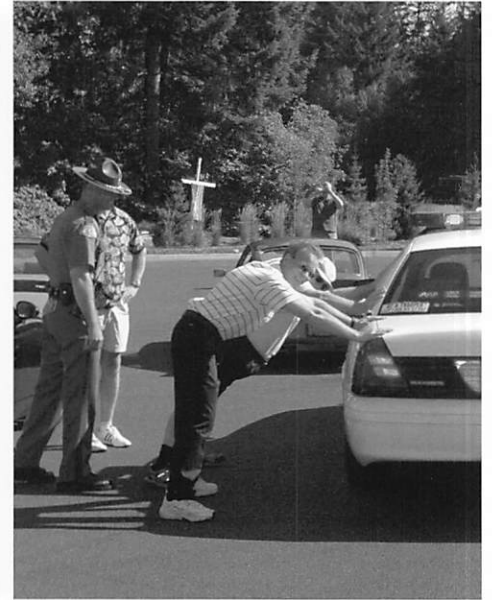
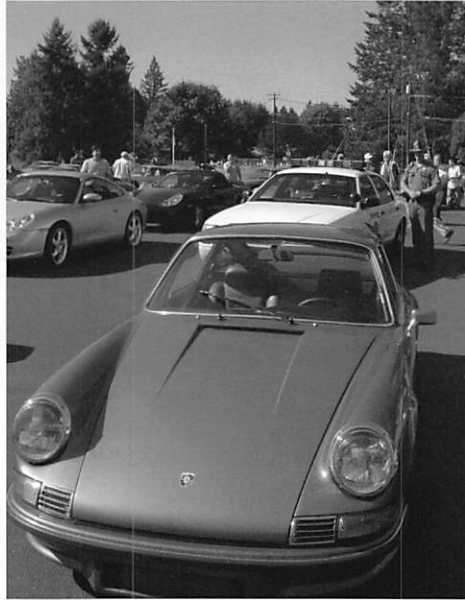
## September's Arrive & Drive

Story and Photographs by Jim Ayers

**T**ourmeisters Dan Hein and Brian Summers had to utilize all of their skills of persuasion to secure the release of the notorious Gregg “push ‘em around” Denning from Washington State Patrol Trooper Jeffery Heath’s custody. Trooper Heath had noticed 37 Porsches pulling into the parking lot of the Lewisville Market and Deli. Being a self-confessed motorhead, the trooper pulled in for a closer look. Needless to say the arrival of Trooper Heath and his marked patrol car cause a murmur of concern to ripple through the assembled crowd of Porsche people.

A contingent, led by Denning, attempted to bribe Trooper Heath with an offer to drive a Porsche. Heath remained true to his oath of office and refused to accept the bribe. When it became apparent Denning would have to be taken into custody, another Porsche driver assumed the position (if you don’t know what this means, it is a good thing) on the back of Heath’s patrol car. Summers and Hein, making sure not to mention free rides or drives, negotiated a conditional release for Denning and the other poor soul... all in good fun. Trooper Heath simply pulled in to get a cup of coffee and look at some nice German metal. In return, he was enlisted to model his uniform and car for this issue of *Anzeiger*.

Dan and Jane Hein with Brian and Gina Summers did a great job planning



Top left: The Blue Light Special. Is that thing legal? Top right: Assume the position! (Now, do I really want to pat these guys down?) Above: How often do you see 37 Porsches outside Lewisville’s Market and Deli? Below: Recapping the morning’s misadventures over lunch at Skamania Lodge.

WHEN IT BECAME APPARENT DENNING WOULD HAVE TO BE TAKEN INTO CUSTODY, ANOTHER PORSCHE DRIVER ASSUMED THE POSITION.

this tour. The morning of the tour we learned that I-5 north was closed due to a major traffic accident. Given the tour was going to be passing through the back roads of Clark and Skamania Counties, ending at Skamania Lodge for lunch, the freeway was the only way to get to the fun roads. Flexibility being a major asset for the Arrive & Drive tourmeister, the route was

diverted to I-205. Top-down weather, crystal blue sky and a comfortable temperature made for a great drive. I never cease to be amazed at how beautiful Oregon and Washington are during late summer and early fall. ■



**CORRECTION:** “Religion on the Road” in the October issue of *Anzeiger* incorrectly credited the article’s photography. With the exception of the image of Bruce and Sandra Dalrymple, all photographs were provided by club member Danni King. We apologize for the error.

# What I Did This Summer

## My Trip to “Coney Island”

Story by Jeannie Gretz / Photographs by Gregg Heinze

**O**K, so I’m addicted. I admit it. My name is Jeannie Gretz and I’m an autocross addict. I think about it all the time and nag my husband to make our car faster. I gaze longingly at road construction cones in the off season. I set up pretend courses with Hershey’s Kisses on my desk while I talk on the phone.

But let’s talk about this because there are only four of us females (Pamela Chapman, Denise Peterson, Kathleen Ellis and me) who compete in ORPCA autocross regularly, compared with a group of maybe 40 male regulars. Perhaps if I describe the whole thing from a female point of view, we might up the numbers a little.

First of all, let me say that nothing compares to the absolute thrill of nailing a tight slalom with the ass-end of your car just kissing each cone, holding a big sweeper curve just at the edge of control

NOTHING COMPARES TO THE ABSOLUTE THRILL OF NAILING A TIGHT SLALOM WITH THE ASS-END OF YOUR CAR JUST KISSING EACH CONE, HOLDING A BIG SWEEPER CURVE JUST AT THE EDGE OF CONTROL OR STANDING ON IT INTO THE FINISH BOX THEN HITTING THE ABS.

or standing on it into the finish box then hitting the ABS. My hands shake, my



Above: Belted in, adrenaline pumping, focus... Below: Jeannie launches the Boxster on her way to getting another fix.

adrenaline is totally pumped and I live on this rush for a good 48 hours. I’m not really good at autocross—usually in the mid-

dle of the time pack—but it’s only been two years and I’m getting faster, dang it. Just wait.

