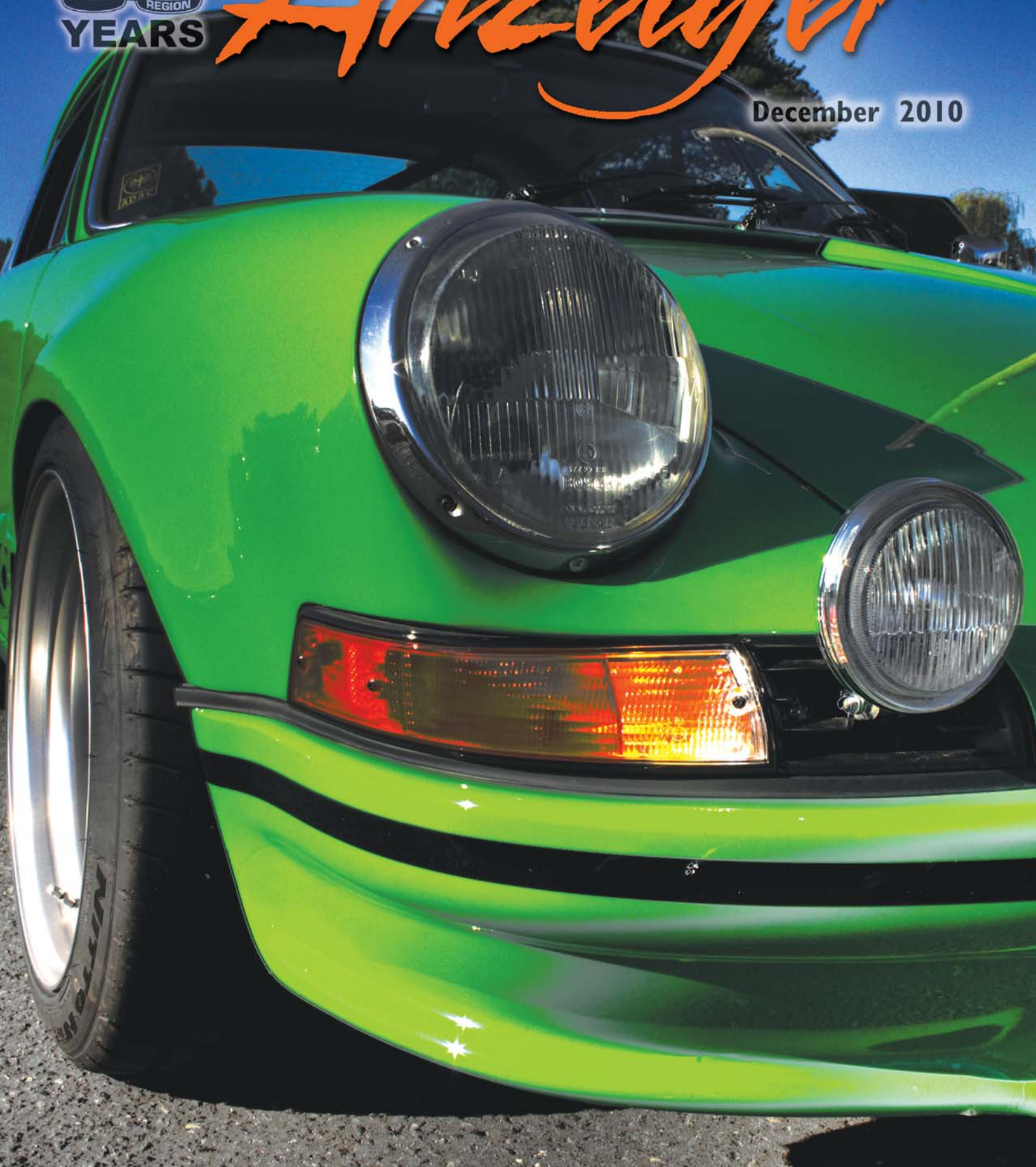


1960 - 2010



Anzeiger

December 2010





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MOTORS

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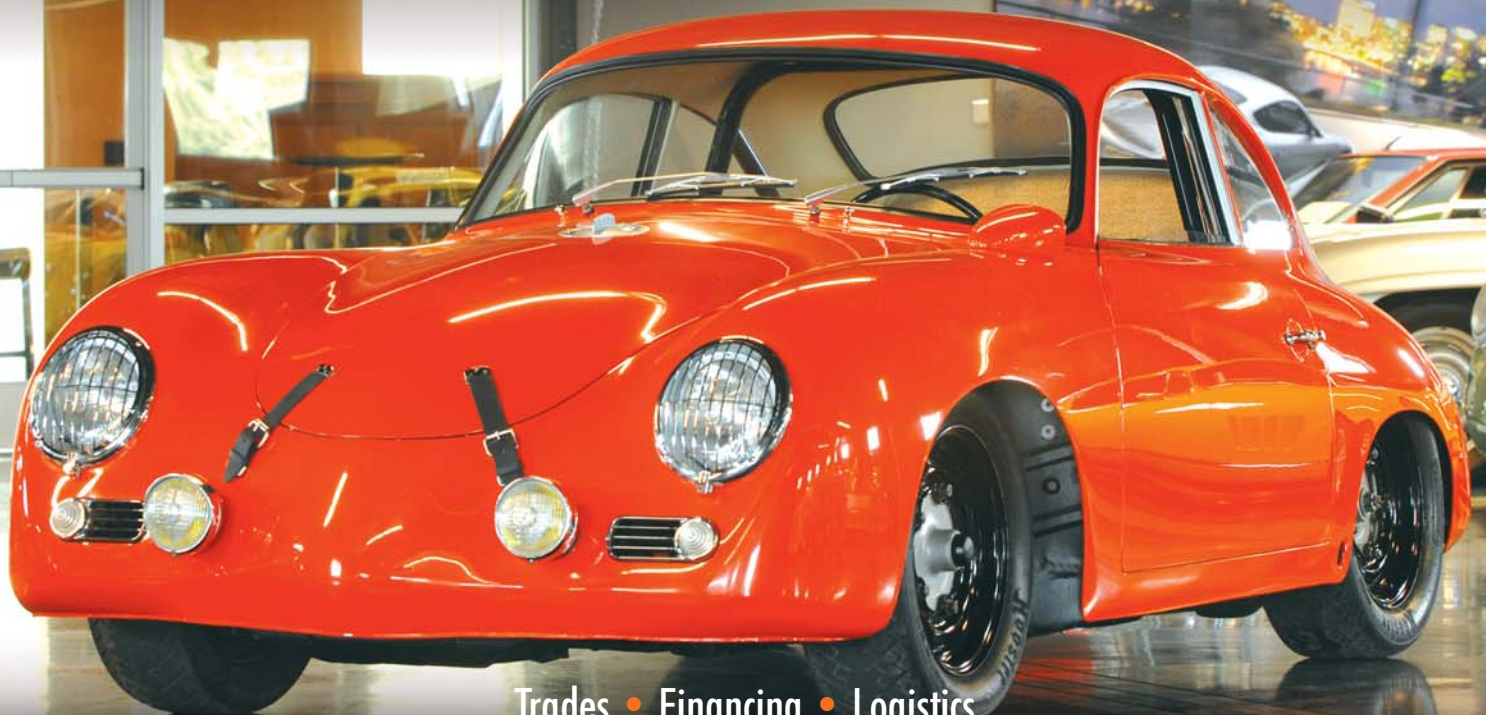
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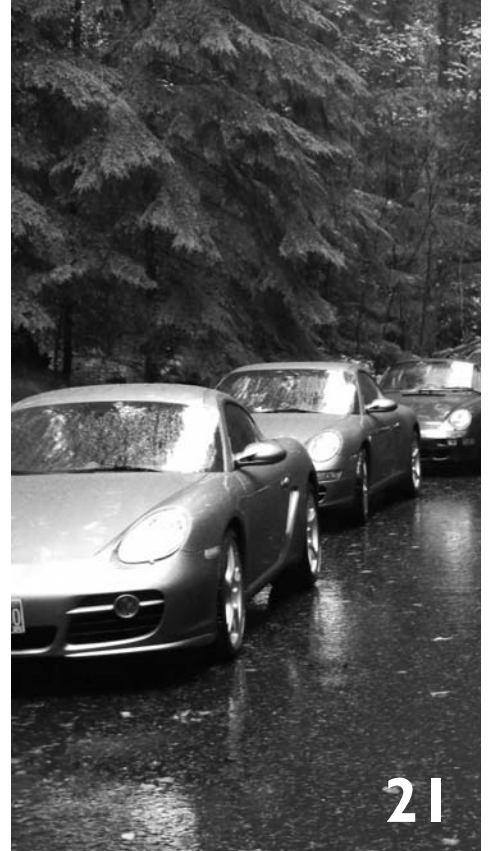
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Anzeiger

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December, 2010



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ON THE COVER

KERMEE. Photo by Bob Schatz.

