



Anzeiger

APRIL 2007

Oregon Region Porsche Club of America

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**Teaming up
to improve our favorite park**

**PIR withdrawals?
We have the cure!**





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WHO CARE ABOUT CARS.



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Anzeiger

(an' zī ger), noun, German

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

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Anzeiger is the official publication of the Oregon Region of the Porsche Club of America, Inc., P.O. Box 5652, Portland, Oregon 97228-5652, and is published eleven times a year. Non-member subscription rate is \$30.00 annually.

Statements made in the Anzeiger are those of the authors and do not necessarily constitute the opinion of the Porsche Club of America, The Oregon Region, the Board of Directors or the editor. The editor reserves the right to edit, as necessary, all materials submitted for publication. Permission to reprint or reproduce articles may be granted by the editor or the respective author(s). Photographs may not be reproduced. Electronic versions of this document may only be distributed by the the Region's official web site of record. ORPCA is not responsible for any services and/or merchandise advertised herein.

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<http://oregonpca.org/>

Anzeiger

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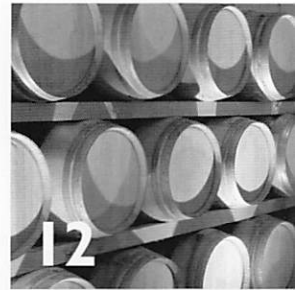
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ON THE COVER

Tired but ebullient ORPCA volunteers converge on John and Carlyn Draneas' house after Parade 2006 Portland. Photo: Jim Ayers.



**FROM
THE
PRESIDENT**
Chuck West

Real power in an F-4



I've always had a thing about motors. At the age of eight, one of my neighbors let me mow his lawn with his gas powered mower. I was thrilled since up to this point I had been pushing my Dad's. When I was 14, I knew I was liberated when I had access to a Honda 50 that belonged to a friend of my brother. When I was 17, one of my best friend's father bought him a new 1966 Shelby GT 350. We did explore the limits. Tell me this wasn't just about the best way in the world to finish your senior year in high school!

Life was simple in the 1960s. You worked, you went to college, or you got drafted. In the mid '60s if you worked and were married with children you

were safe from the draft. As the '60s proceeded, that exclusion was not available to the younger draft-eligible guys coming of age. Basically, if you simply worked, you were eligible. If you were in school and kept your grades up, you were OK, but if they dropped, you were probably going to get drafted. If you got drafted, it was almost always into a branch of the military that taught you how to wear green clothes, do a lot of crawling, and survive exotic vacations to far away places for extended amounts of time. Ah, the mystical Orient!

I knew I was going to get drafted as I was spending entirely too much time working in a Bay Area Rapid Transit tun-

nel installing rebar and trying to get into trouble with my girlfriend. In 1966 \$4.99 per hour was big money! Yes, I was in college, but everything else was more immediately gratifying. The draft was hovering. I decided that enlisting for four years in the Navy with a real good chance of getting out in one piece was better than getting drafted for two years. In boot camp, three of us from Company 046 were approached by the Seals. They said we had the basic profile of what it took: functional brain (?),
(Continued on page 20)

**FROM
THE
EDITOR**
Jim Ayers

Staff grows; are you next onboard?



I can't believe how fate works! Normally I am as healthy as a mule, normally that is, as it seems both Kate and I have encountered the dreaded cold/flu this week. I'm pretty sure we contracted it from another passenger on the flight we took to Puerto Vallarta. Not that this guy, who was coughing, sneezing and showing visible signs of a really bad cold, was sitting next to us. He was sitting in between the other couple who went on the trip with us. The cold/flu progressed the way one might expect; friend Ron caught it the second day we were in our villa. Ron's wife Lisa caught it the day after we got back to Portland. My lovely bride hasn't been looking all that lovely for about five days now, not her

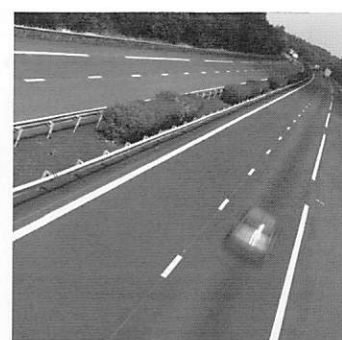
fault. You guessed it: three days ago I caught it too. The one good thing about this is that three of the four of us weren't sick while we were in Mexico.

I know it isn't proper to discuss politics or religion in social settings. I don't think I will get a lot of argument with this question: Is it just my imagination or are we going to be faced with two years of campaigning for the presiden-

cy of this great land? With something like 18 announced or exploratory campaigns out there right now, I have to wonder who is running the senate and house. At least for the time being they are just using the network news and not running ads.

Anyone who knows me knows I rarely if ever make a mistake (maybe those are people who don't know me) but I sure made a blunder on the calendar. You all need to unmark October 6, 2007 as being Andy and Marg's Hill Climb. There will be an Arrive & Drive, just not to their home. We will make sure everyone is advised of this error as we get closer to the date.
(Continued on page 22)

Oregon Region Events 2007



April

- 3 Board meeting
- 6 Driver education (hosted by BMWACA*)
- 7 Arrive & Drive
- 18 Monthly social and dinner
- 20 Anzeiger editorial deadline for June
- 21 Spring cleaning tech session at Gran Prix Imports
- 29 Driver education
- 29 Autocross

May

- 1 Board meeting
- 5-6 The Cabin Fever Tour
- 7 Arrive & Drive
- 7 Driver education (hosted by BMWACA*)
- 16 Monthly social and dinner
- 19 The Wine Country Tour
- 20 Anzeiger editorial deadline for July
- 20 Autocross
- 24 Driver education
- May 30-June 3 The 2007 Mille Miglia

June

- May 30-June 3 The 2007 Mille Miglia
- 1-3 Rose Cup Races
- 2 Arrive & Drive (Burrito Run)
- 5 Board meeting
- 8-10 Champ Car Grand Prix of Portland
- 20 Anzeiger editorial deadline for August
- 20 Monthly social and dinner
- 22 Driver education (hosted by AROO†)
- 24 Autocross
- 29-30 Caravan to Parade 2007 San Diego

July

- 1-5 Parade 2007 San Diego
- 6-8 Baxter Historic Races
- 7 Arrive & Drive
- 10 Board meeting
- 15 Forest Grove Concours d'Elegance
- 18 Monthly social and dinner
- 20 Anzeiger editorial deadline for September
- 22 Autocross

August

- 2 Driver education (hosted by Gran Prix Imports‡)
- 3 Driver education (hosted by BMWACA*)
- 5 Driver education
- 5 Arrive & Drive (Sunday)
- 7 Board meeting
- 15 Monthly social and dinner: Gran Prix Imports Barbeque
- 20 Anzeiger editorial deadline for October
- 24-26 Otter Rock Weekend

September

- 1 Arrive & Drive
- 4 Board meeting
- 8 Sunset Imports' Porsche Swap Meet
- 14-16 Sunriver Exotic Car Show
- 16 Autocross
- 19 Monthly social and dinner
- 20 Anzeiger editorial deadline for November

October

- 3 Board meeting
- 6 Arrive & Drive
- 13 2008 events planning meeting
- 17 Monthly social and dinner
- 20 Anzeiger editorial deadline for December
- 20-21 The Fall Tour

November

- 6 Board meeting
- 14 Monthly social and dinner
- 20 Anzeiger editorial deadline for Jan/Feb

December

- 4 Board Meeting
- 8 Charity auction and awards banquet

* Refer to www.bmwacaportland.com for information

† Refer to www.alfaclub.org for information

‡ Refer to www.gpimports.com for information

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

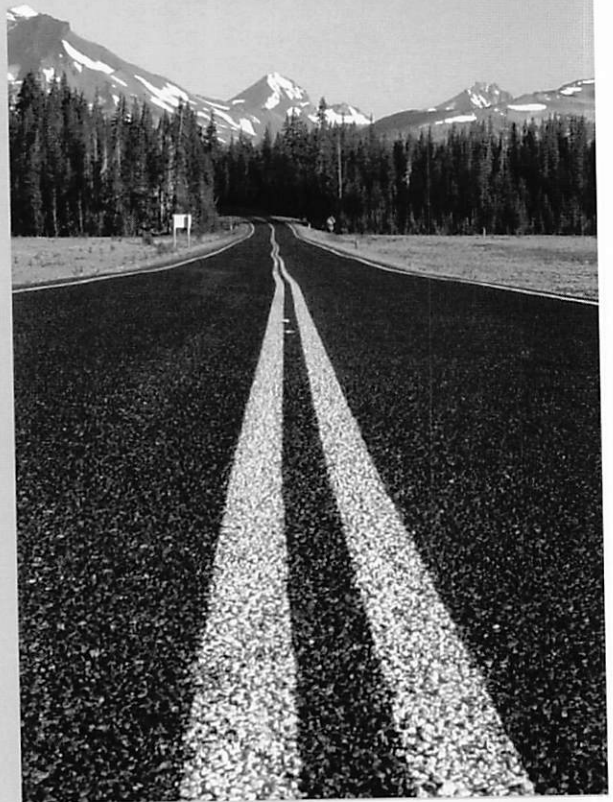
Arrive & Drive

Saturday, April 7
Saturday, May 5

Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the first or second Saturday of April through October, each tour is roughly 100 miles and three hours long. It's a fabulous way to kick off the weekend.

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) at Miller's Homestead restaurant, 17933 SW McEwan Ave., Tigard, not later than 8:55 am. A brief meeting to cover the route takes place at 9:00 am, but many folks rendezvous at 8:00 am for breakfast (no-host). With 50 attendees or so being common, we typically break up into smaller groups rather than try to maintain one long convoy. The first group of cars will depart Miller's Homestead at 9:15 am.