OK ladies, here are some pointers if you want to give it a go. Don’t bring a purse. I won’t name the innocent newbie who carried hers on the course walk-through. Keep your lip gloss, mints and sunglasses in your jacket pocket. Don’t wear earrings (studs are OK) because you’ll be lifting your helmet on and off and on and off... you get the picture. Baseball caps are advisable for helmet head. Bring a change of shoes because your driving shoes hurt when you stand in them too long during course work.

Now that we have the girlie-girl stuff out of the way, may I say, in descriptive yet unladylike terms, you gotta develop some brass cojones and drive like a guy! No sissy stuff. Get an instructor for your first few times out; get serious and drive! Watch the alpha dogs, ask questions, learn your car. Denise Peterson admits to swearing like a sailor while racing, but only when her car’s top is up.

Your first time out you’ll drive slowly, learning the course, then build up speed on each run until you are swept up by the chaos of it all and you sit there afterwards thinking “what in the hell just happened?” Pretty soon it starts making sense and gets easier to focus. The guys will tell you it’s all about seat time—practice, practice, (Continued on page 22)



# One Man's Junk is Another Man's Treasure

## Sunset Imports Swap Meet

Story and Photographs by Jim Ayers

**O**K, we have all heard it before: one man's junk is another man's treasure. The problem is that the price of one man's junk has gone way up, especially if it is remotely related to Porsche. We all know anything that shows a prancing horse in the Stuttgart emblem ain't gonna be cheap.

Oops, just a minute. I saw a sign that said "Free, take me, all of me." Hmmm... It was a bunch of *Anzeiger* and *Panorama* back issues. I was mildly interested in the issues of *Anzeiger* until I realized none of them were old enough to be the missing links in our club library. As would be, there was another interested—and not so picky—person who took all of them.



Above: Headlight screens, rally lights, overhead luggage rack and steel wheels. Transsyberia Rally, anyone? Below: Clean 964, polished Fuchs—hey, is that Warner? Bottom: Whatever you were looking for, it was here... somewhere!



Old cars, newer cars; old wheels and new wheels, most with tires; boxes of miscellaneous parts. If you bring it, it might just sell. Chuck West had a great day somewhere in the range of—well let's just say he had a good day. Jim North just kept marking his prices down. Immediately after the swap meet opened he sold a race seat and from that point on it was a downhill slide. Having held more garage sales than I care to remember, I can tell you there is one truism that always applies: if you want to sell it, price it to sell. Funny that some people just don't get the concept.

I found myself totally enamored with an RS front valance for my old 911S until I realized I had to buy all the rest of the fender flares, side plates and duck tail. So much for my good deal on a front valance with room for an oil cooler. I watched as one young man negotiated with Sunset's people over a number of sheet metal and interior parts. He must have met with satisfactory results as he kept carting off merchandise!

I suspect part of this event's allure is social in nature. It was amazing to see how many members showed up, happy to spend hours walking around and chatting with other members.

Thanks Sunset! The event was a first for me, as it had always conflicted with some other thing in my life. I enjoyed it, as did everyone else I talked with. ■





# One Way Out, Many Ways Back!

By Jim Neidhart

**W**ednesday evening, September 5, opening night of the One Way Out Tour, began with dinner at the Windseekers Restaurant in The Dalles on the outside patio overlooking the Columbia River. Enjoying the beginning of the trip together were John and Lanie Johansen, Rupert and Bobby Jo Koblegarde, Gerry Reitsch and Stella Wilson, Jim Neidhart and Jill Bushman, John Mazmanian and Tom Pavlik, Ron and Lynn Gotcher, Dan and Janey Sheehan, and Bill and Peggy Munson who joined the group for dinner as they were

Thursday morning the group headed out for our first destination, traveling through Walla Walla, Washington, and stopping at some wineries to add to the already fine wine selection we were all carrying. We continued traveling into Lewiston, Idaho, for lunch and then into Hells Canyon where we not only had awesome scenery, but great roads leading through McCall and into the Tamarack Resort to complete a 500-mile day.

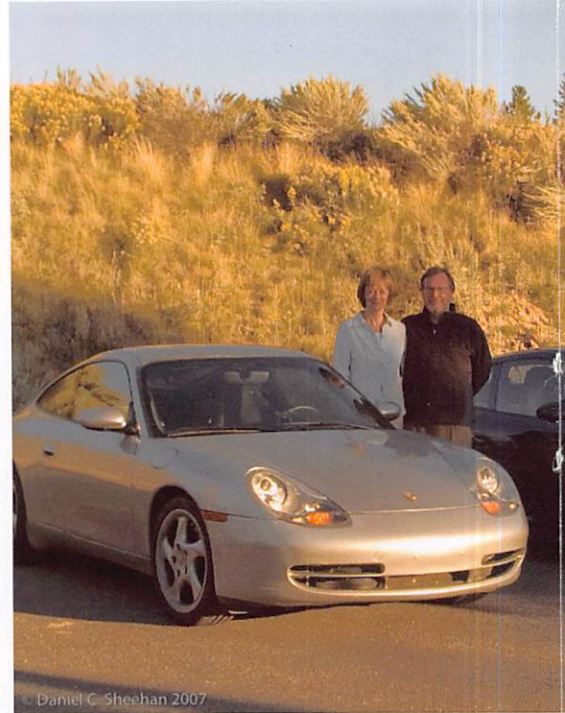
Tamarack Resort—visited by President Bush—is a new, quality-built, four-season resort with ongoing construction and a

KUDOS TO JOHN AND LANIE JOHANSEN FOR ESTABLISHING THIS NEW END OF THE SUMMER TOUR. IT WAS UNANIMOUS THAT ALL ARE LOOKING FORWARD TO THE TOUR IN 2008!

passing through on their way home from a vacation trip. Thanks to Ron and Lynn Gotcher for lining up the evening together.

