



Anzeiger

July 2011





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Anzeiger

Volume 51 No. 6
July, 2011



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ON THE COVER

A beautiful summer scene taken between Hillsboro and Cornelius, including Kristina Estrada's 2006 Cayman S. Photo by Kristina Estrada

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, refer to page 27.

Anzeiger

(an' zī ger), noun, German

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

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<http://oregonpca.org/>

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 15th of the month will be included in the next issue of *Anzeiger*.

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.

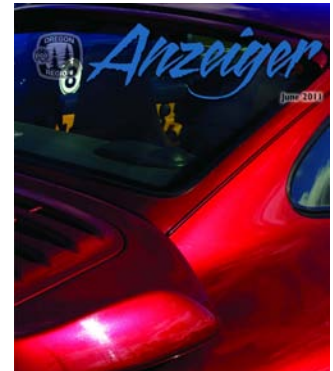
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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.



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

To place an advertisement in *Anzeiger*, email
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2011

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Oregon Region Events



July, 2011

- 3 Autocross PIR
- 8-10 Portland Historic Races PIR
- 9 Arrive & Drive
- 12 Board Meeting
- 15 Opal Creek Drive & Hike
- 16-17 HPDE @ ORP
- 20 Monthly Club Dinner and Social
- 23-24 2011 Escape

August, 2011

- 6 "Allure of the Automobile" Car Show
- 9 Board Meeting
- HPDE @ PIR
- 14 Summer Picnic
- 17 Monthly Club Dinner and Social
- 20-21 Autocross Packwood

September, 2011

- 10 Arrive & Drive
- Sunset Swap Meet
- 10-11 HPDE @ ORP
- 11 Autocross PIR
- 13 Board Meeting
- 16-18 Sunriver Festival of Cars
- 21 Monthly Club Dinner and Social
- 24 Drive & Hike

October, 2011

- 8 Burrito Run
- 9 Autocross PIR
- 11 Board Meeting
- 19 Monthly Club Dinner and Social

November, 2011

- 8 Board Meeting
- 16 Monthly Club Dinner and Social

December, 2011

- 10 Holiday Party
- 13 Board Meeting

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 15th 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.

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Commercial advertising requests and inquiries should be emailed to adsales@oregonpca.org. See page 4 for classified requirements and contact information.

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Anzeiger's Transition to Digital is Complete

I would guess that most of you are reading this message in *Anzeiger* electronically for the first time. As you know, this month we offered members the option of receiving the magazine on our website in PDF format or having it mailed to you in our traditional printed format. Hopefully this will be a relatively easy transition for you. We have heard from many other PCA clubs around the country that have gone this route as well and they assure us that after a few months their members are generally comfortable with the format change.

Initially, a few relatively simple steps need to be taken to complete the order form generated from the Lazerquick link on the website. I am having a copy mailed to my home each month as well. Let me hear your thoughts on the new process and what we can do to improve it by sending me an email at president@oregonpca.org.

We also are now offering our existing and new advertisers the opportunity to advertise with new banner ads on the website with their website links built directly into the ad. All of the existing advertisers we have spoken to have been

THIS MONTH WE OFFERED MEMBERS THE OPTION OF RECEIVING THE MAGAZINE IN PDF FORMAT OR HAVING IT MAILED IN OUR TRADITIONAL PRINTED FORMAT. HOPEFULLY THIS WILL BE A RELATIVELY EASY TRANSITION FOR YOU.

supportive of the enhanced website and what it can do to broaden their reach and grow their sales. If you would like to advertise in *Anzeiger* and on our website please send an email to editor@oregonpca.org.

We have also received data from Synotac (our website provider) that clearly shows the rising number of hits on the site and the pages and sections where

members spend most of their time. If you would like to see this data please send an email to webmaster@oregonpca.org for updated website activity logs.

ORPCA bylaw amendments have been completed and will be shared with the membership this month (see page xx). We are attempting to diversify and deepen the nomination committee that is responsible for proposing new board

WE HAVE ADDED OVER 150 NEW MEMBERS TO ORPCA OVER THE PAST SIX MONTHS AND ARE ONE OF THE FASTEST-GROWING CLUBS WITHIN THE 165 PCA CHAPTERS NATIONWIDE.

member candidates from our diverse member/volunteer base that will, hopefully, be active for many years to come.

Additionally, this is designed to provide us with a more experienced and active group of people that will provide future leadership within the board as well.

Finally, we are redefining our member classifications, streamlining the election process and allowing more efficient use of

all of the emerging electronic mediums for ongoing member communications.

We hope you enjoyed the Northwest Passage, the tri-club HPDE at PIR, the Autocross at PIR, the Arrive and Drive, the Rose Cup races and the monthly dinner and social in June. See the jammed packed group of events scheduled for July and August on page xx and use the simple registration tools offered on motorsportreg.com for many of these events.

We have added over 150 new members to ORPCA over the past six months and are one of the fastest-growing clubs within the 165 PCA chapters nationwide. I would like to reach out to all of you new members and invite you to one of our many events this summer that we hope will fit your bill. Our membership team is now putting more effort into calling new members individually to find out what we can do to meet your expectations. I encourage all of you "old time" members to reach out to the new faces in our club and make them feel welcome.

Now, let's all get out and enjoy the weather! We were robbed of our "spring" this year so hopefully we will have an extended summer that will allow plenty of driving well into the fall. See you on the road! ■

STILL PLAYS WITH CARS

Peter Linsky



Seattle Car Book Business Includes Porsche Titles



The “Neighborhood Watch” home security program has been around for many years, but from personal experience, I can share with you the fact that Nosy Neighbors have been around much longer. I specifically recall an incident when a certain youngster of a certain age ... say, about 13, which was a long, long time ago ... decided to take his mother’s car for an unauthorized spin around the block. The car, a gray 1951

Neighbor from across the street picked up her telephone at dinner time and squealed. The kid, now well into adulthood, doesn’t recall the punishment that followed, but remembers that his mother was not thrilled by the event.

His father, however, being of mellow stuff, made certain that the kid got a learner’s permit at 15 and a formal license when birthday 16 rolled around. He knew he’d raised a gearhead. Even Mom relent-

If you don’t have the space—or the budget—to collect all the great cars you’d like to own, well, the next best thing might be to own books about them. Our own Logan Gray is always a good local source for printed material, but earlier this summer I made a point to investigate a business called books4cars.com, whose owner, Gregory Park, has gathered many thousands of books, repair manuals, parts catalogs, owners’ manuals, and the like in a good-sized building in South Seattle. His inventory covers virtually every marque under the sun.