Call Eric Freedle at (503) 384-0453 for details,
or send an email to mmooter@aol.com.



April Social and Dinner

Wednesday, April 18

Wine on the riverfront at:

Thirst Wine Bar and Bistro

0315 SW Montgomery St, Suite 340, Portland
(503) 295-2747, www.thirstwinebar.com

6:00 pm Social Hour

New members, please join us for delightful wines, wonderful camaraderie and a beautiful view of the Willamette River and Mount Hood.

7:00 pm Dinner (a limited menu will be offered)

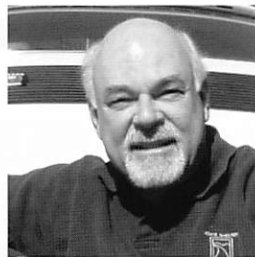
Winner of Citysearch's Best Waterfront Restaurant, Most Romantic Bar, and Best Wine Bar awards in 2006, Thirst offers diverse and eclectic Pacific Northwest wines as well as hard to find wines from California. Please join us for a special evening of great fun and great food at this extraordinary restaurant on the Willamette.

RSVP by Friday, April 13 to Nancy Herron
(503) 293-6714 or e-mail dinnermeeting@oregonpca.org



STILL PLAYS WITH CARS

Peter Linsky



An Orwellian approach to auto safety

Big Brother is indeed here. Some time back, this writer took note of the so-called black box data recorders that are beginning to make their way into new cars and trucks sold in the U.S. These devices, according to a report in *AutoWeek*, are now legally mandated by Congress. What that means is that if your new vehicle is involved in a collision, every detail of what your vehicle was doing in the moments preceding the crash can be recovered. How fast were you traveling? Were you moving in a straight line, turning, or weaving? Were you braking or accelerating? How hard were you pushing the pedals? The new systems will record thousands of data inputs per second. Automakers, police and your insurance company all want that information. No more claiming that you weren't speeding or that you swerved to avoid another vehicle. The black box will reveal the truth. Now, there are a couple of ways to look at this. For example, if Audi 5000s were so equipped back in the 1980s, that company might have been able to avoid the black eye it suffered from having to



could be abused. Can you see yourself parked at the side of the highway while a police officer downloads your car's black box with a hand-held reader to see if you've been speeding? Also, there's the question of who owns the data. When you purchased that new vehicle—and all the equipment it con-

they have no plans to turn that data over to the government or other interested parties. Others have no comment. When it's new-car time, you might ask your dealer what the manufacturer's policy is, and read every document with a magnifying glass. What you learn might prompt you to look somewhere else ... or buy a pre-2007 vehicle.

THERE ARE CONCERNS THAT THIS DATA-COLLECTING COULD BE ABUSED. CAN YOU SEE YOURSELF PARKED AT THE SIDE OF THE HIGHWAY WHILE A POLICE OFFICER DOWNLOADS YOUR CAR'S BLACK BOX TO SEE IF YOU'VE BEEN SPEEDING?

settle with drivers who sued over "unintended acceleration." A data recorder might have proven the claims false, showing instead that the plaintiff drivers had pushed the gas pedal instead of the brake, as many experts believe. Manufacturers say gathering such data after crashes can help them build safer cars and trucks. On the other hand, there are concerns by civil libertarians that this data-collecting, once in place,

tains—did you also buy the information it might generate? Is the downloading of that data by another party, public (the government) or private (the automaker or insurance company), an unfair "taking" of your personal property, let alone an invasion of your privacy? Are you willing to sign a declaration surrendering those rights when you buy that new vehicle, or when you renew your registration? A few auto manufacturers say

At year's end came news of some intriguing new engine technology. The French auto parts supplier Valeo unveiled a working cam-less reciprocating engine. Anytime you can remove rotating mass or weight, that's good. Several manufacturers have used desmodromic valve opening and closing systems, which do away with valve springs and retainers. Pneumatic valve actuation is now universal in FI, offering precise control at 17,000 rpm. The cam-less engine appears to use electronically-controlled magnets to accomplish the same thing. Valeo says several automakers are interested in the system.

Until next month, drive safely ■

Spring cleaning tech session at Gran Prix Imports

Saturday, April 21, 9 am to 1 pm

Hosted by Joe Leggs, GPI's Service Manager and Certified Porsche Master Mechanic

Gran Prix Import's Joe Leggs will lead a hands-on tech session illustrating minor maintenance items you can do yourself. You'll also have the opportunity to put your Porsche up on the rack in the Gran Prix Imports' service department and ask Joe—a certified Porsche Master Technician—questions about a specific concern. A continental breakfast will be served.

For more information, contact www.oregonpca.org



**CLUB
EVENT**



**CLUB
EVENT**

Autocross 2007

An autocross is a relatively slow speed timed event where a solo driver competes against the clock on a course marked by a set of orange cones. The course is designed by experienced autocrossers to improve your car handling skills and to test the cornering, braking and performance limits of you and your car. Speeds are kept down, generally below 50 mph, with most of the critical action in first or second gear.

Sunday, April 29

This event is being started one hour early. Tech inspection begins at 7:00 am; the first car is on track at 8:00 am.

Additional dates:
Sunday, May 20
Sunday, June 24
Sunday, July 22
Sunday, September 16

Unless otherwise noted, all events take place at Portland International Raceway's south paddock, with gates opening at 7:00 am. In order to compete, all cars must complete registration and technical inspection by 8:30 am, at which time a mandatory drivers meeting begins. Please confirm each date's specific schedule at www.oregonpca.org.

Pre-register online not later than April 22 at orpca.motorsportsreg.com. Cost is \$30; day of event registration is \$40. Helmets are available for loan to first-time drivers; instructors are available to all.

AMATEUR WRENCH

Don
Clinkinbeard



Gearbox woes just as our Driver Education season is set to go

As I write this in February; the DE season starts shortly and I have a gearbox in pieces. Removing it from the car took about two hours with the help of my floor jack. When I had a few less years of life experience, I would have done it without the jack as the 'box only weighs about 60 pounds or so (photo 1). It's by far the most complex mechanical device in my car (as you can see in photo 2), but easily disassembled with some help from my favorite technical advisor. It turns out this was a good thing to do: As I surmised when last you read my words, the second-gear synchronizers were not in good shape. In fact, one of them was severely worn while the other was broken (photo 3). The gearbox has roughly 100k miles on it; an engine with roughly twice the output of

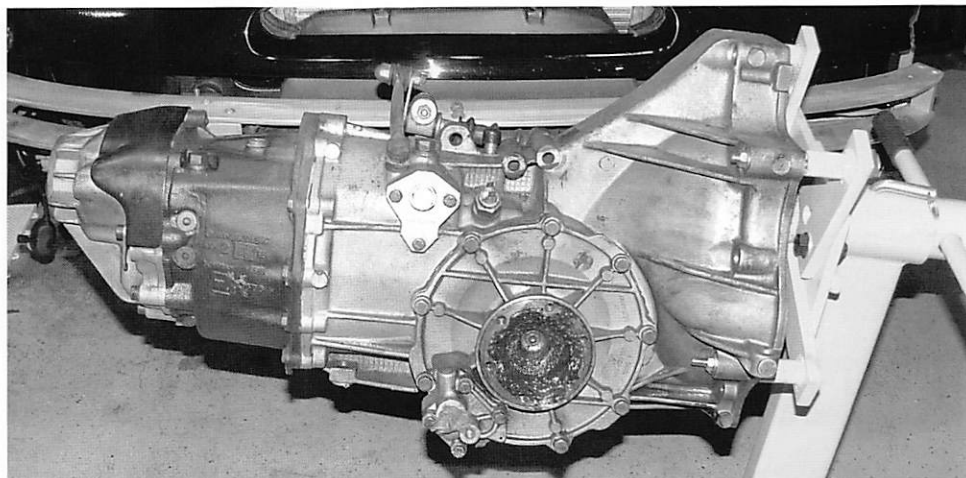


Photo 1: The 944's rear-mounted transaxle.

stock and aggressive driving is a great recipe for high levels of mechanical stress and wear for the internals. In addition to the second-gear syncros being shot, the main input shaft was also showing severe wear on the first- and second-gear teeth and thrust surfaces. 944 Turbo pieces are run through a special hardening process when the teeth are machined into the shaft and thank goodness for that. Had this not been done, I can only imagine that the gear teeth would have failed much earlier in the gearbox's life. Since we had the box apart it seemed like a good time to refresh most of the internals. I ordered the parts from Sunset Porsche last week and they should be here shortly. I am hoping to get the gear carrier reassembled early next week before we take off on Nancy Heron's ORPCA cruise to the Caribbean, but that depends on my tech advisor's availability.

DE dates and insurance update

I have some good news about the DE season. It looked as though ORPCA was only going to get two track days, both on weekdays, as a result of PIR's shortened 2007 season (mentioned in my last column) and the prime-time dates we secured for last year's Parade. Not being one to take this kind of thing lying (Continued on page 22)

Photo 2: The transaxle's gear carrier laid bare in Don's O.R.