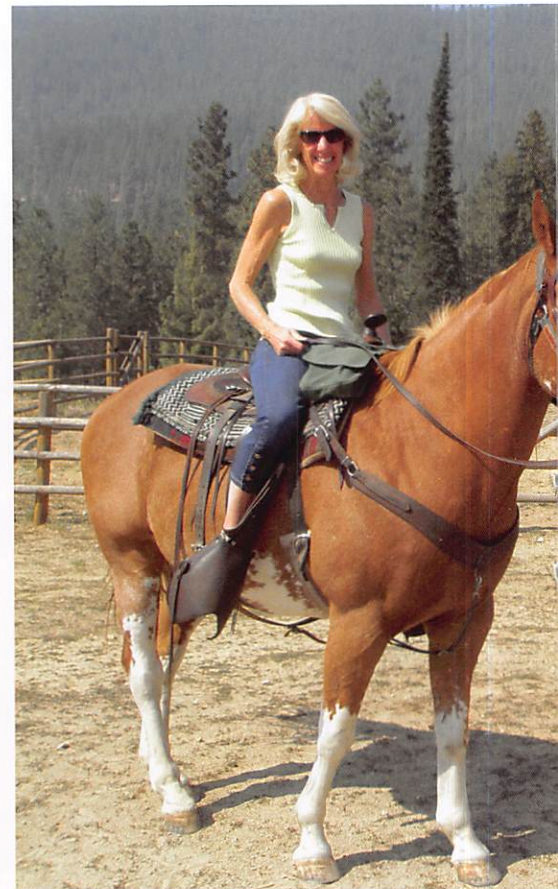
goal to be similar to Whistler. We were served a gourmet dinner in the Morel Dining Room at the Osprey Lodge. Everyone brought and shared their special

Above, left: At the halfway point: outside the Granary Restaurant in Jackson Hole, Wyoming. (photograph by Dan Sheehan). Above, right, and center right: A few of the many sights along the way (photographs by Tom Pavlik and Dan Sheehan). Center: Jill Bushman and Jim Neidhart check out another mode of transportation (photograph by Jim Neidhart). Below: Making plans for the many ways back. From left to right: Jill Bushman, Jim Neidhart, Gerry Reitsch, Stella Wilson, and Rupert and Bobby Jo Koblegarde (photograph by Jim Neidhart).



bottle of wine, giving all a chance to taste most of the offerings. As it turned out, we had excellent wine tasting nightly which enhanced the entire trip.

Leaving Tamarack the next morning, the group headed for the Stanley cutoff taking us over Banner Summit and Galena Pass through the very rugged Sawtooth Mountains. A portion of the road south of Tamarack had been closed for the previous





week because of forest fires and had just been reopened that morning. Our only alternative would have been to drive about an additional 150 miles around, through Boise, missing some of the best roads. This route was one of the group's favorite Porsche roads, and most scenic, even though the landscape was recovering from

a forest fire that burned 7 million acres in the year 2000.

We arrived Friday afternoon at the Sun Valley Lodge in Sun Valley, Idaho. Built in the '30s and very luxurious, it hosts an Olympic-size skating rink, a 91-degree-plus swimming pool, and a great panoramic view of the Sawtooth  
*(Continued on page 23)*



# Another Great Car Week at Monterey

Story and Photographs by Peter Linsky

Okay, Indy roadsters were the feature at the Monterey Historic Races this year, and Aston Martin starred at the Pebble Beach Concours d'Elegance, but you still should have been there. The annual Monterey Classic Car Week enjoyed its best weather in decades, according to veteran locals; there was an excellent new free event to take in, and there were certainly enough Porsches on hand to feel right at home. As always, there's more to do than time to do it, and it's gearhead heaven. ORPCA members Bob Ames, John Mitchell, Don Stroum, Tim Merrihew and David Schroeder (or at least his ex-Chuck West 911) were on hand for all or part. Sorry if I missed anyone!

We arrived in Carmel early Tuesday afternoon in time to walk downtown and take in the first-ever Concours on the Avenue (did I mention that it's free?). Seven blocks of Ocean Avenue were blocked off to accommodate more than 130 beautiful cars—1946 through 1971—culled from several hundred applicants. Everything about this new show was first-class (Tiffany provided the silver trophies) and it was notable in that there were no Italian cars invited, since they had their own Concorso Italiano later in the week. Of course, there were a dozen or so



Porsches to drool over, mostly 356s, but it was nice to see some old friends showing their 912s. A Corvette Grand Sport coupe was Best in Show.

Wednesday morning was set aside for a visit to the popular Automobilia Expo—there's always something you can't go home without—and Thursday saw 150 Pebble Beach Concours d'Elegance entries taking to the road for the largest-ever Pebble Tour. Some gorgeous old sports and racing cars plus some fine classic Packards and Duesenbergs took to the highway, but

also a gold-trimmed Rolls Royce that had been grotesquely rebodied by a French carrosserie.

Friday morning brought The Quail concours in Carmel Valley, honoring 50 years of racing at Laguna Seca, the 75th anniversary of the Monte Carlo Rally, and Briggs Cunningham's centenary—among other things—with some fine cars on hand. The '53 Sebring-winning Cunningham C4R roadster was Best (and loudest) in Show. The latest hand-built giant '30s-flavored boat-tail roadster from the Blastolene Brothers blew everyone away with its beveled glass grille and absolutely the best paint job anywhere! I spent some time at the Bonhams auction in the afternoon.