Among imports, there seems to be an emphasis on British machinery, but I also found a good selection of Porsche titles among those from the Continent. Since the volumes are not marked with their prices, you have to take your selection to the front desk, where a helpful clerk will enter the title into a computer and advise you how much it will cost. A good alternative is to check inventory and price online ahead of time. I haven’t tried ordering online yet—I like to have a volume in my hands to check condition first—but descriptors seem accurate. The store, at 4850 37th Avenue South in the Rainier Valley, is easy to find; jump off I-5 at exit 157 and drive north on Martin Luther King Jr. Blvd. to South Alaska St, then east to Rainier. Turn south to Edmunds, then west a block to 37th.

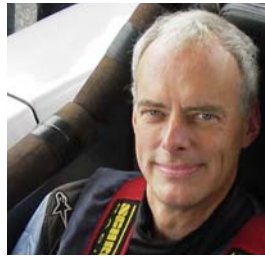
Until next month, drive safely! ■

IF YOU DON'T HAVE THE SPACE—OR THE BUDGET—TO COLLECT ALL THE GREAT CARS YOU'D LIKE TO OWN, WELL, THE NEXT BEST THING MIGHT BE TO OWN BOOKS ABOUT THEM.

Ford coupe, V8 Fordomatic, (Please don’t ask me how I know these particular facts) was parked at the curb in front of the house; said Mom was off with some friends on one errand or another. The keys to the Ford might have been sitting on a bookshelf in a living room, emitting a “Here we are” signal that proved irresistible. The 13-year-old in question, being a careful observer, had learned by close observation how to operate said Ford and moments later was easing away from the curb for what was no more than a five-minute excursion. Parking the car exactly where it had been, replacing the keys exactly where they had been, the kid back in his room where he had been minutes earlier, all was well. Until said Nosy

ed; her old Ford soon got a pair of glass-packs and some Baby Moons. And the Nosy Neighbor? Her kid turned out to be a Juvenile Delinquent ...

Barely 1500 were manufactured, but the 911-based 2.7 RS has long enjoyed iconic status in the Porsche community. The 2.7 RS will mark its 40th birthday in 2012—probably in August or September—and a group of owners has organized a special celebration in Stuttgart next year. Those interested can obtain more information from Uwe Kurzenberger or Gabriele Mahler of the Porsche Club Carrera RS at Schwetzingen Weg 1, 71696 Remseck-Aldingen, Germany. Email at infor@porsche-carrera-rs-fruede.de



Nevada Open Road Challenge Answers Speed Dilemma

Today's Porsches operate very comfortably at our posted speed limits, but they also are engineered to run the German Autobahn where speeds well over 150 mph are common.

The challenge facing many Porsche drivers is overcoming the temptation to speed while driving public roads.

Fortunately, there is a solution to this dilemma.

Twice a year, the state of Nevada hosts a 90-mile event allowing drivers to operate their high performance cars on a closed public highway at triple digit speeds—legally.

The May event is called The Nevada Open Road Challenge and the September event is The Silver State Classic Challenge. These events are timed rallies where participants drive Nevada State Highway 318 and compete against the clock.

Highway 318 is located just south of Ely, Nevada in the east central part of the state.

The highway is a well-maintained two-lane shouldered road that mixes gentle curves, hills and sweepers with long (some



Target speeds range from 95 mph all the way up to an unlimited (200+ mph) speed class.

Each Target Speed has a Tech speed, which is the speed limit for that particular

The Grand Touring division includes target speeds of 115, 120 and 125 mph, all having a 140 mph tech speed.

The Grand Sport division includes target speeds of 130, 135, 140, 145 and 150 mph, all having a 165 mph tech speed.

Above Grand Sport are the Super Sport and the Unlimited divisions both requiring cars to have full roll cages, fire systems and fuel cells.

Each division has requirements for the level of driver experience and the safety equipment for the car. First-time drivers need to attend a short driving school in Las Vegas before the event and run in the Touring Division. This is a Rally (a timed event) and not a wheel-to-wheel race. The winner is the entry who comes closest to their target speed. Often, the top five positions of a target speed class are separated by less than a second.

(Continued on next page)

AN EXPERIENCED DRIVER IN A SUITABLE CAR CAN RUN THE ENTIRE COURSE AT 130 MPH WITHOUT EVER USING THE BRAKES.

over 10 miles) straights and a twisty two and a half mile section called the "Narrows."

An experienced driver in a suitable car can run the entire course at 130 mph without ever using the brakes.

Here is how the Rally works:

Upon entry, the driver selects a target speed which will be his or her overall average speed for the 90-mile course.

Target speed (the unlimited class does not have a Tech speed).

For example, a 95 mph target speed has a 124 mph tech speed; a 135 mph target speed has a 165 mph tech speed.

Getting caught going over the tech speed will disqualify the driver and can lead to sanctions.

The various target speeds are grouped in divisions. The Touring division includes target speeds of 95, 100, 105 and 110 mph, all having a 124 mph tech speed.

NEVADA OPEN ROAD CHALLENGE, CONTINUED

(Continued from previous page)

Passing is rare and usually means someone screwed up.

It is not uncommon to run the whole rally without seeing another car.

If the idea of driving across Nevada at triple digit speeds is appealing, here are a few insights:

■ This event's safety record is good, but not perfect. Respect the speeds.

■ 165 mph is comparable to 55 mph, like 90 mph is to 30 mph.

■ Keep the eyes watching far ahead, not only on the road, but also for movement (deer or cattle).

■ As a first timer, don't be put off having to run in the Touring Division with a

target speed between 95 and 110 mph. It is fast enough to be interesting and fun to do with a friend or spouse.

■ Keep steering, braking (if any) and accelerator inputs smooth and balanced. Overreacting to a gust of wind or bird hitting the car can have disastrous results.

Have a plan: "If a bird suddenly hits the windshield and cracks it, I will keep my eyes on the road while easing off the accelerator."

Anticipate how the car may react;

A wind gust may push the car, but just for a moment. Minimize reacting to it.

The road is crowned which may cause the car to wander when straddling the center line, be ready for it.

Stay relaxed to reduce fatigue and help minimize driving inputs, "go with the flow".

Get acclimated to the high speeds by participating in the 1/2 mile and 1 mile acceleration events the day before the Rally.

To be competitive use a good GPS and stop watches. Most cars speedometers and trip computers are off several mph's at these speeds.

This is a competitive event and any mishap will likely not be covered under your auto policy.

For more information on high speed Nevada Rallies, go to www.sccc.us ■

Board Seeks Approval of Bylaws Update

The current Bylaws, amended last in 2007, have not kept pace with our club's growth and changes in the way we communicate with the membership. In addition, there are several sections dealing with club management and elections that are fairly vague and need clarification.

