



Anzeiger

MAY 2007

Oregon Region Porsche Club of America

IN THIS ISSUE

Double header at PIR

Laugh, think, and cry with new column





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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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 news and announcements:
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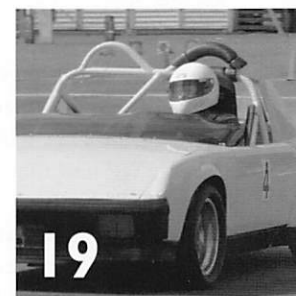
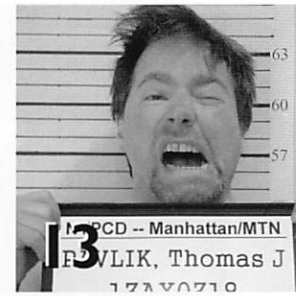
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ON THE COVER

Earl Green readies his new racer for a day at Infineon Raceway. Photo: Jim Ayers.



**FROM
THE
PRESIDENT**
Chuck West

It's shaping up to be a great year

As I write this, ORPCA just completed its first autocross of the season. It was successful in every way, including a record number of drivers for the season's first event. Our driving season has shifted into high gear in

prove to be very popular as we seem to take up every bit of space our restaurant has allocated for us.

Even with the American LeMans Series skipping Portland this year, ORPCA will have at least one group

KEVIN NEARY HAS WORKED OUT A SMOKING DEAL FOR THE ROSE CUP RACES THIS YEAR AND I HOPE MANY OF YOU WILL TAKE ADVANTAGE OF IT.

a hurry this year, with our trip to the coast for the SOLV beach cleanup, our first driver education day, and our first Arrive & Drive already behind us. Of course, our monthly dinner meetings

event at Portland International Raceway in 2007. Kevin Neary has worked out a smoking deal for the Rose Cup Races this year and I hope many of you will take advantage of it



(please see the order form on page 18 of this month's Anzeiger—Ed.). I recently spoke with Jay Culbertson at length. Jay is the man with the plan, so to speak, and he has made sure that we have a PCA Club Racing event here each year in conjunction with the Rose Cup Races. Jay and his company, Temp Control Mechanical, underwrites a significant portion of club racing costs each year. Jay is a local guy. Please come out and support his efforts to keep Porsche racing on the map in Oregon. *(Continued on page 20)*

**FROM
THE
EDITOR**
Jim Ayers

April showers



Kate and I have, for the past five years, made an annual trek to the California wine country in early March. We had made a number of these trips prior to five years ago, albeit in a different format, alone. For the last five trips we have joined forces with another couple, rented a house somewhere in the wine country and enjoyed a week to 10 day trip. Of these recent trips most have been dry (no rain, as opposed to no wine!) and temperate enough for top-down driving. A break before Oregon's incessant April showers set in.

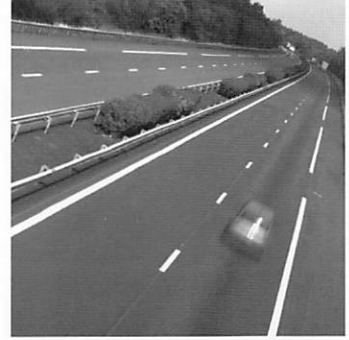
In addition to our normal pursuit of new and different wineries, this year's trip was research for our planned

Harvest Tour in 2008. Kate and I have come away with a much greater appreciation for the efforts extended by the Clinkinbeards, Hodges, Johansens, Puetzes and many others who have, in the past and present, planned the Mille and other multi-day events. Lodging and meal planning is a major aspect eclipsed only by finding interesting

roads to drive. Getting there is half the fun.

Lodging is being planned around the Tu Tu Tun Lodge in Gold Beach, Oregon; the Benbow Inn south of Garberville, California; and the Madrona Manor near Healdsburg, also in California. The Benbow Inn and Madrona Manor are both historic properties and excellent displays of architecture and, while more contemporary, the Tu Tu Tun Lodge is a notoriously wonderful place to visit. Tu Tu Tun has agreed to hold over their famous dinner and breakfast service, which they normally stop offering after October, and *(Continued on page 20)*

Oregon Region Events 2007



May

- 1 Board meeting*
- 5-6 The Cabin Fever Tour
- 5 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
- 27-30 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
- 21 Summer picnic
- 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
- 5-9 The One Way Out Tour
- 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

* All members are welcome to attend.
Please contact Chuck West for meeting location.

** Refer to www.bmwacaportland.com for information

† Refer to www.alfaclub.org for information

‡ Refer to www.gpimports.com for information

To be added or removed from ORPCA's e-mail event reminder service, please contact postmaster@oregonpca.org.



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).

Arrive & Drive

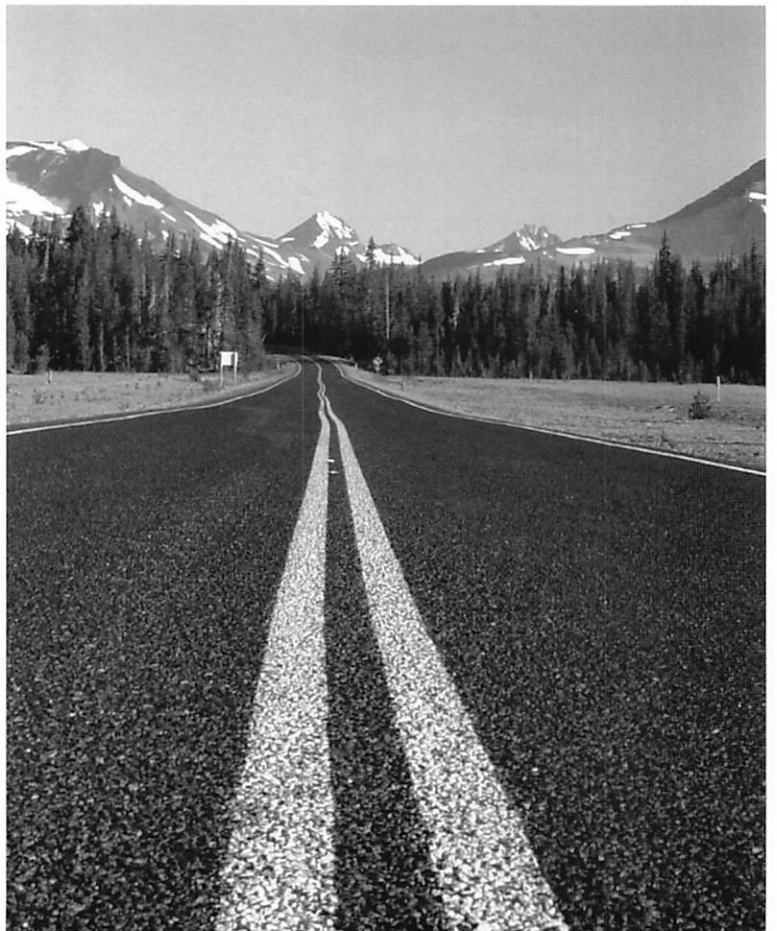
Saturday, May 5

Saturday, June 2

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.

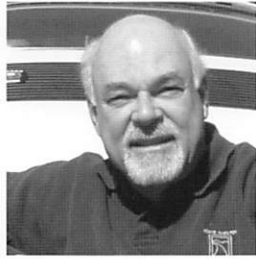
To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) at Miller's Homestead restaurant, 17933 SW McEwan Ave., Tigard, not later than 8:55 am. A brief meeting to cover the route takes place at 9:00 am, but many folks rendezvous at 8:00 am for breakfast (no-host). With 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 e-mail to mmooter@aol.com.



STILL PLAYS WITH CARS

Peter Linsky



That thing got a HEMI?

