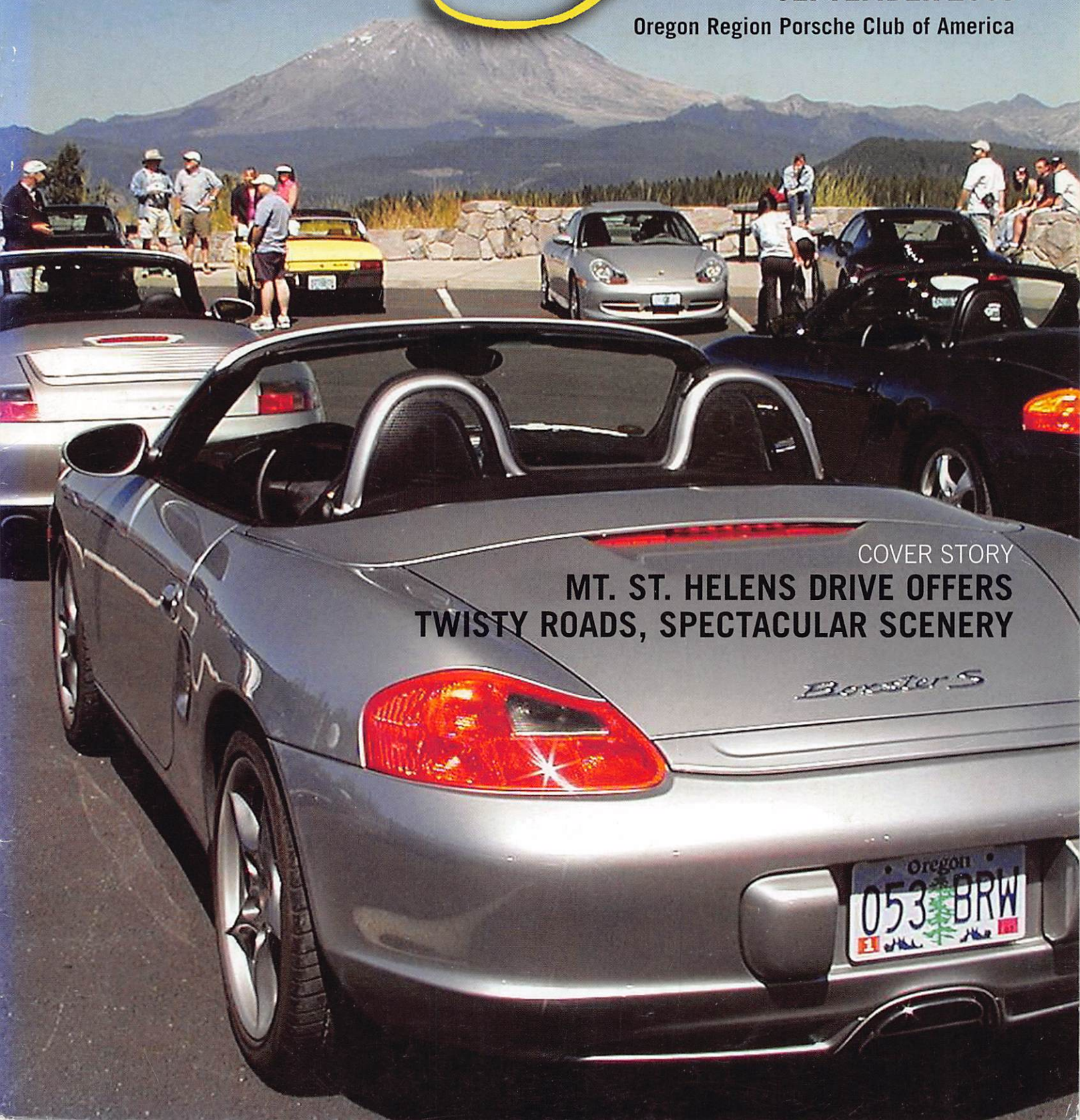




# Anzeiger

SEPTEMBER 2005

Oregon Region Porsche Club of America



COVER STORY

**MT. ST. HELENS DRIVE OFFERS  
TWISTY ROADS, SPECTACULAR SCENERY**

*Boxster S*



YOUR DESTINATION DEALERSHIP **RUF**

*An oasis for people who care about cars.*



Boxster

GT3

Cayenne

**New**

**Boxster**

- 04 Boxster S ..... Atlas Grey/Grey
- 05 Boxster ..... Guards Red/Black

**911**

- 06 Carrera S Coupe, incoming ..... Seal Grey/Black

**Cayenne**

- 05 Cayenne ..... Crystal Silver/Stone Grey
- 05 Cayenne ..... Crystal Silver/Stone Grey
- 05 Cayenne ..... Titanium/ Black
- 05 Cayenne ..... Jarama/Havanna,Sand Beige
- 05 Cayenne S ..... Dark Sea Blue/Stone Grey
- 05 Cayenne S ..... Black/ Havanna/Sand Beige
- 05 Cayenne Turbo ..... Silver/ Black
- 06 Cayenne ..... Crystal/Stone Grey
- 06 Cayenne ..... Titanium/Black
- 06 Cayenne S ..... Titanium/ Black

**Pre Owned**

- 87 944 Turbo 16000 miles One Owner ..... Marachino Red/Cashmere
- 88 911 Carrera Targa ..... Grand Prix White/Black
- 91 C2 Cabriolet Tiptronic ..... Black/Black/Black
- 96 993 Turbo Coupe ..... Midnight Blue/Marble Grey
- 03 996 C4 Cabriolet Tiptronic ..... Black/Black/Black
- 04 996 Turbo Cabriolet X50 ..... Seal Grey/Natural Grey
- 04 996 Turbo Cabriolet X50 ..... Speed Yellow/Black
- 04 Cayenne S ..... White/Stone Grey
- 04 Cayenne S ..... Silver/Black
- 04 Cayenne Turbo ..... Carmon Red/Havanna
- 05 Cayenne S ..... Dark Teal/Black
- 05 Boxster S, 1800 miles ..... GT Silver/Black

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**Latest Inventory, News and Events  
from Carrera Motors:**

[www.carrera.porschedealer.com](http://www.carrera.porschedealer.com)



**BMW**



**Carrera**  
MOTORS

[www.carreramotors.com](http://www.carreramotors.com) Bend, OR 541.382.1711

# Anzeiger

(an' zī ger), noun, German

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

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# Anzeiger

Volume 45 No. 8

SEPTEMBER 2005

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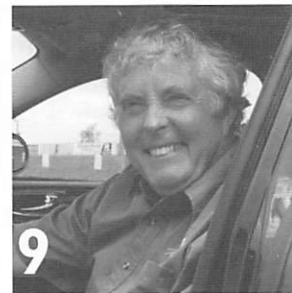
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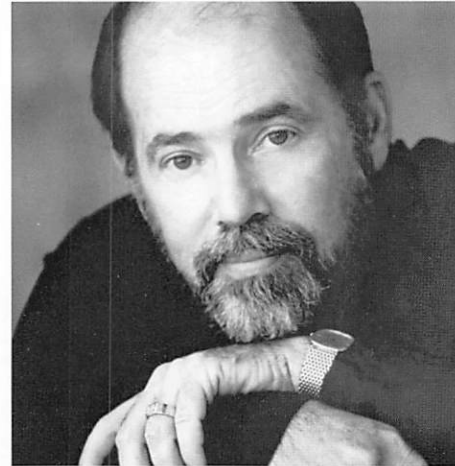


**ON THE COVER** Another cover contest winner! This time the honors go to **Patti Koffel**. Patti wins a year's membership for her stunning portrayal of the Mt. St. Helen's Tour (see complete story on page 16).

We continue to seek future covers from members. Check out the details on page 20. Good luck getting the perfect shot!

**FROM  
THE  
PRESIDENT**  
Jeff Gretz

## We can relate to this LA Porsche fanatic



**W**elcome to September and the beginning of Fall. After a fairly quiet August, we have some great events coming up this month, including:

- Arrive & Drive on September 3
- Sunset Imports Swap Meet on September 11
- Autocross at PIR on September 11
- Driver's Education at PIR on September 15
- Sunriver Exotic Car Show and Tour on September 16-18
- Monthly Dinner & Social on September 21

For those who didn't make it to the American Le Mans weekend at the end of July, you missed a great weekend of sports car racing and socializing courtesy of Porsche Cars North America. The weekend was kicked off on Thursday by Sunset Imports hosting dinner and drinks for about 500 people at their dealership. They had the Audi LM1, Porsche GT2, and Porsche GT3 Cup cars on display, and the top Audi

LM1 drivers were there as well. At the race, PCNA set up a tent close to the Porsche parking corral where they had appearances by ALMS Porsche and IMSA GT3 Cup Challenge Series race drivers for autographs and photo opportunities. They also hosted lunch for the first 100 cars that arrived in the parking corral. On Saturday, the parking corral was completely full by noon with cars from the Oregon, Cascade, High Desert, Silver Sage, Pacific Northwest, and Canada West regions. Oh yeah, the racing on Saturday and Sunday was great too!