Cover Submissions

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

Anzeiger

(an' zī ger), noun, German

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

COORDINATOR/ PRODUCTION
 DESIGNER Earl Green
 Nancy Scott 503.330.2227
 503.997.2230 earl@millennium-
 nanscottdesign@gmail.com graphics.com
 editor@oregonpca.org

Editor: Mike Lee

Photo Editor: Bob Schatz
bob@allusaarchitecture.com

Board of Directors

PRESIDENT Kathleen Ellis 503.720.0184 president@oregonpca.org	BOARD MEMBERS AT LARGE Susie Groover susie.groover@comcast.net Andrew Jacobson bod1@oregonpca.org
VICE PRESIDENT Jim North 503-221-6262 vicepresident@oregonpca.org	PCA ZONE 6 Dave Cooley mtcarrera@rennlist.net
TREASURER Marlene MacEwan 503.936.9887 treasurer@oregonpca.org	PAST PRESIDENT Chuck West 503.720.2037
SECRETARY Eric Freedle 503.936.0816 secretary@oregonpca.org	MEMBERSHIP CHAIR (1/11) Kim Taylor 503.970.6822 membership@oregonpca.org

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Classified Advertising

Classified ads are a free service provided to Oregon Region Porsche Club of America members.

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.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

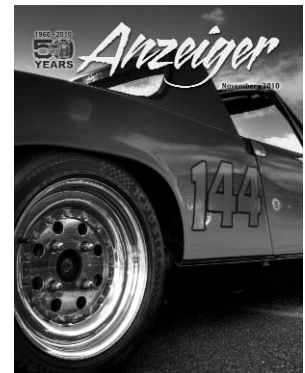
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

Anzeiger Commercial Advertising

Looking for exposure to an audience of high-end car enthusiasts? *Anzeiger* welcomes your advertising. Our annual rates are shown below; the per-issue rate is obtained by dividing the annual rate by 11.

All advertising is to be provided in a digital format. Please contact Nancy Scott, nanscottdesign@gmail.com for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.



Four Color

Outside back cover	\$3,150
Inside front cover	\$2,970
Inside back cover	\$2,736
Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656
1/4 page	\$1,143

Black and White

Outside back cover	\$1,750
Inside front cover	\$1,650
Inside back cover	\$1,520
Inside full page	\$1,390
2/3 page	\$1,180
1/2 page	\$920
1/4 page	\$635

To place an advertisement in *Anzeiger*, email
Editor@oregonpca.org

FROM THE PRESIDENT

Kathleen Ellis

Reflections on 2009-2010

It is now December, and this is my last message as your region President. I started my term with a number of goals that I hoped to accomplish and it seems that these two years have flown by at warp speed. I stepped into office in a down economy, concerned about preserving our rainy day funds, but at the same time wanting to insure quality fun events for you, the membership. Truth is, I believe we have done pretty well. It has been a team effort of Board of Directors, Event Chairs and other volunteers that have brought us to where we are today, a well-rounded club positioned to move forward.

One priority related to the operation of the business side of the club. The BOD took a conservative approach to the finances, keeping our reserves in CDs, considering the interest earned on an annual basis to be an endowment to the club, discretionary income to be used as needed. Our working capital to handle expenses was to be covered by our membership dues and profits from some events; the result has been that our net asset balance has remained consistent.

Improving communication has been another priority. Our communications network needed upgrading and streamlining to insure timeliness and consistency. The financial cushion allowed us the freedom to be able to invest in a communica-

tion/website upgrade that will benefit all members going forward. Although not yet complete as I step aside, this upgrade and evolution is in mid-process. After completion, it should begin to generate savings to recapture the initial cost.

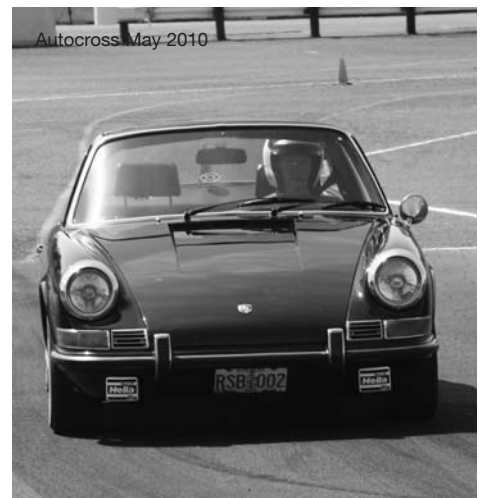
Making life easier for our volunteers was also a priority, as these individuals are what make it happen! Developing policies and procedures for events and club operations so as to make the tasks less daunting and provide a basis from which to work has been an ongoing process. Documentation will ensure a level of consistency. Additionally, the streamlining of tasks and responsibilities is important so that no one volunteer is overwhelmed.



Event Planning Guidelines are now posted on the website under the Information >Library>Forms. Procedures for running specific events such as HPDE or functions such as Membership have been developed as well. Of necessity, all these documents are dynamic, and will evolve as the individuals responsible continue to improve their areas. These documents, along with support from the Directors, should make everyone's task easier and more consistent going forward.

Increasing the fun factor? Each time I think it doesn't get any better, it does! The Event Chairs and their teams continue to improve, polish, and add value to their events through a lot of hard work and creative genius.

(Continued on page 24)



Oregon Region Events



December, 2010

- 7 Board Meeting
- 11 Holiday Party
- 15 Holiday Food Box Party

January, 2011

- 11 Board Meeting
- 19 Monthly Club Dinner and Social
- 20 Deadline for March *Anzeiger*

Benefits of an Oregon Region Membership

In a word:
COMMUNICATION

- A member directory
-
- Annual calendar: List of events
-
- E-mail up-dates
about current and future
-
- Website information
-
- Anzeiger* magazine

Note:
Your membership is not just a magazine!

Event Notification

To be added or removed from the Oregon Region's event notification service, please send an e-mail to postmaster@oregonpca.org.

Board Meetings

All members are encouraged to attend Oregon Region PCA board meetings. For the exact meeting time and location, please send an e-mail to secretary@oregonpca.org.

Contributions Welcome

With the exception of December, the deadline for *Anzeiger* contributions is the 20th of each month. Please send contributions by e-mail to editor@oregonpca.org. Attach text contributions as a Word file and pictures in JPEG or TIFF format at the highest possible resolution.

Anzeiger Advertising

Commercial advertising requests and inquiries should be emailed to adsales@oregonpca.org. See page 2 for classified requirements and contact information.

STILL PLAYS WITH CARS

Peter Linsky



Website Offers Pointers on Keeping Porsches Young

If you haven't visited the website www.porschepurist.com recently, it's worth a look, not just for its original content, but because it often has links to some other pretty great sites. Soon after the 2010 edition of Monterey Car Week, there was a mention of a site belonging to a little-known video production company that has built up a close relationship with Porsche's marketing department. Check out www.tangentvector.com and open its portfolio for a taste of what they do ... it's pretty impressive.

Another website worth visiting is www.sportscardigest.com. Recently, this site contained a couple of columns by an insurance expert and part-time racer named Bill Crowley, who works for Chubb and Son. He shared several points that address claims related to older, collectable cars. Some of these points may well apply to elderly Porsches. The most interesting of those is that mechanical failures due to normal wear and tear are not covered by insurance—but if a mechanical failure, such as a suspension or steering part breaking or brake line bursting—leads to an accident, it could be a different story (Racing is normally excluded). Crowley also notes that old leather can fall victim to mold, especially in damper climes, and mold can destroy upholstery

“PORSCHE 550 SPYDER. EXCELLENT CONDITION. FASTEST IN THE COUNTRY. WON MEXICAN ROAD RACE, COMPLETELY RECONDITIONED, READY TO WIN. \$5900.” THAT WAS A LOT OF MONEY IN 1956, BUT WHAT AN INVESTMENT THAT WOULD HAVE BEEN ...

and carpeting—even paint—in short order. He advises preventing mold problems by storing your car in a dry and cool space, keeping the car well-waxed, and going after any moisture-related problems



Photo by Marlene MacEwan

immediately. That means repairing seeping pipes and leaky garage roofs and windows.

One of the side benefits of my post-retirement freelance writing career has been the wonderful people I've had an opportunity to meet. Among them is former NASA scientist Roger Craig. He and I have established a regular correspondence, and he recently sent along a copy of some pages of classified ads from *Road & Track* magazine, circa January 1956, the

month his 356 Carrera was manufactured. Some of the cars offered for sale in that issue are simply amazing, but bear in mind that it was a very different dollar in those days. I quote: “Porsche 550 Spyder. Excellent condition. Fastest in the country. Won Mexican road race, completely

reconditioned, ready to win. \$5900 will trade. Bill Thomas, West Covina Calif.” That was a lot of money in 1956, but what an investment that would have been ...

One of the most famous 356s on the planet now lives in the Portland area. The ex-Johnny von Neumann 1951 356SL coupe—356-2-063—which raced at LeMans and was later decapitated to become a roadster, has been acquired by the Cameron Healey collection from the estate of the late Charles Forge. Forge, who passed away shortly after last year's Monterey Historics. Forge had owned the little red bathtub with its unique wheel spats since 1957. It has appeared at nearly every edition of the Historics, and there's every indication that Cam will continue to run it in vintage events, under the care of Emory Motorsports.

Until next month, drive safely! ■

Holiday Food Box Party

Monday, December 13, 6:00 to 9:00 p.m.
and Wednesday, December 15, 6:00 to 9:00 p.m.
Box Delivery: Saturday December 18, 8:00 a.m.

Portland Police Bureau, Sunshine Division
687 N. Thompson
Portland, OR 97227

Get 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.



At the end of the evening the Porsche packers will adjourn to the Widmer Brothers Brewing Company, 929 N. Russell, Portland, OR 97227. Contact: Jim Ayers, 503.453.6939, escrgo@frontier.com.