After more than a decade of having little choice in the matter of what type of patrol or highway pursuit sedan to buy, the nation's police agencies appear to be on the trail of some new hot wheels. Years ago, state and local cops had the luxury of picking among big, V8-powered Buicks, Dodges, Plymouths, Chevrolets, Oldsmobiles, Pontiacs, Fords, and Mercurys, all set up with heavy-duty components. As the years passed, those choices narrowed: consumers started to demand smaller, lighter, front-wheel drive vehicles that offered better gas mileage, so manufacturers for the most part dropped their production of big, rear-wheel-drive four-door V8 sedans that allowed officers to carry all their specialized equipment as well as offering enough room to haul felons in the back seat. About 15 years ago, as GM stopped building its huge Caprice sedans, Ford began to dominate the market with its Crown Victoria Police Interceptor model. Over 300,000 of those are still in service. In fact, Ford sold some 50,000 last year alone. But the picture is changing. Police are not happy that the Crown Vic has some nagging safety problems and have been looking for an alternative. Now they have one, DaimlerChrysler's recently-



off. It's quicker and faster, stops better, and offers better handling. The new Chargers are already making an appearance on Oregon highways; the Oregon State Police says it's purchased over 300 thus far.

Wary of hearing consumer complaints that new cars and light trucks never seem to deliver the estimated gas mileage found on those ubiquitous window stickers, the Department

blend containing ethanol, which does not produce as much energy per gallon as pure petroleum-based fuels. This is all quite interesting when automakers are expected to come under intense pressure to improve the gas mileage their vehicles deliver. And on the subject of government ratings, back in January, the DOT proposed improving frontal crash test procedures to measure occupant's leg protection in frontal and side-impact collisions.

ESTIMATES WILL NOW REFLECT CLOSER TO REAL-WORLD RESULTS, OFTEN 10 TO 15 PERCENT WORSE THAN PREVIOUSLY ADVERTISED ... EXPECT TO SEE MILEAGE LOSS IF YOU FILL UP WITH E85 OR ANY OTHER FUEL BLEND CONTAINING ETHANOL.

introduced Dodge Charger sedan. Not only is the Charger Police Special rear-wheel drive, but it's propelled by the hugely popular 5.7 liter HEMI V8 producing 340 horses, almost a hundred ponies more than the Ford's 4.6 liter mill. Performance-wise, the Dodge Charger HEMI blows the Ford's doors

of Transportation is changing its mileage methodology. Bottom line: those estimates will now reflect closer to real-world results, often 10 to 15 percent worse than previously advertised. Adding insult to injury, expect to see another 10 to 15 percent mileage loss if you fill up with E85 or any other fuel

And finally, Toyota announced at the end of last year that it had developed new technology that will allow testing of drivers' breaths to see if they are intoxicated before allowing them to start their cars. The Feds expressed interest. Are you ready to pay for something like that on your new car? Should the many pay for the sins of the few? How about some really tough sanctions, like real prison time, on convicted drunk drivers; especially those who injure or kill someone.

Until next month, drive safely! ■

May Social and Dinner

Wednesday, May 16

La Provence Bakery and Bistro

15964 Boones Ferry Road, Lake Oswego

(503) 635-4533

laprovencebakeryandbistro.com

6:00 pm Social Hour

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

New members and old, please join us for a special evening of great fun and excellent food at this wonderful French restaurant.

RSVP by Friday, May 11

to Nancy Herron

(503) 293-6714 or e-mail dinnermeeting@oregonpca.org



Autocross 2007

Sunday, May 20

Autocross is a great way to have fun, improve your driving technique, discover your car's cornering and braking limits, and gain confidence. You'll race solo against the clock over a temporary course, marked by traffic cones, designed to test your car handling skills and the limits of your car. With most of the course being taken in first or second gear, speeds are kept down, usually below 50 mph. Come to set a personal best time, or just to watch.

Additional Events:

Sunday, June 24

Sunday, July 22

Sunday, September 16

The cost is \$30 if you register in advance at orpca.motorsportsreg.com. All events take place at Portland International Raceway's south paddock. Gates open at 7:00 am for walk-up registration (\$40) and technical inspection. All cars must be registered and inspected by the mandatory 8:30 am drivers meeting. Helmets are available for first-time drivers and instruction is available for anyone. For the full details, please go to www.oregonpca.org.



The race to the starting line

As you may recall, while running last August's BMWACA driver education event I blew the 944's oil filter gasket, subsequently pumping all of the oil out of my motor before I managed to get the engine shut down. With the help of my son Ian, I've managed to get the bottom end of my engine pulled apart and ... well, the resulting pictures tell the tale of that unfortunate incident. The bearing (photo 1) clearly shows that the pressurized film of oil generated by the lubrication system went away. It should look a dull gray, yet most of it appears as if it was polished (which it was—by the crankshaft!). Luckily the crankshaft bearing surfaces are fine, with no detectable smoothness issues. I've ordered a new set of rod bearings from Sunset Porsche but it's going to be tight getting the engine buttoned back up before the next driver education event.

I've also installed a new turbo down pipe. Cracking of the factory part's cast-iron mounting flange (photo 2) prompted its replacement. The replacement aftermarket part's increased tube diameter will decrease exhaust flow restriction, allowing the turbo to spin up more quickly and producing more boost at the top end. The installation went as eas-



Photo 2: The cracked turbo downpipe alongside its replacement.

ily as most exhaust installations go: after some penetrating oil and elbow grease to get the old nuts off, the new down pipe bolted right up to the turbo housing with a bit of a tap and anti-seize compound.

The 944's gearbox is still a work in progress. The broken synchro we saw

education instructors. Many thanks go to Chuck Bergeron and Greg Meythaler (of BMWACA) for getting it done while I was on vacation. Over the past three years, this program has been of great benefit to both ORPCA and BMWACA by building up our pool of available instructors. In the past our chief driving

Photo 1: The result of a loss of oil pressure.



OUR ANNUAL INSTRUCTORS CLINIC WENT VERY WELL, MINTING 11 NEW DRIVER EDUCATION INSTRUCTORS ... OVER THE PAST THREE YEARS, THIS PROGRAM HAS BEEN OF GREAT BENEFIT TO BOTH ORPCA AND BMWACA BY BUILDING UP OUR POOL OF AVAILABLE INSTRUCTORS.

last month, causing grinding on downshifts to second gear, is getting replaced during the upcoming weekend. We'll recap the box's reassembly in June's *Anzeiger*.

Our annual instructors clinic went very well, minting 11 new driver

instructor has had to really scramble to get enough instructors to meet the growing demand. At times we were forced to draft instructors from the ranks of our advanced drivers.

(Continued on page 20)

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

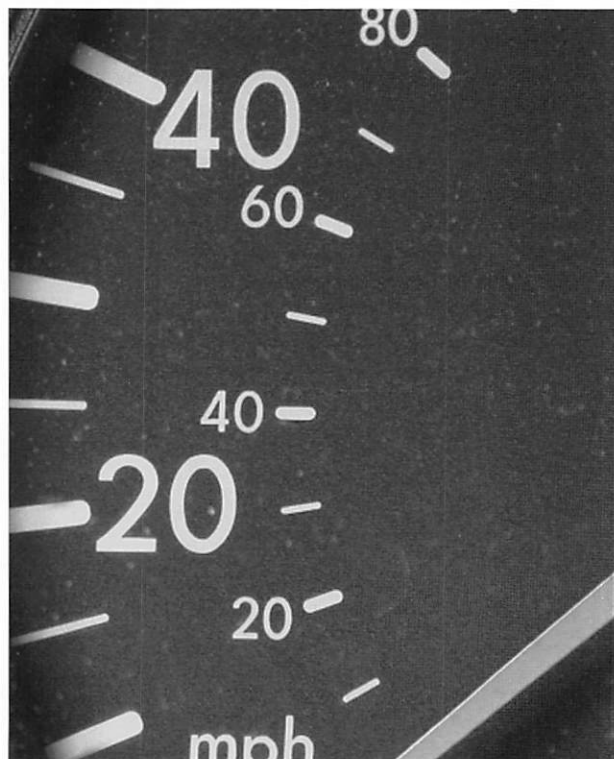
Space is limited for dinner at the Columbia Crest Winery. Dinner reservations will be taken in the order received until the chateau is full. Please submit checks payable to INWR/PCA at P.O. Box 206, Richland, WA 99352 by Monday, May 7. Please also provide the first and last names of those attending the 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!