This month, don't miss one of our best driving events, the three-day Sunriver Exotic Car Show and Tour on September 16 through 18. We start with an exciting drive from Portland to Sunriver on Friday, a car show on Saturday, and finish the weekend with the famous Sunriver Sunday Dash.

My daughter sent me an LA Times article about a guy in Los Angeles who REALLY wants his stolen Porsche back.

As the LA Times states: Even by standards of car-crazy Los Angeles and its Porsche-obsessed subset, this recovery effort has been extreme—already costing more than the \$25,000 reward the owner's offering. He bought a full-page ad in Autoweek and he's advertised the reward in Excellence, as well as in several Southern California newspapers. He's even hired private detectives and set up a web site ([www.stolen-porsche911turbo.com](http://www.stolen-porsche911turbo.com)) that pleads, "Just help me get my car back home and you get paid!!!" To everyone else, this is just a car, a mode of transportation, the owner says. "But, to me, this is a real prized family heirloom." I'm sure many of us can relate. ■

Happy Trails,  
Jeff  
[president@oregonpca.org](mailto:president@oregonpca.org)

**FROM  
THE  
EDITOR**  
Kate Ayers

## Our ranks are filled with photographers

**O**ur members are sure on a roll now. What a response we got to our plea

for photos! Wow, a lot of you are stepping up to the plate.

Fortunately, we heard from the master behind the camera of the August issue cover—Andy Chenoweth. He has graciously agreed not to tar and feather your editor. In exchange, we are giving him credit—very tardy credit, I might add—accompanied by huge fanfare, great hoopla and colossal accolades. (And, of course, the promised year of dues paid for by ORPCA.)

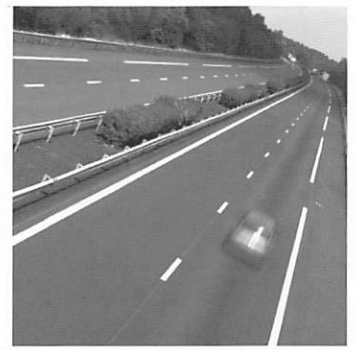


Please note, too, the beautiful photo display accompanying the Mt. St. Helens Tour and the July Arrive & Drive. Who knew that we had members with such

a talented eye? (And hopefully, I've correctly identified them this time.)

So, here we are in September, a month that has some superb events to further showcase our talented photographers, not the least being the Sunriver Exotic Car Show. It promises to be a rousing good time. Hope to see lots of you there. ■

# Oregon Region Events 2005



## September

- 3 Arrive and Drive Tour**  
*See page 6*
- 6 Board of Directors Meeting**
- 11 Autocross**  
*See page 6*
- 11 Sunset Imports Swap Meet**  
*See back cover*
- 15 DE at PIR**  
*See page 8*
- 16-18 Sunriver Exotic Car Show**  
*See page 8*
- 20 Anzeiger Editorial Deadline for November**
- 21 Monthly Social and Dinner**  
*See page 7*

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](mailto:postmaster@oregonpca.org).

## October

- 1 Andy & Margaret's Hillclimb
- 4 Board of Directors meeting
- 19 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for December
- 22 2006 Planning meeting
- 23 Autocross

## November

- 4-6 Rainbonnet
- 6 DE @ PIR
- 8 Board of Directors meeting
- 16 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for Jan-Feb

## December

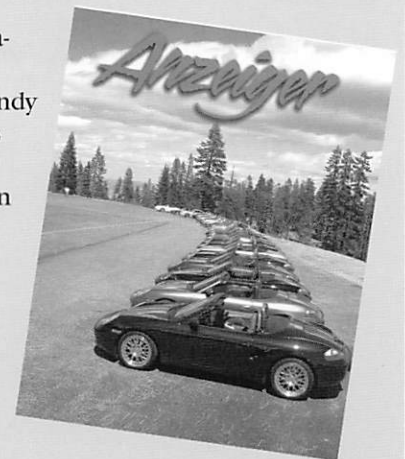
- 6 Board of Directors meeting
- 10 Holiday Party
- 21 Monthly Social & Dinner

## Andy Chenowith: Our first cover contest winner!

**A**nzeiger readers opened their mailboxes to a wonderful cover in August, but we couldn't give it proper kudos—Editor Kate Ayer's computer had deleted the email that sent it. We printed it anyway, with a plea for the photographer to come forward and claim their prize and deserved praise.

Shortly after publication, Kate received an email from member Andy Chenowith, noting his surprise at seeing his work in living color on the cover.

**As a cover contest winner, Andy will receive his next year's dues free. See page 20 for tips on how YOU can win, too!**



# Arrive & Drive Saturday, September 3

Miller's Homestead Restaurant,  
17933 SW McEwan Road  
Tigard, OR 8:00 a.m.

Join us on the first Saturday in September for our very popular Arrive & Drive Tours. We rendezvous at Miller's Homestead Restaurant, at 8:00 a.m. for a no-host breakfast. Driving instructions begin at 9:00 and first car out is at 9:15. Each tour has been unique, conducted by a new tourmeister each month, and has covered some of the best roads in the area. Mark this date on your calendar, and get ready for some great driving experiences in your favorite sports car, along with 50 or more fellow enthusiasts.

**THIS MARKS OUR LAST A&D FOR THE YEAR.  
THANKS FOR THE MEMORIES!  
PLAN TO JOIN US IN SPRING OF '06**

**CLUB  
EVENT**

Call Bob Grasso @ 360.573.1110 for details,  
or send an email to rowbare47@yahoo.com.



## Autocross 2005

**A**n 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, Sept. 11  
Sunday, October 23  
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**

# An Historics MC and racecar veteran

## Our interview with Brian Redman

by Sue Hodge

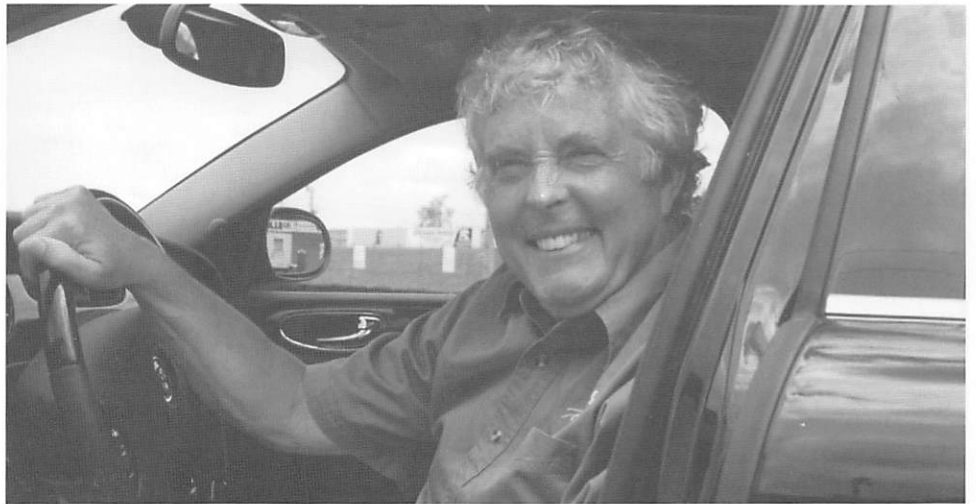
**G**regg and I had the pleasure of sitting across the table from Brian Redman at a Media lunch event before the Historics in July. Over the course of the last few years, I have lost my inhibitions in approaching people like Brian, as I have found most of them to be pretty neat people in a one-on-one situation. Brian was no exception.

This is a man who has won most of the major races that you have heard of (and many you might not have heard of) in his racing career, albeit a few years ago. He explained it this way: He drove any and all of the “long-distance” races he could back in the day, just to make a living for his family. Family is very important to this man, but more about that later.