Far left: A select group of 356s at Carmel's Concours on the Avenue, new this year. Left: Friday's concours at The Quail brought out these famous 911 bookends: a rally-prepped 1973 RS and 1974's Carrera RSR (below). Bottom left: An ex-factory 1949 356 SL at the Monterey Historic Races. Bottom center: What's possibly the world's ugliest Rolls Royce shocks the crowds in the largest-ever Pebble Beach Tour d'Elegance. Bottom right: The Blastolene Brothers' B-702, a 20-foot-long, eight-foot-wide, monster powered by a 702 cubic inch GMC V12.

Bidding at the major sales was generally soft this year, but some people still had a lot of money to spend.

The weekend brought the Monterey Historic Races, with the usual high-quality entry. There was only one serious racing mishap: a Lotus 23 tangled with the well-known ex-Dan Gurney Pacesetter Ford Lotus 19 Sunday afternoon. Both cars were badly damaged, but fortunately nobody was hurt.

I didn't get out to Pebble Beach this year, but the famous 1935 Duesenberg race car known as "The Mormon Meteor" took Best of Show. At least it wasn't that Roller. ■



# Smokin' Fun at Pro Drive's Car Control Course

By Chris Rotvik

**A** lurid slide, tire smoke wafting into the cabin, in a garden-variety Toyota Camry. Not what you'd expect.

My wife, Susan, and I came into the course not quite sure what to expect. Would it be too basic? Boring even? Billed as a car control and defensive driving course, the three-hour session starts in the classroom. Car dynamics and techniques—understeer, oversteer, and threshold braking, for example—are touched on in a way that forms a nice primer for the main event: time in the skidcars.

Pro Drive's skidcars are fitted with a system that enables the instructor to remove weight from either or both ends of the car. The effect? A reduction of traction that allows us to take the car beyond braking, cornering and acceleration limits while staying at low speed. The feeling is much the same as driving on snow or ice, but the skills acquired go well beyond a win-tertime slog.

Susan and I shared a car and instructor, Ben, with fellow PCAer Larry Rinehart and his son Nick. As they're PCA autocross regulars, you may know Larry



“do as I say, not as I do” being handed down.

Back to the cars. We start with understeer—weight jacked off the front of the Camry—around a figure 8. Each driver cycles into the hot seat, experiencing techniques to coax the front end to go where the wheels are pointed. Valuable, yes, but the real fun comes next: Ben jacks the weight off the back of the Camry,

LARRY DECIDED ON PRACTICING HIS WORLD RALLY CHAMPIONSHIP TECHNIQUE, NUDGING THE CAMRY INTO OVERSTEER AND USING FULL OPPOSITE LOCK, PLUS A HEAVY APPLICATION OF THROTTLE, TO WALK THE CAR FROM CORNER TO CORNER SIDEWAYS.

and Nick. Nick, 16, had just recently received his Oregon Driver License and this course was the next step. Bravo to the Rineharts for going beyond the woeful level of training provided by the state. In our classroom session, Nick not only commented on some of the somewhat frightening aspects of in-school driver training (for example, how to stay in control of the vehicle while reaching into the footwell to retrieve an errant object such as a cell phone), he also noted how cavalier, from his vantage point, we older drivers are in piloting “two-ton bricks of metal” while “steering with our elbow, Starbucks in one hand, cell phone in the other.” I sure he’s not the only young driver to sense a bit of

prompting big spins for all. We’re still on the figure-8, and we’re taking turns sensing the limit of adhesion and practicing what you do with hand, eye and foot to bring the car back under control. Once everyone acquires some mastery of technique, Ben takes the weight off both ends of the car, and we move on to a micro-autocross course. We’ve got wheelspin on acceleration, lockup on braking for the corners, understeer turning in and oversteer coming out. The goal: maintain momentum and stay on course, correcting skids and slides only as necessary.

That is, unless you’re Larry Rinehart. Larry decided on practicing his World Rally Championship technique, nudging

the Camry into oversteer and using full opposite lock, plus a heavy application of throttle, to walk the car from corner to corner sideways. (Does he autocross like this?) Susan, in the back seat behind Larry, is just having a ball—you could hear her a quarter mile away laughing her head off! It’s not just fun and games though—every one of us comes away a more skillful car handler, and a bit mentally taxed from the focus needed to sense the limit and hold the car there.

Driving away, the course left a number of impressions: One, it was great fun and a wonderful way to develop car control skills. (And for a hundred bucks? Oh so cheap.) Two, that we’re going to enroll our own kids in the course the next time it comes around (especially our two daughters, although our son has been through a phase of on-road hooliganism that surely prompted more than his fair share of late night powerslides, one of which saw a curb remove the front subframe of his Miata). And three, why isn’t something like this integral to every kid’s driver training curriculum?

ORPCA’s Dennis Torgeson coordinated the event. Dennis, thank you! Can we see another one come spring?

I asked Ben how many miles they get from a set of tires. “Only about 300” was his reply. And a bit less with Larry Rinehart at the wheel. ■

## IN THE SIXTH ZONE

Linda Bein



# Flying the Flag High

**W**ow! The 52nd Porsche Club of America Parade is history but it certainly left some wonderful memories for those in attendance. My personal highlight was the Victory Banquet aboard the *USS Midway*. As we reached the flight deck, we were greeted by a beautiful Penske Spyder with all kinds of historic aircraft as a backdrop. After a glorious sunset the ship's lights came on and provided the perfect stage for an evening of pure pleasure!

Bravo to *all* of the Zone 6 regions and members who took home awards! There are too many to mention but we can be very proud of the **Pacific Northwest Region** which walked away with the Paul Heinmiller Memorial Trophy. This honor is awarded to the region newsletter which has been given the highest total score by a panel of judges. Other newsletter winners were the **Yellowstone Region** (first in Class 1) and the **Olympic Peninsula Region** (third in Class 1)! The **High Desert Region** tied with the San Diego Region for first place in the website contest.