Driver Education

Thursday, May 24

Our next ORPCA Driver Education event of the year will be held on Thursday, May 24, at Portland International Raceway. Registration and tech inspection begins at 7:00 am and the first car is scheduled to be on track at 9:00 am. The fee is \$135 if you pre-register by May 17 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 May!



**CLUB
EVENT**

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

Whoa, baby!

In the eighties it seemed every other 911SC or Carrera 3.2 was equipped with a “whale tail.” These deck lid spoilers—inspired by the 911 Turbo, although usually a fiberglass copy of the ‘74 RSR or IROC appendage—sprouted from the back of many a garden-variety 911 in a way vaguely reminiscent of a peacock’s feathers.

Of course there’s nothing wrong with that. In my view any good drive is about the sensations formed inside your noggin; if having that whale tail helped red-line the drive satisfaction meter, then it was the right thing to do (although I do suspect a few were installed to improve trolling performance, not driving satisfaction!)

Are big brakes today’s equivalent of the whale tail? Aftermarket brake upgrades, from caliper paint to mega-buck big-brake kits, are rife. More and more cars now come from their maker decorated with behind-the-alloys jewelry (have you seen the metal sculptures BMW installs as brake discs on the new M6?). The appreciation of fine engineering that brought all of us to the Porsche marque keeps any of us from simply painting calipers red, but what about the more substantial brake upgrades?

SIMPLY PUT, UNLESS YOU’RE ADDING SIGNIFICANT TOP SPEED CAPABILITY OR WEIGHT TO YOUR PORSCHE, IT’S UNLIKELY THAT YOU’LL NEED MORE OVER-THE-ROAD BRAKING PERFORMANCE THAN PORSCHE DESIGNED IN.

Making sense of the potential benefits entails making sense of what brakes do. (Yes, yes, we all know they stop the car, but how do they go about it?). Oversimplified, brakes convert energy in one form (forward momentum) to another form (heat) and store it until that heat can be dissipated. The energy conversion comes about via the back-and-forth exchange of molecules

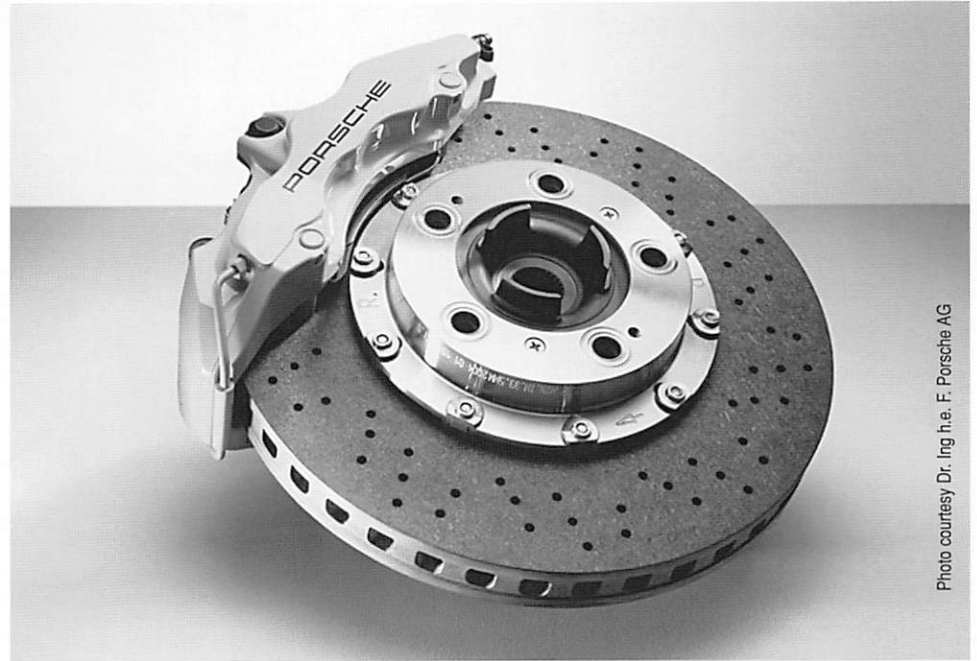


Photo courtesy Dr. Ing. h.c. F. Porsche AG

between pad and rotor. And each rotor is a huge heat sink that eventually gives up its stored energy to the atmosphere (and to a lesser degree, undesirably, to adjacent parts such as wheel bearings).

Perhaps more than any other auto manufacturer, Porsche is renowned for the braking capacity of the vehicles it produces. Porsche standards demand a number of repeated high-speed stops

road braking performance than Porsche designed in.

It’s at this point that the track and autocross junkies are saying “but, but, but!”

Harking back to the two things brakes do—converting energy and then dissipating it—deficiencies in braking generally fall into two categories: one, insufficient retardation and two, fading with use. Simplistically, how well your brakes retard speed is a function of the pad/rotor contact area and the caliper’s clamping force, pad and rotor composition and operating temperature, and the tire’s grip. This latter factor—tire grip—is important to keep in mind: unless you are running slicks or track-biased street tires like Michelin’s Pilot Sport Cup, in all likelihood your tires, not your brakes, are the weakest link in the ability to shed speed.

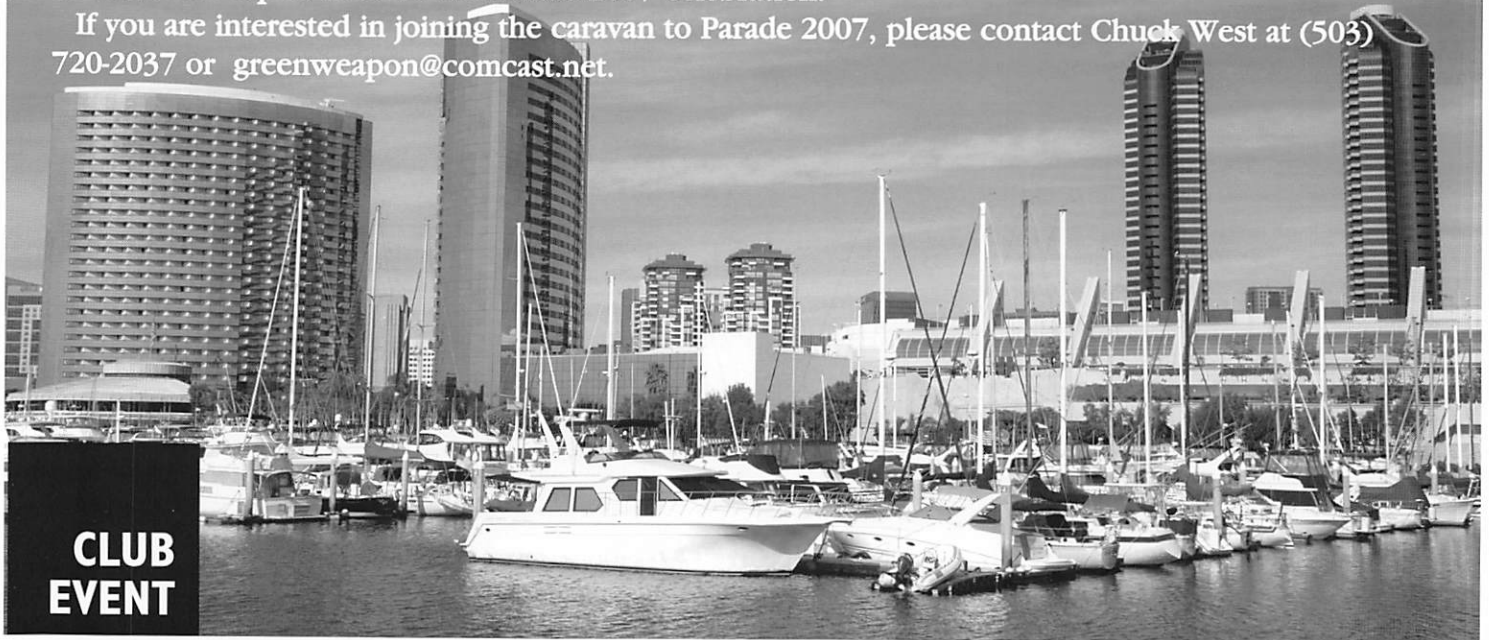
Let’s move on to fade for a moment. Repetitively bleeding off big speed will build up a huge stockpile of heat. The brake rotor acts as a reservoir for the
(Continued on page 21)

while showing no degradation in braking performance. With this in mind, when might a brake upgrade be appropriate? If you paid attention during physics 101 (I didn’t), you’ll recall that the momentum being converted is the product of mass times velocity (you gotta love Wikipedia). Simply put, unless you’re adding significant top speed capability or weight to your Porsche, it’s unlikely that you’ll need more over-the-

Caravan to Parade 2007 San Diego June 27 - 30

Are you attending Parade 2007? Planning on driving to San Diego? Join ORPCA's caravan to Parade. We'll meet at Sunset Imports in Beaverton, Oregon the morning of Wednesday, June 27th at 8:00 am. After perusing the route book over coffee and donuts, we'll depart at 9:00 am for a fun trip to kick off the Parade 2007 celebration.