The “long-distance” races he referred to include the Nurburgring 1,000 K (two wins), Imola 500 K (two wins), Kyalami 9 hours (two wins), Sebring 12 hours (two wins), Monza 1,000 K (two wins), Daytona 24 hours (three wins), Spa Francorchamps 1,000 K (four wins) and six other events where he had single wins. Add it up—this man was busy AND successful. He raced for most of the major marques in those days, including Ford, Porsche, BMW, Ferrari and Jaguar. These days, he doesn’t drive much of the time, but is busy between March and November promoting Historic races for the HMSA. In his

To return to the reference to his family, he explained that, in the ‘70s, a win in a major race would net you \$700. He said that racing in as many long-distance events as he could each season, he would bring in about \$15,000 back then. After he shared that information, he said, “Have you heard how much

asked to start the race and said: “Ladies and Gentlemen and Others, start your engines.” He had to answer to that one for sure. Another time he got into trouble, he said, was when he cut someone off, got a black flag, and went around another lap before they flagged him in as a result of it. When they pulled him



Brian Redman. Photo by Gregg Hodge

money they are making these days?” At that time, he and his wife and kids lived in England on a farm of sorts. Said they had chickens and other barn animals that had some room to roam, and he spoke fondly about the kids growing up in that environment and wanting to protect that experience for them. He and

in, they asked, “Didn’t you see the black flag?” He replied, “What black flag?” (I reminded him that that one had been used before.) He said, as a result, they tried to take the win away from him, saying he had exceeded the noise limit. In the end, he did get the win.

Maybe he did have some attitude in the past, but the guy we talked to that day was all charm and wit. He was gracious enough to give Gregg a lap around the track that day and declined our offer to speak at Rainbonnet, saying it was in November, and that was family time ... ■

THIS IS A MAN WHO HAS WON MOST OF THE MAJOR RACES YOU HAVE HEARD OF (AND MANY YOU HAVE NOT) IN HIS RACING CAREER ... HE DROVE ANY AND ALL OF THE “LONG-DISTANCE” RACES JUST TO MAKE A LIVING FOR HIS FAMILY.

“spare time,” he is a contributor for Road and Track magazine. This year, he’ll race not one, but three different cars in the Monterey Historics. He mentioned he will be driving a 1922 Sunbeam and, when he talked about it, his eyes lit up. You can tell he still loves it.

his wife Marion now live in Florida. She is not a fan of the sport anymore, but visits him regularly in some cities for the shopping and mutual friends.

He shared some stories with us. (All these guys have great stories to share.) In Daytona seven or eight years ago, he said he got into trouble when he was

# Andy & Margaret's Hillclimb

## Version 2.0 Saturday, October 1

Join your Porsche Club as it leads a day tour through beautiful SW Washington. We'll snake our way up SR 14 through Stevenson, then north into the hilly country for views of Mt. St. Helens and the beautiful Lewis River Falls. After some time with nature, we'll move on to the Mommy Bear Lodge of Andy and Margaret Jacobson where we'll enjoy spectacular views of Mt. Adams and Rheinland-like forest.

Please bring \$5 cash per person for lunch to be served at Mommy Bear Lodge. Soft drinks will be provided.



### Itinerary:

- 8:30 a.m. Rendezvous @ Beaches Restaurant  
1919 SE Columbia River Dr., Vancouver, WA
- 8:45 Tour meeting - collect lunch money
- 9:00 Depart Beaches
- 9:45 Pit stop at Pilot Rock
- 10:45 Mt. St. Helens Observation point
- 11:15 Lewis River Falls
- 12:30pm Andy & Margaret Jacobson's  
"Mommy Bear Lodge"

Return home at your leisure.

RSVP and questions  
to Bob Falleur:

bobs\_toys@comcast.net  
503.653.7691

*Come one, come all to this  
outstanding event!*



**CLUB  
EVENT**

## AMATEUR WRENCH Don Clinkinbeard



## Lots of summer track time with even more to come

**T**here has been lots of stuff going on since I last put finger to key. We held two DEs in May: Friday the 20th and the following Sunday. While the weather was a little on the wet side, some folks really benefited from the education on driving smoothly that rain provides.

last DE of the year is on November 6 at PIR. This is the Rainbonnet DE so full Rainbonnet registrants get registration priority. This event usually sells out through Rainbonnet so the probability is you may get turned away at the track.

There are at least eight people who have told me they like to read this column first when they get the Anzeiger.

THE 944 IS ON THE UPSIDE RIGHT NOW. IT HAS RUN THREE OF THE LAST FOUR D.E.S WITH ONLY MINOR ISSUES AND ONE POTENTIALLY SERIOUS SCREW-UP ON THE MECHANIC'S PART.

Next, we hosted the Tri-Club day this year on June 24 with 112 registered drivers. Needless to say, there was lots of action for the staff. We also held this year's first installment of the Driver Skills Clinic. We had about 25 drivers and eight or so instructors. The event was fantastic. I didn't see any less-than-happy faces as we went through the exercises. I found myself having a wonderful time as I got the old 914 up to the traction limit on the skid pad and then hung the tail out and, in essence, drifted around the skid pad. Ran into one small hiccup though. It seems that, when making a continuous turn in one direction at fairly high G-force levels, my oil pump pumps the oil sump dry. Apparently, the oil is essentially staying in the outside valve cover and not draining back to the sump. This results in a drop in oil pressure that can be recovered by stopping and letting the oil drain to the sump as it normally does.

Our next open DE day is September 15. This is a Thursday DE that is preceded by a SAAC DE on Wednesday. I would really like to see the DE community supporting this event. We have been short of expected attendance at three of the previous DEs. Please come on out to support your DE program—and have some fun with us. On another note, our

They are primarily interested in the struggles I go through with my car, to get it right. So for you eight (and anyone reading this column), the 944 is on the upside right now. It has run three of the last four DEs with only minor issues and one potentially serious screw-up on the mechanic's part. So the May DEs were pretty good for us with the car making most of the day. We blew an older cooling system hose in the final four minutes of the last run group on Sunday. A \$5 and 20-minute fix. I can live with that. Then came the Tri-Club DE. I had changed the transmission mount from

AT THE END OF SEPTEMBER, THERE IS A SMALL GROUP OF TRACK JUNKIES GOING TO DO TWO D.E. DAYS IN A ROW ... THUNDERHILL FOR TWO DAYS THEN THE NEXT WEEKEND A TWO-DAY D.E. AT SEARS POINT RACEWAY ... INTERESTING READING IN THE FUTURE.

the rubber one to a solid mount to keep the shift lever from bouncing around in the car and to improve the shift feel. It worked. The shifts are more positive and quicker.

Anyway, when I was working earlier on the oil pan—you remember, the oil pan that just kept on leakin'—well, as part of changing the oil pan, you need to remove the suspension crossover. When I put it back on, I must have for-

gotten to torque the bolts correctly. At the Tri-Club DE, my power steering belt cut my oil cooler line (a \$105 part) after about four laps and I had to retire. There is about 4 cm clearance from the belt to the hose normally. The only way for the belt to cut the hose is for the body of the car to rise more than the suspension cross member. I found two critical bolts missing that allowed the body to do just that on the passenger side of the car. Not good. So I got out the manual and looked up the torque specs on all of the critical fasteners and went through nearly the whole underside of the car, verifying each one. There was only one other bolt that was under tightened. Not a critical item, but I did it right.

At the end of September, there is a small group of track junkies going to do two DE weekends in a row. The first at Thunderhill for two days (there is a third day available) then five to six days off to wander the north bay from our home base in Sonoma (the heart of wine country). The next weekend we have a two-day DE at Sears Point Raceway. It should make for some interesting reading in the future. This has the making of a larger organized event. A track week (or two) road trip. You could go south or north and take in some of

the other wonderful tracks we have on the west coast. It wouldn't be hard to get to three tracks in a three-weekend trip (two weeks) provided the start aligns just right, and some wineries too. Hm, I'll have to think about this. Anyone interesting in helping develop the concept and logistics for an event like this, give me a call (503.970.4848) and we can talk. ■

# 2006 Planning Meeting Saturday, October 22

4 p.m. to 7 p.m.  
Gran Prix Imports, 25300 SW Parkway Ave.  
Wilsonville 800.763.4016

Come and help us plan the Club's 2006 events.  
We need to know what you'd like to do next year ...  
tours, picnics, Autocross, Driver's Ed, etc.

We'll even feed you!  
Pizza and drinks on us!