Photograph courtesy Peter Linsky

The Zone Challenge lived up to its name, challenging our members to build sand castles, endure a tug of war, and to exhibit Frisbee skills. We were proud to take first place in Frisbee skills with 210 points!

Zone 6 regions have been busy during the last few months doing what they do best—driving Porsches and putting on cool events! One special happening occurred for the **Polar Region** during the Champ Car event. The organizers of the Edmonton Grand Prix asked the region to provide 20 cabriolets with drivers for a lap of the track, carrying the Champ Car driv-

ers and key sponsors, before the race. The photos of the event were spectacular!

The **Canada West Region** put on a brand new weekend event in August and it was a huge success. The event took place at Sun Peaks Ski Resort in British Columbia and the attention to detail was evident. Vic Elford was the key speaker; he was at his most relaxed best. Autocross morning was wet but that didn't dampen the smiles on the faces of the participants.

All of the Zone 6 regions who have put on or will be putting on a charity event are to be congratulated! This is one of the very best ways to give back to your community and to give a positive image of the Porsche brand. Kudos to you all!

2007 milestone anniversaries include the **Wild Rose Region**, 25 years, the **Yellowstone Region**, 30 years and the **Inland Northwest Region**, 35 years. Cheers!

That's it for now. Sorry I could not include more special events so please go to each region's website for the great things happening in Zone 6!

May we drive (safely) forever. ■

## Rearview Mirror: Party Like It's 1996

**N**ineteen Ninety-Six. Just eleven years ago, and my how things have changed. Of the approximately 750 members of ORPCA, 54 had e-mail addresses (or at least only that number chose to have them listed in the "netpage" of *Anzeiger*). We could nearly fill the magazine with the e-mail addresses our membership uses today. Makes one wonder how we ever got along before technology took over.

1996 was the year in which the Cascade Region was formed. The then-president, her husband and a few other members of ORPCA petitioned National for permission to form a new region and were granted that authority. The new region took

Benton County south in the valley, Lincoln County south on the coast and all counties east of the Cascades, except Hood River County. A review of *Anzeiger* from that timeframe provides no reason for the schism, and that is probably for the best. Cascade has two chapters in its region: Central, covering the Eugene/Albany area, and Southern, which is centered around Medford.

In 2000, Oregon was again carved up with the formation of the High Desert Region. Geography and weather played the primary role in the formation of this region. Wintertime commutes to functions in the valley could be pretty tricky in a Porsche. High Desert is comprised of the

13 central and northeastern counties of Oregon.

Apparently the annual holiday party included a Chinese auction to raise money for charity. Having never heard of a Chinese auction, I used the wonderful internet and Google to find out what this type auction is about. Instead of bidding on items in either an oral or silent auction format, you buy tickets at a preset cost per ticket. If you want to win an item, you place one or more tickets into a basket by the item. The auctioneer or host then draws a ticket from the basket and announces the winner of the item. I think I prefer our current system using the silent and oral auction formats. ■

## FROM THE PRESIDENT

*(Continued from page 4)*

exposed to in the Navy 35-plus years ago, road racing motorcycles 20 or so years ago, to going into PIR's turn 10 way too fast. Or... having a front tire go flat just as I exited the highway, rather than 30 seconds previously as I was in the number one lane traveling at a high rate of speed.

My near misses give me pause to think that my karma, if you will, is seriously out of balance and I need to give back. One of my chosen venues is our holiday charity auction. I see things I would like to have, and this is the perfect opportunity to give

while getting. I have long since ceased trying to see how cheap I could buy something at this event as this is completely counterproductive to the purpose of the auction. Would any of you really brag about how cheap you got something at a charity auction? All of us in the ORPCA have a lot to be grateful for and I believe that this is the ideal opportunity to express it.

At one of our auctions about five years ago, Kurt Leipzig and I were in a bidding war. We were both interested in one of the enamel Porsche wall hangings that made

available periodically. Market value was \$115. We started off at well under the value of the piece, but when Kurt finally through in the towel, I bought it for well over twice market value. We were laughing the whole time and throwing verbal jabs back and forth, but we both knew why we were there, and it had little to do with the enamel plaque. The plaque still hangs on my office wall, and I still smile and take pride in knowing that every dollar it cost me made a tremendous impact in the life of someone who is less fortunate than me.

Happy Holidays! ■

## FROM THE EDITOR

*(Continued from page 4)*

need to thank Tom Pavlik, Jeannie Gretz, Jim Hosford, Barry Cogut, Kate Ayers, Bob and Kathleen Ellis, Gregg Heinze (photos), Brian and Gina Summers, Keith

and Kathy Jones, Sue Hodge, Earl Green and Nancy Scott. Without the help of every one of you (and a few I probably failed to mention), this magazine would have never been as good as it has and will

continue to be. I ask everyone in the club who has any desire to write an article to do it and submit it; you will see your name in print and will have made a contribution to your club. ■

## TECH TALK

*(Continued from page 9)*

2007, "The European Union has threatened draconian fines for those companies failing to meet a prescribed fleet average, subsequently pegged at 130 grams [of carbon dioxide] per kilometer traveled." In Europe, only the Fiat Punto, Renault Clio and Toyota Prius get near that figure.

Similar to the US CAFE standards for fuel economy, automakers would be fined if the average for all cars sold exceeded the target. *AutoWeek's* story continues: "Porsche chairman Wendelin Wiedeking was particularly vocal in opposing the current CO<sub>2</sub> mandate, arguing that it is wildly unjust to those carmakers with lineups that are heavily performance- or luxury-car

based." "If the EU stands firm on its current proposals, Wiedeking suggested Porsche would have to change its corporate CO<sub>2</sub> average by upping its current 31 percent stake in VW by a further 20 percent, effectively giving it full ownership of Europe's largest carmaker." Heady stuff indeed. ■

## WHAT I DID THIS SUMMER

*(Continued from page 13)*

practice. I honestly think it's harder for women to get this. We are not used to handling our cars this way. We worry. What if I spin out? What if I look like a moron? What if a moose runs across the course?