If you are interested in joining the caravan to Parade 2007, please contact Chuck West at (503) 720-2037 or greenweapon@comcast.net.



**CLUB
EVENT**

ORPCA's first annual One Way Out Tour

September 5 -9

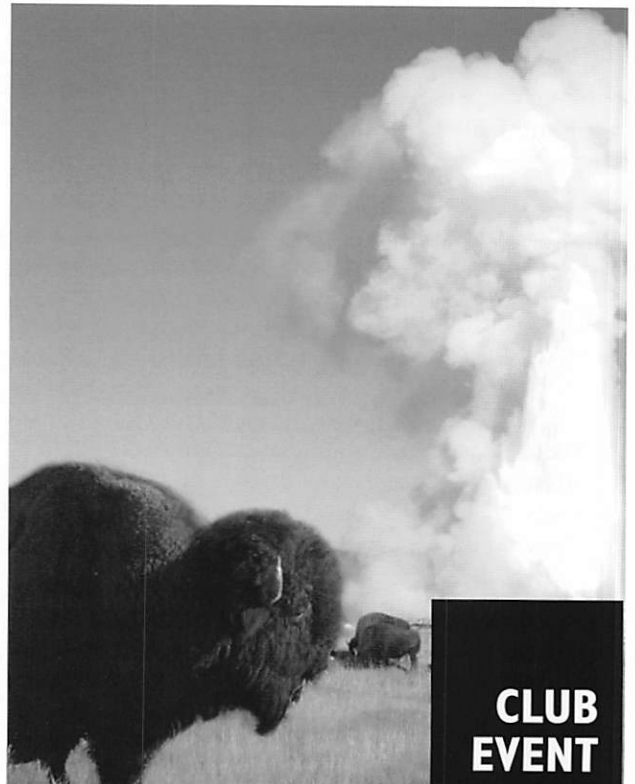
This year's inaugural One Way Out Tour, the last major tour of the season, offers up a unique style and destination: Tourmeister John Johansen will guide us in a 3-day organized tour to Jackson, Wyoming and Yellowstone Park ... leaving the return route and timing open to your own personal whim.

The tour begins in The Dalles, Oregon, with check-in at 6:00 pm September 5th at the Comfort Inn. Room rates for the evening will be \$80 to \$90. On September 6th we'll drive Highway 12 through Walla Walla, Washington and take Highway 95 from Lewiston to McCall, Idaho and the Tamarack Resort at Osprey Lodge for the evening's dinner and overnight stay. The room rate for the evening will be \$189.

On the 7th we'll say goodbye to McCall, driving scenic backroads to Stanley and over Galena summit to the Sun Valley Lodge (\$249 for the evening's stay).

September 8th brings a choice of route for the drive to Jackson, Wyoming, and two nights at the Best Western Jackson Hole, with a room rate of \$160 per night. A more direct route is offered for those planning to tour Yellowstone Park on their own after our final overnight stay in Jackson. An optional long route passes through Yellowstone Park en route to our Jackson overnight. Both routes will provide a wonderful driving experience.

Tour cost is \$100. Registration information and additional details will be provided in the June issue of *Anzeiger*; or contact John Johansen, event chair, at (503) 708-6046, john4pdx@aol.com.



**CLUB
EVENT**

RANDOM RAMBLINGS

Tom Pavlik

Laugh, think, and cry

During the last few years I have written a few ad hoc articles and the occasional autocross recap. I figured it's about time I commit to a something more regular. Starting this month I am going to do something a little different with my *Anzeiger* articles: a new monthly byline entitled Random Ramblings.

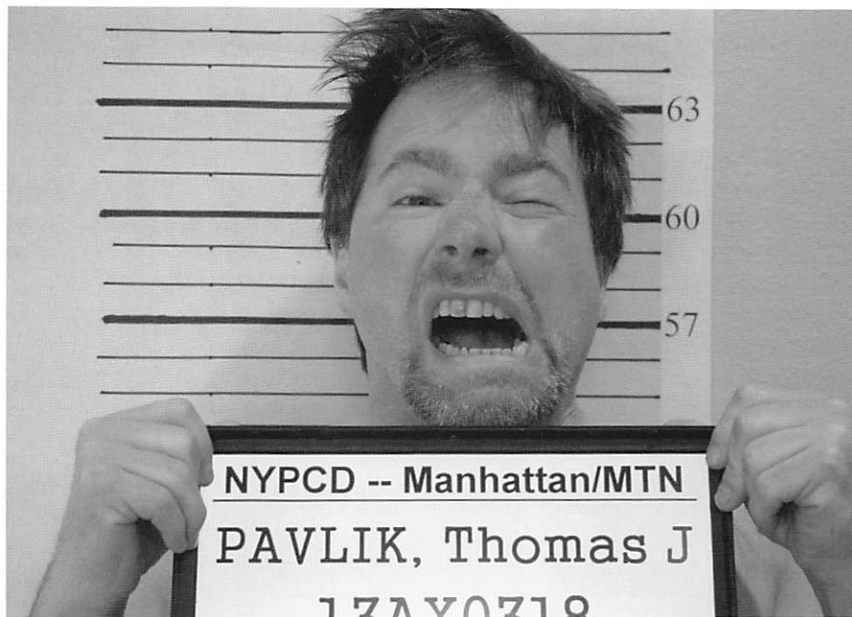
Random Ramblings will be pretty much what it sounds like: it might take the form of a car-related rant or a string of soundbites. Some of my favorite columnists write in this style and I think it will work well with my attention span, which is only slightly longer than that of a sixteen-year-old pot-smoking McDonald's cashier who, upon hearing the timer for the fries go off, immediately leaves his customer to wander over for instant gratification thinking "HMMM, FOOD." (You'll need to say the last two words in your best Homer Simpson voice.) If I was born in the '90s, I am sure my doctors would have put me on a mainline of Ritalin.

Random Ramblings will contain several subjects, hopefully giving it a broader appeal and helping me cope with my ADD issues and meet the deadline (as opposed to struggling to write a whole article only to receive a nasty e-mail from Jim along the lines of "Are you actually getting me an article by the 20th?" Hey, if it's good enough for most of our current "journalists," why not me!

Think:

- Andy Rooney, but hopefully a bit more current and without the bitterness;
- Dennis Miller, without the in-depth vocabulary and crazy intelligence;
- Lewis Black, without the vulgarity and near nervous breakdown.

Random Ramblings will be my attempt to make you laugh and think, to teach something new, stir an emotion or two, or perhaps even bring a tear to your eyes. One of my favorite stories is about Jimmy Valvano's incredibly inspir-



ing 1993 ESPY Awards speech¹. "Jimmy V," ten months into his battle with cancer, was there to receive the inaugural Arthur Ashe Courage and Humanitarian Award. He was gaunt, his weakness very apparent. He vowed to be back for the next year's awards, but truth was he would be dead within six weeks. It was difficult to watch as he attempted to walk up the stage; eventually Mike Krzyzewski ("Coach K" of Duke) and Dick Vitale (the mouth of ESPN college hoops) had to help him up the steps.