And while you're thinking,  
wander through the great cars at  
Gran Prix Imports:

Ferrari, Porsche, Aston Martin, Bentley, Panoz, etc

RSVP by October 15 to [president@oregonpca.org](mailto:president@oregonpca.org)

**CLUB  
EVENT**

## RAINBONNET 2005

November 4-6

**Friday, November 4, Monarch Hotel (12566 SE 93rd, Clackamas, 1.800.492.8700**

2:00 p.m. Registration opens/Concours prep  
6:00 p.m. Welcome party  
7:30 p.m. Guest speaker (TBA)

**Saturday, November 5, Monarch Hotel**

8:00 a.m. Concours judging begins  
9:00 a.m. Tech Sessions begin  
Concours luncheon  
Tech quiz (complete by 2:00 p.m.)  
3:00 p.m. Last tech session  
4:15 p.m. Drivers' meeting  
Awards banquet (6:00 p.m. cocktails, 7:00 p.m. dinner)  
Special presentation: Monte Shelton and crew of 962

**Sunday, November 6, Portland International Raceway**

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 noon Drivers Skills Clinic  
12 noon Lunch  
1:00 - 5:00 p.m. Autocross

Cost: \$160 per person. Includes registration for tech sessions, all meals listed, door prizes, goody bag, autocross, DE, Drivers Skill Clinic

**To register,  
go to  
[oregonpca.org](http://oregonpca.org)**

More event details  
in October  
Anzeiger

**CLUB  
EVENT**

# Chocolate Carreras and fireflies: Report on the 50th Parade

Story and photos by Peter Linsky

I had to stop and ask the bellman at the Hershey Lodge, "Does the hotel actually pipe in that smell of chocolate?" "No," he laughed, "we're just downwind from the factory and, yes, we do get sick of it!"

You just can't get away from chocolate anywhere in Hershey, Pennsylvania, the town that candy magnate Milton built early in the last century.

Chocolate's everywhere at the Lodge ... on just about every restaurant menu, in your room every day after the housekeepers pick up and, of course, in the gift shop. There are even hotel employees dressed up like Hershey candy bars.

PCA selected this little community for the 50th Porsche Parade—the biggest PCA event ever—primarily because the Lodge could comfortably seat 1500 PCA members for dinner, the original old Hershey Hotel would provide a magnificent backdrop for the Concours, and the HersheyPark amusement complex contains a gigantic unobstructed parking lot, allowing for a fast autocross.

You'll read all about Parade in Panorama, so I won't try to crowd in all the details here, just try to hit some of the high points and how Oregon Region members were involved. So, who was there? In no particular order, Janice and



There is a lot to see when hundreds of Porsche people gather in a picturesque setting ...

myself, John Draneas, the Clinkinbeards, the Ayers, The Neidharts, Gordon Ledbetter, Jeff Gretz, Chuck West, Bob Grasso, Liz Green, the deRoos, the Lowes, the Ohls, Chet and Lyn Martin, the Rajaratnams and, out from California, our expatriate Parade veterans Chuck and Judy Hervey. Our task, besides hav-

ing some fun, was to shadow the Hershey Parade team and get a hands-on refresher course in event management (for those with some Parade experience) or, for first-timers, to simply see what staging a Parade entails.

Most of us rolled into Hershey on Friday or Saturday, checked into our rooms, went through the Parade Registration process, started to familiarize ourselves with the property and say hello to old friends from Parades past. Janice and I had first spent a few days in Philadelphia soaking up Revolutionary history, then drove our rental east to Hershey, about a 90-minute trip. Finding the Hershey Lodge took some effort; MapQuest tried to send us instead to the nearby Reese's Peanut Butter Cup factory. Sitting at an intersection and wondering where the hell we were supposed to go, we spotted a red 911SC turning in the opposite direction. We decided that the owner looked like he knew where he was going, so we did a 180 and  
*(Continued on page 22)*

Anzeiger editorial board members John Draneas (Managing Editor), Kate Ayers (Editor), and Jim Ayers (Tech Editor) were present to receive the first place award for regions of our size.



# The dog days of summer at July AX

by Jim Ayers

**A**mazing, just plain amazing. July 3 arrives, no rain, few clouds, and a pile of old and new dogs show up for the autocross. The new dogs included Dan Yaillen, a new member I've seen at more genteel functions during which I have been known to cajole him to bring his car out to the autocross. After his first run with an instructor, there was a pensive smile crossing his face. By the end of the day, with five runs under his belt, his smile was almost blinding with the sun reflecting off his ear-to-ear display of teeth. That seems to be the case with just about everyone who comes out and tries this event.

Sixty-one drivers entered the July event, a new record for ORPCA autocross. Forty-two were driving Porsche cars. Not a bad turnout, particularly considering it was a holiday weekend.

Unfortunately, August was devoid of any autocross for the club. September 11 is the next race scheduled. Any of you sitting at home looking for an exciting thing to do on a Sunday morning



Above: A 911 approaches the autocross finish line. Below: A "rootbeer" 911 begins the course. Photos by Bruce Allert

should consider coming out to play. I can almost guarantee you won't drive your car any harder at the autocross than you would on an Arrive and Drive.

And on July 3rd, J.P. Stein was the unexpected recipient of a surprise 60th birthday party, hosted by his lovely bride. After a great day of sunshine and racing, what could be better than celebrating a milestone with friends? ■



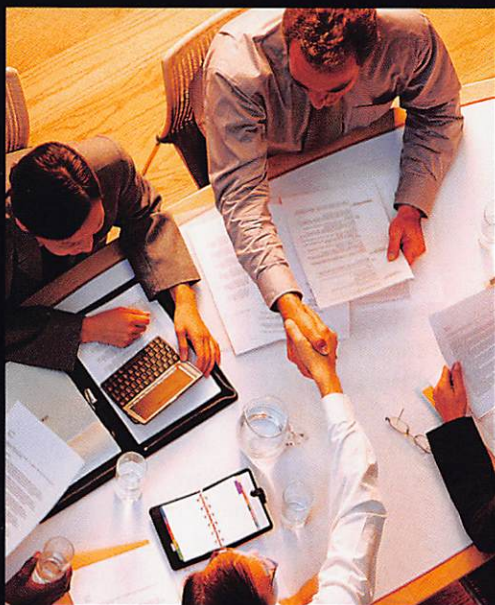
## Autocross Results\*

Pos.	Driver	Car Model	Raw Time				
1	West, Chuck	1970 911	34.050	22	Bromley, Lon	1974 914-6	39.395
2	Skinner, Doug	1973 911	34.369	23	Hill, Mike	1989 944 S2	39.973
3	Stein, JP	1974 914-6	34.982	24	Chambers, Jim	1970 914	40.255
4	Eames, Curtis	1997 993 Carrera 2	35.456	25	Powers, Kevin	1973 914	40.258
5	Eames, Pam	1997 993	36.044	26	Danberg, Harry	1973 911T	40.335
6	Chapman, Gary	1973 914	36.663	27	Zenger, Dennis	2003 Boxster	40.417
7	Karwin, Tom	2005 Boxster S	36.670	28	Thomas, Dick	2001 Carrera 4	41.285
8	Miller, Jim	2001 Boxster	36.931	29	Chapman, Pamela	1973 914	41.320
9	Freedle, Eric	1986 911	37.294	30	Tracy, Ron	1981 911 SC	41.358
10	Stein, Joe	1974 914-6	37.337	31	Mills, Mark	1982 911 SC	41.486
11	Germany, Steve	2000 996	37.466	32	Yaillen, Dan	1995 993	41.583
12	Neary, Kevin	2002 996 Turbo	37.575	33	Ellis, Bob	2002 Boxster S	41.677
13	Schatz, Bob	1977 911S	37.885	34	Herman, Rick	2001 Boxster S	41.749
14	Mills, Scott	1982 911 SC	38.168	35	Ellis, Kathleen	2002 Boxster	41.887
15	Malhotra, Ajay	2003 C4S	38.197	36	Tracy, Adam	1981 911 SC	42.052
16	Rinehart, Larry	1977 930 Turbo	38.306	37	Stolz, Randy	2004 Boxster	42.372
17	Grasso, Bob	2000 Boxster	38.385	38	Herman, Sarah	2001 Boxster S	43.032
18	Ayers, Jim	1976 911	38.524	39	Laughlin, Craig	1975 914-8	43.943
19	Gretz, Jeff	1997 993	38.557	40	Gretz, Jeanie	1997 993	46.162
20	Rice, Trevor	1974 914-6	39.000	41	Carpentier, Cheryl	1986 Carrera	47.542
21	Pihulak, Ron	1986 911	39.197				

\*Porsche results only

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# No landspeed records, but twisty roads and scenic beauty at Mt. St. Helens

by Harry Danberg

**O**n July 23, 2005, trip leaders Bob Grasso and Harry Danberg, along with somewhere around 80 ORPCA members, 39 Porsches and 2 motorcycles embarked on a tour to Windy Ridge in the Mt. St. Helens National Monument.

A check of the weather service indicated that the day was to be clear and not unreasonably hot, so the drivers were warned that “Highway 14 is a road

up a few folks who did not want to rise early like the rest of us and we continued on our way. For whatever reason, the roads from that point on were clear of other motorists heading in our direction, allowing us to zip through the twisties with visions of Mt. St. Helens on our minds. Suddenly, “Egad! What’s that?” An orange construction sign with the dreaded words “Fresh Oil” and “Gravel” reared its ugly head from the right shoulder

and gravel were gone, the weather held and not a car in our direction was seen.