AMATEUR WRENCH

Don
Clinkinbeard



Successful Test Drive is an Appropriate Last Column

I got the car to the dyno shop. After a couple of small fixes, we got it hooked up and running. I spent a half hour running it in from about 2,000 r.p.m. to 5,000 in second gear. There is a little more vibration at around 1,800 to 2,200 r.p.m. than there should be. This indicates that I need to retune the counterbalance shafts. This is not a real easy task, as Porsche chose to put the timing marks on the plastic shrouding that covers the belt. I have removed that for ease of maintenance. That doesn't sound right ...

The car started out with a very rich (too much fuel) mixture. I also discovered that the MAF (Mass Air Flow) meter tuning software will not work on any of my computers. They are all too new. Looks like I will have to go purchase an older laptop with Windows XP, so I can work the air fuel map. In the mean time the AF Mapper (Air Fule Mapper) has some adjusters on the front you can tweak. This worked fine to get the car to a place where it will idle and pull without getting the mixture too lean. This development shoots down my plan for characterizing the tune and various pressure settings for the turbo.

I settled on leaving the boost at an indicated 15.5 p.s.i and getting the AF Ratio as close to 11.5 to 1 (11.5 pounds of air for each pound of fuel) and called it good. The following Dyno chart measures the HP and torque at the rear wheels. We did three pulls on the Dyno to measure how the car was running. The first was short, because I really needed to adjust the fuel injection map as it was much too rich.

The second pull was better, but the fuel mixture was still too rich at the top end and I was adjusting it as we went. The third pull netted 328 HP and 293 pounds/FT of torque. Not bad for a ball-park tune. In addition, I had videoed one of the pulls and noticed that while my

cockpit boost gauge read about 15.5 pounds of boost, the shop's gauge measured 13.5. Two pounds off. Ian and I used a reference gauge I have at home and it also shows a 2 pound offset on the in-car boost gauge.

So, all this time I thought I was running 15.5 to stay with and pass the GT3's, I was really running 13.5. I am going to be interested in characterizing the boost pressure vs. HP on this car to see what the additional boost will get me, once I can properly tune the mixture.

I got the car out on the track on October 14. I ran well. Very powerful, and the handling and braking were excellent.

I had forgotten what a precision instrument I had built until I contrasted it with my street-suspended Lotus. While the Lotus handles very well, it is imprecise compared to the Turbo, and the power difference is flat-out amazing. Don't get me wrong—the Lotus is very quick, but the sheer grunt that the turbo puts out is impressive (at least relative to the Lotus).

It ran well but ...yes, there is always a "but." The turbo engine still has a few spots that get wet when driving. The oil pan leaks a little at one corner. You cannot just tighten the bolts. They must be

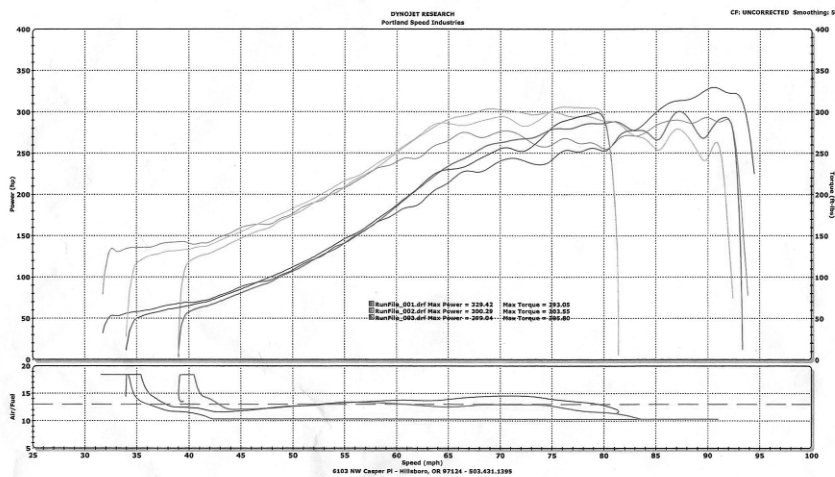
torqued in the proper sequence. Very annoying. The lower counterbalance shaft is also leaking, but only under pressure; not sure if it is the shaft seal or the nose cone O-Ring. We will have to disassemble some of the car to fix these.

Fortunately for me, awhile back I had the sub-frame and exhaust crossover modified so I can drop the oil pan and replace the gasket with a simple procedure. Without the mods, I would have to pull the engine out of the car to do this work.

While I am in there, I will also take a look at the rod bearings. I am being paranoid, but since these are the weakest part of the 944 drive train, I think it is a good time to check. Since I used Raceware fasteners for the connecting rods I can reuse these bolts, unlike the factory bolts that must be replaced when you remove them.

All in all, a successful test drive for a car that got taken apart in September of 2008.

This is a nice ending for this column, which was started to help chronicle the 944s journey from daily driver to dedicated track car, and my travails and successes on that quest for knowledge. Of course the journey has not ended yet ... ■



January Social and Dinner

Wednesday, January 19, 6:00 pm

THE OLD SPAGHETTI FACTORY

0715 S.W. Bancroft St.

Portland, OR 97239

503.222.5375

Come in out of the winter rain and join us for our fabulous annual pasta feast at the Old Spaghetti Factory! Menu choices are 1) Mizithra Cheese & Browned Butter/Rich Meat Sauce (half and half): \$12; 2) Meat Lover's Treat: \$14; 3) Fettucini Alfredo: \$12; 4) Chicken Caesar Salad: \$13.

Selection of main course must be pre-selected when making the reservation. Please bring the correct change to the event.

See you there!



DEADLINE:	January 14, 2011
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Sue Denfield dinnermeeting@oregonpca.org



ORPCA Autocross 2010 Championship Final Standings

Place	Driver	Total Points			
			2	Liz Bacon	56
MO1			3	Bob Schatz	50
1	Britain Smith	78	4	Jeff Gretz	47
2	Gary Chapman	55	5	Austin Schatz	30
3	Chuck West	41	6	Mark Behrens	24
4	Bill Thorp	39	S01		
5	Pamela Chapman	37	1	Gordon Empey	62
6	Dick Thomas	21	2	Chuck Jarvie	55
I01			3	Randy Stolz	44
1	Greg Olsen	80	4	Norman Vonk	22
2	Cary Kutter	60	S02		
3	Alan Wizeman	45	1	David Meharry	38
4	Richard Averitt	45	NP		
5	Jim Ayers	27	1	Jim Pileggi	50
P03			2	James Shepherd	40
1	Eric Freedle	67	3	Steve Barnes	38
2	Harry Danberg	36	4	John Gonzalez	20
P04			5	Mike O'Conner	10
1	Jim North	35	6	Bryan Brock	7
P05			7	Jorge Lara	3
1	Barry Cogut	63	8	Michael Pinto	1