Everyone gets lost in a sea of cones at times. Everyone's car eats cones and drags them home occasionally. Everyone has nights they lay in bed thinking of where they could've picked up another second, where they lifted, where they DNF'd. It's all part of the fun. Autocross is very com-

petitive, but you'll be totally accepted by the guys if you show up, rain or shine, drive hard, work the course without complaint, and beat their times occasionally.

Just don't carry a purse. ■

# ONE WAY OUT, MANY WAYS BACK!

(Continued from page 17)

Mountains. Dinner was at the Ketchum Grill in downtown Ketchum and was served in a beautiful setting on their outdoor patio. Then back to the lodge where some of the group went swimming while others listened to a trio of musicians playing in the Peter Duchin lounge. Gerry and Stella kicked off the evening with dancing to the music before Jim and Jill cleared the floor with their high stepping.

Saturday morning several members of the group enjoyed breakfast at the historic Sun Valley Lodge while others got underway with breakfast downtown. This day's route took us over more great roads traveling through the Craters of the Moon National Monument and Preserve. The Apollo 13 crew practiced in preparation for the moon landing here. Several of the group then took the high road over the spectacular 8,500-foot Teton Pass while others took the low road along the scenic Snake River Range. We all ended the day about the same time at our final destination in Jackson Hole, Wyoming.

We had dinner Saturday night in Jackson at the prestigious, award-winning Granary Restaurant with views overlooking the Grand Tetons, cast with a pink sunset. Not only was it the consensus that this was the best dinner, I think we also had the best, and the most, of the wines for our last dinner together. Thanks to Dan and Janey for arranging our evening dinner plans.

Sunday morning was a final gathering for the One Way Out Tour group. Kudos to John and Lanie Johansen for establishing this new end of the summer tour. It was unanimous that all are looking forward to the tour in 2008!

This may have been the end of the One Way Out Tour, but it was the beginning of many ways back....

Jim Neidhart and Jill Bushman traveled through the Tetons and Yellowstone, staying at the Snow Lodge next to Old Faithful. A highlight of the trip was discovering the Triple Creek Ranch in Darby,

Montana, the next day. After staying a couple days, we got on a great road over Lolo Pass and the Lewis & Clark Highway (US Highway 12) back into Walla Walla to reload before returning home.

Gerry Reisch and Stella Wilson returned to Sun Valley for a couple more days of sightseeing and then on to the Triple Creek Ranch for two more. They also returned over Lolo Pass and the Lewis & Clark Highway—one of Gerry's favorite roads—into Walla Walla to also reload with some fine wines.

Ron and Lynn Gotcher stayed at the Canyon Lodge in Yellowstone and then went over the Beartooth Highway to Cody, Wyoming, to visit the Buffalo Bill Museum. The next day they visited the Lewis & Clark Museum in Great Falls, Montana, with their final leg a stay on Lolo Pass and home through Walla Walla.

Dan and Janey Sheehan continued on to Cody, Missoula Montana, and then had to head home in a hurry via Pendleton.

John and Lanie Johansen traveled to Helena, Montana, to visit Lanie's daughter and help her move into her and her new husband's new home. A lot of work, but all for the love of family. Their next stop was in Coeur d'Alene, Idaho, where they were able to spend the night to check out accommodations for next year's Mille Miglia.

John Mazmanian and Tom Pavlik toured all of Yellowstone Park, with a stay at Gardiner, Montana, and took the Beartooth Highway over a 10,980-foot pass. They also stopped in Pendleton at the Roundup—heehaw!—on their way home.

Rupert and Bobby Jo Koblegarde stopped in McCall, attempting to stay at Rupert's Inn. But they didn't have room for Rupert at Rupert's Inn, forcing him to find something substandard that evidently was enough to make the two of them dash all the way home from there in one day. ■

## 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)

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2/3 page	1,180
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1/4 page	635
1/8 page	315

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# Welcome New Members

Brett and Sandy Branch  
Molalla, OR  
1994 968

Peter J. Pereira  
Astoria, OR  
1954 356

Alexander and Linda Cruz  
Portland, OR  
1987 944S, 1989 911 Carrera

Donald M. and Barbara J. Remlinger  
Lake Oswego, OR  
1999 911 Carrera

David R. Kelly  
Portland, OR  
2004 911 Carrera

Steve and Kristie Ridgeway  
Hood River, OR  
1986 911 Carrera

Aaron D. Krikava  
Beaverton, OR  
1973 914, 1975 911

Gary and Heather Rike  
Oregon City, OR  
2002 Boxster

Erik M. and Michele O'Brien  
Oregon City, OR  
2006 Cayman S

Andrew Schlick  
Beaverton, OR  
1999 Boxster

Paul Parenteau  
Portland, OR  
1985 944

Henry Wessinger  
Portland, OR  
1961 356B

## Anniversaries

### 5 Years

John and Lisa Apelt  
Donna Okimoto  
Thomas and Karen Ressler  
Nancy Runyan  
Steven J. Weiner

### 10 Years

Ken and Susan Blanchard  
Frank and Laura Joyce

### 15 Years

Michael and Kim Morris  
James A. and Rose M. Reardon

## Porsche Club of America Membership

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

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

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

## Change of Address

Members, when your phone number, e-mail or street address changes, please keep us up to date by sending an e-mail or note to Chet and Lyn Martin, Oregon Region PCA Membership, 605 NE 115th Circle, Vancouver, WA 98685 or [76targa911@earthlink.net](mailto:76targa911@earthlink.net). Membership information is never shared outside the Porsche Club of America.