The caravan moved quickly up to Windy Ridge and, as we drove, St. Helens offered glimpses not only of herself but of the destruction she wrought 25 years ago. Now, two and a half decades later, wild flowers grow alongside the devastated hulks of the pines and firs.

We finally reached our destination and she was ready to start a show!

While we unpacked and started eating our lunches, the Ranger came out to

ONCE WE HIT THE SPUR, THE STARS AND PLANETS MUST HAVE REALIGNED, FOR THE OIL AND GRAVEL WERE GONE, THE WEATHER HELD AND NOT A CAR IN OUR DIRECTION WAS SEEN.

with tourists and few passing zones. We’re not going to set any landspeed records today. And the curves between Carson and Windy Ridge don’t allow much passing either, so don’t be disappointed if you don’t get to ‘blow out your exhaust’ on this tour. This tour is about twisty roads and scenic beauty, not high-speed driving.”

Co-tourmeister Harry Danberg added, “The mountain has been active this week, so anything could happen today. But if she blows, what better car could one hope to be in to get away fast?”

Despite the warnings, all attendees mounted up and headed east where, as expected, we followed a slow-moving mini van to Carson. At Carson, we picked

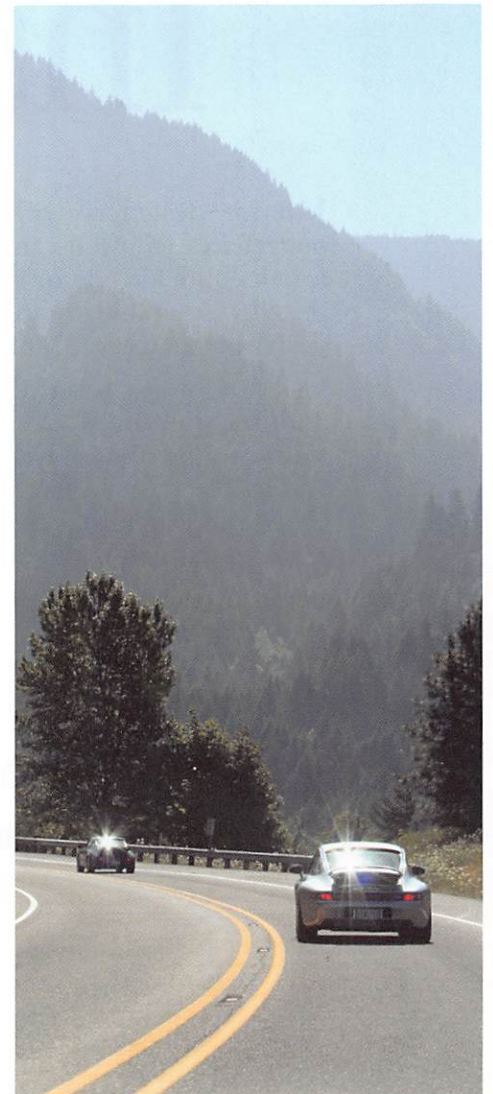
der. It seems that, sometime during the week, a nefarious construction crew sneaked in and wreaked all sorts of havoc with the road surface. This cut our pace tremendously but we persevered and tiptoed along for about six miles until we emerged onto our first stop, the spectacular McClellan Viewpoint. The mountain, in all her beauty, awaited us.

After we took care of essential business and photo ops, it was back on the road with the knowledge that there was still four miles of gravel and oil but that would be it to the summit. Once we hit the spur that led us to Mt. St. Helens herself, all the stars and planets must have returned to their alignment, for the oil





Clockwise, from far left top: The mountain decided to give us a show after we arrived. Photo by Ken Blanchard. Left: The view from the top of the visitor's viewpoint. Photo by Hannah West. Below: Assembling in the parking lot. Photo by Ginny McQueen. Bottom right: Beautiful scenery all along the way. Photo by Patti Koffel. Bottom center: Is that a gravel road? Photo by Patti Koffel.



start his lecture. He told us the bit of steam we were seeing was no big deal. Just as the words left his lips, Mt St Helens decided to show us why we were there.

After the Ranger's lecture, some of us decided to go to the higher overlook. After climbing about a million steps ... we arrived at the top where we could see another view of Mt St Helens, and the devastation she caused.

In all, a most excellent trip. ■



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# July A&D echoes “American Pie ...”

by Randy Stolz

**H**ow do I write about the July 2 Arrive & Drive? Having no takers to do the write-up, I'm on shaky ground as it's supposed to be from the participant's viewpoint. I guess all I can do is relate what I saw, heard, and thought. By the way, with apologies to Don McLean, there's not much here about driving a Chevy to the levee.

The day dawned with silver skies and a brace of shiny brand-new red Boxsters parked at Miller's Homestead Restaurant. After the usual administrative details and admonitions, we set off.

*...And I knew if I had my chance  
That I could make those people  
dance*

*And maybe they'd be happy for a  
while...*

Taking the obligatory starting route (Childs Rd. to Stafford Rd.) we crossed I-205 for a little ramble through West Linn to Willamette Park ... rolling countryside ... spectacular estates ... you get the picture. Things were going swimmingly 'til just after a blind uphill turn when out popped Br'er Rabbit. Damn. I tried not to look in the rearview mirror. Oh, my god! I got off the brakes as the black C2 behind me loomed, Xenons blazing. At the first break, someone said, "Not bad, Randy; only one casualty."

*...But something touched me deep  
inside*

*The day the rabbit died...*

We got off the freeway and onto Redlands Rd. Redlands is really just a blink of the eye on this highway. Sleepy, peaceful, makes you want to go back to the little store as we continued on past the Christmas tree farms to McIver Park. As related to me, this brought back many memories of the 60's. A time of protests, "love-ins" and then, like now, a time of finding peace. For me, McIver Park is place of great natural beauty, and some black-tail deer to boot.

*.... Now for years we've been on our  
own*

*And moss grows fat on a rollin' stone  
But that's not how it used to be  
When the jester sang for the King  
and Queen*



Getting ready for a great day of driving. Photos by Kathleen Ellis

*In a coat he borrowed from James  
Dean*

*And a voice that came from you and  
me...*

We continued down Route 211, moving ever further from the big city. Life is slower there but we were still going fast; and I found I was the one holding back the 'red mist' as the 'meister' must do.

Colton is yet another place to spend more time just pokin' around. I'm told there's a fence by the side of the road with elk behind it, grazing.

On towards Molalla, home of the annual 4th of July rodeo called the "Buckaroo." But for us, the sleepy Fox Park near the local library was the main attraction. Some of the local 'buckaroos' were pretty slack-jawed at the sight of



A line of 35 Porsches makes its way along the tour route.

35 Porsches quietly parked near the library. I thought, "I need to read more. My life and career suffers for it." If I had had a comic book, I could have finished most of it while waiting in line for the bathroom.

*...I was a lonely teenage broncin'  
buck*

*With a pink carnation and a pickup  
truck*

*But I knew I was out of luck  
The day the rabbit died...*

The buckaroos were behind us as Sawtell Rd. unwound into the 'real' back road it truly is. One corner after the next, we danced down to ... THE CRITICAL TURN, a 120-degree right turn just after a little place on the right. This is easily missed if you aren't paying attention, and why, as I said in the drivers' meeting, a navigator helps. Miss it, and you're deep into Mother Nature and road signs disappear ... a gone cookie. But we made it and Maple Grove Rd. treated us to more pristine sights and smells.

*... Oh, and there we were all in one  
place*

*A generation Lost in Space...*

Before we knew it, we were sneaking through Scotts Mills. Smaller than all the towns before it, I'd seen it only on Oregon Field Guide on PBS. I decided I must come back and look in the General Store. I respect those parts because  
*(Continued on page 23)*

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## Announcing the Anzeiger Cover Photo Contest!

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### *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.

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■ 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.

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Send your entries to Kate Ayers, [kateayersis@comcast.net](mailto:kateayersis@comcast.net).



## MEMBER PROFILE

*(Continued from page 7)* Patti's enjoyment pressed her further into the Porsche fray. How many of us have a spouse that has been thoughtful enough to gift us Porsche fans with a membership to PCA and ORPCA? Shortly after the Koffels' acquisition of their 2000

DAN REPORTS THE INTRODUCTION AS THE RESULT OF HIS "ADMIRATION FOR THE FORM OF A NEIGHBOR'S BOXSTER ... A SHORT TEST DRIVE WAS ALL THAT IT TOOK." AH, YES. HOW MANY OF US HAVE BEEN THERE, DONE THAT?

Boxster in October 2003, Patti acquired the memberships for them. Dan mentioned that it would be good for contacts such as mechanics, tech assistance, etc. Patti then kindly brought them into our car clan. Dan comments that they had no idea how active the club would be or the variety of functions that would be available, and could "certainly see a long relationship with the club ahead."