October Autocross Results

Portland International Raceway, October 17, 2010

Pos.	Class	Driver	Vehicle	Time					
1	M1	Britain Smith	1974 Porsche 914-6	44.464	37	NP	Jerome Russell	2010 Mazda Speed 3	51.436
2	NP	Adam Griffith	1993 Mazda RX-7	44.743	38	NP	John Gonzalez	2005 Dodge SRT4	51.494
3	NP	Jared Still	1993 Mazda RX-7	45.759	39	S1	Randy Stolz	2003 Porsche Boxster	51.570
4	I1	Greg Olsen	2000 Porsche 996	45.977	40	P5	Peter Pereira	1999 Porsche Boxster	51.821
5	NP	Dallas Cutler	1995 Eagle Talon	46.391	41	NP	Mike O'Conner	1993 Mazda Miata	51.904
6	M1	Gary Chapman	1970 Porsche 914-6	46.626	42	NP	Josh Voigt	1991 Mazda Miata	51.924
7	NP	Jim Pileggi	1995 Mazda Miata	46.752	43	P5	Austin Schatz	2001 Porsche Boxster S	52.041
8	NP	James Shepherd	2003 Chevrolet Corvette	47.001	44	P3	Todd Gerlach	1979 Porsche 911SC	52.094
9	P5	Barry Cogut	2010 Porsche Cayman S	47.417	45	NP	Richard Cohn-Lee	1994 Mazda Miata	52.579
10	P5	Liz Bacon	2006 Porsche Cayman S	47.571	46	P3	Jim Horton	1970 Porsche 911T	52.691
11	NP	Dan Hall	2005 Subaru STi	47.639	47	M1	Dick Thomas	1970 Porsche 911T	52.776
12	NP	Brian Doyle	2004 Subaru WRX STi	47.694	48	P3	Harry Danberg	1973 Porsche 911T	52.806
13	NP	Bryan Brummell	1992 Mitsubishi Galant	47.772	49	S1	Michelle Schultz	2005 Porsche Boxster	53.014
14	NP	Steve Barnes	2003 Chevrolet Corvette	47.824	50	NP	Andy Hsiao	1990 Mazda Miata	53.244
15	NP	Jon Zweiger	2006 Mazda MX5	48.446	51	P3	Ryan Sauer	1979 Porsche 911SC	53.287
16	NP	Trevor Rice	2007 BMW Z4	48.448	52	NP	Kyle Keenan	1999 Mazda Miata	53.602
17	NP	Phil Nishikawa	2002 Subaru WRX Wagon	48.659	53	NP	Earl Stanton	1993 Mazda Miata	53.996
18	NP	Michael Pinto	1993 Mazda Miata	48.737	54	NP	Zachary Bloomfield	1979 Toyota Corolla	54.089
19	M1	Bill Thorp	1986 Porsche 944T	48.843	55	NP	Jack Menashee	2000 BMW	54.134
20	M1	Alan Wizeman	1974 Porsche 914/6	48.863	56	NP	Kathy Smalley	1999 Acura Integra	54.496
21	I1	Cary Kutter	1974 Porsche 911	49.267	57	NP	Kathy Averitt	1992 Honda CRX	54.497
22	P5	Bob Schatz	2001 Porsche Boxster S	49.294	58	I1	Richard Averitt	1971 Porsche 914	54.728
23	NP	Josh McCall	1987 Mazda RX7	49.358	59	S2	David Meharry	2000 Porsche Carrera	55.474
24	NP	Jeff Peterson	1990 Mazda Miata	49.511	60	NP	Nick Hubert	1999 BMW 328is	55.540
25	NP	Kendall Reed	1990 Mazda Miata	49.572	61	NP	Audra Degg	1993 Mazda Miata	56.111
26	P5	Jeff Gretz	2001 Porsche Boxster S	49.579	62	NP	Sue Bewley	2006 Miata	56.533
27	NP	Joel Dietzman	2004 Chevrolet Corvette Z06	49.646	63	NP	Mary Chase	1993 Mazda Miata	56.598
28	M1	Pamela Chapman	1970 Porsche 914-6	49.652	64	NP	Gary Rigdon	2002 BMW M3	56.995
29	S1	Christopher Pethick	2006 Porsche Cayman S	49.755	65	NP	Richard Nile	1990 Mazda Miata	57.200
30	P4	Jim North	2000 Porsche 911 C4	49.851	66	P5	Mark Behrens	2008 Porsche Cayman S	57.865
31	NP	Bryan Brock	2000 BMW M Coupe	50.075	67	NP	Richard Lockwood	1989 Mazda RX7	57.899
32	S1	Matt Schultz	2005 Porsche Boxster	50.139	68	NP	Paige Swenson	1999 Acura Integra	58.652
33	NP	Morgan Peterson	1990 Mazda Miata	50.351	69	NP	Danielle Ferrara	2004 Mitsubishi Lancer	58.656
34	P3	Eric Freedle	1986 Porsche 911	50.363	70	NP	Sharilyn Rigdon	2002 BMW M3	59.616
35	S1	Chuck Jarvie	2004 Porsche Boxster S	50.747	71	NP	Nina Pileggi	1995 Mazda Miata	59.861
36	NP	Kristine Craine	2006 Mazda MX5	51.417	72	NP	Duane Doyle	1990 Mazda Miata	66.485



October AX: To Infinity and Beyond ... Redux

by Randy Stolz / Photos by Bob Schatz

To Infinity & Beyond ... Redux” was one incredible experience to witness and compete in. The course used every inch of the Pro-Pits—and beyond. Warp speeds were controlled by how willing you were to push your car through the tight corners and slaloms—with the knowledge that if you use too much speed, you’re done.

There was also the little factor of how important the course walk was, and how your memory replayed it. The course was not chalked so you were on your own to sort out the galaxy of cones.

Let’s jump back to the beginning and the launch pad commonly known as the Pro-Pits. If you preregistered, you had a leg-up, knowing we were going to be running in the Pro-Pits and not the South Pits as originally scheduled.

Arriving, I started over to the east end of the track at corner 12 to crossover to the Pro-Pits, when I noticed an unusual number of regulars parked in the South Pits area. What’s up?

Turns out the Pro-Pits was still crowded with campers from races the night before, and unfortunately, the keys to our trailer were misplaced—a trip back to Oregon City and beyond was required. We’d be

starting a little late. But isn’t that always the way great launches begin?

Long story short, the campers finally left and the mad dash for keys was completed in record time. There was then a super effort by everyone to get our event back on track, literally.

If this is your first time receiving the *Anzeiger*, I’m afraid you have missed some of the best and closest class contests I’ve ever seen. Liz Bacon and Barry Cogut have been duking it out all year, with Bob

Schatz pushing both. It came down to this event to determine our P05 Champion.

Then there was the run for Top Time Of the Day (TTOD). This is where the little rockets get going, whether they are Porsches or not. It came down to the last run of the day between Britain Smith and Adam Griffith.

Let’s run it all down:

M01: Britain Smith ends the year as the first place trophy winner with Gary Chapman second. Chuck West, Bill





Thorpe and Pamela Chapman all had a great year and made Gary and Britain earn their trophies. Britain also took the TTOD by 0.279 seconds over Adam Griffith on his last run of the day.

It really summed up the spirited competition, adrenalin pounding, on-the-edge driving experience, and wonderful camaraderie of the participants this whole season

I01 saw the largest increase in class population. This didn't deter Greg Olsen. In his first full year, Greg, in his 2000 996, pretty well blew away the class with an undefeated season. Cary Kutter finished a solid second; Alan Wizeman, Richard Averitt, and Jim Ayers are going to have to look for some serious warp drives for next year.

P03 was all Eric Freedle's ... still. Harry Danberg put up a great effort, even standing his car on two wheels all season long but to no avail. It was sure fun to watch these two dance with their Porsches. Todd Gerlach, Jim Horton, and Ryan Sauer had an excellent year as well and finished the season with some great runs.

P04 is all Jim North. He's taken a lot of ribbing for it, but come on—someone has to have a 1999-2005 996 with some minor modifications as outlined in section A-2.5.5 of the PCA Autocross Rules.

P05: I wish the season wasn't over. The battle between Liz Bacon, Barry Cogut, Bob Schatz, and Jeff Gretz has been closer than Porsche in the GT2 racing. It's been epic. Autocross #5 saw the top four places had these four competitors separated by

only 0.683 sec. Most often, less than two seconds separated first from fourth. It got down to this event to determine the trophy winner.

Autocross #7 saw Liz Bacon and Barry Cogut tied. Autocross #8 didn't disappoint. A low-time run by Liz, then Barry would squeeze out a tenth. Liz would top that time and Barry would squeeze another tenth off Liz's time.

It came down to Liz's final run. I swear, she was approaching warp speed when lateral acceleration exceeded tread adhesion. It really looked good though. It was a

wonderful fight all year and tip of the hat to a great group of drivers.

Congratulations Barry and Liz and Bob and Jeff. We hope to hear more from Austin and Mark next season.

S01: Gordon Empey, Chuck Jarvie, and Randy Stolz drove hard all year. Randy and Chuck both drove to a first place finish during the season but it was Gordon who took the most. Very good class and could be anyone's trophy next year. Congratulations Gordon.

S02: Dave Meharry. It pays to stay stock. Good driving Dave.
(Continued on page 25)



Opposite, top: Braking hard at the end of the straight to get in the sweeper. Opposite, bottom: Bob Schatz's secret; races with no shoes. Photo by Austin Schatz. Top: Can you tell where the track is? One of the cool things about Autocross is a new track every time. Above: The elusive flying cone caught in a photo.