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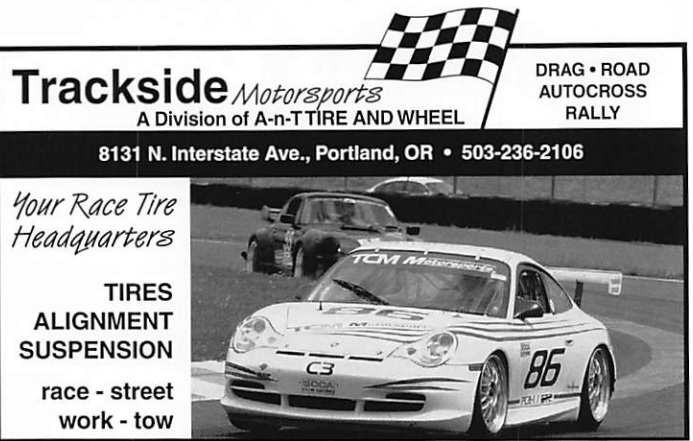
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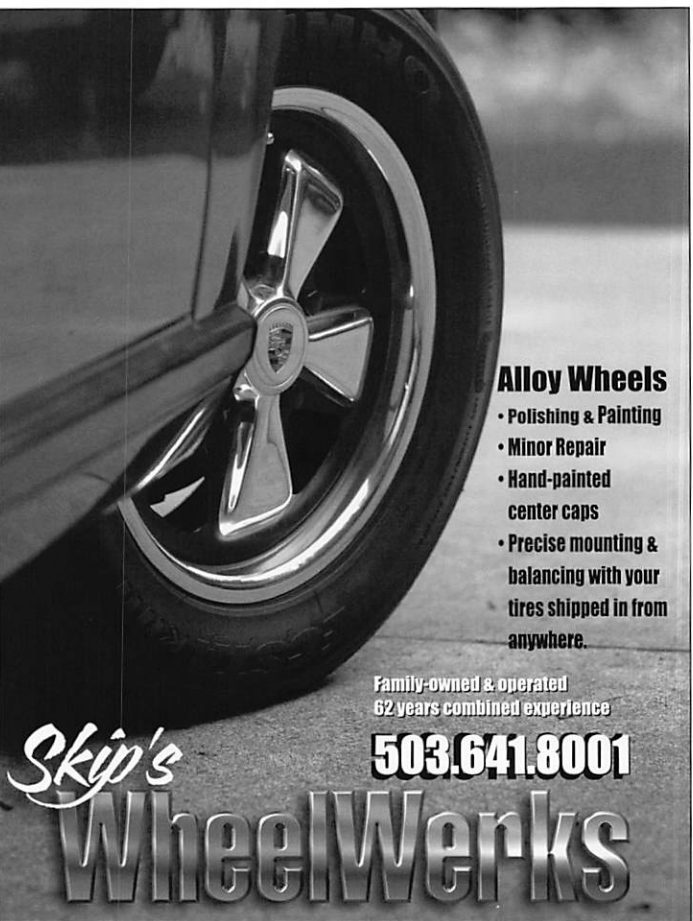
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Sunset Porsche .....503.641.8600

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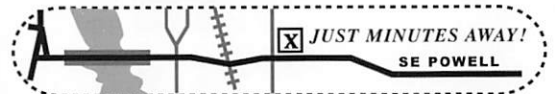
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# Marketplace

## ■ CARS FOR SALE

### 911 and 912

2003 Carrera coupe. Orig. owner, 18k miles, like new. 6 spd, black/black full leather, supple leather heated seats w/ electric lumbar adj. Bose sound, 6-disc CD changer, PSM, xenons, 18" Turbo Look II wheels, rear wiper, wheel locks, bra, cover. Extended warranty through Feb. 2011. Pics avail. \$56,500. Vartan, (541) 756-0791, vartanv@msn.com [07/07]

2000 Carrera 2 Cabriolet. Tiptronic, black on black on black, 8600 miles, perfect condition, extended warranty until April 2008 through Carrera Motors. Boise, ID. \$46,600. Joel Server, (208) 338-1555 (days), (208) 336-7167 (evenings/weekends) [06/07]



1995 Carrera Coupe. Guards Red/black, 66k mile, Rothsport-prepared street performance/track. H&R shocks and springs, RS adjustable sway bars, RS camshafts, custom gear ratios and performance chip. Only on track one time. Three sets of wheels, one with Hoosiers. Beautiful inside and out! \$45,500. Earl Green, (503) 330-2227, early.euro@verizon.net [10/07]

1992 911 Carrera 2 coupe. Black on black, 5 speed, all standard options. One non-smoker owner. Excellent condition, always garaged and never driven on winter roads. Paint and interior are near flawless. Perfect mechanicals. Well maintained by Sunset or MSI. Must sell as I am moving. \$21,000 OBO. Jim Fling, (503) 645-3396, (503) 702-9388 (cell), jlf@spiritone.com [11/07]

1981 911SC coupe. Metallic chocolate/tan, sunroof, 16" Fuchs w/second set of 15" wheels, pop off valve, Carrera tensioners, new clutch and brakes, AC, cruise, CD, PW, 136k miles. Dallas, OR. \$14,000. (503) 831-1177 or (503) 917-9002 (cell) [06/07]

1979 911SC Targa. 60k original miles, recent professional repaint, including engine compartment, with PPG base/clear coat. Fresh interior and seals. 16" Fuchs, pop-off valve, Carrera tensioner, valance and fog lights, updated oil cooler, high performance exhaust with late-model turbo tips. Bilsteins, strut brace, pads and rotors replaced. \$19,500. davidstewart24@gmail.com [10/07]