A yellow late-'70s Triumph TR7 was the initial foray into the world of sports cars for Dan and Patti. As with many of us who have experienced sports cars of that era, Dan was "continually buying the TR7 because of the required repairs." If the TR7 would have been a bit more reliable, Dan and Patti's relationship with sports cars may have blossomed further and earlier, they say. Also family obligations, i.e. supporting their boys in sports activities such as soccer and baseball, have been consumptive. But now that their oldest son Ryan is on his way to Mesa Community College in Arizona to play baseball and get his college education, with just one son (Aaron) at home, "Porsche club activities will help fill the void."

But wait! Dan has not always been just a car guy. He wanted to build and race cars. But, as a cost-effective substitute, he had a brief venture into off-road motorcycle racing, which Dan describes as "cheaper than racing cars if you ignore the hospital bills." A couple of decent finishes preceded a badly broken leg in '93 that caused a reassessment and dashed those dreams of greatness. Dan is pretty sure he will be better with cars, because he "can't fall off."

Despite the motorcycle era, Dan has always been a Porsche kind of guy. In

high school, he enjoyed driving the windy roads of metro Portland, especially Skyline Boulevard and Germantown Road, when the population was lower and there was a lot of opportunity. We presume, Dan, by that you mean opportunity to learn the handling characteris-

tics of your car at speed and on the edge. "Tearing around in a TR7 was an adventure in itself. I never knew if I would make it home and that car taught me plenty about roadside repairs." Ah,

DAN AND PATTI ATTENDED THE FOREST GROVE CONCOURS, MANY RACES AND A COUPLE OF A&D'S (SO FAR) ... "EVERYONE HAS PORSCHE STORIES THAT JUST GET US EXCITED AND WANT TO PARTICIPATE IN MORE EVENTS!"

yes, the joys of vintage British car ownership.

Dan has driven, but not owned, a number of car toys other than the TR7 and the Boxster, including several Camaros, Corvettes, a European Audi GT and a souped-up TR8. Favorite cars include those with round fenders and classic sports car shapes, such as '50s Corvettes, Cobras, classic Ferraris and of course, the 550 Spyder. Notable cars in the Koffel stable over the years include a Ford EXP ("neat little car with the sport package"), and an Acura Legend ("great car").

Patti's hobbies include digital photography (she got a couple of great shots at a recent Arrive and Drive with her new digital SLR), long-distance walking (she completed a 1/2 Marathon with Team-In-Training last year), and a more-than-casual involvement with their younger son's Scout troop. Dan does some skiing (downhill, of course; he enjoys adrenaline rushes) and still rides a motorcycle in off-road activities.

The Koffels met at OSU where Patti studied Graphic Design and Dan studied Mechanical Engineering. Today, they sup-

port their family and extra-curricular activities as a Sales Rep for Lazerquick (Patti) and as a Project Manager for Snyder Roofing (Dan). As with most of us, they are very busy with their work/careers and family, so the weekend activities with us Porsche nuts are very welcome but frequently difficult to fit into their schedule.

Dan and Patti attended the Forest Grove concours the year it was judged by Carol Shelby (a special treat for them), many races and a couple of Arrive and Drives (so far). Both Dan and Patti want to give the Autocross a try. DE Days and monthly dinner gatherings are also on their list of Porsche things-to-do. Longer events, such as the California Wine Tour, are in the offing as their youngest son continues to mature.

The Koffels have enjoyed ORPCA activities and will "continue to meet members and make new friends. Everyone has Porsche stories that just get us excited and want to participate in more events!" ■

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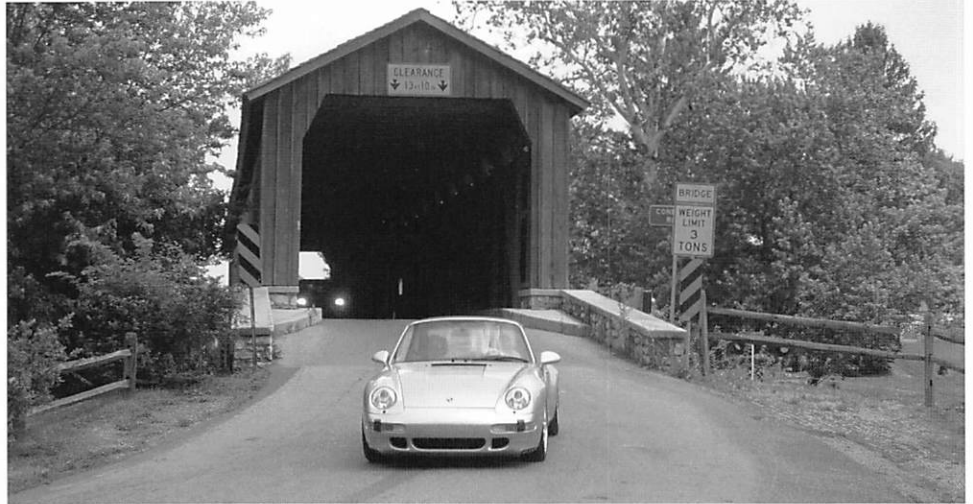
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# HERSHEY PARADE

(Continued from page 13) tucked in behind. Lesson Number One: You Can't Have Too Many Directional Signs! That turned out to be a frequently-heard complaint, especially among those coming in after dark.

Saturday morning meant a first crack at the Goodie Store, but where was it? Downstairs somewhere? Uh-oh ... another signage problem. Eventually some enterprising souls found a marker pen and scrawled crude directions on placards. I next tracked down Ruben Ledesma, the Hershey Tech Quiz Chairman, and spent some time discussing Quiz logistics and other details. Next came a visit to Hospitality, then Janice took the rental and checked out a local supermarket for fresh fruit and wine. She returned to tell me about strange Pennsylvania laws that restrict wine and spirit sales to dedicated liquor stores, and beer (by the case only) to beer stores. If you just want a six-pack, you go to a tavern. The local suds are



One of Pennsylvania's numerous covered bridges.

and a handful of cars still owned by their original purchasers. The historic display included a 1948 Gmund coupe, chassis #009; the first all-steel Porsche, a freshly-restored 1950 cabriolet #5014; 550 Spyder, #550-001, that ran the Carrera Panamericana with a hardtop; a

beneath the tail? Hm, kinda looked like a 911 muffler. Vas ist das? Subsequent inquiry led me to the New Jersey owner, a retired schoolteacher with considerable mechanical talents. He found the stock Carrera too tiring to drive long-distance. He decided to install a 901 five-speed transmission for longer legs but, once started on the project, found he had to make so many modifications to the floorpan that he might as well install the 911 engine and suspension his new tranny was bolted to. Since you can't just drop a 911 drivetrain into a 356 coupe, he had to move the firewall forward and widen the rear quarter-panels so everything would fit. Beautiful workmanship all around.

As one might expect on this landmark occasion, the Concours also drew a healthy turnout of production entries

THE WELCOME PARTY DINNER HAD A '50'S ROCK AND ROLL THEME, AND FEATURED A SURPRISE: THE UNVEILING OF A NEW 997 CARRERA "CLUB COUPE" IN HONOR OF PCA'S 50TH PARADE.

nothing to write home about. Wait 'til those East Coasters get a taste of Oregon microbrews!

The Welcome Party Dinner that evening was well run with a 50's rock and roll theme, and featured a surprise: The unveiling of a new 997 Carrera "Club Coupe" built in honor of PCA's 50th Parade. By now, you've already heard about how to go online and register for a chance to win one of these 50 Blue Carreras, which will retail at a hundred large. Pretty as that car might be, I wondered why Porsche did not take the opportunity to give us a first-hand look at the new Cayman. Chocolate Carreras for dessert were a nice touch, though.

Sunday brought an early rising, a quick breakfast, and then off to the Concours site by shuttle bus. Organizers had spent a lot of time digging out unusual cars for special displays, including a row of rare and historic Porsches, a "Competition Row" of factory racers,

Carrera Abarth, a Beutler four-seater, a Heuer cabriolet, John Paterek's America Spyder, an interim pre-pre-A roadster by Heuer said to be the last of the Americas but not quite a 356, and a strange, fiberglass-bodied retractable hardtop coupe

AT THE VICTORY BANQUET, JOHN TOOK THE STAGE TO TALK ABOUT PARADE PORTLAND AND OUR PLANS TO MAKE NEXT YEAR'S EVENT EVEN BETTER THAN 1995, WHICH IS CONSIDERED BY MOST ATTENDEES TO BE ONE OF THE BEST PARADES EVER.

built by Brooks Stevens with a Porsche 1500 tucked in the tail. This astonishingly ugly early 1950s car, called the Paxton Phoenix, was commissioned by Robert Paxton McCullough, manufacturer of the Paxton supercharger. One very special Radium Green 1955 Carrera 356 coupe also caught my eye. It looked pretty standard from the front, but what was that strange exhaust system poking out

for the Preparation, Preservation, and Restoration groups. To help trim the length of the awards dinner, class winners received their trophies at the site. For Chip and Tilly Hammond of Inland Northwest Region, the drive to Hershey was worthwhile; they took first in class with the 1997 993 they've shown at Rainbonnet.