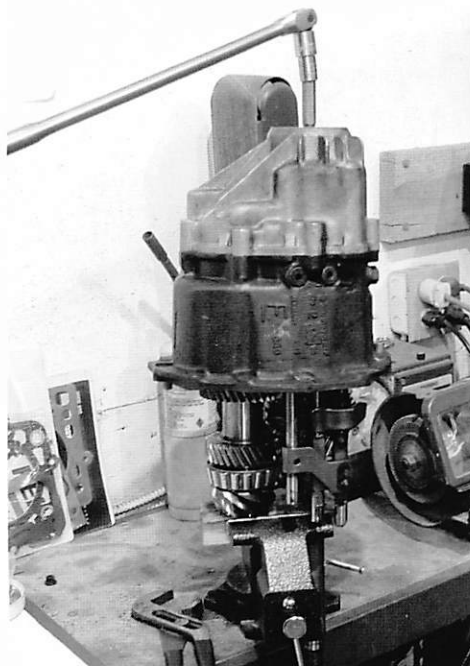
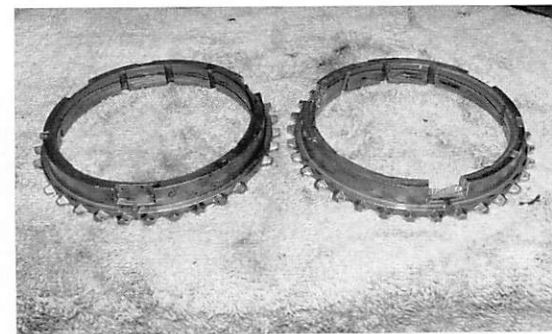


Photo 3: A race-spec motor and aggressive driving takes a toll on synchros



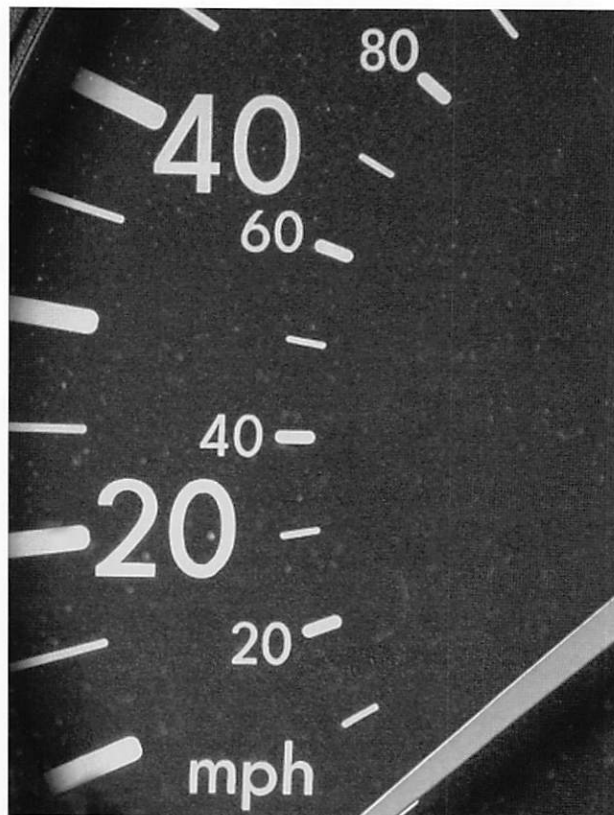
Driver Education

Sunday, April 29

Our next ORPCA Driver Education event of the year will be held on Sunday, April 29, at Portland International Raceway. This is a late start event that will be ending late as well. Registration and tech inspection begins at 10:00 am and the first car is scheduled to be on track at 1:00 pm. The fee is \$135 if you pre-register by April 22 or \$175 on the day of the event. If you've not already done so, you'll need to establish an account with our new online registration provider. The Driver Ed section of the ORPCA website provides a link to registration, or direct your browser to orpca.motorsportreg.com. While you're at ORPCA's Driver Ed website, please read about the changes we've made to the program this year. I look forward to seeing you at the track in April.

For more information contact:
Don Clinkinbeard
ORPCA Driver Education Chair
(503) 970 4848
drcbike@comcast.net

**CLUB
EVENT**



**CLUB
EVENT**

Cabin Fever Tour

May 5-6, 2007

Bandon, Oregon

This is a no-host event.

We are headed south this year to the Oregon coast. Make your own reservations for Saturday at the Bandon Inn (800.526.0209). Rooms are held under the name Gregg Hodge. Recommended dinner location for Saturday is Alloro Wine Bar. Make reservations at 541.347.1850.

Sunday: Stay for the golf or for the beaches. Then make your own plans to take the long way home or join us for an extended tour in Sonoma. A limited number of two BR, two BA condos are available at \$80 for Sunday night (The rate can be extended through Thursday) in the heart of the California wine country.

Time is of the essence—if you are interested let us know by e-mail ASAP (sghodge@bctonline.com).

Super size me

Things to ponder when upgrading wheels

Last month I was hit with the realization that my tires are due for replacement. Do I stick with the stock size or take this opportunity to upgrade to wider and larger diameter wheels? 19 inch 997 Carrera S wheels would look fabulous on my 996, although they'd cost me a pretty penny. Let's put the bling and ka-ching factors aside for the moment, and look at the potential impact on performance. While we're using a 996 generation Carrera as an example, the general principles apply up and down the line.

Base 996s rolled with 205/50 and 255/40 tires on 7 and 9 x 17 inch wheels; our hypothetical upgrade starts from here. The factory offered 18s as an option—225/40s and 265/35s on 7.5 and 10 inch wide wheels—while later versions of the narrow-body 996 were fitted with 235/40s and 295/30s on 8.5 and 11 inch wide 18s. No 996 was supplied with 19 inch wheels, but it's possible to fit these by compensating with lower profile tires. This outlines our three upgrade possibilities: factory 18s, fat-boy 18s, and 19s.

A weighty issue

We've all read that adding unsprung weight is never a good idea. (Unsprung weight is anything not carried by the car's suspension: wheels, tires, brakes, and everything else on the far side of the springs.) Common sense tells us that bigger tire/wheel combos will add weight, but I, like most of you, have never dug into how much weight is added when upgrading wheels. That's where we'll go next.

When shopping, you'll find out that wheel weight is only readily available when it's considered a selling point by the manufacturer, that is, for high performance wheels. Therefore the data that follows is best case; if we surveyed the big-n-bad chrome bling-bling wheels, assuming we could get the weights, the increases might double.



On average, for every added inch of rim width, you'll add just shy of a pound per wheel. Add an inch of diameter and you'll add between one and a half and two pounds per wheel. (These are averages of the high performance wheels available for the 996 generation Carrera. As is said, your mileage may vary.) So far I don't feel too bad, but we've not comprehended the added tire weight and totaled it all up.

Moving from the stock 17s to 225s and 265s on 8.5 and 10 inch 18s adds roughly six pounds of tire and 14 pounds of wheel: 20 pounds in total for all four corners. GT3-spec fat-boy 18s will add maybe 33 pounds over the 17s, while going to the 19s (225s and 265s on 8.5 and 10) will add roughly the same amount: 34 pounds total, or 8.5 pounds of added unsprung weight at each corner of the car. With a base 996 generation Carrera, you're starting out with roughly 190 pounds in total for the

stock 17s with tires, so we could be adding in the neighborhood of 18% per corner.

Getting perspective

Getting perspective is a little more difficult than just adding up the numbers. Is 30 to 35 pounds of added unsprung weight significant? Will I experience better handling? Will the ride degrade?

Some perspective on unsprung weight can be found in current Porsche sales literature: "The key advantage of PCCB [Porsche Ceramic Composite Brakes] is the total weight saving of approximately 50% compared with metal discs of similar design. As well as enhancing performance and fuel economy, this represents an enormous reduction in both unsprung and rotational mass [emphasis mine]." How much weight does the \$8,150 PCCB option save? 37 pounds, roughly the same weight we're considering adding.

Suspension tuning is an art at Porsche. Spring and shock rates are finely honed in accord with unsprung weight and tire construction (the latter being why we have N-spec tires for our Porsches). When the road turns less smooth, the added unsprung weight and reduced sidewall height (which shrinks from four to three inches as you move from 17 to 19 inch rims) degrades the suspension's ability to track surface irregularities and places your wheels and tires at greater risk of damage from potholes. (For those of you thinking "but the 997 comes with 19s," note that Porsche maintains roughly the same sidewall height on the 997 as it did with the 996 with 18s.)

Shifting gears a bit, the 996 FAQ on Rennlist (www.rennlist.com) states that "Track drivers favor 18s for their larger contact patches and thinner sidewalls which deform less under hard cornering. Autocross drivers favor smaller wheels for less weight and sharper turn in. Both go for the significantly lighter (Continued on page 22)

Wine Country Tour

Saturday, May 19

Join PCA Zone 6 members in a tour of the beautiful Yakima Valley, with wineries and a picnic along the way, and ending in the Tri-Cities.

The tour departs at 10:14 am sharp from the lot across from the Richland Shilo Inn off of George Washington Way in Richland. We will proceed to Hyatt Vineyards in Zillah for a picnic lunch. You'll need to bring your own picnic.

Friday and Saturday lodging

A block of rooms has been reserved for Friday and Saturday at the Marriott Courtyard, 480 Columbia Point Drive, Richland. Rates are \$85.00 plus tax per night for a King City View room; you may upgrade to a River View room at \$95.00 plus tax per night, first come, first served. **The reservation deadline is Tuesday, May 1.** Make your reservation by calling (800) 321-2211 or (509) 942-9400 and mentioning Porsche Club code **PCDS/SOCIAL**. Parking lot security is provided Saturday evening and hot breakfasts are available for purchase at the hotel in the morning.