The current Board of Directors recognizes this and has appointed a team to bring the bylaws up to date. The team selected to do this are Kathleen Ellis, Past President; Don Clinkinbeard, Vice President; and Chuck Bergeron, Past Board Member At Large.

As part of the proposal for rewriting the bylaws, the team submitted a process for gathering feedback both from the sitting Board and selected members of the Club. In addition, we were required to take into consideration National PCA practices and recommendations from the Region Procedures Manual and Region Focus documents, as well as the national bylaws.

In addition, we referred to the bylaws of regions of similar size as we crafted the update.

Rather than just amending a few sections of the document, we undertook to rewrite most of the document and rearrange and condense portions where it made sense and was practical.

Areas we dealt with specifically included the elections process, voter and candidate qualifications; and the composition, qualifications and terms of service of the nominating committee and the petition process for a member to be added to the annual ballot.

We also addressed financial controls and accountability for the Board and worked in the areas of communications by the Board to the membership.

The team feels we have developed a balanced set of bylaws that protects the club from potential abuse and provides mechanisms for club members and the BOD to protect the best interests of the club.

Per the current bylaws, the Board has voted to approve and adopt the new bylaws and has caused this notice of adoption to be published in the *Anzeiger*. You have 30 days to either accept the new bylaws or object to the Board in writing.

If 5% or more of the voting members of the club object, the new bylaws are considered rejected and the current bylaws will remain in place until we can hold a general election for the whole club membership asking for approval.

Please take the time to read the new package of rules and guidelines that govern the operation of your club and let the Board know what you think.

You can email your objections or positive comments to the election teller at Secretary@oregonpca.org.

Sincerely,

Chuck, Kathleen and Don and the ORPCA Board of Directors.



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Brian Hranka's 911 Turbo. Photo by Brian Hranka.

Northwest Passage Tour 2011: Much Ado About Driving

by Marlene MacEwan / Photos by Marlene MacEwan, Brian Hranka, Kaylene Kirchem and Gregg Hodge

This year's Northwest Passage Tour started on Thursday, June 2 in Eugene, with a welcome reception at our first hotel, The Valley River Inn, on the Willamette River. It afforded participants a chance to dry out from the day's rain, mingle and talk about the coming days.

Friday morning's weather was overcast and brighter. The driver's meeting was led by Jim North. Everyone was excited to get out and drive! After some clarification of driving rules and etiquette, we all headed out to load up.

In all, there were 31 cars. Along with the Porsches, cars included vintage and newer Jaguars, Ferraris, Lotuses and a Corvette, in all, representing Oregon, Washington, Idaho, Arizona and California.

I was driving my 1995 Porsche 993 with Cherie Oldenburg sitting right seat as my navigator. We headed out of Eugene towards Roseburg. We spent the morning winding through beautiful landscape, with a rest stop at Odell Lake, on our way to Chiloquin for our lunch stop. We had a yummy lunch by Yummy's Catering.

After lunch, we continued south on our way to Ashland. It was an excellent drive with lots of great scenery and more windy roads. We arrived in Ashland mid-afternoon and checked into the historic Ashland Springs Hotel, which originally opened its doors in 1925 as the Lithia Hotel. It underwent an extensive renovation in 2000 and is just beautiful. It is one block from the Shakespearean Festival in downtown Ashland.

A reception was held, in the nature-inspired lobby, prior to dinner in a hotel

banquet room. It was a lovely, social evening filled with stories of the days drive. After dinner, Keith Martin, Editor and Publisher of *Sports Car Market Magazine* and co-sponsor of this year's tour, talked about his new TV show, "What's My Car Worth?" His producer, Roger Williams, flew in from Connecticut to be at the tour and drive Keith's Boxster S.

Saturday morning showed even better weather, with the sun peeking through the clouds often. After the daily meeting, we headed south towards northern California. The roads were spectacular! I thoroughly enjoyed the drive with many quick, tight turns. We ended our morning at Bob's Ranch House in Etna, CA, for lunch.

(Continued on next page)

NORTHWEST PASSAGE, CONTINUED

(Continued from previous page)

A local high school was holding a car wash across the street to save their local pool. I took the opportunity to have the road dust and rain spots washed off before lunch.

The afternoon roads were more of the same, leading back to our second night in Ashland. Everyone headed in to get ready for dinner. We boarded buses which took us to Edenvale Winery, in southeast Medford, for wine tasting and a buffet dinner outside on the tent-covered patio. The vineyard and winery are enhanced by

the stately Voorhies Mansion, which serves as the tasting room. The food and wine were wonderful. It was a delightful evening.

After breakfast on Sunday, we headed out for our final morning of driving. We left Ashland and headed north on roads that danced east and west of I-5, through Grants Pass, and ending in Oakland, OR for lunch at Tolly's Restaurant.

The entire 600-plus mile route was crafted by Gregg and Sue Hodge. There was a little something for everyone. The tour and scenery were spectacular. I thor-

oughly enjoyed my time driving and socializing.

I would like to thank the committee for all of their hard work to produce another fabulous tour again this year. The committee includes, Jim and Judy North, Gregg and Sue Hodge, Greg and Kaylene Kirchem, Rupert and Bobby Jo Koblegarde, John and Carlyn Draneas and Bill and Peggy Munson.

I would also like to thank the two sponsors, Keith Martin and Chubb Collector Car Insurance, for their continued support. ■



Clockwise from top left: Are we lost again? Bill Munson consults his atlas. Photo by Kaylene Kirchem. Cresting a hill enroute. Photo by Kaylene Kirchem. Marlene MacEwan, Cherie Oldenburg and Diane Schirmer enjoy the wine tasting. Photo by Kaylene Kirchem. Eric Jensen's GT3RS at Abacela Winery. Photo by Brian Hranka.

**EVENT PHOTOS CONTINUED
NEXT PAGE**

NORTHWEST PASSAGE, CONTINUED



Top left: Gregg and Sue Hodge enjoy Edenvale Winery. Photo by Kaylene Kirchem. Above: A misty morning in Eugene. Photo by Gregg Hodge. Left: Wendie and Keith Martin and Roger Williams. Photo by Marlene MacEwan. Below: The tour group in Eugene. Photo by Gregg Hodge.



June A&D Defies Rose Festival Rain Predictions

by Jeff Welch / Photos by Carol Welch and Paul Kennington

Well, an Arrive and Drive scheduled for Rose Festival Week certainly brings the thought of rain to mind. Fortunately, we were greeted by a partly overcast but nice dry day for the route, planned by our tourmeister, Eric Freedle.