(Continued on page 23)

# HERSHEY PARADE

*(Continued from page 22)* Being Porscheless, and wishing to remain happily married, the Linskys passed up Monday's TSD rally, opting instead to run the next day's low-key Gimmick rally, where all comers were welcome. It proved highly popular, providing a lengthy tour of Lancaster County, the heart of Pennsylvania's Amish and Mennonite communities. We had a great time poking around the quaintly-named little towns of Intercourse, Blue Ball, and Bird-in-hand, admiring hand-sewn quilts, snapping photos and enjoying the peaceful farms, horse-drawn buggies, and covered bridges.

A stint assisting in the Hospitality Room started our Wednesday, followed by a run out to HersheyPark to take in the Driving Event. Nearly everything went smoothly, although there was a brief afternoon rainout from a passing thunderstorm, which proved an almost daily occurrence. Again in the interest of saving time at the awards banquet, class awards were presented at the site.

Our Thursday was open, so Janice and I piled into the rental and drove south to Gettysburg for the day. If you've never visited this National Historic Site, put it on your list of must-sees. For me, it was akin to sitting in front of the Vietnam Memorial Wall in DC. You will leave a changed person.

Friday was the Tech Quiz (the deRoos and Mr. Ledbetter all trophied) and more kick-back time, socializing at the Volunteer Party, a final pass at the Goodie Store, and then Victory Banquet.

Let's see...other activities worthy of mention would include PCA Academy Day (tech sessions), the "Parade Museum," a fine display of about a dozen of the best historic and racing cars from the Concours, videos of PCA's first 50



Now *that's* devotion to the Porsche marque!

years, and lots of large photos plucked from the pages of Porsche Panorama. One of special note was of former Oregon Region President Dennis Puetz accepting the 1976 PCA Region of the Year from Ferry Porsche at the 1977 San

OH YES ...THE FIREFLIES ... DUSK HAD FALLEN AS WE LEFT THE RESTAURANT, AND I WAS DELIGHTED TO SEE THE AIR FILLED WITH TINY BLINKING LIGHTS. I LAST REMEMBER SEEING FIREFLIES AS A VERY YOUNG CHILD IN NEW YORK ...A WONDERFUL EXPERIENCE.

Diego Parade. We've made arrangements to get a copy for Dennis, who is now back in our area. Now we have to convince him to buy another Porsche!

The Sunday night banquet also brought honor to Oregon Region, as Anzeiger was judged to be the best Region magazine in our class for the

second consecutive year. Congratulations to the staff for a job well done!

At the Victory banquet, John took the stage to talk about Parade Portland and our plans to make next year's event even better than 1995, which is considered by most attendees to be one of the best Parades ever. The Parade moves to San Diego in 2007, so the East Coasties who put on this year's event can catch up on their sleep.

More congratulations are in order for John, who won Best in Show in the Killer Garage competition, awarded at the Victory banquet.

Oh, yes ... the fireflies. One free evening in Hershey, we joined the Herveys for a quiet dinner in town. Dusk had fallen as we left the restaurant, and I was delighted to see the air filled with tiny blinking lights! I last remember seeing fireflies as a very young child in New York. We stood and watched them flutter about, looking for love. It was a wonderful experience.

So that was the 50th Parade. As 51st Parade co-Chairman John Draneas told the Victory Banquet audience, there's no

way Portland can top Hershey, so we won't even try. What we will do is host a great event in a beautiful part of the country, and start PCA's second half-century with a flourish.

Still Plays With Cars will return next month ... ■

# ARRIVE AND DRIVE

*(Continued from page 19)* there are not many left. Those are places like where my granddad grew up in the early 20th Century. How different that was from the start of our tour. The faster, as we sped west.

Across the fields, I saw the monastery up on the hill that gives Mt. Angel its

name. And, as we rolled into town at a dead-slow 25 mph, those with tops down heard the church bells sounding at 12:00. No lie. Memories, for some, of the annual Oktoberfest were still kept alive at the Mt. Angel Brewing Company. That was our last stop, and lunch. We recounted the tour and looked forward

to a summer full of fun, then drifted home.

The realization of time well spent  
Will keep my memories pregnant  
*The day the rabbit died.* ■

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# backfire

## Great St. Helens Tour

GINNY & JOE MCQUEEN

Harry & Bob,  
You did great! Thanks for all the planning, the execution and the company. Your Mt. St. Helens tour was a fantastic way to spend a Saturday on the road. We thoroughly enjoyed the day.

## THE Drive of '05

PHIL DECKER

The Mt. St. Helen's run is now "THE drive of '05." Sincere kudos to all who arranged it. Next year, please limit to 40 cars, with priority to those who were there this year.

## A Most Excellent Trip

KATE AYERS

Bob/Harry,  
A most excellent trip. Thanks! Stuff like oil and gravel just add texture. (Of course, since we live on a dirt road, it's a daily occurrence for us!) Anyway, lovely day.

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2004 Cayenne S .....	Black/Black



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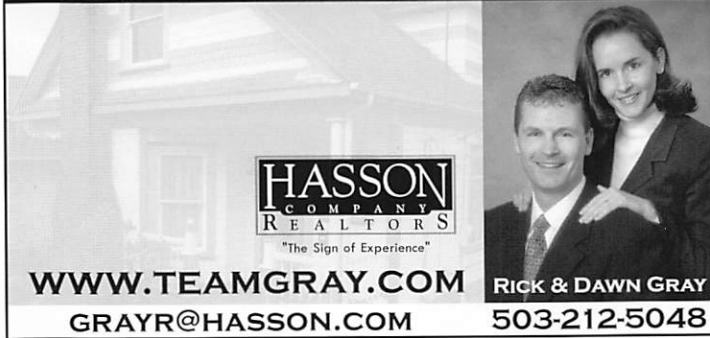
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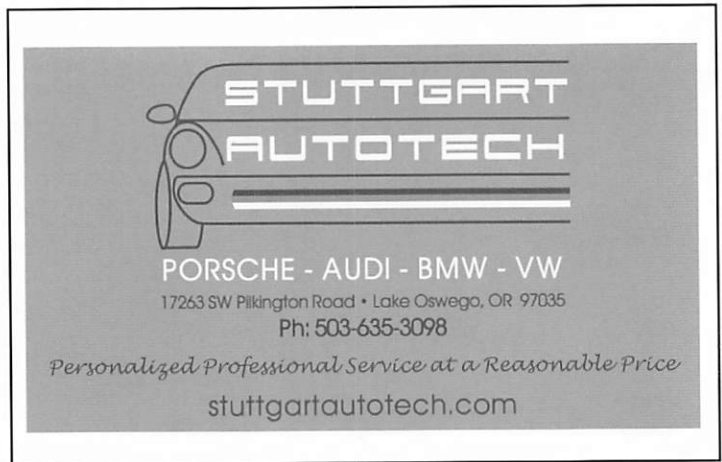
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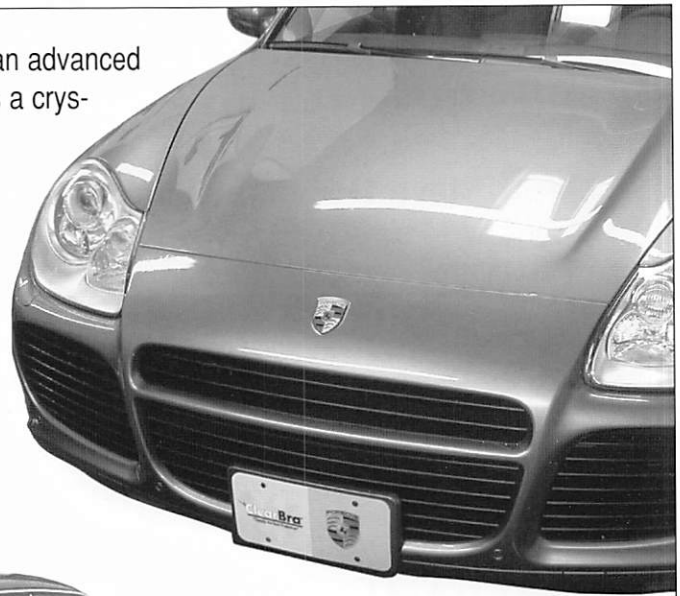
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# Anzeiger

## 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](mailto: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
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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.