Saturday evening's dinner

Dinner Saturday evening will again be at the Columbia Crest Winery in Patterson,

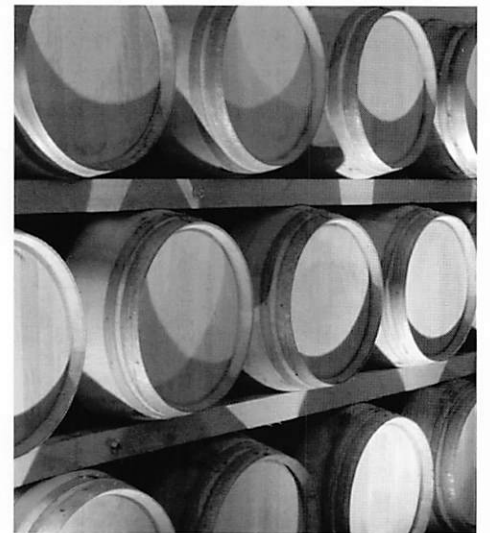


Washington, approximately 30 miles from the Tri-Cities. Groups will depart for the winery from the Marriott Courtyard parking lot starting at 5:11 pm. Plan to arrive at the winery by 6:00 pm. The cost of the meal is \$48.00 per person and includes wine tasting before and during dinner. The entrée will include Chicken Marsala and marinated sliced tri-tip.

Dinner must be reserved in advance

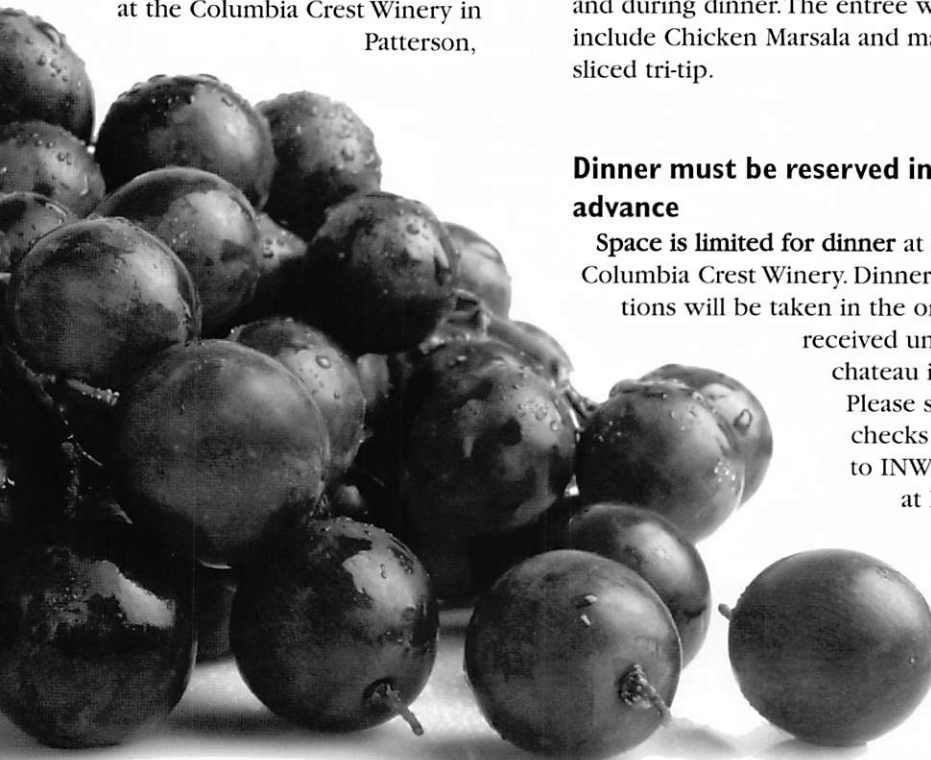
Space is limited for dinner at the Columbia Crest Winery. Dinner reservations will be taken in the order

received until the chateau is full. Please submit checks payable to INWR/PCA at P.O. Box 206,



Richland, WA 99352 by Monday, May 7. Please also provide the first and last names of those attending the wine tasting and dinner at the chateau so that name tags can be made up. Your name tags will be provided at the main entrance to the chateau; no one will be served without a name tag. Call Ron Casavant at (509) 845-1222, Herman Jackson at (509) 627-6105, or Bill Addis at (509) 627-2221 if you have questions.

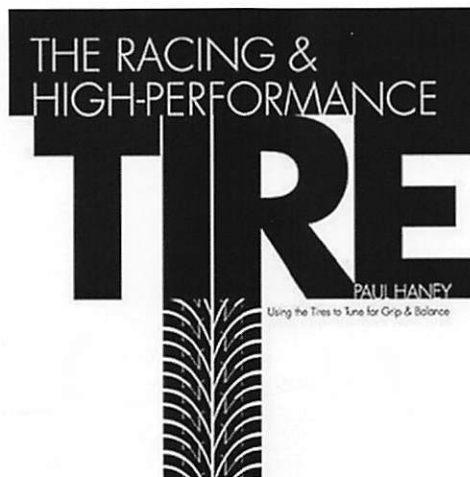
We look forward to seeing you on the tour and at the chateau!



2007's first tech session is a big hit

by Don Clinkinbeard

On February 10th the first tech session of the year was presented at AR Auto Service/Adrenaline Racing in Lake Oswego (www.arautoservice.net). Jointly-sponsored by ORPCA and BMWACA, the event featured Paul Haney, a mechanical engineer with many year of experience in aerospace engineering. Paul has a burning desire to understand how these very complex devices (high performance tires) work on an automobile. His book, *The Racing & High-Performance Tire* (available on amazon.com) is a much-used reference for many race teams.



Paul Haney's book is a reference for many race teams.

Paul talked to an eager and attentive group of folks from 8:00 am until after 4:30 pm with only a short break for lunch. Attending were many ORPCA and BMWACA members, a Formula SAE team from a local university and ICSCC conference racers. While Paul made it through most of the fundamentals a lack of time forced him to pass over many of his foils. I learned a huge amount about how a tire is built and how it performs it's magic in keeping your car going the direction you point it. The whole group had a wonderful time and I think there was a lot of learning to be had for the curious. ■

PIR withdrawals? We have the cure!

by Tom Pavlik

By the time you read this, the March 11th Driver Skills Clinic, the March 18th autocross, and the March 27th Driver Education session will have given me my track fix. But right now as I sit and write this article it has been 114 days since I've relished the thrill of pushing myself to the limit at PIR.

Before yesterday I hadn't noticed any withdrawal symptoms. Perhaps it's the Portland winter that causes my brain to automatically forget track days. Maybe it's just one of the brain's defense mechanisms, much in the same manner as when, 20 years ago, I asked Mom why Dad was late for dinner a full two months after he died. Yeah, I know that's an over the top comparison, but it's the best way I could think of to describe the way our minds often protect us. Either

way, I really hadn't been drooling in anticipation of some track time.

That is, until yesterday morning ...

It was a typical February morning in Portland: gray, drizzly and cool. Thus it wasn't the weather that jogged my subconscious. It was a construction crew. I came across the crew as I was mindlessly going through the motions of navigating the car to the office. Like most people, this is not something I enjoy as it usually means only one thing: wasted time. But this time, I reacted differently. Just beyond the flagger was a course of cones.

Did I think "course?" Yes, I did!

Most people would have only seen a twenty foot line of cones, forcing cars into the next lane, followed by even more cones. As I saw this, I instinctively

reached to downshift in anticipation of trying to get my torque up along the straight in preparation to help push me through the bend. The weirdest part of this whole scenario is that I wasn't even driving my Boxster. I was in a sedan with an automatic transmission!

No wonder these winter drives to the office have seemed longer than usual. Top down, wind in the hair, heel/toe /rev-matching driving has a way to take one's mind off the mundane task of piloting a vehicle and gives a boost to one's soul.

Hmmm, maybe my brain's defenses aren't so strong after all and I am actually suffering from PIR withdrawals. That might explain little things like never driving within the lanes on my way to Hood River, instead cruising along at what I perceive as the most efficient use of the road's curves and banks.

Luckily my brain's defenses didn't fail me until we were within 30 days of our first 2007 PIR event. I just need to suck it up for 720 more hours. Or better yet, let's try to trick the mind and instead think of it as less than 1/12 of a year!

Need to get your PIR fix? Check out the autocross and DE schedules in this month's *Anzeiger*. ■

Photo from the June, 2005, autocross by Trevor Rice.





Running Wild!