The day began with the ritual review of the cars in attendance, and of course the signing of release forms, safety talk and route highlight overview behind Miller's Homestead. Once these prerequisites were properly completed, the quick twists of nearly 50 left wrists brought the event to life and we were on our way.

The route brought us to West Linn via the roundabout at Wanker's Corner and then on to Pete's Mountain Road for some nice twisties and great views for navigators. The Sherwood YMCA provided a good place for a break. With the good weather and a nice parking lot, there was much inspection of the cars in attendance and storytelling. It is always amazing that everyone is interested in all the various cars, latest and greatest, most venerable, and everything in between.

After the rest stop, we crossed 99W to head for Bald Peak State Park. The roads to get there are some of my favorites and very familiar. Lots of great twisties and wonderful vistas and minimal traffic make for real fun driving.



The break at Bald Peak State Park provided another opportunity to compare cars and get to know other club members better. We even observed some members checking out the undercarriage of a new Carrera GTS. Club members are definitely interested in the ins and outs of the cars and all seem ready to tell their cars story if you just ask about it.

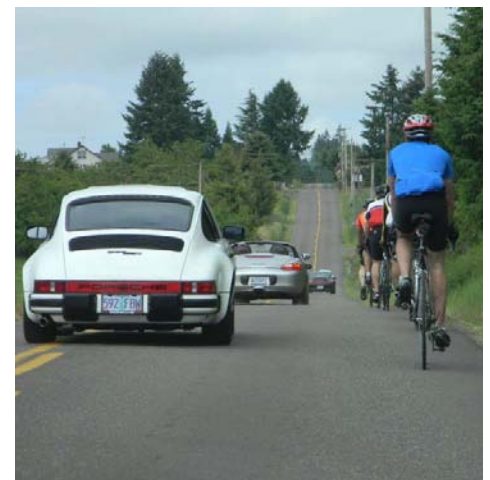
The last leg of the drive was on to McMinnville by way of Laurelwood. The road down into Laurelwood is really full

of turns that our cars just love. Again the scenery was a nice backdrop to the driving.

For those that went on to lunch at McMenemy's or Los Molcajettes, I hope the food was as good as I know the company was. For those of us that headed back to our normal activities, the morning was a great break from reality and an excellent driving excursion.

Many thanks to tourmeister Eric Freedle for putting this one together. ■

Above: Porsche drivers chat about the day's events. Photo by Carol Welch. Below left Hi-Ho silver! Photo by Carol Welch. Below right: Sharing the road with other enthusiasts. Photo by Paul Kennington.




**EVENT PHOTOS CONTINUED
NEXT PAGE**

JUNE ARRIVE AND DRIVE, CONTINUED




Upper left: Nice Porsche noses; what color is that Carrera GTS? Photo by Carol Welch. Above: Driving the route. Photo by Paul Kennington. Below: Eric Freedle at the driver's meeting. Photo by Paul Kennington. Below left: Inspecting the wheels. Photo by Carol Welch.





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June Autocross: “Cognitive Perspective”

Story by Todd Averitt / Photos by Eric Haupt, Mike Pinto and David Zwerling

I studied the course map for hours the night before our Autocross #4 event. Britain named the course “Cognitive Perspective” and I was ready having pictured my route through the slaloms and gates, perfect for my driving style and car. With course map in hand, elusive line and approach in my mind I was prepared to gain that elusive .3 on Jim Horton and Jim Ayers. I could barely sleep—such was my anticipation for the coming day.

Unaware that a change was in the air, I met Barry Cogut at PIR’s main gate the next morning. Barry and I headed in to unlock the Pro Pit gate. I got out of my car and walked to the gate, glancing across the track into the Pro Pits. Tink, the gate key hit the ground, my mouth fell open, and I stared in disbelief. Semi-trucks, concession stands, campers and trailers packed from the west end to the east end—you couldn’t see the asphalt. Wailing and nashing teeth,—no “Cognitive Perspective” this weekend! Barry and I headed back to the South Pits. It was a very long drive.

And that’s how we ended up in the South Pits. YES, it was early in the morning; YES, you were correct that it had been scheduled to be in the Pro Pits; YES we wouldn’t be running a course like the one we all received earlier in the week and YES, YES, YES Britain Smith pulled off a great course layout. No, I couldn’t quite find that perfect line on his new layout but I found the real “Cognitive Perspective,” great friends, a beautiful day, lots and lots of runs, and lots and lots of wonderful cars. I’ll find that elusive .3 next time.

This year is continuing right where we left off last year, class competition is tight, driving skills improved, and being our third event drivers are clearly sorting out those handling improvements made to their cars over the winter. It’s still early in the season and anything can happen. Points are still on the table. So let’s get to it:

M01: Douglas Skinner brought out his newly rebuilt 1973 911, “Kermit,” and took the class, and finished an outstanding fifth overall. Bill Thorpe and Kathy



Smalley finished second and third respectively in class running their track prepared 1986 944T.

I01: Richard Averitt in his green 1971 914 took first; must be something going for the color green this year. Sean Ressler finished second.

I02: Greg Olsen in his 2000 996 put on a driving clinic, not only taking first in class but also fourth overall and fastest time in a Porsche. Brent Palmer and Barry Cogut finished less than 1.4 seconds back.

P02: Mike Pinto has found his ride in a 1986 944. He won the class but had to beat his wife Audra Degg to do it. Good move, Mike. William Moss in his 1995 968 was third.



P03: Eric Freedle in his 1986 911 stays atop his class, followed by Jim Parks and Harry Danberg in third. Only 1.130 seconds separated this tight class.

P04: Paul Hovda was all alone in this class in his 2004 996.

P05: Jeff Gretz in his 2001 Boxster S took the class. Mark Behrens, Austin Schatz, and Kathleen Behrens are just off the pace, but picked up some valuable trophy points. By the way, if you haven’t had the pleasure of watching Austin’s videos found at our club’s Facebook page, be sure you do. He has put together some amazing video footage to music. Thanks, Austin.

S01: Jim Pileggi in his 2005 Boxster won the class and took tenth overall. He is setting a torrid pace for Kyle Largent (2003 Boxster S), Michelle Schultz (2005 Boxster), Chuck Jarvie (2004 Boxster S), and Matt Schultz (2005 Boxster) to keep up with. Note to Mike Pinto: Kathy whoops me, Michelle whoops Matt, and we sleep well at night.

S02: Rick Slavin’s 1997 C4 Cabriolet took the class. Good job Rick.

Word is getting out that our club accepts non-Porsche cars into our competition. Last year the non-Porsche class got so big we decided to break it into two

(Continued on next page)

Top: A line of cones mark a straight stretch. Above: Eric Freedle observes the action. Photos by David Zwerling.