1977 911S silver sunroof coupe. Zero miles on a Porsche expert paint job. New lenses, trim and rubber. Zero miles on engine upgrade and rebuild. Turbo tensioners, SSI heat exchangers and SC upgrades. Near-perfect interior. This car has been in storage for more than 15 years. Jim Fling, (503) 645-3396, (503) 702-9388 (cell), jlf@spiritone.com [11/07]

1969 911E non-sunroof coupe. Irish Green, black interior, original Blaupunkt, owners manual, numbers-matching rebuilt 2.0-liter engine with rebuilt MFI. Certificate of Authenticity from Porsche. Completely restored to 1969 specifications inside and out, zero miles. \$30,000 or possible trade for 911/930 turbo. David Hanning, (503) 860-4740, davehanning@aol.com [11/07]

1967 912. Red w/black trim, black Fuchs, good upholstery. New floor pans, interior carpet, trunk carpet, woodboard, windshield, brakes. Dellorto carbs. 5 spd. No rust. 165k miles. \$9,500. Mount Brice, evenings (503) 931-1023, (503) 588-8132 [10/07]

### Boxster and Cayman



2006 Cayman S. Arctic Silver, Sand Beige leather sport seats, cocoa mats, rear window mesh guard. 6 speed, sport shifter. 19-inch Carrera Classic wheels with colored crest, PASM, Sport Chrono, sport steering wheel. Bi-xenon headlamps, chrome exhaust. Full 3M-Scotch Cal protection, Porsche car cover. 7,200 miles, always garaged, perfect condition. \$58,900. Warner Lowe, (503) 267-9917, WarnerLo@comcast.net [11/07]

### 944 and 968

1989 944. White exterior, burgundy leather interior. Power steering, windows, locks and driver seat. Cruise control. ABS, air conditioning, Blouplunk stereo, moonroof. 2.7 liter engine, 5 speed, sports suspension, limited slip differential, premium wheels. Excellent condition, garaged and non-smoking. Service records. 118k miles. \$8,150. Terry Page, (503) 590-4489 [10/07]

## ■ PARTS FOR SALE

Porsche car cover for 996 wide body (Turbo or C4S), new condition. \$100. Porsche front hood bra for 996, new condition. \$50. John S. Mazmanian, (504) 617-4680 or fastmaz@comcast.net [11/07]

(2) Bridgestone 225/40 ZR18 S0-3 (fronts), used but excellent shape, no plugs or patches, 7/32nd tread depth. Manufactured 22/04. P/U only, Eugene. \$100 for both. Michael Sinclair, (541) 338-4029, suzgar-den@msn.com [10/07]

Factory Boxster (986) car cover. Reflective silver exterior, flannel interior, Porsche logo. Like new. \$100 or best offer. Bob Grasso, (360) 573-1110, rowbare47@yahoo.com [09/07]



993 Porsche Turbo Twist wheels and new (never used), heat treated Michelin Pilot Sport Cup track tires. Front 8x18 with 225/40 tires; rear 10x18 with 285/30 tires. Rims are in good to excellent condition and will fit wide-body 993. \$2,000. John S. Mazmanian, (504) 617-4680 or fastmaz@comcast.net [09/07]

18" 997 5-spoke factory wheels with Hoosier ASO6 autocross tires. Will fit all 996 and 997 narrow bodies. Fronts are 8" wide with 57 offset and rears are 10" wide with 58 offset. \$1,700. Barry Cogut, (360) 210-7900 [11/07]

Borla exhaust for 2000–2004 Boxster S. Lightweight, great sound above 3,000 rpm, increased power and one-half the weight of the stock exhaust. Slightly used and highly discounted. Bill Shores, (503) 644-4640, bill@billshores.com [08/07]

## Anzeiger Classified Advertising

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

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

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Non-members may place classified ads for \$12.50 per ad, per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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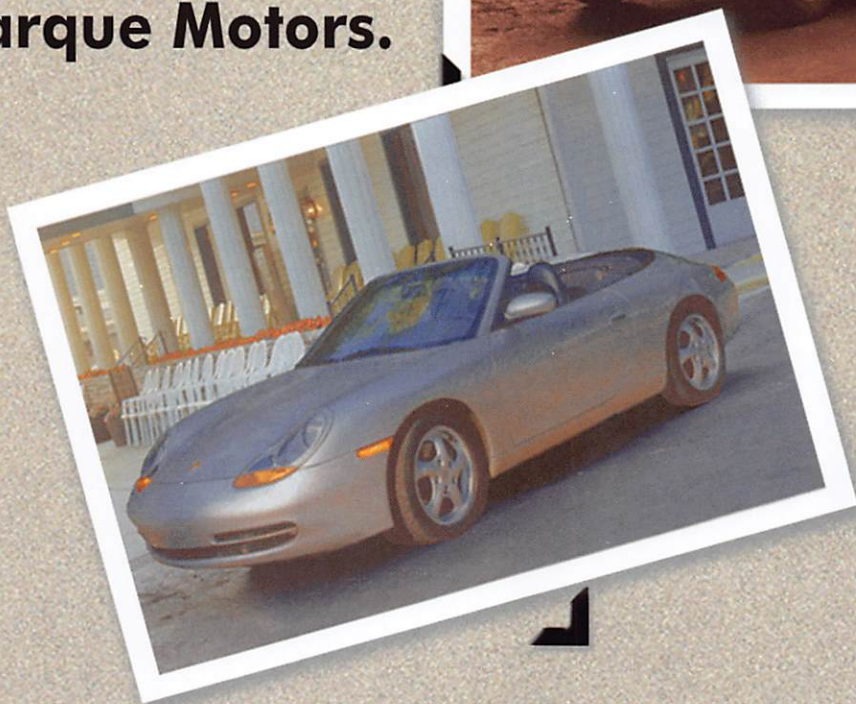
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