May 30 - June 3, 2007

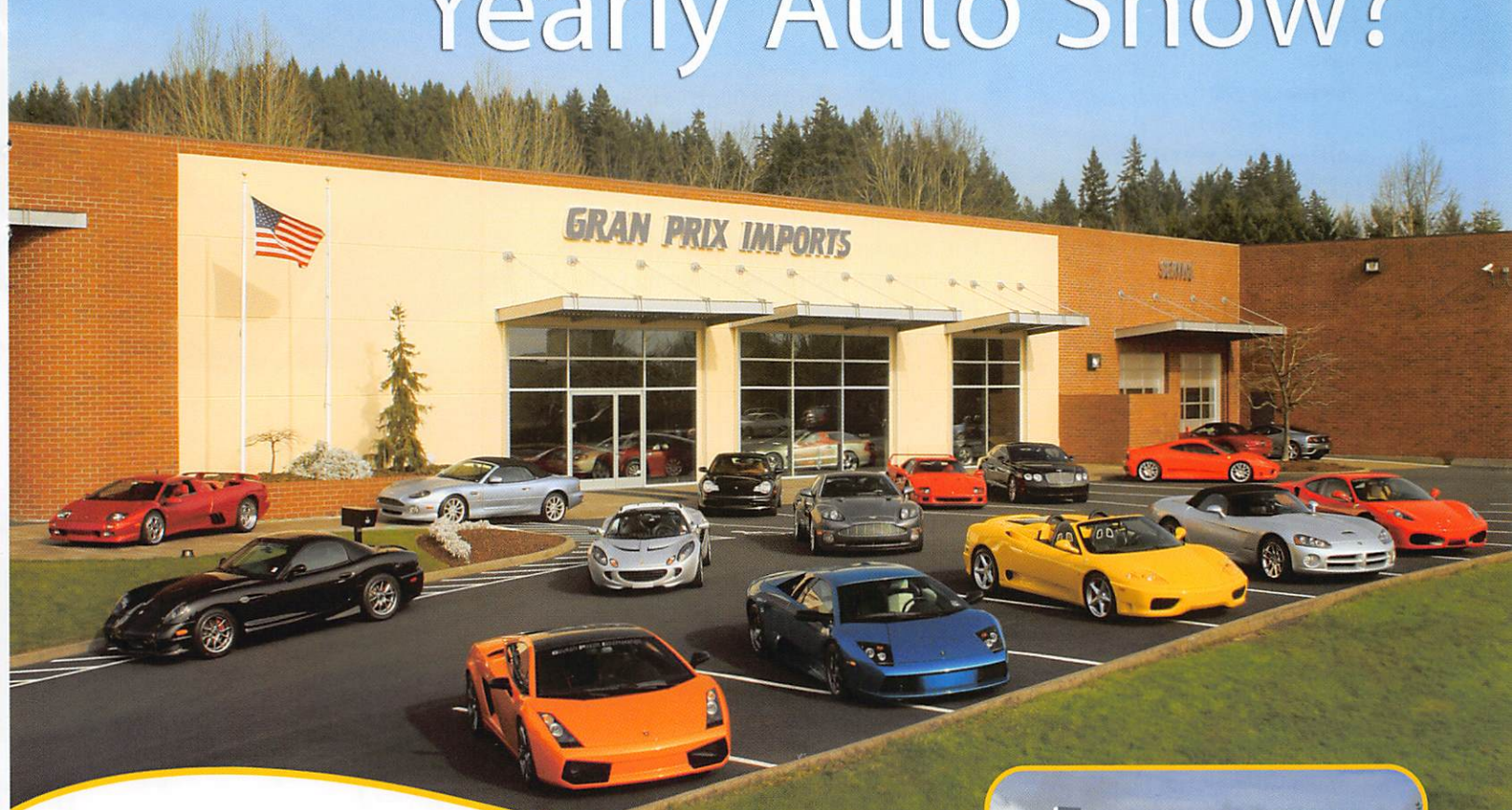
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ORPCA helps pair blind people with guide dogs

Story and photos by Jeannie Gretz

Editor's note: In the March issue of Anzeiger, we reported on ORPCA's charitable contributions to SOLV, the Sunshine Division of the Portland Police Bureau, and Gales Creek Camp for Children. Jeannie Gretz picks up the story from there.

Guide Dogs for the Blind partners blind and visually impaired people with guide dogs, at no cost. Every month a ceremony takes place during which 12 teams of blind people and their new guide dogs graduate to begin their lives together.

Jeff and I were privileged to attend February's ceremony and present a \$4,200 check from ORPCA to Guide Dogs for the Blind. This money represents one-third of the proceeds from our annual holiday auction and, in my opinion, has gone to an excellent program which depends solely on private donations. Guide Dogs for the Blind receives no government money; the blind people who receive dogs don't pay a dime and are assisted by Guide Dogs for the Blind throughout the partnership with their dog.

Guide Dogs for the Blind's facility in Boring, Oregon is an absolutely awesome place. Jeff and I were immediately impressed with the beautiful buildings. Fourteen wooded acres house immaculate kennels, a visitor center, dormitories, veterinary buildings and training facilities. From Michele Davis, Guide Dogs' very helpful and friendly Regional Community Relations Officer, we learned *(Continued on page 18)*



Right: Jeff Gretz presents a check on behalf of the ORPCA to Michelle Ciliborn of Guide Dogs for the Blind. Below: The stars of the graduation ceremony patiently waiting.





FOPIR and SOLV team up to improve our favorite park

Story and photos by Don Clinkinbeard

Early in the morning February 11th Greg Meythaler of BMWACA and I arrived at Portland International Raceway for the first Friends of PIR, or FOPIR, community event. We had spent the last month arranging with PIR and SOLV (www.solv.org) to make this activity come about: volunteer members of FOPIR, working together with SOLV, cleaning up the detritus from last season's track activities. The day's crew, roughly 65 volunteers from nearly all of PIR's user groups, made their way out to the track and did a great job of collecting trash from in and around the track, bleachers and parking, managing to bag five cubic yards of debris. Additionally from the I-5 interchange at exit 306B we filled two trucks with car parts, fast food containers and the like. Since exit 306B is the entrance to our favorite park and the first thing PIR and Expo Center

attendees see, this was a highly visible improvement.

A special mention goes out to FOPIR's Verne Naito for leading the team that cleaned up the interchange. His group even picked up two sets of ID from the grassy areas near the exits. On a more humorous note, at least one passerby mistook them for the ubiquitous persons from our penal system; riding by on a bicycle, he stated "Hang in there dude. I've been there, you don't have much time left!"

This was a great first event for FOPIR. If you haven't already, please take the time to join the Portland area motorsports community (we have 2,500 members as of mid February) in supporting our great park. Membership is free; join the Friends of PIR online at www.friendsofpir.com. ■

Top: FOPIR/SOLV crew members look to the heavens for guidance. Above: A day at the track has never been exciting like this!



Guide Dogs for the Blind's facility in Boring, Oregon.

GUIDE DOGS

(Continued from page 16)
of the larger sister facility in San Rafael, California, which graduates 24 teams per month. These two Guide Dogs for the Blind facilities service all 50 states and Canada.

Most of the dogs are bred by Guide Dogs and raised in their first year by volunteers (you've probably seen those cute pups in their green vests all over town). The dogs then go through intensive screening and training at Guide Dogs' facilities. Those that make the cut are matched up with a human partner based on personality, physical abilities, and daily activities. Nearly all of the dogs are Labrador Retrievers, the remainder a sprinkling of Golden Retriever and German Shepherd. We could see that these dogs are highly

gourmet food, extensive computer opportunities, exercise facility and music room. They are teamed up with their new dog early on and spend a good part of the month learning how to

had turns to address the audience which was a very emotional time. The recipients were grateful to receive such wonderful animals into their lives. One woman receiving her first guide dog

ONE WOMAN RECEIVING HER FIRST GUIDE DOG TEARFULLY EXPLAINED HOW, WHILE WALKING WITH HER DOG, SHE FELT AS IF SHE WAS FLYING.

communicate with and trust their dog. Some are on their second, fifth, and even 10th guide dog. For others, it's a first time experience.

There must have been over 200 people in attendance the day of the graduation ceremony which started with a lovely but tear-jerking video showing the strength, loyalty and intense bond

tearfully explained how, while walking with her dog, she felt as if she was flying. The volunteers also had charming stories to tell. Saint, a big black Labrador graduate, was reported to be very polite in every way, except that he would eat socks and \$20 bills at any opportunity!

Jeff and I left Guide Dogs for the Blind with a new knowledge and appreciation of this wonderful program, rich in respect for both dog and human, serving blind people from all walks of life. ■

WE WERE PRIVILEGED TO PRESENT A CHECK FROM ORPCA TO GUIDE DOGS FOR THE BLIND. THIS DONATION HAS GONE TO AN EXCELLENT PROGRAM WHICH DEPENDS SOLELY ON PRIVATE DONATIONS.

trained, extremely skilled, patient, loving, intuitive as well as very intelligent.

Folks who have applied for a guide dog come to Boring and spend a month in a truly state of the art dorm with

between the dogs and their people. Kleenex tissues were passed around and we prepared for the next activity.

Volunteers who had raised the puppies and the guide dog recipients each

On the skids with Pro Drive

by Kate Ayers Photos by Jim Ayers

On Friday, February 23—the beginning of a cold snap that brought us several days of morning snow—a dozen ORPCA members gathered at Portland International Raceway for Pro Drive’s half-day Car Control & Defensive Driving Course (www.prodrive.net). We milled around inside, sipping Starbucks and munching doughnuts. Then it was time to begin.

Todd gave a friendly introductory but educational speech. After the short classroom stint, the dozen students broke into four groups of three and then Todd turned us loose on A.J. and Chris, the in-car instructors. We listened to a quick run-through of what to expect, then two of the four groups climbed into Toyota Camrys equipped with “training wheels” and went out to have some fun. After a 20-minute session, beginning with a demo by the instructor and followed by several runs through the coned course by each student, the two driving groups surrendered their cars to the other two groups and headed back inside for more doughnuts, coffee, story swapping and bathroom breaks.

Riding with A.J., I noticed he never allowed his face to betray a panicked thought. We were cautioned to remember those training wheels when rounding a curve carved out of the parking lot with tiny orange cones. To help discourage running over cones, we were told that A.J. charged \$10 per cone. (I think he was just kidding, but I’m going to pay



Above: Hmm ... why are those little wheels pointed the wrong way? Right: Todd Harris provided the classroom instruction. Below: Uh-oh, four cones, 40 bucks.

attention to my credit card bill just in case.)

The short but highly informative classroom time gave basic tips to think about while the seat time allowed each student a chance to implement what he or she heard inside. Some of the stuff seemed intuitive, but much of it was contrary to everyday habit.