Oregon Region Celebrates 50 Years of Fast Friends

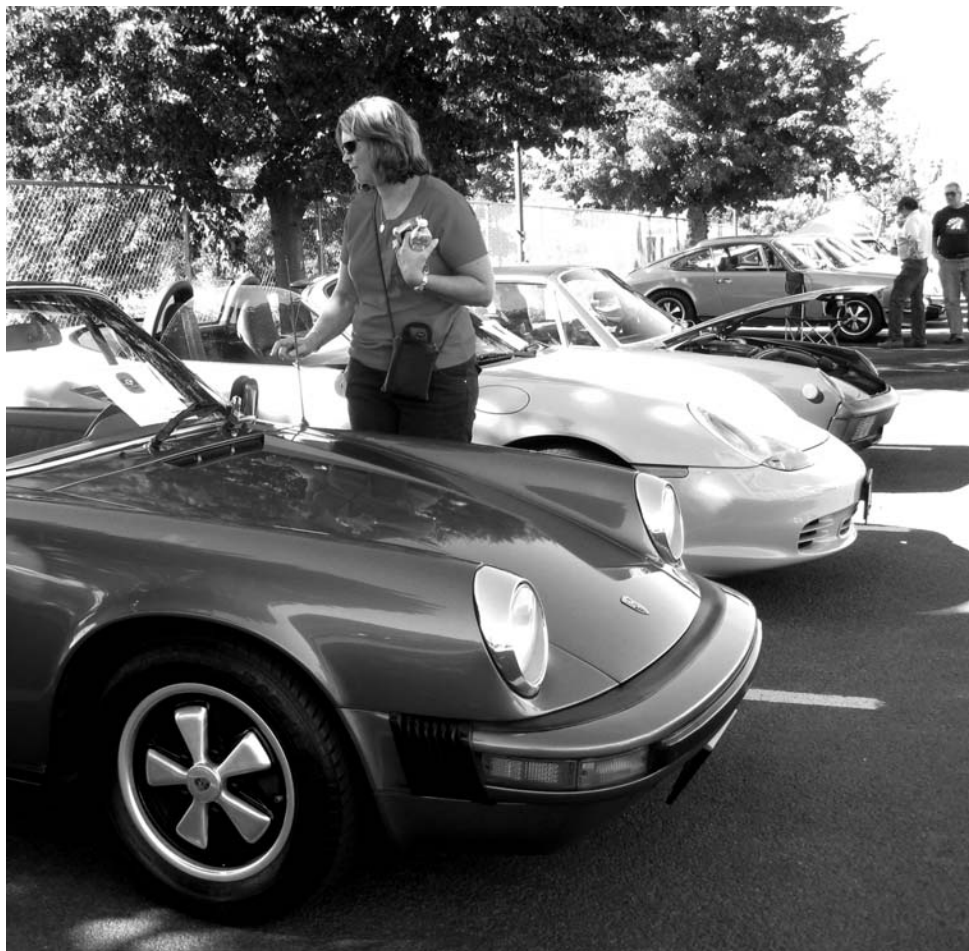
by Peter Linsky / Photos as Credited

Really, has it been half-century since a handful of Porsche enthusiasts in the Portland area got together and decided to apply for a PCA Regional charter? We've been able to figure out that there were about a dozen original members of ORPCA, and that one A.P. Anderson—we have no idea what his first name was—became our first president. His successor was also named Anderson; whether he was a father, brother, son, some other family member, or not related at all is also a mystery. What we do know is that the seed of the Porsche club culture was duly planted in Oregon July 24, 1960, and from that modest beginning, hosted by a small VW-Porsche dealership in West Slope that vanished decades ago, we find ourselves today marking 50 years of enjoying not only some mighty sweet automobiles, but lots of good friends who drink from the same cup. As we like to say, "It's not just the cars, it's the people!"

There have been some notable milestones along the way. Oregon Region is among the most active and enthusiastic in the country, having hosted three Porsche Parades—in 1980, 1995, and 2006. Very few regions have staged three Parades, and no others can claim that one—1980—was very nearly ruined by the eruption of a volcano in its back yard. When Mt. St. Helens blew its top, national news coverage gave the impression that Portland

WE FIND OURSELVES TODAY MARKING 50 YEARS OF ENJOYING NOT ONLY SOME MIGHTY SWEET AUTOMOBILES, BUT LOTS OF GOOD FRIENDS WHO DRINK FROM THE SAME CUP. AS WE LIKE TO SAY, "IT'S NOT JUST THE CARS, IT'S THE PEOPLE!"

resembled Pompeii after Vesuvius. Would-be entrants from the east coast watched images of wind-driven ash clouds (filmed in far-away eastern Washington) and imagined that their painstakingly-cleaned entries would be ruined if they dared travel to Portland. Some panicked and cancelled their reservations. Thankfully, sanity prevailed for the most part, and those who did attend had a grand time, although vol-



unteer workers slaved for hours to sweep PIR clear of what minor amounts of ash did drift our way so that the Driving Event could proceed (Monte Shelton offered a videotaped driving tutorial from the cockpit of his 917!).

In the years since, Oregon Region has hosted two more Parades, been twice recognized as PCA's Region of the Year (1976 and 1999), won many national awards for its fine newsletter, staged dozens of PCA Club Races, presented a dazzling series of Rainbonnet Tech weekends, rallies, autocrosses, track days and High Performance Driver Ed sessions, tours and


parties, and in general, countless hours of enjoyment for its almost 900 members.

On Saturday, September 25, 2010, almost 200 members and guests gathered at the Monarch Hotel in Clackamas to enjoy an informal car show under warm, sunny skies, followed by a buffet dinner and dance to live music. A wonderful offering of old Region memorabilia drew lots of attention. Cars on display ran the gamut from early 356's (Dennis Kranz' stunning outlaw 1958 coupe was voted "People's Choice") to a new GT3 RS and Ernie Spada's gorgeous 962 Group C racing car. Bob Ellis and Don Clinkinbeard labored for months assembling an hours-long DVD slideshow of Anzeigers from across the years, bringing back a flood of happy memories. No fewer than 13 Past Presidents were on hand, dating back to 1971, and they all enjoyed greeting their old friends.


(Continued on page 16)



Opposite: Admiration at the Show and Shine. Photo by Marlene MacEwan. Top: An historic gathering of former Club presidents: from top left, Bill Shores, Chuck Hervey, Michael Ashe, Paul Aragon, Dennis Phelan, Don Stroum, Steve Harsch, Dennis Puetz; kneeling from left, Jeff Gretz, Chuck West, Don Clinkinbeard, Bob Caspell, Fred Bowman. Photo by Peter Linsky. Above: A small portion of the memorabilia display. Photo by Marlene MacEwan.



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50TH ANNIVERSARY

(Continued from page 14)

National PCA Vice-president Manny Alban and Zone 7 rep Dave Cooley popped in from Baltimore and Great Falls, respectively, and offered their congratulations, with Manny bringing us news of several new developments at the national level. We hoisted our glasses, thanked all our local sponsors as well as the 13 Past Presidents who attended, and then hit the dance floor! Event co-chairs Chuck and Judy Hervey—Chuck resplendent in his tuxedo, holiday-themed tennis shoes, and “bling” in the form of one of the beautiful grille badges created for the occasion—handed out a steady stream of door prizes donated by Marque Motors, Motorsports International, Zymöl, and Griot’s Garage. Thanks to them all!

Chuck brought a Parade tradition to the event, asking everyone to stand while he took a survey of the longest PCA membership; our friend Buck Peralta, who joined PCA in 1962, received a warm round of applause.

Sunday brought some seasonal rain showers to the area, but Bill Munson led a driving tour to the Oregon coast, with about 50 hungry souls showing up for lunch. Thanks to the Herveys, Chairman Richard Puetz, and the rest of the celebration committee—Michael and Debbie Ashe, Paul Kust, Steve Knepper, Dennis Torgeson, John Joyce, Nancy Herron,

Signa Verholm, Debbie Clinkinbeard, Randy Stolz, Dennis Puetz, Kathleen and Bob Ellis, and Larry Hannan—for putting together such a great weekend. Let’s pledge right now that we’ll do all we can to attend ORPCA’s 100th Anniversary in 2060. Mark those calendars for your grandchildren! ■





Above: Signa Vernholm and Past President Chuck Hervey. Photo by Peter Linsky. Near right: Rally to Astoria participants enjoying lunch at their destination. Photo by Joe McQueen. Top right: Past President Bob Caspell (1979) with Bill and Sheryl Rogers and Wayne Ditsworth of MSI. Photo by Peter Linsky. Above: Gordon and Randi Ledbetter admire Ernie Spada's 962. Photo by Peter Linsky. Right: Chuck Hervey MCs the 50th Anniversary dinner.



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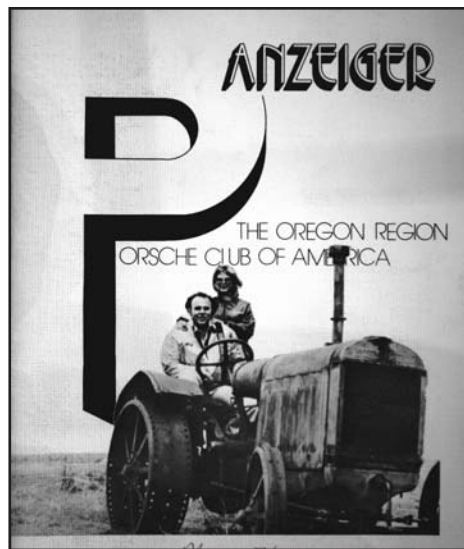
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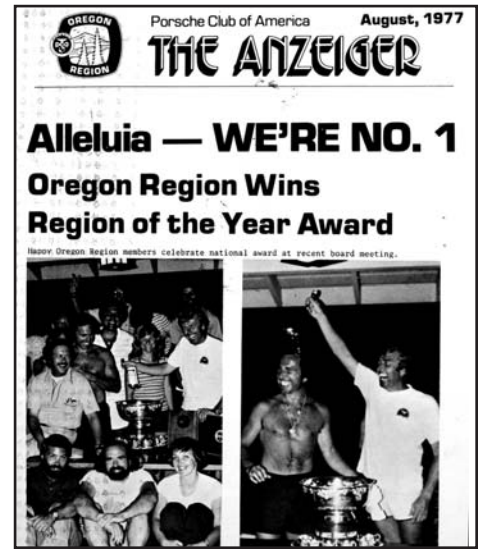
50TH ANNIVERSARY ANZEIGER COVER GALLERY: REMEMBER WHEN?