Then it happened

Jimmy V started speaking about life. His emotions took over, the weakness subsiding as he worked the stage; he positively oozed energy! He announced the creation of the V Foundation, an organization dedicated to finding a cure for cancer, and discussed making the most of each and every day. The soundbite from the speech was "Don't give up, don't ever give up." I admire that thought and try to live by it every day of my life. The part of the speech that really touched me was his following comments:

"To me, there are three things we all should do every day. We should do

this every day of our lives. Number one is laugh. You should laugh every day. Number two is think. You should spend some time in thought. And number three is, you should have your emotions moved to tears, could be happiness or joy. But think about it. If you laugh, you think, and you cry, that's a full day. That's a heck of a day. You do that seven days a week, you're going to have something special."

Hopefully my articles and comments will stir enough emotions to make you laugh, think, and perhaps well up just a little bit.

To achieve these lofty goals I need your help! I would love some reader interaction.

- Did I write something you liked? Hated? E-MAIL ME
- Do you have an idea for a future rant or care to share your own soundbite? E-MAIL ME
- Did I stir an emotion, good or bad? Let me know! E-MAIL ME

Now, onto the inaugural Random Ramblings

(Continued on page 22)



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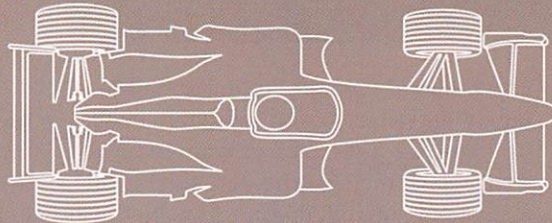
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“Let’s play two”

by Tom Pavlik Photos by Greg Heinze

Thanks to greed, Major League Baseball double headers are as common as a Porsche Carrera GT sighting at a hippie commune. This has made Ernie Banks famous words[†] less relevant each year, but on March 18th his words

It’s tough enough to steer a Porsche through a slalom, but it takes real skill to muscle a vehicle with the mass of these two rides.

Entrants ranged from the seasoned driver to a few still too young to legally

skills? We only offer this class once a year, but I highly recommend it to new drivers. Why not help your daughter or son acquire the best skills they can to help assure their safety behind the wheel? Eventually all drivers will need emergency driving skills and it’s always best that you don’t experience something for the first time under duress.

All the DSC drivers had completed three runs by 11:30 am, allowing our instructors to change seats and get behind the wheel. Knowing we were autocrossing within a few hours, a few practice slalom runs came in handy to wear off a bit of the winter’s rust. In hindsight I’m not sure it helped me much; I would have probably been better off finding a huge empty parking lot a few times over the winter. Bob Schatz did just that and it showed—he leapfrogged several drivers in the afternoon’s autocross.

It was now time to break down the course and start setting up for the afternoon’s autocross. A lot of the autocross regulars that weren’t here for the morning’s DSC had already started to show up; the excitement was evident as we all itched to get back to what we’ve sorely
(Continued on page 23)



rang out loud and clear at Portland International Raceway (PIR). We opened our PIR season with a Driver Skills Clinic (DSC) in the morning followed by an afternoon autocross—all of us demonstrated Ernie’s passion and would gladly “play two” any day at PIR.

Our day started late as we had to wait for someone to let us in. At 7:30 am the gates were opened; we really hustled to register 25 eager drivers, tech their cars, and set up the mini-autocross, skid pad and threshold braking alley in time. About a half-dozen instructors helped with the set-up and amazingly, considering we lost a half-hour, we got everything up and running quickly enough to allow all drivers three runs through each of the skill stations.

There was an interesting array of cars and drivers for the DSC. Of course there were a number of Porsches; also present was a Dodge Magnum HEMI and a Mercedes ML SUV. While the Dodge Magnum is a station wagon, it’s far from the wagons I recall in the 70s. It isn’t my father’s Olds Custom Cruiser; this is one mean looking vehicle that shouts “I am big, bad and strong, get out of my way!”

enjoy a good Oregon Pinot. The skills taught and practiced are valuable to all drivers, be it a race driver want-to-be or a soccer mom. Even the best skiers still take ski lessons, so doesn’t it make sense that all drivers should hone their driving

Above: Brittan pilots J.P. Stein’s newest incarnation of the 914/6. Below: Tough morning.



ORPCA autocross results

Portland International Raceway, March 18th

Pos.	Class	Driver	Vehicle	Time
1	NP	Ryan Otis	2005 Subaru	29.065
2	MO1	Douglas R. Skinner	1973 Porsche 911	29.187
3	MO1	Britain Smith	1974 Porsche 914/6	29.857
4	MO1	Gary Chapman	1970 Porsche 914/6	30.097
5	NP	James Paulson	2006 Subaru WRX STi	30.118
6	NP	Denis Conforth	1993 Chevrolet Corvette	30.146
7	MO1	JP Stein	1974 Porsche 914/6	30.757
8	NP	George Hudetz	2004 Mazda RX-8	30.972
9	PO4	Chuck West	2004 Porsche 911 GT3	31.241
10	NP	Rick Moore	1993 Chevrolet Corvette	31.474
11	NP	Joel Dietzman	2004 Chevrolet Corvette Z06	31.489
12	PO3	Scott Mills	1982 Porsche 911SC	31.512
13	NP	Jim Pileggi	2004 Mazda RX-8	31.522
14	SO1	Bob Schatz	2001 Porsche Boxster S	31.655
15	NP	Chris Koppel	2007 Ariel Atom	32.041
16	SO1	Chris Bekooy	2001 Porsche Boxster S	32.051
17	MO1	Trevor Turner-Rice	1974 Porsche 914	32.055
18	SO1	Kevin Neary	2006 Porsche Cayman S	32.257
19	SO2	Barry Cogut	2004 Porsche 911 Carrera	32.31
20	NP	Danielle Paulson	2006 Subaru WRX STi	32.539



21	MO1	Pamela Chapman	1970 Porsche 914/6	32.75
22	PO5	Tom Pavlik	2001 Porsche Boxster S	32.803
23	NP	Dennis Vanger	2006 Nissan 350Z	32.817
24	PO3	Eric Freedle	1986 911 Carrera	32.829
25	PO5	Jeff Gretz	2001 Porsche Boxster S	32.979
26	PO5	Tom Karwin	2005 Porsche Boxster S	33.159
27	NP	Ryan Risor	1991 Nissan Sentra	33.309
28	IO1	Jim Ayers	1976 Porsche 911S	33.538
29	NP	David Pollock	2007 Lotus Exige	33.605
30	PO5	Donald Peterson	2002 Porsche Boxster	33.77
31	NP	Mike Lee	2007 Mazda 3	33.799
32	NP	Tom Bentz	1990 Mazda Miata	33.87
33	PO5	Bryan Brock	2000 Porsche Boxster S	33.901
34	NP	Orfi Sanchez	2006 BMW	33.978
35	NP	John Gonzalez	2005 Dodge SRT-4	34.594
36	PO5	Tim Estes	2000 Porsche Boxster	34.622
37	NP	Justin Self	1991 Nissan 240SX	34.645
38	PO2	Chuck Jarvie	1994 Porsche 968	34.65
39	PO5	Denise Peterson	2007 Porsche Boxster	34.673
40	SO2	Rio Rios	1999 Porsche 911 Carrera Cabriolet	34.883
41	NP	Jeanne Bentz	1990 Mazda Miata	34.904
42	PO3	Harry Danberg	1973 Porsche 911T	34.954
43	NP	Bruce Allert	1997 Mazda Miata	34.957
44	PO3	Adam Acherpohl	1984 Porsche 911 Carrera	34.963
45	PO5	Mike McBride	2005 Porsche Boxster	35.058
46	SO1	Randy Stolz	2003 Porsche Boxster	35.062
47	PO4	Dick (Richard) Thomas	2001 Porsche 911 Carrera 4 Cabriolet	35.197
48	PO5	Jeannie Gretz	2001 Porsche Boxster S	35.443
49	PO3	Jim Brown	1969 Porsche 911T	35.516
50	NP	Doug DuFresne	1965 Chevrolet Corvair	35.555
51	IO1	Mark Mills	1973 Porsche 914	35.605
52	NP	Mike Dempsey	1969 Chevrolet Suburban	35.872
53	NP	Jim Grundy	1994 BMW 325is	36.016
54	NP	Evan Hale	1987 Toyota Corolla	36.188
55	PO1	Cassidy Bolger	1973 Porsche 914 2.0	36.382
56	NP	Elloit Nichols	1990 BMW 325	36.592
57	NP	Sam Peck	2001 Volkswagen Jetta	36.995
58	NP	Alison Bentz	1990 Mazda Miata	37.395
59	PO1	Cherene Mills	1975 Porsche 914	37.482
60	NP	Carter Chapman	1995 Volkswagen Jetta	38.399
61	PO3	Peter Douglas	1971 Porsche 911E	39.153
62	NP	Victoria Chapman	1999 Nissan Sentra	40.645
63	PO3	Brita Douglas	1971 Porsche 911E	41.19
64	PO5	Kent Hermsmeyer	2000 Porsche Boxster S	No Time
65	NP	Eric Murray	2006 Ariel Atom	No Time
66	SO2	James Prouty	1995 Porsche 911 Carrera	No Time
67	PO2	Matt Ring	1987 Porsche 944 Turbo	No Time