Driving around the metropolitan area, I for one know I am guilty of not looking far enough ahead. If I’m in the Boxster and following, say, a Suburban, the rear of the car ahead of me is pretty much my focal point. But the skid school proved that, given an opportunity, looking at a point in the distance works to a driver’s advantage by allowing him to survey conditions he will



have time to deal with. Eyes up. Focus ahead, not just beyond the nose of the car.

And I heard these words over and over: Where do you want to go?

Seems like a simple question, and it is. Simple and crucial to driving, especially in adverse conditions. If you look where you want to go, the likelihood that you will go in that direction increases dramatically. When you lose control and start skidding, look where you want to go—rather than where you are going—and you may pull out of it. Of course, you must be paying attention to several other critical factors, too. Like maximizing your tires’ contact with the ground, the vehicle’s weight distribution, braking only when driving in a straight line, avoiding oversteer and understeer, and using acceleration and deceleration to

(Continue on page 21)



PRESIDENT'S MESSAGE

(Continued from page 4)

some college, and high school/college athletics. I had to remind myself of the reason I enlisted, and took a pass. Smart move. I never did like being real cold.

Fast forward a year, and I am now a 3rd class petty officer in VF-142, a tail-

hook squadron of F-4 Phantoms. F-4s have ever been exposed to. Very short, and not very sweet.

I already knew all about the necessary gear the flight crews had to wear: Nomex flight suits and gloves, G-suits, torso harnesses, helmets and oxygen masks, etc. Contrary to what you saw on

GUESS WHO WIGGLED HIS WAY TO THE TOP OF THE LIST? DUH! IN THE DRIVER'S SEAT, THE ABILITY TO CONTROL 34,000 POUNDS OF AFTERBURNING THRUST WAS SEVERAL STEPS ABOVE THE LAWN-MOWER AT AGE EIGHT AND THE GT 350 AT 17.

hook squadron of F-4 Phantoms. F-4s were the hotrod aircraft of the Vietnam era. *The* first time I stood next to one when they did a maintenance turn, which is Navy speak for starting the engines to help diagnose or fix a problem, I knew I was in the right place. That is, if I had to be in the military at all. Every once in a while the squadron would certify a new tech for maintenance turns, guess who wiggled his way to the top of the list? Duh! In the driver's seat, the ability to control 34,000 lbf of afterburning thrust was several steps above the lawnmower at age eight and the GT 350 at 17. Mind you, I could not taxi it anywhere, and I sure couldn't engage afterburner, but I could start up one or both motors—General Electric J79-10s—and make lots of noise.

I really did not have much of a military bearing, as was noted in my fitness reports. "West is technically excellent, but thinks the best way to accomplish a task is his way". It was evident that I would never be nominated for "sailor of the quarter" but I didn't care, aside from getting a back-seat ride in an aircraft I

Top Gun, an oxygen mask is always worn, with few exceptions. The idea of engaging an enemy and then deciding you might want to strap on the O₂ is absurd.

I am now armed and dangerous, in a manner of speaking. I want a ride in the back seat and I'm looking under all of

THEN THE SKIPPER ENGAGED AFTERBURNER ... YEE HAW! IT SEEMED KIND OF LAZY UNTIL IT HIT 100 KNOTS, BUT THE THRUST WAS MORE AND MORE INTENSE AS WE BECAME LIGHTER AND LIGHTER.

the rocks. I cannot be denied for lack of proper certifications as many of my predecessors had been. I hid my less than military bearing behind a can-do attitude. It worked.

There was a back seat open for a cross country run to Tinker Air Force Base in Tulsa, Oklahoma. Turns out the Skipper, Commander George Furlong, grew up in that part of the world and wanted to fly home to see his family. I found out later that the Skipper had just missed the cut-off for the original astronauts list. I guess he was next, had someone dropped out!

AS SOON AS WE GOT OFF OF THE GROUND, HE ASKED WHAT I WANTED TO DO. I TOLD HIM "EVERYTHING!" WE DID.

worked on every day. This was hot stuff! I now had a mission. Get a ride, and ... keep my attitude. I managed to talk my way into pressure chamber certification. If you lose cabin pressure at 40,000 feet, can your ears and the rest of your body handle it? Next came the ejection seat checkout. The checkout's mandatory seat firing, with me properly strapped in, was and is the most violent thing my body

Anyway, none of the normal flight crew members wanted to go on this trip. Oklahoma was a dry state and not known for its night life. Count me in! Strap me in! Off we went. Other than the takeoff and the landing, it was pretty boring. The takeoff was uneventful for the first 100 feet—then the Skipper engaged afterburner, nearly doubling the thrust. Yee haw! It seemed kind of lazy until it hit 100 knots, but the thrust was

more and more intense as we became lighter and lighter. At 155 knots or so we rotated. As soon as the wheels left the ground and the flaps were retracted, the acceleration was incredible.

A few months later, I was the head flight line troubleshooter for our squadron. I was assigned to go check out an aircraft that was being transferred back to our squadron at Miramar Naval Air Station following major maintenance at North Island Naval Air Station. I did the check out, and without thinking (?) filled the tanks with JP5. I can be deviant. I went and found Lieutenant Howie Crisp, fresh from his last duty station as a Blue Angels pilot. His assignment was to fly the aircraft back to Miramar, expeditiously, without the need for a back-seater as it is literally a five minute hop. Only 4,000 pounds of fuel was needed for this trip. I had filled it with 13,000

pounds, as he found when he switched on power. An F-4 cannot land with that much fuel. "What to do?" he's thinking. One minute I was standing on the ground in my maintenance attire, the next minute I was standing in the same place, dressed for success in the back seat. I guess he knew he had been set up, with some of his peers back at Miramar loaning me their flight gear. Our mission became burning off all of this extra fuel in order to land within the required parameters. As soon as we got off of the ground, he asked what I wanted to do. I told him "EVERYTHING!" We did. Because of altitude restrictions and noise issues, we could not do a supersonic run over land, so we did one heading west, over the coast. The only witnesses were a few fishing boats several thousand feet below. The only way I knew we were supersonic was by looking at the machmeter, which showed 1.1 or 1.2. There were also some heat waves in front of the engine intakes that are not there at subsonic speeds. We did several of the Blue Angels' routines, though without the five wingmen
(Continued on page 21)

PRESIDENT'S MESSAGE

(Continued from page 20)

normally associated, I did not have the sense of perspective spectators would have.

I'm pleased with myself at this point. I've had two rides. I do not know any enlisted guy that's had more than one ride. Think smug.

A few months later good'ole VF-142 heads back to our home away from home, Yankee Station, and other erotic destinations in proximity. We spend three to five days each month in the Philippine Islands tied up at the carrier pier adjacent to Cubi Point Naval Air Station.

We're here to load up supplies, engage the local population socially during non-working hours, and to maintain aircrew proficiency despite it all. As luck (labor under correct knowledge) would have it, two aircrews decide to go for a cross country to maintain proficiency. They just wanted to go burn some gas, I think. Anyway, one of the crew members backed out at the last minute. Right place, right time. Lieutenant Keith Mast did whatever he needed to do to get me in the back seat. This is different! We have a wing man and we are simply sight seeing. We spot a native hut on the top of a hill. There's a big white cross and a semi circle of huts arranged around it. From 15,000 feet of altitude there's not much contour to the ground. We decide to take a closer look ... at

speed. Nose over, lots of throttle. Big noise. Natives are running out of the huts like we were on a strafing run. Wow. We fly on. Then, the only thing that comes close to the violence I associated with the ejection seat ride: the front-seaters (pilots) decide to practice some ACM—aerial combat maneuvers. Dog fighting. I am told to operate the missile radar, get a lock on the "bad guys" and shoot 'em down. Bear in mind that we are not armed; this is just an exercise.

I AM IN AGONY AS THEY DO TOUCH AND GO AFTER TOUCH AND GO. I'M GOING TO DIE OR TOSS MY COOKIES EVERYWHERE. WE FINALLY DO LAND AND I OPEN MY CANOPY AT PROBABLY 50 KNOTS, RISKING LOSING IT DUE TO AIRSPEED.

The wing aircraft splits away and shortly thereafter turns around and engages us. My pilot is not asleep at the switch and begins evasive maneuvers. I, due to positive and negative gravity forces I have never felt before, cannot even see the radar screen between my knees, since my chin is being firmly shoved into my chest with positive Gs and then elevated to look out of the canopy with negative Gs. I was absolutely helpless and we got "shot down" four or five times. I took the razzing by the other crew that followed and was just thankful that we were returning to base. But no, they decided to do some touch and go's. None of them are aware that I am soooo

ready to fill my oxygen mask after the extensive positive and negative Gs of the ACM. I am in agony as they do touch and go after touch and go. I'm going to die or toss my cookies everywhere, and I don't care which at this point. We finally do land and I open my canopy at probably 50 knots, risking losing it due to airspeed. That could have been big trouble. We taxi up to the flight line, shut down and climb out. The crews want to go to the ready room and debrief. I tell them I

will catch up with them. I go into the flight line shack, out of everyone's vision, and do what I wanted to do so desperately in my oxygen mask. I never told anyone of my condition, being the macho sailor that I was. This was absolutely the ride of my life and a unique experience that I will never forget.

You know, autocross is like ACM. Constant movement, constant thought, and no time to relax between turns because if you do relax, you just missed the turn ... or got shot down.

Later,
Chuck ■

PRO DRIVE

(Continued from page 19)

keep control. Sound like a lot to remember? It is, but the real trick is getting all those factors to become second nature.

One of Todd's classroom graphics showed the simple equation: weight equals traction. Braking transfers weight to an emphasis on the front, reducing control of the vehicle's rear. Braking while moving in a straight line becomes crucial for maximum effectiveness. When you begin a curve, you have a higher tendency to lose traction if braking. While it seems natural to slam on your brakes if you start to skid, the guys at Pro Drive will tell you that's a no-no.