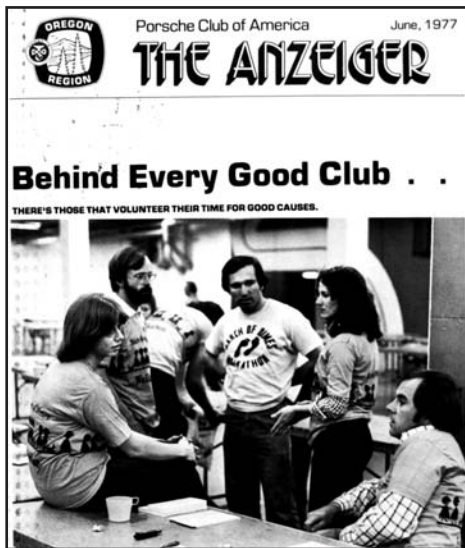
First Issue: 1970



1976



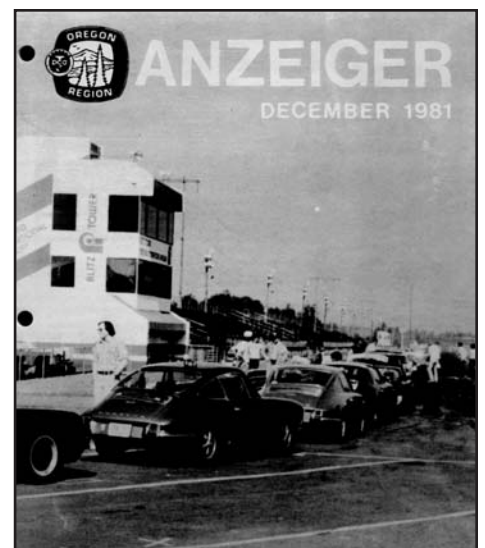
1977



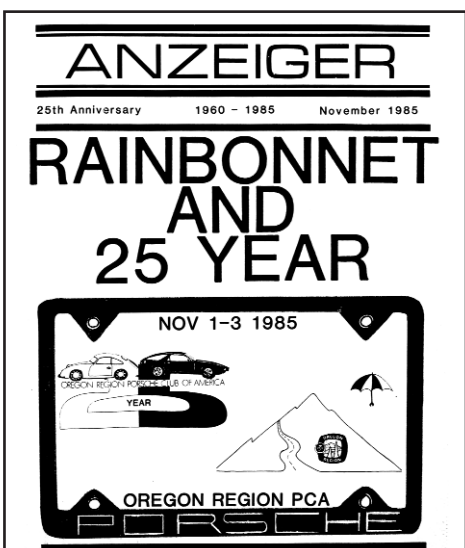
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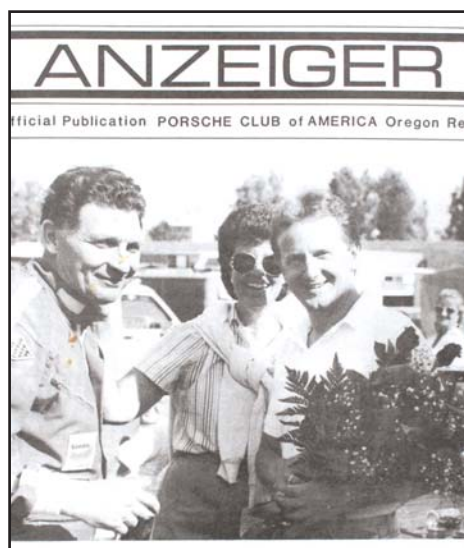
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1981

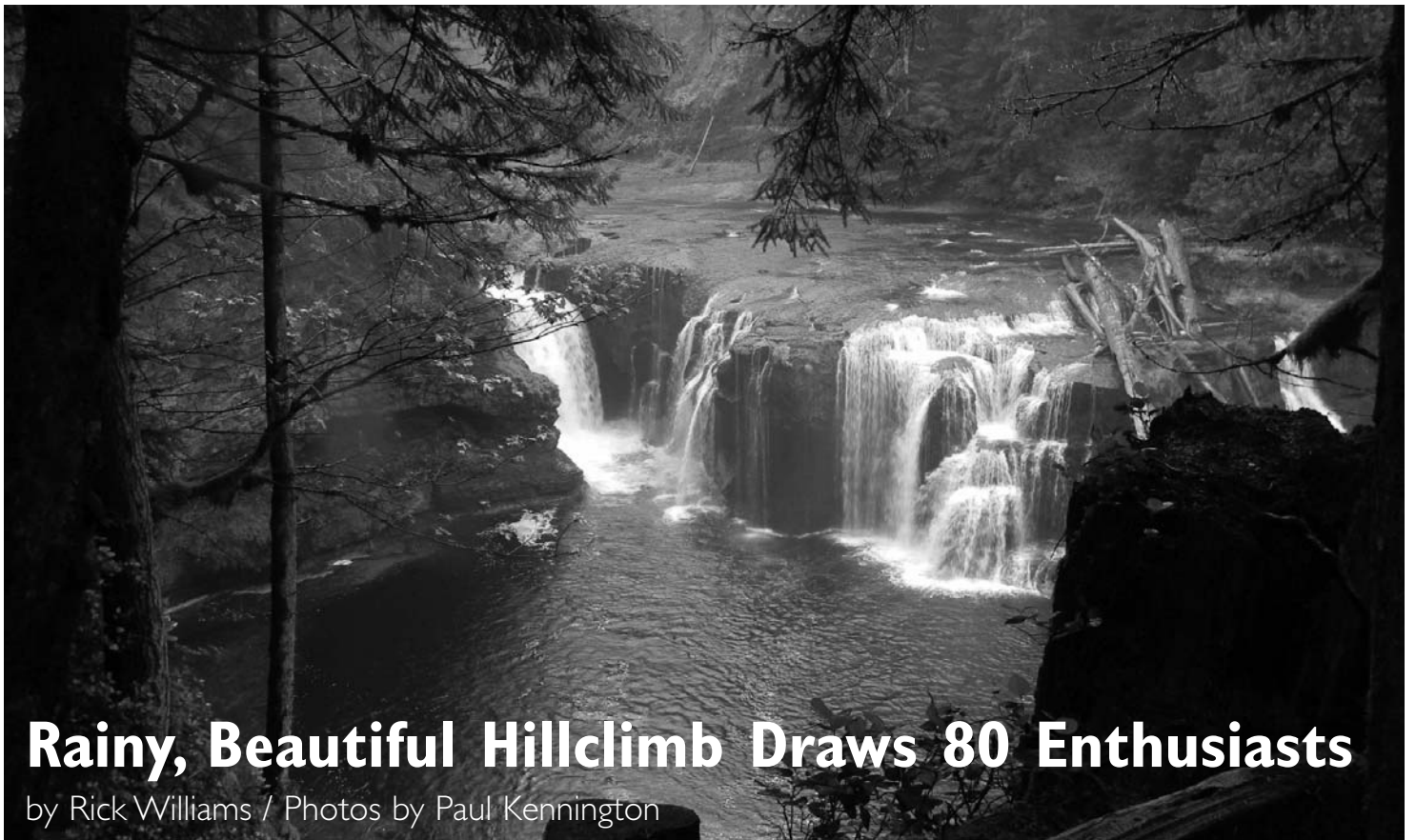


1985: 25th Anniversary



1986

See
more historic
Anzeiger
covers
on page 24



Rainy, Beautiful Hillclimb Draws 80 Enthusiasts

by Rick Williams / Photos by Paul Kennington

Friday was a pretty good day. The misty morning led to a partly cloudy Portland afternoon that beckoned for me to play a round of golf. So I played hooky from work and plied 18 holes before heading home for dinner. The position of the 993 in the garage indicated that Cherry had driven it in the afternoon. I started the car and discovered a full tank of fuel (bless her heart), so all I needed to do was to drive to the parts store to buy a quart of oil to top off the reservoir. With the installation of new rubber on Tuesday, I knew that I was ready for Andy and Marg's Hillclimb the next day.

I woke to the alarm early Saturday and heard the pounding of rain on our bedroom windows. After a short walk with the dog and a light breakfast, I filled my coffee mug and backed the Porsche out of the garage. My trip to the meeting point on the Washington side of the Bridge of the Gods included rain-filled wheel ruts and the constant pounding of rain on the windshield. Fortunately, there was little traffic the entire way up the Washington side of the Columbia River, but any views were blocked entirely by clouds and fog.

Nine other cars gathered in the parking lot for the drive to Trout Lake, a quiet lit-

tle burg nestled at the edge of private and publicly owned forests in the shadow of Mount Adams. The rain persisted as the eighteen drivers and navigators huddled under umbrellas and the crown of an accommodating Douglas fir to receive final instructions before departing East on Hwy 14. Maps also refer to this route as the Lewis and Clark Highway. It is hard to believe that in just a little over 200 years

we have gone from exploration of an unknown country to day trips through the same spectacular terrain in precision sports cars.

We passed through Stevenson, WA, continuing on for a few miles before turning North on the Wind River Road under the watchful eye of a county sheriff. Another sheriff checked our progress on the North side of Carson as we minded the speed

IT IS HARD TO BELIEVE THAT IN JUST A LITTLE OVER 200 YEARS WE HAVE GONE FROM EXPLORATION OF AN UNKNOWN COUNTRY TO DAY TRIPS THROUGH THE SAME SPECTACULAR TERRAIN IN PRECISION SPORTS CARS.



limit before crossing the Wind River gorge and entering the Gifford Pinchot National Forest. A herd of elk rested comfortably in a field as we accelerated into our spirited drive through second growth and old growth stands of trees.

Our first stop was at the crest of the ridge separating the Wind River and Lewis River drainages. The McClellan View Point offers a spectacular view of Mount St. Helens, but on this day it was obscured by heavy cloud cover. We motored on down the hill to the Lewis River and head-

ed up stream to our second stop at the Lower Falls. Despite a continuous heavy rain, the group walked down the short trail to view the falls which obviously would be enormous at the height of a Spring runoff. The final run into Trout Lake was punctuated by a few short, potholed, gravel stretches where nature is attempting to reclaim man's imprint on the world.

When we arrived at Andy and Marg Jacobsen's home on a hill outside of Trout Lake, we joined the others who drove the alternate route, which did not include poorly-maintained stretches like ours.