Best-in-class times are shown in bold

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Portland International Raceway June 1-3, 2007
Porsche Club of America Ticket Order Form

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Address _____ City _____ State _____ Zip _____

Daytime Phone _____

Number of three-day tickets _____ x \$8.00 = _____
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Number of car passes _____ x \$5.00 = _____
(Three-day car pass regular price is \$10.00. Includes Porsche Corral Saturday & Sunday)

Grand Total: _____

Payment Method: Check Credit Card Visa Mastercard American Express
(Make check payable to Portland Rose Festival Association)

Card Number _____ Exp. Date _____ Authorized Signature _____

ORDER DEADLINE: May 8, 2007

Tickets will be mailed the week of May 14. Orders received after the deadline will be available for pick up at the Will Call window.

NO orders will be accepted after May 25. This discount is available only for advance orders on this form, and is NOT available at the PIR gate or at any ticket outlet.

Send order form and payment to:
Portland Rose Festival Association
5603 SW Hood Ave.
Portland, OR, 97239
Phone: (503) 227-2681
Fax (503) 227-6603

PCA BONUS:
Your car pass will include a coupon exchangeable at the track for a copy of the 2007 Rose Cup Race poster!

A positive partnership: ORPCA/SOLV beach cleanup

by Jeannie Gretz Photo by Gregg Denning

It was a dark and stormy night—oops, no, let me start again. It was a rainy and windy day at the coast, but 22 rugged and determined ORPCA members braved the weather and helped clean the beach for SOLV's 22nd annual Great Oregon Spring Beach Cleanup.

Jeff Gretz arranged the event, working with SOLV's executive director Jack McGowan to reserve an area of Fort Stevens State Park just for us. There was great paved parking available, but only about four Porsches got wet that day. Most everyone brought daily drivers.

Saturday morning we began with a hearty breakfast at Camp 18, a large, rustic, log cabin restaurant on the way to the beach. (Their cinnamon rolls are nine inches across!) After fueling up on oatmeal and eggs, we drove to our station at Fort Stevens' northernmost point. Horizontal rain and a lack of waterproof clothing didn't deter our brave group: With "picker-uppers" and SOLV bags at the ready, we headed out to the beach to collect our portion of the 54 tons of trash collected that day.

Jeff and I tag-teamed the debris—I worked the picker-upper while he handled the bag. Kudos go to Cheryl Carpentier, Mary Chase, Eric Freedle and Mike O'Connor for enduring the longest: they wrestled garbage in the dreary conditions for almost three hours. And Patsy West was almost lost to the quicksand (a story for another time)!



It's cold, I'm wet, and you want me to pick up the trash!

Needless to say, our hotel, with all its amenities, was calling. Jeff had discovered the fabulous Cannery Pier Hotel and reserved a block of rooms for the event. Each of our rooms overlooked the Columbia—where we were able to watch the big freighters pass by—and included a fireplace, soaking tub, white robes and chocolates. After soaking and drying, warming and dressing, we enjoyed complimentary wine and appetizers in the lovely, welcoming lobby. For dinner, a vintage Rolls Royce transported us to and from our various restaurants. Everyone was very pleased with the accommodations and impeccable service.

Come Sunday morning the fog had lifted, the sun was shining, and a crisp

breeze was blowing; a day late perhaps, but so nice nonetheless. Vintage cruiser bicycles awaited those so inclined, as did a delicious breakfast included with our stay at the Cannery Pier Hotel. Everyone set out on their own plans after breakfast; Jeff, I, and Barb and Ed Grayson enjoyed the Maritime Museum not far from the hotel and then drove home along the Columbia River.

Despite the torrential rain, the event was a great success—thank you Jeff for making it happen. Everyone agreed that we'll continue the tradition next year, so if you'd like to join in on a fun and functional beach frolic and winter weekend getaway, be sure to sign up when you see the ad in *Anzeiger* next year. We'll see you there! ■

Backfire

Nice Work

BOB BUFORD

Jim, I want to commend you and the staff of *Anzeiger* for producing a quality newsletter/magazine for the Oregon chapter of PCA, especially one that almost pays for itself. Nice work.

Praise for Pro Drive

NEIL RUSSELL

Last month, my nineteen year old son, Eric, and I signed up for the Porsche Club Pro Drive event. Not only did we actually learn a lot, we had a great time drifting the cars around corners and trying to improve our lap times. The staff at Pro Drive is extremely courteous and knowledgeable and made us all feel totally at

ease. The price of admission was a bargain on top of everything else. We'll be out there next time it's offered!

PRESIDENT'S MESSAGE

(Continued from page 4)

We are in the final planning stages for the summer picnic scheduled for July 21. We have not put on a picnic for several years and I think it would be nice to get it back on the annual agenda. It will be held at a local winery and promises to be a fun event with good food,

good wine and the pleasure of your fellow club members' company. And yes, there will be other beverages for those who are not inclined to drink wine.

As many of you know, Rainbonnet is not happening this year. At the Zone 6 Presidents' Meeting we discussed "floating" Rainbonnet to other regions. The

idea was well received although there are only a couple of other regions capable of hosting the driving portion of the event. We are working on the details and will publish them when we are further along.

More later,
Chuck ■

EDITOR'S MESSAGE

(Continued from page 4)

both Benbow Inn and Madrona Manor will provide a memorable dinner.

The tour will share two primary intents: exploring wines and wineries in the Russian River, Dry Creek and Alexander Valley appellations and driving interesting roads. We'll cruise the Oregon and California coastlines; loop off Highway 101 to Ferndale, California, home of some of the area's finest Victorian homes; drive the Avenue of the Giants to gaze with wonder at huge Redwood trees; stop at Trees of Mystery to take a picture of your car with Babe the Blue Ox and Paul Bunyan; and roll onto the wondrous curves of Highway 1 through Mendocino County. Final desti-

nation: Dry Creek and Sonoma County's great wineries. Forget Napa. Oregon Pinot—no way. Zinfandel, Cab Franc, Petite Syrah and Syrah made in a number of different styles by hundreds of different wineries, at two of which we will have dinner with the wine makers.

If it seems I am getting a bit ahead of myself in discussing this event 18 months prior to it taking place, you may be right. Problem is we will be limited to 40 people and 20 cars for the event. Kate and I have committed to this being a Porsche-only event. We want people to have enough time to consider setting aside the first week of November 2008, plus some, to join us.