Once you start to skid, if you can correct by countersteering, while avoiding

oversteering, great. If not, you may need more gas. Huh? Once, I found myself in a nasty rotation. Unable to merely steer my way out of the skid, I applied more gas. More gas than I thought I should, actually. We still didn't come out of it. So what did I do wrong? A.J. started with "Where were you looking?" When the answer to that was satisfactory, he moved on to the next question. Did I give it enough gas? I thought I had given it plenty, but he asked "Did we win?" Well, I insisted I had given it quite a lot of gas. He persisted with "Did we win?" I didn't go for the third protest. Obviously, I had not given it enough gas.

And I think you'd agree that straightening out the wheel while not com-

pletely recovered from a spin seems crazy. Try it. It truly helps in regaining control, due to increased traction. It all comes back to that critical element: traction.

Friendly, casual, encouraging: these are words to describe the Pro Drive guys. They are considering this special session for our club members again this year. At less than half the regular price, it's a steal! Actually, considering the lessons learned, it's a steal at full price! ■

EDITOR'S MESSAGE

(Continued from page 4)

Your magazine staff is growing with the addition of a number of talented folks. Chris Rotvik has come on board as assistant editor. Chris has a broad base of experience in newsletters and websites as well as writing and photography. Don Clinkinbeard has been given the title of technical editor, which in all truth he should have had for years. Don will continue to write his column and will

review any tech articles which are submitted. Though not named in the masthead, Colleen Cotlaryk will be editing submissions as well. As the year progresses I expect to see additional people coming on board. One position I would like to see filled is advertising sales manager. This position needs to be taken by a person who is retired or has a fair amount of free time and the skill to schmooze with people. I doubt the per-

son taking the position would have to spend more than 15 hours per month. If anyone is interested, please contact me.

One last thought and I will get out of your hair. This is your club and the Anzeiger is the voice of your club. Please take the time to voice your opinions about the magazine or club functions. We do like having snippets for our "Backfire" column. ■

AMATEUR WRENCH

(Continued from page 9)

down, I negotiated with one of the race groups and managed to get two more DE days. They will be on Sundays in April and August and start late compared to the usual time. I just verified that we can run until dusk on these days. This will make for about seven hours of track time per day, allowing full DE days and the opportunity to sleep in before coming to the track rested and ready for some fun. The only restriction we have is to meet street legal sound limits after 6 pm. That is 90 dB as measured from a particular place in the stands. Those of you with street cars and stock exhaust systems will be fine. I will have to figure out what to do for my Turbo as it gets a

bit noisy when the wastegate opens and the exhaust daylight from the 1.5 foot long, 2 inch diameter dump pipe. But I was going to improve it this year anyway, now I have a good excuse.

An issue came up over the winter. It seems that the insurance industry does not like paying for vehicle damage that can occur at the track. In the past, many insurance companies' coverage exclusion language defined the exclusion based on an activity such as racing or competition. This year many insurance companies have redefined the exclusion to also be based on the venue where an event is being held. I highly recommend you check your policy language to understand whether coverage for any

on-track event is excluded. In many cases the exclusion is for both collision and liability coverage. Fortunately PCA provides us with very strong liability and major medical coverage for our events so you should be less concerned about that than whether you can afford to sustain the loss of your automobile if your insurance excludes on-track events. If your regular carrier excludes on-track events, other options are available to provide collision coverage. One such opportunity is noted in the DE area of our website. Check it out on oregonpca.org.

All for now,
Don ■

TECH TALK

(Continued from page 11)

and stronger aftermarket wheels." The FAQ goes on to state that on the track, upgrading from 265s to 295s in the rear will increase understeer (all else being equal) since traction is increased relative to the front.

Street car wheel diameters and tire profiles have historically chased race car specs. Increases in race wheel diameter are driven primarily by the need to fit larger brakes. Looking at the rubber currently worn by the 997-based race cars, you might come to the conclusion that street car rolling stock has gone past what the engineers deem prudent to what the marketing folks deem necessary: The 400 bhp 997 GT3 Cup rolls with roughly the equivalent (converting from Michelin's race tire sizing) of 255/40 and 285/40 tires on 18 inch 9s

and 11s. Similarly, race tire profile is less aggressive than what we see on the street (the GT3 Cup's sidewalls come in at 3.7 and 4.4 inches front and rear versus 3.25 and 3.5 inches for the road-going Carrera S) as the tires function to provide small-bump compliance that stiff race springs can't.

Putting the rubber to the road

Where does all this chatter take us? It's a fairly safe bet to move up one inch in diameter if your rolling stock is the base level supplied by the factory (17s in our example), but think twice about going beyond the maximum diameter offered by the factory for your model and year. Make weight as least as important a factor in your selection as appear-

ance, and hold the mayo when it comes to width: too much will only deaden your car's liveliness. Consider spacers as an alternative to increased rim width if what you're really after is a tighter tire-to-fender look. They're factory options in 5 mm and 17 mm widths, available through the parts department, and even the current GT3 wears 5 mm spacers in the rear. Finally, shop wisely: the spread in weight between the lightest of the lightweight wheels to the heaviest (of the same dimensions) was between six and seven pounds per wheel. Going with the heaviest lightweights could add another 14 pounds to what we've already calculated (and we're not even to the bling-bling wheels yet!).

But enough of this geeky chit chat. It's time to drive. ■

REARVIEW MIRROR Jim Ayers

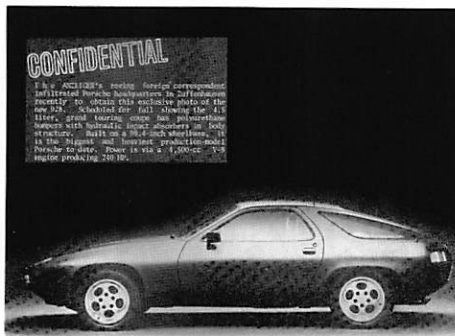
Skin flicks and pub crawls prove 1977 was a wild year

How many times have we all watched Steve McQueen in *Le Mans*? A better question might be how many times have we followed up *Le Mans* with a skin flick? I don't want to say that ORPCA used to be a pretty wild group, that implies we are a more mature and sedate group now. I think the club may have been just a bit wilder in 1977 when a member and his family invited the group over to watch *Le Mans*, supplied free beer and popcorn, and then closed the evening out by showing an X-rated movie. Not to catch anyone by surprise, the club president made an announcement prior to the airing.

Dennis Puetz provided the first in a series of articles related to how to win at autocross. Being an avid autocrosser, this one struck my fancy. Little points like the least expensive way to



THE ANZEIGER



NEXT EVENT: Sunday, April 24

Anticipating a day at the track? Anxious to get the Porsche out of the garage? Tired of driving 55 mph all winter or perhaps your neck has a constant ache from glancing in the rear-view mirror every other second.

Then it's time . . . time to visit old time friend, Portland International Raceway for a day of seeing how well our driving skills have matured during the past few months.

Register now for the "SPRING FLING" autocross Sunday, April 24th. Turn to page 11 -- this issue -- for complete details and registration form.

The March 1977 issue of Anzeiger featured this spy shot of the then-controversial 928.

autocross is in the stock classes and if you decide not to run a stock class get out the checkbook. Both truisms still hold merit today. Dennis also covered tire pressure, in effect stating that you should run two to three pounds more in the tires you want to stick the most. On really tight courses increase the pressure by 10 pounds all around: It's like adding power steering, reducing the turning effort so you can make those lock-to-lock turns quicker.

Portland Opera used to run an annual fund raiser called the Pub Crawl. The event featured 32 taverns with bus transportation between them. Included in the ticket price was one sandwich and two pitchers of beer or two glasses of wine. If that wasn't enough to drink you could purchase additional scrip for more. ■



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

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

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

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Send your entries to Jim Ayers, editor@oregonpca.org

Welcome New Members

Jonathan E. and Lisa Greenleaf
Lake Oswego, OR
1971 911T

Stephen Gufreda and Carina De oliveira
Oregon City, OR
1977 911

Umar Hanif
Portland, OR
1984 911 Carrera

Paul C. and Amy Hansen
Camas, WA
1995 911 Carrera 2

Peter A. and Richard Hudson
Portland, OR
2005 911 Carrera S

Ronald M. Hyde
Portland, OR
2005 911 Carrera

Steve and Ali Koper
Lake Oswego, OR
2000 Boxster S

Ralph A. and Stefan Leopold
Portland, OR
1968 911L

Masato Ota
Lake Oswego, OR
2000 911 Carrera

Manual and Jordon Quiogue
West Linn, OR
1982 911SC

Marc and Marie Sayre
Portland, OR
1997 Boxster

Steven and Cynthia Streimer
Sherwood, OR
2007 Cayman S

Timothy R. Vincent
Portland, OR
1989 944

Jay P. Weinstein
Beaverton, OR
1973 911T

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

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

Color Display

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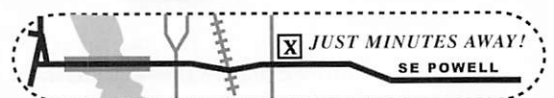
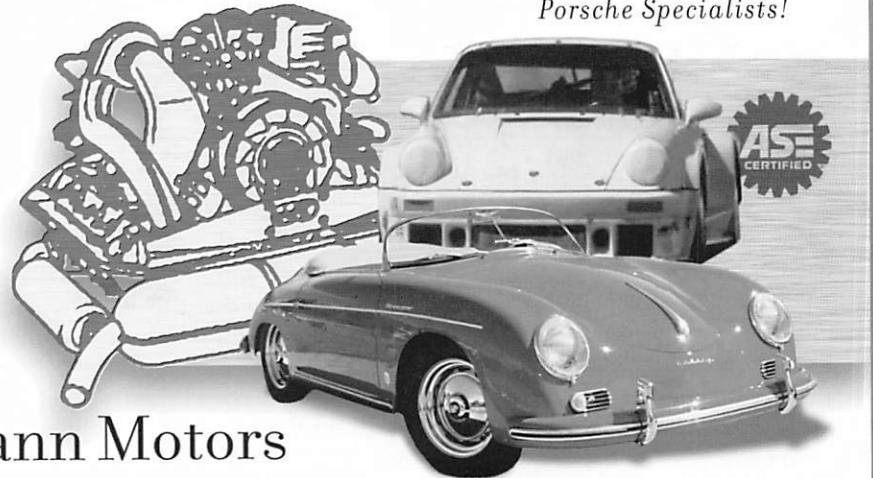
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1983 911SC. Red exterior, black interior, sunroof, Carrera tensioners, 16 inch Fuchs wheels, new clutch, new shocks, 21 mm front, 26 mm rear torsion bars, Turbo tie rods, air box pop off valve, 118k miles. \$13,500. (503) 292-8781 [12/06]