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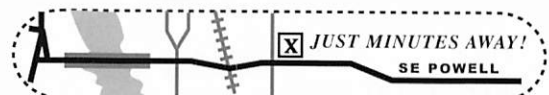
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# Marketplace

## ■ CARS FOR SALE

### 911

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1995 993 Carrera 2, White/Black 95 Carrera. Third owner. 42k miles. All records since 15k miles. Meticulously maintained. Dealer serviced. Looks and drives like new. Dual pwr/lumbar seats. Hi-Fi sound. 17" twist wheels. Nearly new tires. \$38,500. Call or email for pix (503) 591-9770 jniemer@hotmail.com 05.05

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

1982 911 SC Coupe - Sunroof, F&R spoiler, updates, charcoal metallic/tan, recent clutch, recent head studs, well cared for, all records since ownership, non-smoker, PW, PM, CC, AC, no leaks, runs and looks great. Less than 99K miles. \$14,000 Frank 503-371-6309, fdward@yahoo.com 06.05

### 968

1993 968 cabrio. Black, tan leather, Triptonic, AC, ABS, PS, PW, major service, all belts, water pump. Flex plate, trans oil & filter, front brakes, 2 tires, 4 cyl. EL, 3.0 L 253 HP, 25 MPG, 66K, 2nd owner, 1 of 414. \$20,750 OBO. Bob, 360-697-8638, email: oit-subandw@earthlink.net 05.05

### Boxster

2004 Boxster - Guards Red/Black, manual trans, Factory sport suspension (M030), PSM, Heated Seats, 18" Carrera wheels, Cruise, Alarm, Porsche Sport Exhaust, Satellite Radio, & much more! Factory warranty until 50k/Sept 2007. Pristine condition, 11K miles, \$37,900. Gary Hays (360) 573-6397, gary.hays@hp.com 07.05

2000 Boxster S, Speed Yellow/Black, Black Top, BBS, custom made of Porsche, 18-n black 5-poke alloys w/polished lip. Eibach springs, Dansk sport tuned performance exhaust. Custom Oregon license "BXSTR S". Local Oregon car sold new @ Carrera Motors. Non-smoking, adult owned. Garage kept and covered. Never taken out in rain. 8,300 miles. \$37,975 Mike O'Connor 503-579-375206.05

### 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, 911S brakes and suspension, Fuchs, good condition. \$14,995 obo. Bob Rand (360) 695-5171 or (360) 921-0880 07.05



## ■ PARTS

Wheels, standard 16-inch wheels for 1st generation Boxsters. \$250/offer. 17-inch Michelin Pilot Alpin snow tires for boxsters (50%) \$100/offer. 503-669-0520 or sordello@earthlink.net 06.05

2004 Boxster arctic silver front bumper, excellent condition, removed due to upgrade to RUF front bumper. \$700/offer. Shawn (408)207-5131 or shawn60tw@hotmail.com 06.05

Very Rare 993 hard back, black leather sport seats with power, heat and embossed crest on head rest. Flawless condition. \$3,500 OBO. Please contact Duncan at 503-702-1806 05.05

(2) 6 x 16 (2) 7 x 16 Fuch 911 23.3 Pol. lip, spokes, cap, & blk centers. Never mounted since painted & polished by Skip at Art Stearns. \$900. (4) 7Jx15 ATS Et 23.3 951.362.104.00 phone dials. Pol. lip, ovals, crest, met. blk centers w/ OK tires. \$600. (4) 7x16 928.361.016.00. Need refinished. \$400. (1) 8Jx16 23.3 Fuch 944. Dinged. \$100. (1) 6Jx16 ET 53, Flat disk, 924 Turbo? Dinged. \$75. Mike (541) 593-2980 05.05

911 2.0 Engine parts, heads with valves, pistons, counter shaft, camshafts, chain tensioners, oil pump, fan shroud, rear eng. mount, cam covers, oil pan, and more. Other parts: complete Accusump system for 912 race motor, (2) 7 X 15 Centerline alum. wheels. Call for prices. Bob, 360-687-8638. Email: oitsibandw@earthlink.net 05.05

Fuchs Replicas: (4) 15x7's, no tires, straight and true but not gorgeous, \$280. 503-957-4409 05.05

Fuchs Replicas: (2) 15x7's w/205-50-15's and (2) 15x8's w/215-50-15's. Wheels are straight and true but not gorgeous. Tires are almost new Dunlop SP 5000's. \$400. 503-957-4409 05.05

## ■ WANTED

Manual Wanted: Owner's manual for 1988 911 Carrera. The one that came with my car was hoarded or lost by a previous owner. If you have one or know of a source at a reasonable price, please contact John Lacko 360-904-3089 jclacko@comcast.net 06.05

One pair of 16x6 Fuchs, preferably fully polished so all black paint is removed, but will consider any pair. Will trade for pair of 16x7's in perfect condition or buy outright. Also will consider set of (4) 15x6's in any condition. Mark 503-957-4409/ herbdoc@aracnet.com 05.05

## 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

# Welcome New Members

William John & Angela Dekorte  
Portland, OR 1999 911

James R. & Karen Hosford  
Beaverton, OR 2005 Boxster

Gary J. Schnell  
Beaverton, OR 1986 911

Paul & Sharon Erskine  
Otter Rock, OR 1972 911 T

Michael D. Jones  
Constance Hollon  
Wilsonville, OR 1985 911

Tom L. & Deeann Tufford  
Portland, OR 2002 996 TT

Doug Everett  
Portland, OR 2005 Cayenne

Karan & Nitin Khanna  
Portland, OR 2005 911 S

Nathan P. and Tammy L. Fekete  
Portland, OR 1990 944

Ed & Barbara Grayson  
Portland, OR 1979 928

Glenn A. Lassen  
Portland, OR 2005 911 TS

Mark Sabitt  
Eugene OR 1997 Camera C4S

Jack & Bernice Ditto  
Portland, OR 1985 944

Jon Leigh & Beverly McArthur  
Camas, WA 1995 911

John & Stephanie Dudley  
Portland, OR 2005 Boxster S

Walter L. & Jan Hightower  
Hillsboro, OR 2001 Boxster S

Lanny R. & Karen Mix  
Jefferson, OR 2005 997

Brent E. Frazier  
Portland, OR 1983 928

## Anniversaries

### 5 Years

Charlie Burrows  
Paige Burrows  
Mitchel G. Fry  
DeAnna Hartwig  
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Jon Friedemann  
Daniel Jesse  
Julie Jesse

### 10 Years

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Don R. Clinkinbeard  
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*Taken at an unnamed ORCPA event and submitted by Jim Ayers*

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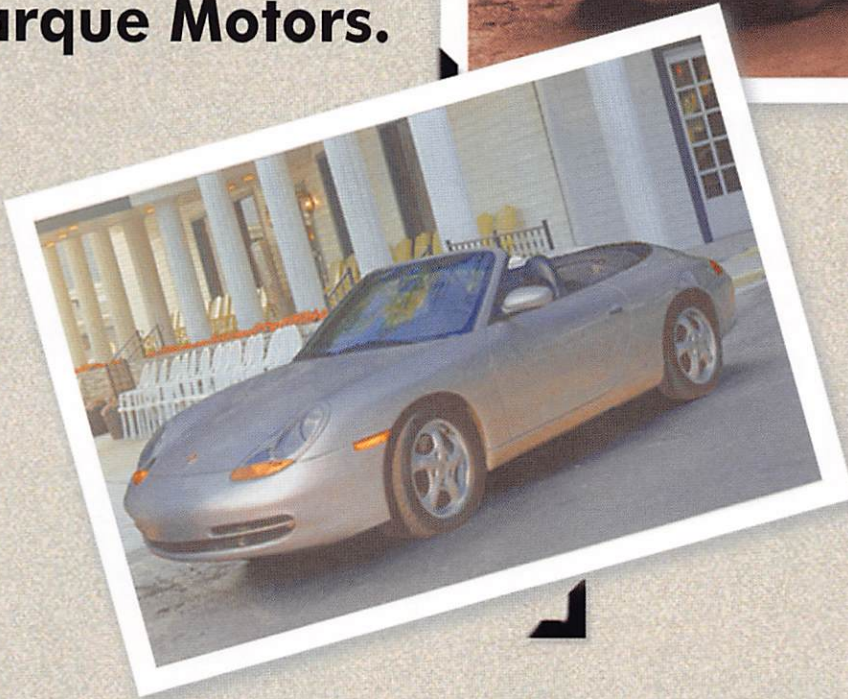
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