JUNE AUTOCROSS, CONTINUED

(Continued from previous page)

classes: NP-S for vehicles running street tires, and NP-R for those running compound tires—or basically slicks. There were a total of 39 entries—23 NP-S and 16 NP-R.

Based on top times of the day (TTOD), it would appear that American muscle cars have only lost their skin. Transplanted LS motors were found hiding under the hoods of Mazda RX7s, Datsun 240Zs, BMW M3s, and other models. Mating such torque with a well tuned suspension and good driver led to some surprisingly good results.

NP-S: Jeremiah Smith's LS powered BMW M3 took the class over Sammy Lin's

2008 Mitsubishi Evo and Mark Koerbal's 1992 Eunos Presso by less than a second. Stephan Ryabinin, Tyler Haywood, and Brad Czopek were only a second and a half behind the winner. The top nine finishers were within two seconds of the lead. Six trophies are at stake, so you're going to have to bring your A-game to the hunt.

NP-R: If you hung around for the last run group of the day, you were witness to some great action. TTOD and class—an LS powered Mazda RX7. His time was 30.887, and only car to break the 31-second barrier. Zack Morgan (LS powered Mazda RX7) took second in both class and overall, and Britain Smith (Suby powered 914) third in both class and overall.

The three exchanged the lead after nearly every run, with only 0.222 seconds separating first from third when it was all over. Brian Brummell finished fourth in class, sixth overall and Dallas Cutler finished fifth in class and seventh overall. There are five trophies up for grabs in NP-R class—so like the NP-S class, you'd better bring your A-game.

Check out our 2011 Championship Points section online to see where you stand in our trophy point's race.

Thank you to all the staff for your efforts and smiles. Hope to see you all July 3. Oh, I'm so ready ... ■



Top: Navigating the turns. Photo by Eric Zwerling. Above: Concentration. Photo by Eric Haupt. Right: Silver eye candy. Photo by Mike Pinto.

**EVENT PHOTOS CONTINUED
NEXT PAGE**

JUNE AUTOCROSS, CONTINUED



Clockwise from top: A colorful group of competitors. Photo by David Zwerling. A sparkling wheel. Photo by Mike Pinto. A beautiful line of Porsches. Photo by Eric Haupt. Navigating a tricky corner. Photo by David Zwerling. A gleaming engine. Photo by Mike Pinto.

The Porsche Marque and the Rose Cup Races

Story and Photos by Eric Freecle

The weather seemed to be the center of conversation for much of the Rose Cup Race weekend, yet Mother Nature showed her kinder side for the big dance on Sunday. This was greeted with many happy smiles from those dads who chose to spend their day at the track with the family or not. The attending Porsches in the corral ranged from about six to seven on Saturday to about 30 on Sunday, another sign that we tend to be fair weather inclined bunch. A variety of models made an appearance, from a very clean 356, a few Caymans and Boxsters, many 911s from the 1970's through the latest

997 version, including Dennis Kranz's very tidy GT3RS. Another standout in the corral was Mike White's 914/6 3.2 conversion that was just completed in time for the Rose Cup Races.

There were plenty of Porsches racing in race groups throughout the weekend. Pirelli Driver's Cup showcased many of the west coast's best drivers in the 996 and 997 GT3 Cup cars. There were a lot of local drivers out in their in their Porsches trying to stay off walls in the PCA races.

The Rose Cup feature race displayed some truly big horsepower. The race saw the return of last year's winner, a two-time

former winner, and a radical 750 horsepower twin turbo Porsche Cayman.

Portland's Monte Shelton, at the age of 77, was in "Old Blue"—the Porsche 934—perhaps looking for his eighth Rose Cup. It came down to Brian Richards (the two-time winner) and Loren Beggs (radical Cayman) dueling for the top spot. In the end it was Richard's race, but the very fast Porsche came in a close second. Look for Loren Beggs in his radical Cayman to compete in future Rose Cups. It would be nice to see a Porsche in the top spot again. ■



Dennis Kranz's GT3RS at the Races.

**EVENT PHOTOS CONTINUED
NEXT PAGE**

ROSECUP RACES, CONTINUED



Above: Mike White's 914/6 3.2 conversion. Right: Lor en Beggs' Twin-turbo Cayman. Below: Spec Racer Fords: John Draneas is in the purple #9.



Welcome to ORPCA Autocross 2011

We had a great year of competition last year, with some class champions decided in the last event in the championship standings. We are looking forward to another great season of competition in all classes. There will be some shake ups this coming year in the Non-Porsche class; a very fast car will be moving in from the Mod class.

We warmly welcome all newcomers to join us in the pursuit of speed and car control. We enjoyed an increase in our female participation last year, and are hoping for more this year. The ORPCA autocross experience is full of fun, camaraderie, and a great way to make new friends. Come on out and enjoy your car to some of its limits once a month with us. ORPCA members can preregister for \$35 per event, \$40 at the gate. Season passes will be offered again this year at a discount.

Autocross Calendar: Next Event, July 3

Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! A high intensity driving experience, it consists of a single car making timed runs on a closed course marked by cones. No previous experience is necessary; novices are welcome. We cultivate an air of camaraderie and fun amongst our participants. All you need is a driver's license, an automotive helmet, and a car that can pass a basic mechanical safety inspection; we can even supply the helmet! Cars are run in classes against cars with similar performance. So whether you have an old 914, a Boxster, or a new Turbo Carrera, we have a class for you. Your car will be given a tech inspection to



make sure it is ready to go autocross. We typically check wheel lugs for torque, gas cap tight, battery tight, and no loose items in the cabin. Speeds are generally below 70 mph and driving is mostly in second gear. Each driver gets between six to eight runs competing for time against others in their class, and at the end of the event, elapsed times factored for penalties are posted for comparison. It's not necessary to compete in order to enter, but you may find that as you gain proficiency, your competitive juices will rise to the surface. Before you know it, you'll be an autocross enthusiast! Most events are done by 2:00 pm. Come on out and play! Register at orpca.motorsportreg.com.

EVENT	DATE	START TIME	LOCATION
AX #5	7/3/11	7:30 a.m.	PIR South Paddock
Evo School (Phase 1)	8/20/11	8:30 a.m.	Packwood WA (Hampton Mills)
Evo School (Phase 3)	8/20/11	8:30 a.m.	Packwood WA (Hampton Mills)
AX #6	8/21/11	8:30 a.m.	Packwood WA (Hampton Mills)
AX #7	9/11/11	7:30 a.m.	PIR South Paddock
AX #8	10/9/11	7:30 a.m.	PIR South Paddock

Portland Historic Races

July 8-10

The 2011 Portland Historic Races feature an entry list of more than 250 historic race cars to take place July 8-10, 2011 at Portland International Raceway, 1940 N. Victory Blvd Portland Oregon. The Historic Races allow enthusiasts the opportunity to see race cars up close, and feature a display of over 600 collector cars and hot rods, a food and wine pavilion, an autocross, and a kid's zone.