It is interesting to me that despite the fact that the day proved to be weather-challenged, 80 people drove their sports cars from the greater Portland area and LaGrande to a rural valley in South Central Washington to enjoy each others' company. The food was generous and filling. The pleasure of viewing Andy's collection of Ducatis and other racing motorcycles was a sensory marvel.

And of course, the graciousness of our hosts was unparalleled. We all thank those in the club who organized another successful, memorable outing. ■



Bondurant Racing School: Fun and Learning

Story and Photos by Johnny Speed

The car races toward the corner with the tach needle nearing redline.

At turn-in, the steering wheel rotates a few degrees and the soft sticky race slicks grip the asphalt.

Mid-corner, the driver lifts the gas pedal slightly, causing the back of the car to step out, pointing the car out of the corner. He quickly catches the slide and makes a rapid up-shift and the car exits the corner, heading down the straight toward the brake zone of the next corner, a sharp right.

Use the curbing and try table topping it, words from the instructor go through the drivers mind.

At the end of the brake zone, the brake pedal is squeezed,, transferring weight forward allowing threshold braking.

Rapid fire down-shifts ensue using a quick heel-toe, without the clutch. Third to second, second to first. Slow in and fast out. The driver sees the right front tire bounce up and over the top of the FIA curbing as his right foot increases pressure on the throttle (part of the fun of driving an open wheel Formula car is seeing the front tires work).

A glance at the instrument panel's lap timer shows 1:00.524, .450 seconds faster than the last lap, confirming the instructor's insight.

Many Porsche owners who have participated in several seasons of HPDE events can find their high performance driving skills plateau or even deteriorate.

Over time, bad habits can develop and lap times increase.

One common response is to push harder through trial and error, driving faster and braking later. This often leads to spins, slides and off track excursions. Before long, the driver becomes frustrated or worse.

Where can HPDE participants and people who enjoy "spirited driving" go to break bad habits and learn new skills?

WHERE CAN HPDE PARTICIPANTS AND PEOPLE WHO ENJOY "SPIRITED DRIVING" GO TO BREAK BAD HABITS AND LEARN NEW SKILLS? IF IT'S MARCH IN THE PACIFIC NORTHWEST AND THE DAYS ARE COLD, WET AND RAINY, PHOENIX, AZ, IS A GREAT OPTION.

If it is March in the Pacific Northwest and the days are cold, wet and rainy, Phoenix, AZ, is a great option.

A direct two-and-a-half hour flight to Phoenix's Sky Harbor airport from Portland, Oregon, will put you in sunny 75 to 80 degree weather, a plethora of resorts and hotels, Scottsdale shopping (including high end and exotic car dealerships), a Cabela's Outfitter store—and best of all, Phoenix is the home of the nationally recognized, Bondurant School of High Performance Driving.

My son and I celebrated the coming of spring and the car driving season this year by attending the Bondurant School and working on our high performance driving skills.

Bondurant offers a wide variety of Performance Driving courses at their multi-track facility just outside Phoenix, AZ.

Classes range from half day defensive driving to Advance Racing courses.

The school's vehicular fleet is primarily GMC products with various current model Corvettes being a mainstay.

For the advance courses, the student may choose to use one of the school's Formula Mazda race cars.

The Formula Mazda is an open wheel race car that weights approx 1,150 pounds and is powered by a twin rotary 150 hp engine. It has race slicks and down force wings.

For a genuine purpose-built race car, the Formula Mazda is a good choice for honing one's high performance driving skills.

The car is forgiving while offering instantaneous response and feedback when trying new techniques, without being over powered; plus, it is a blast to drive fast.

The morning of the first day starts with the typical filling out of waivers and a final credit card payment (don't think about the cost—think about all the airline miles you are about to receive).

Many first time students choose the three- or four-day Grand Prix Road Racing course, which covers a wide variety of driving situations. The students learn how to drive corners, handle skids, slides, threshold braking, heel-and-toe down shifting and emergency avoidance/braking maneuvers. The class uses a variety of the School's cars, including the Formula Mazdas.

As the class progresses, students apply their new skills to an autocross course and then to the main Bondurant track.

My son and I signed up for the Advance Road Race course, designed for students who have completed one of the multi-day





courses or who have recent racing experience.

This course is for both Amateur and Professional Race Drivers and those track junkies in need of a euphoric fix.

You will likely guess the category that applies to my son and I.

Our class consisted of five students and two instructors.

Each student had a variety of driving skills they wanted to work on and improve.

One of the techniques I wanted to focus on was mid-corner rotational skills; allowing better car control in corners and earlier throttle application (don't practice this on public roads!).

The classroom session of our first morning was short. Introductions were given, questions answered. We then moved out to the cars, C6 Corvettes, and headed over to an oval course to practice heel-toe down shifting and cornering.

We spent time on the school's main track in the Corvettes knocking any "cobwebs" out before we moved to the next exercises, which were the skid cars.

There we not only worked on correcting skids and slides, but also creating and using them to our advantage.

After the Skid cars, we went to the School's shops and were introduced to the Formula Mazda race cars.

We were told about the different driving techniques we would be using, the dash-mounted lap timer, the LED shift indicator and the optional use of the clutch during shifting.

We were fitted to our cars, suited up and headed to "East Track" on the other side of the facility.

East Track is a nine-corner flat course with good run off areas.



Over the next three days, our class spent the majority of time in the cars on the track with the instructors following us, leading us and watching us from the pit. We then received feedback, insight and suggestions.

All five students worked on their car control skills and racing techniques with a certain amount of learning taking place between the other students.

Passing was done with point-by's.

My son and I found ourselves lapping for 20 to 30 minutes at a time, then coming in and getting the necessary advice, insight and recommendations from the instructors, having a bottle of water and going back out.

Over the next few days we were able to learn, practice and commit to memory several methods and techniques to rotate the car in a controlled manner. The bad habits we had picked up over time were dealt with and replaced (for the most part) with new methods that further honed our track and high performance driving skills.

As the days progressed the speeds came up and the lap times went down.

Seeing the checkered flag drop at the end of the last day was both a pinnacle moment and a letdown, knowing our course had come to an end.

The cool-down lap was spent planning next spring's return trip and doing it all over again.

If you find yourself wanting to improve upon your high performance driving skills while having a lot of fun, here are a few suggestions:

- Spring is a great time to visit Phoenix, but it can be busy, get reservations early. Discounts may be available during summer months.

- Leave the ego at home. This is a school, not a competitive event. If you do not push hard enough and make a few mistakes (while learning from them), you will not get your full value from the course.

- Professional driving schools are expensive, but considering the cost to repair a mishap in a Porsche and the additional insurance cost, a driving school is a bargain and it is a lot more enjoyable.

- The skills you will learn at a driving school accompany you in every vehicle you drive and unlike performance enhancements for your car, the skills stay with you when you sell your car.

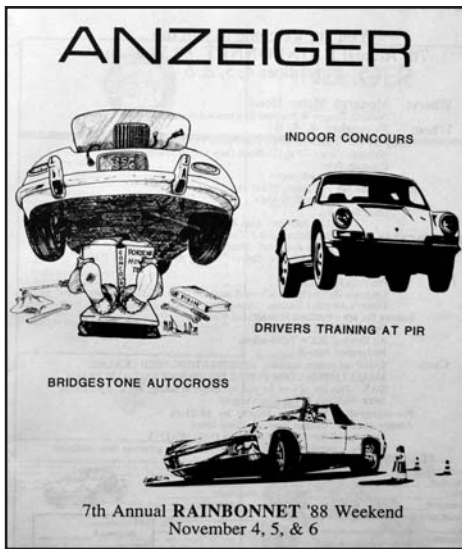
- If you have never attended a professional driving school, the three- or four-day Grand Prix course is an outstanding choice. It encompasses both street survival training and high performance track driving skills.

- After attending the driving school (if you still have energy), try the Introduction to Go-Karts course. The 125 cc shifter Karts are extremely quick. There is a reason top F1 driver's use racing shifter Karts like these to stay tuned up in the off season.

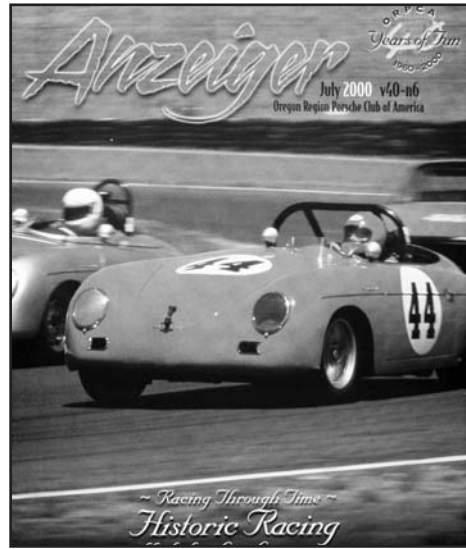
- Take your son and/or daughter. The memories you share will last a lifetime and the skills they learn could save their life.