If you have sent photographs to me and haven't yet seen them in the magazine, don't misunderstand. Pictures which are just of a car and are not taken in very high resolution and in portrait format cannot be used for magazine covers. While they look good on your computer screen they just won't cut it as an eight by ten photo. I am going to start trying to upload photos of member's cars to our website. If you send me a photo, give me your information as well as the info on the car. You can also send me event pictures with some history and I will try to upload those as well. As is always the case, try to take the photograph in an interesting location. ■

AMATEUR WRENCH

(Continued from page 9)

Needless to say, the quality of instruction was not always consistent; we're now much better prepared to serve your needs. It's been a good year for DE so far and we're just getting started.

push the straps off of your shoulders—and in an accident may cause injury or fail to restrain you if used with a harness. While this policy won't be enforced until 2008, we're informing people now so those of you with this kind of installation will have plenty of

STOCK PORSCHE SEATS ARE NOT DESIGNED TO BE USED WITH A HARNESS—THE SLOPED SIDES OF THE INTEGRATED HEAD REST TEND TO PUSH THE STRAPS OFF OF YOUR SHOULDERS—AND IN AN ACCIDENT MAY CAUSE INJURY OR FAIL TO RESTRAIN YOU IF USED WITH A HARNESS.

For those of you who have or are considering adding 5- or 6-point harnesses, PCA is developing a new policy that limits harness installations to cars with seats that are properly designed to accept the harnesses (as in photo 3). Stock Porsche seats are not designed to be used with a harness—the sloped sides of the integrated head rest tend to

time to correct it. We also are contemplating pre-DE season inspections starting next year and looking at the other PCA DE organizers for best practices to catch maintenance issues while keeping costs down.

All for now,
Don ■



Photo 3: In 2008, harnesses must be used only with seats designed for them.

IN THE SIXTH ZONE

Linda
Bein



Driving season has arrived!

Another driving season has arrived in most but not all of Zone 6. Autocross courses are ready for action, driver education events are starting to fill up, and Porsches are ready to hit the road after hibernation.

Welcome aboard to all new region members, officers and committee chairs and welcome back to renewing members and those who have committed to another year of region management! There are some great events coming up in all fifteen regions so check those websites often for information.

The PCA National Winter Meeting took place in Charlotte, North Carolina and it was a busy, fun time for your zone rep. Lots of time was spent in attending very informative meetings plus a special event for fifty lucky people. We were invited to tour the Penske Motorsport complex. A 400,000-plus square foot building is home to Porsche Spydery, IRL



models, and NASCAR beasts, all being readied for another racing season. It was indeed a thrilling experience!

The Zone 6 Presidents' Meeting took place in Calgary, Alberta with eleven regions represented. It was a time of sharing region experiences, hearing PCA updates, and planning a season of fantastic events. The Wild Rose Region hosted this weekend and was presented with their 25th anniversary banner. At Parade 2006 Portland, Wild Rose won the coveted President's Trophy which is given to the region that traveled the farthest with the most number of members in attendance. This trophy will again be awarded at Parade 2007 San Diego and wouldn't it be fun for Zone 6 to receive it again? I'm looking forward to seeing many Zone 6 members at Parade; watch for details regarding our zone party!

Please stay safe in your Porsches as you enjoy the multitude of events in our very busy zone! May we drive forever!

Linda ■

TECH TALK

(Continued from page 11)

heat until it can be dissipated into the air. Fade occurs when heat is produced faster than it can be dissipated and the heat-carrying capacity of the reservoir—the rotor—is overwhelmed. Adjacent components, notably the pads and brake fluid, overheat to a point where their ability to do their job is significantly compromised. Fade is unlikely to be an issue in autocross; there just isn't enough time in a run to overwhelm the heat capacity of the rotors.

Up to this point we've ignored the driver. Braking technique is a fine art that takes years to perfect. Poor technique on the track can induce fade; good technique can extract an amazing amount of performance from Porsche's stock setup. Unless you're a track meis-

ter, consider focusing on driver skills before making major mechanical upgrades.

Approach brake upgrades thoughtfully. Begin by getting clear about your goal: Are you trying to reduce fade, increase the ultimate bite of your brakes, or fill the space behind your new bling-bling 20s? Seek out advice: The PCA's Tech Q&A (http://www.pca.org/tech/tech_qa.asp) is a great place to start, as are our local DE instructors. Make changes one at a time, evaluating the outcome before planning the next step. Start with the basics: Brake fluid and pads designed to retain their effectiveness at higher operating temperatures, venting to increase heat dissipation, and good technique will go a long way to reduce fade for the

track-day junkie running a street-legal vehicle. Finally, be aware of the compromises: A big brake kit comes at the expense of greater unsprung weight (impacting handling), potentially poorer on-road performance (track pads need some degree of heat to bite effectively) and all-weather suitability (is the system designed with seals and splash guards appropriate for use in the wet?).

We all love to modify our cars. It's part of how we bond with them, make them part of us, make them reflect our ideals. For the track junkie, brake upgrades are valuable and inevitable. For the rest of us, time spent on track learning proper technique with a driving instructor may pay off more handsomely. ■

RANDOM RAMBLINGS

(Continued from page 13)

First, a rant: Does anyone else feel the NBA Slam Dunk contest has grown stale? Long for the days of Michael and Dominique? With nicknames like Air Jordan and the Human Highlight Film, these guys were born for the NBA Slam Dunk contest. It seems even the current participants know they can't live up to their dunking forefathers as they continue to resort to using human props in a desperate attempt to make it interesting. Every year someone jumps over something or someone in a feeble attempt to make their dunk seem much more than some seven foot guy merely jumping a

OUR MANTRA WILL BE NO SKINNY CHICKS (OR GUYS)! NOPE, WE WANT THEM BIG AND PLUMP.

couple of feet to slam the ball through the rim.

The NBA contestants pulled out the human props again this year. This made me think if we ever get bored at autocross, or perhaps just tired of getting our butts kicked every time by the same handful of drivers, maybe we can adopt some of the cheesy NBA dunk tactics. Think the usual autocross leaders would still smoke us all if they were negotiating a course not of cones but of fellow drivers?

Perhaps we can adopt this on a trial basis, making human course markers of those who left before course breakdown at the prior event. Leave early and we'll track you down² and chain you in as a gate at the next event. And never mind limiting it to our best drivers, we will let the rookie drivers experiment with the "early departure gates." Think this idea/threat might entice more than the regulars to help breakdown the course?

Unlike the cheap NBA gimmicks, I say we select people that would make it more challenging. I mean, how challenging is it to dunk over a guy the U of O fans nicknamed Gary Coleman? Heck, Nate Robinson barely has me by a few inches and even this short white guy can clear someone my height³. So, unlike the NBA, I propose we don't take the easy route. In direct contrast to the lame frat boy "no fat chicks" slogan,⁴ our mantra will be NO SKINNY CHICKS (or guys)! Nope, we went them big and

plump! We'll scout the local fast food burger joints in search of the ideal candidates: think Jared pre-Subway or Charles Barkley after just a few more post-retirement years. "Round Mound of Rebound" would take on an all new meaning as our rides bounce off his retirement belly.

These new "gates" would definitely force everyone to think more than twice before whipping their car through the course. Hit a cone, at worst you're looking at buffing out some cone marks. Hit Charles Barkley, you have to deal with him after your run! Plus you're looking

at some serious body damage (your Porsche, not his torso).

And now on to a couple of sound-bites: A few months ago Jim Ayers' editorial explained the selection of the cover photo for this year's ORPCA calendar. This made me think about the opportunity we all have to make a difference in someone's life. We are all fortunate to own some pretty awesome cars.

IF WE CAN WORK OUT THE LIABILITY ISSUES, WE SHOULD CONTACT DOERNBECHER CHILDREN'S HOSPITAL TO FIND A FEW KIDS THAT WOULD GET A THRILL BY EXPERIENCING SOME SEAT TIME IN A PORSCHE.

Why not start a Make-A-Wish⁵ style event during our autocross and driver education events? I'm thinking if we can work out the liability issues (our litigious society might be a topic of a future Random Ramblings rant) we should contact Doernbecher Children's Hospital to find a few kids that would get a thrill by experiencing some seat time in a Porsche. I already know a few prospects and trust me, we would benefit as much as the kids. The enthusiasm and perseverance of children dealing with life challenges is intoxicating!

Think the crazy NASA astronaut could have saved herself all the bad media if she drove a Porsche? If she had a

Porsche, she would have been able to cover the 900 miles faster and perhaps not needed the bladder overflow device⁶. Without the diaper the media lacks the big sell, so she would have probably remained just another anonymous person doing something crazy under the guise of love.