The ORPCA is offering a ticket package consisting of a three-day admission for

two adults, one car corral pass, and the ever-popular parade lap. The three-day package can be purchased for \$50 through motorsportreg.com and the order deadline is June 8, 2011. We ask that you have your Porsche in the corral located in the infield of the track by 10:00 a.m., so please make time allowance to cross over the track into the infield. Entry to the infield will use Turn 8 (north side of the track). Come out and make the Porsche car corral larger than other car clubs. ■



Photo from 2010 Historic Races by Bob Schatz

REGISTRATION DEADLINE:	June 8
REGISTER VIA:	motorsportreg.com
COST:	\$50 for Three-day ticket package
CLUB CONTACT:	Eric Freedle Secretary@oregonpca.org 503.936.0816



Arrive & Drive

Saturday, July 9, 8:45 a.m.

Enjoy some of the best driving roads in the five county area with the monthly Arrive & Drive.

The second Saturday starting in May and extending into October (yet we will not have an A&D in August) each drive is roughly 60 to 100 miles in length and finishing in under three hours. It's a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel) and, ideally, a navigator that doesn't get motion sickness to Shari's Restaurant 9730 N. Whitaker Rd. , Portland , OR 97217 503.289.2351 (PIR exit from I-5), no later than 8:45 a.m. Drivers' meeting takes place at 9:00 a.m. sharp , but many arrive early at 8:00 a.m. for a no-host breakfast. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. This is a no fee event.

CLUB CONTACT:	Eric Freedle secretary@oregonpca.org 503.936.0816
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Opal Creek Drive & Hike

Friday, July 15

Join us on Friday, July 15 for a drive and hike in the Cascade foothills. Bring a sack lunch as our journey will begin in the morning Southeast of Portland and include lunch and a short hike at beautiful Opal Creek. This is a free Oregon Region Porsche Club of America event. If you're interested, please email the coordinator at opalcreekdrive@gmail.com. Details for the meeting place, time and route will be distributed closer to the event. ■



June Social and Dinner

Wednesday, July 20 6:00 p.m., Social Hour; 7:00 p.m., Dinner



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Views of the Fremont Bridge, downtown and the West Hills of Portland compliment the rooms' rich colors and crafted woodwork, much of which has been restored to its original beauty. Private complimentary parking for our group will be available in Widmer's gravel parking across the street.

We are limited to 40 attendees, so RSVP early to ensure your seating. BBQ Buffet: \$26 per person (Includes 18% Gratuity)

Spinach Salad with red onion, corn and red peppers with a honey-chipotle vinaigrette; Drifter Pale Ale potato salad with bacon, Tillamook cheddar, green onions, and sour cream; Chicken breasts grilled and served with our Bourbon Bock BBQ sauce; Grilled Kielbasa sausages with sauerkraut and deli mustard; Bourbon Bock BBQ baked beans; Seasonal

Vegetable; Drop Top Amber Ale Bread Pudding; Freshly Brewed Coffee, Decaffeinated Coffee, and Freshly Brewed Iced Tea

DEADLINE: July 7

RSVP via e-mail to:

socialevents@oregonpca.org

2011 Escape Tour

July 23 - 24

For the 2011 ESCAPE, we're going to Crater Lake Lodge for a couple of days. You can do one night or two. The drive down will be on Saturday, July 23, and Sunday you may elect to either drive home, do a drive south of the park, or stay in the park. For those that stay both nights, the return trip will be on Monday. As usual, we will be headed down on the least populated, twisty roads we can find.



These rooms book nearly a year out and we understand the Lodge is full at the present time. If you wish to check to see if a room has opened up, you can check on line at:

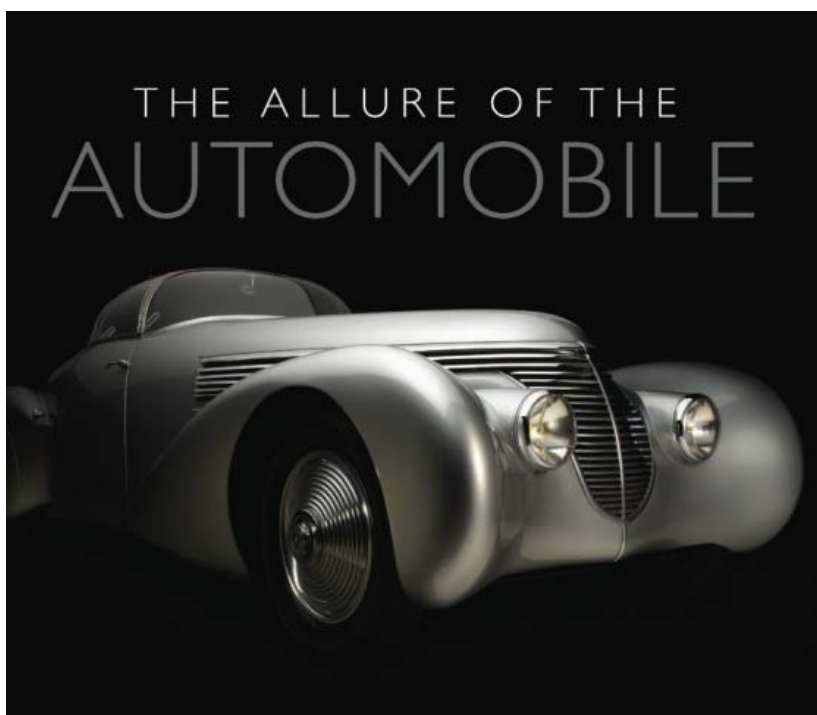
<http://www.craterlakelodges.com/Crater-Lake-Lodge-1842.html> or call 888-77-4CRATER (888-774-2728).

If you book a room, please let me know at drive2escape@gmail.com. I will add you to the list of players. To participate, you will need lodging. Should you wish to be wait listed for the event, please contact Bill at drive2escape@gmail.com

Additional information will be added to the website as it becomes available. ■

Allure of the Automobile

Portland Art Museum, July 31 - August 6



The Cars in the Park, Porsche Display day of August 6 is now filled. Thank you all for sending in your applications! Even though the display is full, there are guest passes available. A guest pass will give you entry to the before hours tour of the museum on August 6. You will also be able to visit the "drivers" hospitality room in the museum for refreshments and to visit with other Porsche owners and venders on that day.