- If scheduling does not allow a trip to Phoenix sign up with Pro Drive in Portland. Their Skid Car course is one of the best I have attended and the Introduction to Racing in the SRF cars is outstanding, plus the school is located in our own backyard Portland International Raceway! ■

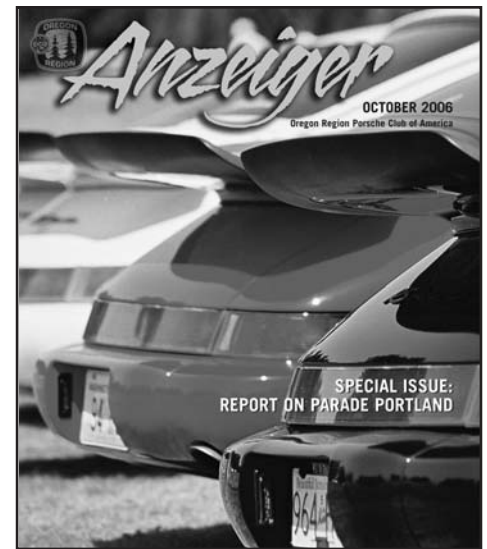
50TH ANNIVERSARY ANZEIGER COVER GALLERY: REMEMBER WHEN?



1988



2000: 40th Anniversary



2006: Parade Portland

PRESIDENT'S MESSAGE

(Continued from page 5)

HPDE: In the past two years, Don Clinkinbeard and his super team have taken our HPDE program out of town to a new frontier, Oregon Raceway Park, and still provide local opportunities at PIR as well. They continue to add value and quality to these great, well-organized track events, insuring that they are safe and profitable as well as fun.

Autocross: Gary Chapman and his team have also ventured out of town to a larger new arena in Packwood, beginning in 2009. Participants that wish to stay local still have the events at PIR in which to participate. The Autocross machine has increased number of runs over prior years and the increased attendance is testimony to participant satisfaction.

Arrive and Drive: The Tourmeisters continue to improve their routes and the event continues to grow in popularity. A new twist to the Arrive and Drive was the Drive and Hike introduced during these last two years. This has also proved popular to a segment of our club.

Tours: The Northwest Passage continues to be a premier event. Other overnight tours and the occasional day tour have a following as well.

Social Gatherings: Our Monthly Club Dinner and Social has been growing in number of participants. The Summer

Picnic is always well received. In 2009, the Holiday Party took on a new personality. This year, our big social event was our 50th Anniversary Party, a once in a lifetime opportunity.

We all have accomplished much and had a great time doing it! The credit must go to the long list of volunteers creating, organizing and working on both events and operational activities. Our achievements are truly cumulative with time, effort and creative genius on the part of all our volunteers on all levels contributing to what we have accomplished. I thank all of you for making all this happen. I truly appreciate the dedication and effort my

fellow colleagues on the BOD have put forth. Thanks also to the membership at large for their participation in the events, therefore insuring success. It truly is about the people and this is one incredible group, ORPCA, the best region going!

It has been a pleasure to work with you and an honor to serve you. What a fun ride it has been, not to mention what I have learned! I will continue to sit on the Board of Directors for one more year as Past President to insure continuity and act as a resource in 2011.

Have a super Holiday Season. I look forward to seeing you at our events in 2011! ■



Volunteer Picnic 2009

OCTOBER AUTOCROSS

(Continued from page 13)

NP: Adam Griffith sharing the seat in a 1993 Mazda RX-7 with Jared. Still finished with the second best TTOD to Britain Smith by 0.279 seconds. We hope to see more of Adam and Jared next year. They could give Jim Pileggi this year's first place trophy winner a real challenge.

Congratulations goes to James Shepherd, second place, who had some incredible pictures taken of his Corvette lifting both rear wheels during some heavy braking. Also congratulations to Steve Barnes third, John Gonzales fourth, and Mike O'Connor fifth.

Our NP class driver's have been wonderful contributors to the success of our autocross season. Thanks for not only the support but the time you've dedicated to

this event. Everyone, give yourselves a hearty pat on the back.

All of us again thank the volunteers, who made this a wonderful season. Additional thanks to the organizers, those who handled the timing trailer, announcing, and the run times, the trailer towing crew, the course designer and his wickedly fun ways, the cone tossers and shaggers, and—last but not least—to Gary Chapman and Britain Smith for all the hours they spent coordinating all the events.

Have a great holiday season and may all your roads be dry and twisted. ■

Barry Cogut did great at this AX, finishing the season in first place for his class. Photo by Bob Schatz



Club Nominations Bylaws Change Proposed

The ORPCA Board of Directors has decided to change the election procedures to leave the nominations process entirely in the capable hands of our Nominating Committee. This is accomplished by eliminating the provisions whereby a member can force nomination by submission of a petition signed by at least 3% of the Club members.

In reaching its decision, the Board considered a number of factors, including that the Nominating Committee has done a tremendous job of selecting capable Board nominees, the difficulty of finding capable and willing Board nominees, the conflict that would come from forced contested elections, the historical low levels of participation in elections, cost factors, and the benefits of bringing our procedures closer in line with those of PCA at the National level.

In accordance with the Bylaws, this change will go into effect on January 1, 2011 unless at least 5% of the members submit written objections to the Secretary.

The change affects Section 1 of Article VIII of the Bylaws, as follows:

Article VIII Election of Officers and Directors

1. Nominations by Committee. The Nominating Committee shall nominate at least one candidate for each open position, as soon after November 1 as possible. The selection of the nominees shall be within the discretion of the Nominating Committee, subject to the following:

a. In furtherance of the Club's policy goal of maintaining continuity of management, when selecting candidates for Elected Officer positions the Nominating Committee shall give first consideration to Members with current or past Board experience. However, the preceding shall not obligate the Nominating Committee to nominate any specific person to any candidacy position, and the Nominating Committee may deviate from the preceding if it determines that it is appropriate to do so.

b. While the Nominating Committee may nominate more than one candidate for a position, it is not required to do so.

Deleted: The Nominating Committee must nominate a Member for an open position if the Member submits a petition to the Nominating Committee requesting that the Member be nominated for election to the position by September 20, and the petition is

signed by at least 3% (5% in the case of President) of the Club Members as of the date the petition is submitted.

c. Membership on the Nominating Committee shall not disqualify a nominee.

d. The Nominating Committee shall cause to be published in the August issue of Anzeiger a notice informing the Members that nominations are open, identifying the positions that are open, and identifying appropriate Nominating Committee contact information for any Members interested in being considered for nomination or wishing to identify others for consideration.

Deleted: If a Member expresses an interest in being considered for nomination to a position, but the Nominating Committee does not expect to nominate the Member, the Nominating Committee shall so inform the Member by September 1.

e. Failure to meet the preceding time deadlines, if it occurs in good faith, will not invalidate an election.

To view the current entire Bylaw document, please go to the website www.oregonpca.org under the Information tab. ■



Wilkommen

Todd Jordan
Lake Oswego, OR
1998 Boxster

Donavan J. Harris
Beaverton, OR
2011 Boxster Spyder

Michael D. Burger
Lake Oswego, OR
2011 911 Turbo

Stephen J. Horst
Mosier, OR
1991964

Brian Burke
Astoria, OR
2008 Boxster S

Vanessa A. Morgan
Portland, OR
2010 Panamera 4S

John T. Burleigh
Vancouver, WA
1981 911

Monte B. Olsen
Eugene, OR
1992 968

Gary Collins
Manning, OR
1993 Carrera 4

Barry J. Chapman
Portland, OR
1997 93 C4S

James Ferguson
Beaverton, OR
1998 Boxster

Sachlan M. Linden
Ashland, OR

Loren Van Wagner
Danielle Van Wagner
Underwood, WA
1975 914

Gary J. Skiles
Monte J. Skiles
Gladstone, OR
2005 911S

Jorge Ferro
Susan Ferro
Portland, OR
1988 944

Robert G. Smith Jr.
Laura Smith
Eugene, OR
1965 356 C

Anniversaries

5 Year Anniversary

Lee D. Tracy
Diana L. Tracy
Harvey J. Platt

10 Year Anniversary

Ernest Spada Jr.
Cheryl Spada

10 Year Anniversary

Ron Timmerman
Gayle Timmerman

25 Year Anniversary

Doug Muzatko
Marilee Muzatko

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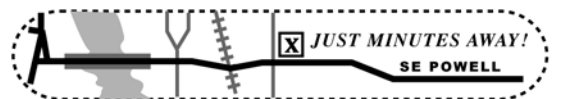
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2002 911 Turbo, Seal Grey Metallic with Graphite Grey Full Leather, heated seats, aluminum instrument dials. One owner, non-smoker, and no collisions or body work ever. 54,000 miles. \$46,900. A Pappas, 503.559.2616, tony@pappas1g2b.com (9/10)

1969 911E Coupe. Good straight car with very minimal rust. Fuchs, vented brakes, decent interior with aftermarket seats, Webers, New Diehard battery. Great car to drive and upgrade at your leisure. 108,xxx miles. \$15,900. Ted Rodgers, 503.857.2182 or rodders356@msn.com. (9/10)

1970-911T -Silver/Black, with: 'S' trim option & 911E engine, overall mileage unknown, approx 90,000+ (original T engine with matching #'s comes with car). Rare rust free car. 15 foot- repaint. Nice original interior. \$18,950. JOHN 503-936-2433 cell, 503.935.4209 (home). signatur@comcast.net



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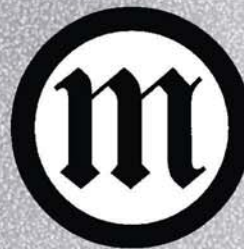
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