1978 911SC. Brown/tan, sunroof, 48k mi, all original northwest car, recent Carrera chain tensioner, Turbo tie rods and rebuilt calipers, new Proxes T1-Rs, brake pads/lines, Optima, distributor cap/rotor, Swepeco 201, excellent paint and interior, original factory mats, magnetic bra, concours potential, see to appreciate. \$18,000. Rick, (503) 225-0889, durrett@macadamcapital.com [01/07]

1978 911SC. Guards Red, black interior, approx 96k miles, H1s, SSI, short shift, new trans and clutch, tensioner update and lots more updating, great records. \$14,000. (541) 554-4229, billskillern@eugencjls.com [12/06]

1977 911S. Guards Red, tan interior, excellent interior and paint, Yokohama R-rated tires and a Dino steering wheel, euro headlights, power sunroof, 16 inch wheels, Alpine CD/radio, rebuilt engine (2.7L) and transmission, pre-buy inspection found one cylinder was leaking 35%, call for full report, other than that car is beautiful. \$9,700. Bob Schatz, (503) 235-8351 [01/07]

1976 911S. ESCRGO is on the market, lowered, corner balanced, 28 mm rear bars, adjustable spring plates, anti-sway bars, 4 new Kuhmo Victoracer tires on BBS wheels, 4 Fuchs wheels with good Falken street tires, extra NOS seat covers, 3.0 liter motor, rebuilt 915 transmission, serviced and rebuilt by MSI. \$15,000. Jim Ayers, (503) 292-5743, cell (504) 453-6939 [11/06]

1975 911S. Silver with black leather, rebuilt engine with RS pistons and barrels, 69,400 miles on rebuild, no sunroof or A/C, great track car, good rubber, extras, pictures and more. \$11,900 OBO. overlook-tree@comcast.net [12/06]

1970 911T. Not exactly stock, 3.2 Motronic, Steve Wong chip, SSIs with sport exhaust, LSD, 7:31, 915 trans, Moton/Bilsteins, suspension is done, Carrera brakes, fiberglass RS duck tail, front bumper, rear bumper, Sparco Evo II seats with Schroth 5-point harnesses and harness bar, new Goodyear Eagle F1's on 7-8 inch Fuchs, street driven, but capable, price includes extras (or build it yourself for \$55,000!). \$35,000. Chuck West, (503) 624-9161 or (503) 720-2037 [02/07]

Boxster

2005 Boxster S. Midnight Blue, blue top, gray interior, 6 spd, 9k miles, fully optioned with polished and painted 19 inch Carrera S wheels with painted caps, PSM, auto climate control, heated seats, and Bose, new Pilots, 3M, garaged and perfect, pics avail. \$48,995. Mike Clancy, (503) 625-2083, mclancy9@aol.com [12/06]

944

1989 944 Turbo S. Alpine White/burgundy, 133k miles, looks and drives great, power windows, sunroof, aero 968 side mirrors, recent AC charge and it all works, new Yokohama ES100 tires, 225/50 ZR 16 front, 245/45 ZR 16 rear, recent 4-wheel alignment, new front windshield, rebuilt AOR LSD transmission, Sony CDX-M630 stereo, new retensioned timing belt and many new hoses. \$9,950 OBO. (360) 619-8979 [12/06]



912

1967 912. Full roll cage, Accusump, fire system, fuel cell, 5-point harness, spare engine, trans, wheels/tires, vintage race ready turn-key package with many parts plus 24-foot TPD enclosed trailer, raced by Wyn Robertson '97-06 and Duane Spencer previous years. \$36,500. Wyn Robertson, (503) 749-2620 or (503) 507-1404 [02/07]

■ PARTS

996 factory Turbo Twist wheels, 7.5x18 (2) and 10x18 (2) with painted centers, no curb rash or dings, less than 10k miles usage, mounted on Continental ContiSport Contact tires 225/40 (front), 265/35 (rear). \$1,500. Neil Russell, (360) 254-0202 or nrussell1@aol.com [02/07]

2 Dunlop P225/50 ZR 16 SP Sport 8000 tires, 50% tread. \$50/pair. Les, (360) 834-7052, lspcs1@comcast.net [01/07]

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■ WANTED

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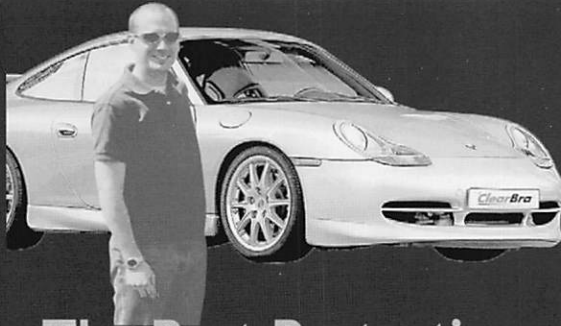
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- Peter Calhoun (February)
- Chris Colville (March)
- Mark Colville (March)
- Harry Danberg (January)
- Stephanie Danberg (January)
- Jay Dykeman (February)
- Mayling Dykeman (February)
- Cheryl Germany (February)
- Steve Germany (February)
- Lana Grasso (January)
- Robert Grasso (January)
- Michael Hartman (March)
- Jim Johnson (January)
- Nancy Johnson (January)
- Brenda Kleemeyer (February)
- Buzz Kleemeyer (February)
- Ruth Leno (February)
- Ted Leno (February)

- Dennis Pollmann (February)
- Sharon Pollmann (February)
- Gabrielle Rinehart (March)
- Larry Rinehart (March)
- Kevin Sahli (January)
- Melinda Sahli (January)
- Corinne Strauser (March)
- Craig Strauser (March)

10 Years

- Angela Austbo (January)
- Kirk Austbo (January)
- Jeffrey Canaday (January)
- Yoriko Canaday (January)
- Michael Clancy (February)
- Paula Clancy (February)
- Lynn M. Monahan (March)
- Betty Moore (February)
- Rickey Moore (February)
- Bill Spaulding (March)
- Lisa Spaulding (March)
- James A. Woodruff (March)

15 Years

- Karen E. Holder (March)
- Michael C. Holder (March)
- Craig Laughlin (January)
- Linda Laughlin (January)
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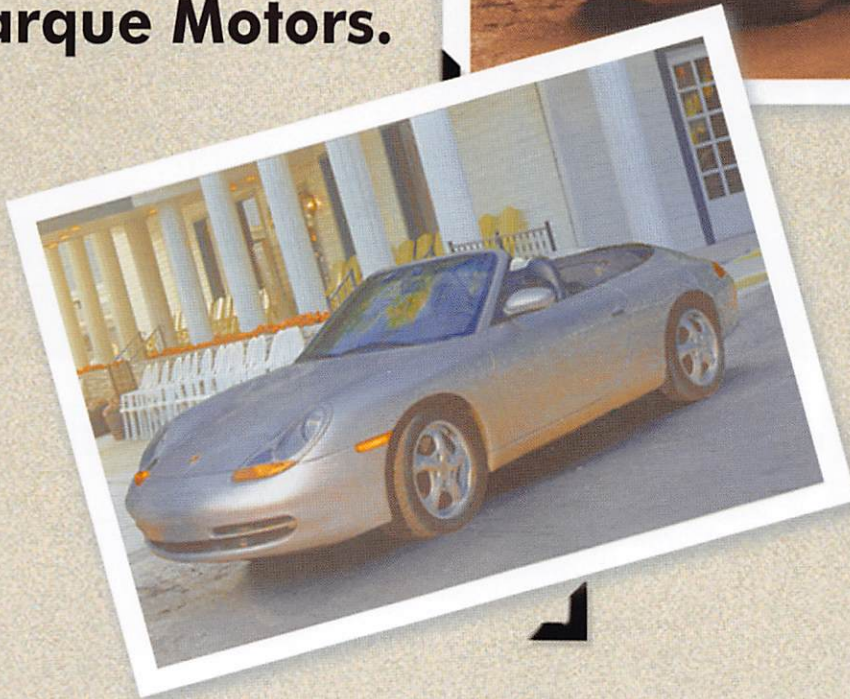
20 Years

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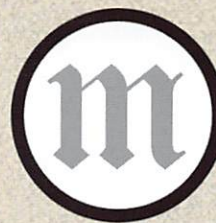


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