A guest pass price is \$15 per person. Please contact Kirsten Benko at 503-276-4217 to purchase and receive your guest pass. You need to let Kirsten know you are a guest of John Draneas.

The Museum is also hosting lectures around the Allure of the Automobile show. You may want to attend some of those listed below:

July 10
Automobile Autopsy Tour

July 24
Driving Change: The Impact and Emotion of the Automobile

July 30
Coachbuilding in the 21st Century

August 6
What's Your Car Worth? Car Collectors' Inside Tips

August 7
Glamour and Gasoline

August 20
Street was Fun in '51

August 27
Museum Family Day

September 3
Building Big: Meet the Blastolene Brothers

Summer Tour & Picnic

Sunday, August 14



Please join us on Sunday, August 14 for what is sure to be another great ORPCA picnic! Our Summer Tour & Picnic starts off Sunday morning at 11100 SW Murray Scholls Place (24-Hour Fitness parking lot in Beaverton). Please be at the meeting place no later than 9:30 a.m., as the driving tour leaves promptly at 10 a.m.

The driving tour will wind its way through some great western Washington and Yamhill County rural roads and end at a beautiful 230-acre winery in Forest Grove. We'll have an exceptional catered

gourmet lunch with tastings of their Estate-Grown Pinot Noir, Riesling, Pinot Gris, and dessert wines. Tasting is \$5 per person.

Reservations must be made in advance no later than July 31. This event is limited to 40 cars so please register early! Cost is \$30 per person.

To register, go online to <http://orpca.motorsportreg.com> and search for the Summer Picnic event. For questions, please contact Jeff Gretz at 503.628.0629 or jgretz@onlinenw.com ■

REGISTRATION DEADLINE:	July 31
REGISTER VIA:	motorsportreg.com
COST:	\$30 Per Person
CLUB CONTACT:	Jeff Gretz jgretz@onlinenw.com

2011 Porsche Parade, Savannah

July 31 - August 6

Parade 2011 in Savannah is coming up quickly ... it is almost time to start packing for the best Parade yet! When Parade junkies start thinking of the week of fun and excitement with their Porsche and PCA friends, they begin with the main events; the Concours on Monday followed by the Autocross. It can be so easy to focus on those two, as much fun as they are, that one can overlook the other opportunities that exist during this action packed week. We have covered the Autocross and Concours in depth in previous months, but there is more to a Porsche Parade than just those events, the Rallies and driving Tours are also great fun, as is the challenging Tech Quiz.

The TSD Rally masters this year have ample roads for exploration, and regardless of your experience level they will have something for you. Beginners will find stress-free checkpoint locations, while more expert rallyists will be challenged on their way to single digit scoring opportunities. All the while, the



countryside will provide a unique backdrop to enjoy your Porsche.

Remember to take advantage of the TSD (Time-Speed-Distance) Rally school held the day before the event.

The last of the "competitive" events is the Parade Technical and Historical Quiz. In a slightly revised format this year, the Tech Quiz will test your knowledge of Porsche history, family trivia and model lines over the last 60 plus years! The Quiz goes by quickly, featuring 50 general questions and 25 "Model" specific questions for your area of expertise. The answers are provided for you after the Quiz to discuss amongst your new friends ensuring that you will learn a lot of new facts about the car and culture we all love, Porsche.

Please continue to read as I remind you of all the other opportunities that are available for you to enjoy during this fabulous Parade week in Savannah. I certainly hope to see you there!

Be sure to join us for the best family vacation of the year. ■

Evolution Driving School at Hampton Mills

Autocross #6 at Hampton Mills

August 20
August 21

ORPCA is proud to present the Evolution Driving School in conjunction with our sixth autocross of the year on that beautiful paved acreage in Packwood, Washington. Are you ready for an intense, fun, day long, driving school that is guaranteed to make you a better driver on both the street and autocross course? Evolution's staff of SCCA National caliber instructors are pleased to offer both their phase I and phase III schools on Saturday, August 20. You will complete your weekend at our sixth autocross event of the year, allowing you to practice your new skills in friendly competition on Sunday the 21st.

Evolution Driving School

Phase I School: The "original" Evolution program as developed by the McKamey Autocross School. This first step in the Evolution is where all students start, regardless of experience. A daylong course builds upon students' existing skills, while introducing new ideas to improve one's times. Students both ride and drive with Evolution-trained national caliber drivers to learn where they are fast and where they need to improve. A small student teacher ratio of 6:1 insures quality instruction time. Combined with race proven skills, concepts, and techniques, this course will improve the performance of all drivers on both road and track. Even experienced driver's benefit from the Phase 1 course as a refresher for those things they've forgotten over the years or perhaps never learned. No matter what type of car you drive the Phase 1 skills will improve your overall driving abilities.

Phase III School: Back by popular demand is Evolution's Phase Three Course Analysis program. It's now better than ever, with the help of Phase Three's official sponsor MaxQData. You'll spend the day trying different lines in a variety of courses to learn which is quicker and why. MaxQData data loggers will be used to critique the various approaches to better understand the effects of maximizing speed and minimizing distance. In just



Photo by Bob Schatz

one day, you'll learn the secrets that have taken the fast guys years to learn the hard way. By the end of the day, you'll walk away with a complete methodology on how to walk a course, break it down into priority elements, read the surface, and plan the best attack for the quickest times in your car.

Note: Students should be competent with Phase One and Two concepts, as Phase Three's focus is not on basic driving technique. Students will once again be required to work course during part of the day.

Cost: \$265/person. Lunch is provided.

Register at www.evoschool.com for this great day of driving instruction.

Saturday evening we will be gathering for a group dinner and some friendly bench racing prior Sunday's event.

ORPCA Autocross #6

All are welcome to attend this event at the most spectacular autocross venue in the Pacific Northwest. The site features 10 acres of smooth asphalt and an additional five acres of covered parking/paddock. Look forward to 60+ second courses, and abundance of runs, and technical features

not possible in the PIR South Paddock. Whether you are new to autocross or a seasoned veteran, you will be spoiled by what this site has to offer. Remember, this is a Championship Points event.

Registration/Tech is open from 8:00 a.m. to 9:30 a.m. First car out at 10:00 a.m.

Registration for all ORPCA Autocross events can be completed in advance on <http://orpcamotorsportreg.com/>

Pre-registration costs: \$35 (ORPCA Member), \$40 (Non-Member)

Registration at event: \$40 (ORPCA Member), \$45 (Non-Member)

Details of all aspects of our Autocross events (i.e. car tech, schedule, results) can be found on the ORPCA website.

For any type of overnight accommodations contact destinationpackwood.com.

Please allow yourself 2.5 hours for the drive to Packwood Sunday morning.



Resource Directory

Auto Upholstery

Guy's Interiors 503.224.8657

Collector Cars

Monte Shelton Motors 503.224.3232

Financial Advisor

Morgan Stanley 503.221.6262

Mortgage Banking

Summit Mortgage 503.819.9712

Painting

Loren Hamberg 503.577.3150

Porsche Parts

Doorshield doorshield.com

Porsche Service & Repair

Canyon Auto Rebody 877.489.2520

Collision Rebuilders 503.226.6311

Heckmann Thiemann 503.233.4809

Marque Motors 503.293.5386

Matrix Integrated 503.443.1141

Motorsports International 503.643.2656

Stuttgart Autotech 503.635.3098

Sunset Imports 503.641.8600

Porsche Sales & Service

Carrera Motors 541.382.1711

Sunset Imports 503.641.8600

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A-n-T Tire & Wheel 503.236.2106

Wheel Polishing & Repair

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Announcing the *Anzeiger* Cover Photo Contest!

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

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

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

The fame: Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are. Send your entries to: Bob Schatz, Photo Editor. at bob@allusaarchitecture.com

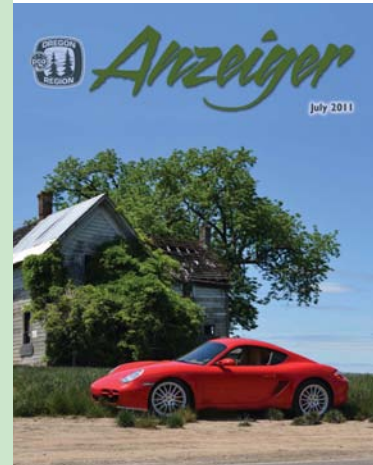


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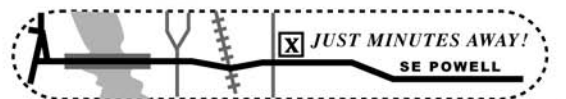
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Anniversaries

5 Year Anniversary

Don & Donna Ball

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10 Year Anniversary

Eric Molinar

Larry Myllenbeck

Gary C. & Lacey Vogel

15 Year Anniversary

Jeff Mills

20 Year Anniversary

Keith R. & Michelle Martin

Marketplace

■ CARS FOR SALE

911

1992 911 Turbo, 39k miles, black w/ full black leather, lowered suspension, new shocks, K29 turbo, B&B exhaust and headers, 1 bar boost, new a/c, engine resealed, immaculate and becoming very rare. \$45,000.00. Michael 503-679-4500 or Mr965@aol.com (10/10)

Cayman

2007 Cayman S Cobalt Blue Metallic, buckskin interior, leather adaptive sport seats, heated. Bose surround, Sports chrono and preferred and bi-xenon driving packages. Sports 19" Carrera wheels/brakes, 3 spoke steering wheel, self-dimming mirror. 6 speed No smoke or animals or food. One owner all records and remaining warranty. \$39000. Patrick (503) 318-7783 C (4/11)



356

1962 356x T6 Coupe, Smyrna Green w/tan. Not Concourse, but really nice. Rod Birkland, 503.292.5839. (3/11)

■ OTHER

GT-3 Wheels and Michelin Pilot Sport Cup tires for sale. Take-off wheels from my 2007 GT-3 totally stock, with Tire Pressure Monitor Sensors. Only 4000 miles and wheels are in near perfect condition! Front tires 50% tread, rears have 25% left. \$2650. mark.mueller@gmscpa.com Salem Oregon. (503)559-0385 (6/11)

- Bilstein front Sport Shocks for 986 Boxster – list price \$245 each, sell for \$125 each.
 - Bilstein rear Sport Shocks for 986 Boxster – list price \$230 each, sell for \$125 each.
 - H&R performance springs for 986 Boxster – list price \$360, sell for \$150.
- All parts used less than 1,000 miles. Jeff 503.628.0629 jgretz@onlinenw.com (5/11)
- 2 unused Hoosier A6 tires, 285/30/ZR18. \$550 OBO if local, else add shipping from 97229. Call Liz Bacon, 503-347-4931 (5/11)

- Bell M2 Helmet - Snell 2005; large; clear & shaded visors; fleece lined carrying bag; head sock
- Simpson driving shoes; size 9
- OMP driving gloves Sold as a package, \$300.00. John S. Mazmanian, Krugerinor@hotmail.com, 503.617.4680 (5/11)

EVO Motorsports 996 Turbo Airbox w/ cone filter. \$250.00. John S. Mazmanian, Krugerinor@hotmail.com, 503.617.4680 (5/11)

4 O.Z. Allegherita HLT lightweight wheels, gold. 2 are 18 x 8" and 2 are 18 x 9" (stock Cayman sizes) w/5 x 130mm offset. ~1.5 years old, used for 8 track days & 20 autox's; great condition except for a small ding. \$1200 OBO. Call Liz Bacon, 503-347-4931 (5/11)

ONE PORSCHE WHEEL 8 x 16, part # 951.362 117, AS 10.62, ET 23.3, Nice wheel and cap, photo, PCA, Local LS tire center can verify, spin, box and ship. \$389 obo/ Mike baker@eoni.com (5/11)

- Bell M2 Helmet - Snell 2005; large; clear & shaded visors; fleece lined carrying bag; head sock
 - Simpson driving shoes; size 9
 - OMP driving gloves
- Sold as a package, \$300.00. John S. Mazmanian, Krugerinor@hotmail.com, 503.617.4680 (3/11)

Porsche factory wheels, as on 993 and later 968. Listed as two 7 X 17" and two 9 X 17" Actually measure 7 3/4" and 10". Extremely clean, very near new. \$500, deliver to Portland for \$50. Also new unwrapped H&R Springs for 968 or 944S2, \$100. Dale, 541.593.4016, nannevin@yahoo.com (3/11)



Porsche 911 Outdoor Car Cover (incl. lock) + Front end cover for Porsche 911 Carrera. Smooth-fitting outdoor car cover featuring full-color Porsche logo. Water-repellent fabric protects your Porsche from extreme weather. \$175. (New \$320) Gabi Kirkemo, cell: 971.409.2852 (3/11)

HJC Snell 2005 Full Face Carbon Fiber racing helmet. Super lightweight. Never used. \$250 Barry Cogut, 360.210.7900 bcogut@comcast.net (3/11)

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