While on the subject, have any of the conspiracy theorists considered NASA in the Anna Nicole death? If anyone gained from her death, it was NASA. They went from the ridicule of every late night monologue and occupying hours per day on our "newscasts" to invisible just because of society's short-sighted thrill seeking and our media's journalistic quality.

Well, that's one article in the bag; now help me continue contributing by providing me your feedback. E-mail me at tom.pavlik@comcast.net. Until next month, enjoy the ride and try to pay it forward.

1) This is must read/must see material; here are the links:

<http://youtube.com/watch?v=ePXlkqkFH6s>
<http://www.americanrhetoric.com/speeches/jimvalvanoespyaward.htm>

2) You'll end up like the fraternity recruits in *Old School*, innocently walking down the

street when out of nowhere the ORPCA's black van grabs you when you least expect it!

3) For my exact height, please reference the above unfortunate photo. NYCPD listed me at 5'4", although I tried to get them to count the hair and list me at 5'6". Streaking through Saint Patrick's Cathedral on St. Patty's day seemed like a good idea at the time.

4) My apologies to those I've offended. It's not my thought, but that of some drunken, insecure college boys.

5) The Make-A-Wish Foundation enriches the lives of children dealing with life-threatening medical conditions through their wish-granting work.

6) I believe this is NASA's technical term for a diaper. What differentiates a "bladder control device" from a Depends adult diaper? Only the cost: about \$300 of your tax dollars!



LET'S PLAY TWO

(Continued from page 16)

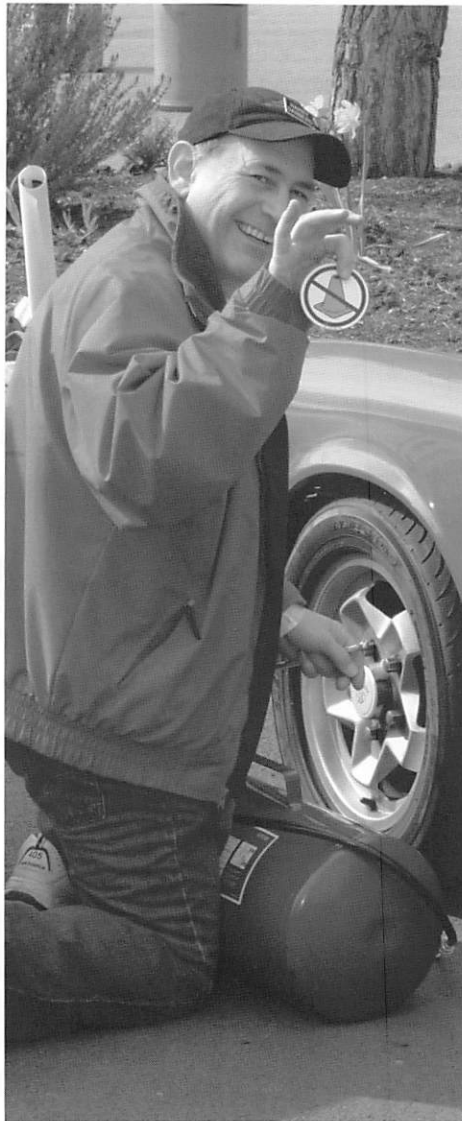
missed the last five months. Walking around in shorts, enjoying the sun, feeling the adrenaline build up and recognizing that track season has arrived was invigorating—it's like the start of summer! One regular was so excited to get to PIR it ended up being an expensive drive as a local sheriff seemed to feel he was in a bit too much of a hurry. But in typical "hey, stuff happens" attitude, he showed up with a smile and took the teasing in stride.

While I found the Dodge Magnum and the Mercedes SUV pretty unique for the DSC, the oddest vehicle saved itself for the afternoon autocross. Someone was bold enough to bring a 1969 three-door Chevy Suburban panel truck and toss it through the cones. Yes, you read correctly, this thing has only three doors. It's one long solid piece of steel from the driver's door all the way to the back bumper. Passengers need to hop in the back or go around to the passenger side. I had never seen one of these things, and I think my old Miata might have fit inside of it! Until someone brings a school bus to a future autocross the Suburban goes down as our Andre the Giant: huge, slow, cumbersome, kind of goofy looking, and you can't help but stare at it.

While 25 drivers was a great turnout for the DSC, we had 65 at the autocross, yet we were organized well enough for everyone to get six runs! Word of mouth is spreading and each autocross event seems to pull out more drivers. I wish my stock portfolio had the same growth curve as ORPCA's autocross has enjoyed the past few years.

UNTIL SOMEONE BRINGS A SCHOOL BUS TO A FUTURE AUTOCROSS, THE SUBURBAN GOES DOWN AS OUR ANDRE THE GIANT. HUGE, SLOW, CUMBERSOME, AND KIND OF GOOFY LOOKING.

The afternoon was great fun and relatively uneventful (a good thing!). One driver attempted to defy the laws of physics and somehow took out the starting light. Now, the finish lights are always at risk, as I proved on my fifth run when I skidded through the last gate and decided at the last moment to forget about attempting to cross the line



Cone killer Harry Danberg.

and instead just focused on getting the car under control. But taking out the starting lights was a first. For you non-autocrossers, the lights are hidden

behind a cone a few feet to the side of the starting gate. I still can't figure out how the car's tire managed to find the light, but it provided a good laugh and I'm sure the driver hasn't heard the end of it yet!

I would be remiss if I didn't mention my one big downer of the day. Bob Grasso has been key to organizing our

autocross events over the last few years and has been a major personal influence in my involvement at PIR events. (A few years ago he and Harry Danberg took the time to help alleviate my concerns about driving at PIR with my heart condition). Bob is fortunate enough to be focusing on his retirement, but with that comes compromises. Unfortunately, one of those compromises impacts all of us: he's decided to sell his Boxster. We'll all miss Bob's dedication and positive energy and I personally feel a great loss. Bob, you'll always have a seat behind my wheel and we can run the double-driver line! Yeah, sticky tires!

By 4:00 pm everyone had enjoyed six runs. Several folks were hoping for a few "fun runs" but those of us with nine hours into the day already decided we'd had enough. It was time to breakdown the course and head home.

For those of you who haven't ever participated in a driving event at PIR, I don't have the writing skill to capture what it feels like to experience it again after five months of hibernating. March 18th was a great day at the track, but more importantly it was an amazing day among friends I hadn't seen in a long time. To me it also represented the end of winter. Yeah, I knew three more days of winter and all of spring remained, but by 4:30 pm as I exited PIR's gates, winter was now in my rearview mirror.

† "It's a great day for a ballgame; let's play two" is one of baseball's most famous quotes from an era long before million-dollar contracts. The statement was Ernie Banks' way of showing passion for the game with his desire to play a double-header. Ernie, known as Mr. Cub, played his entire nineteen year hall of fame career as a Chicago Cub. His loyalty to one team plus his desire to play two games a day sets him apart from most current day athletes who are more into the "cut the check" mentality of Rasheed Wallace. ■

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Ridgefield, WA
2003 911 Carrera

Peter T. and Claire Drach
Portland, OR
1986 911 Carrera

Lyn A. and Chet Martin
Vancouver, WA
1976 911 Targa

Robert W. and Patricia Moser
Eugene, OR
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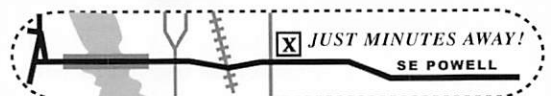
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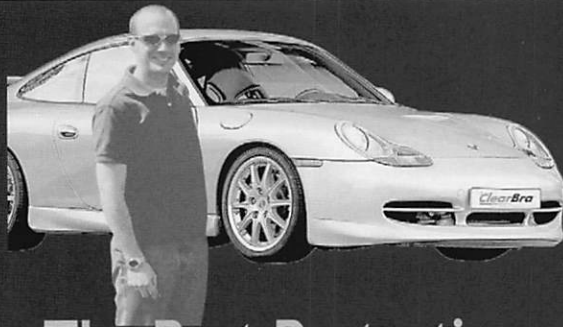
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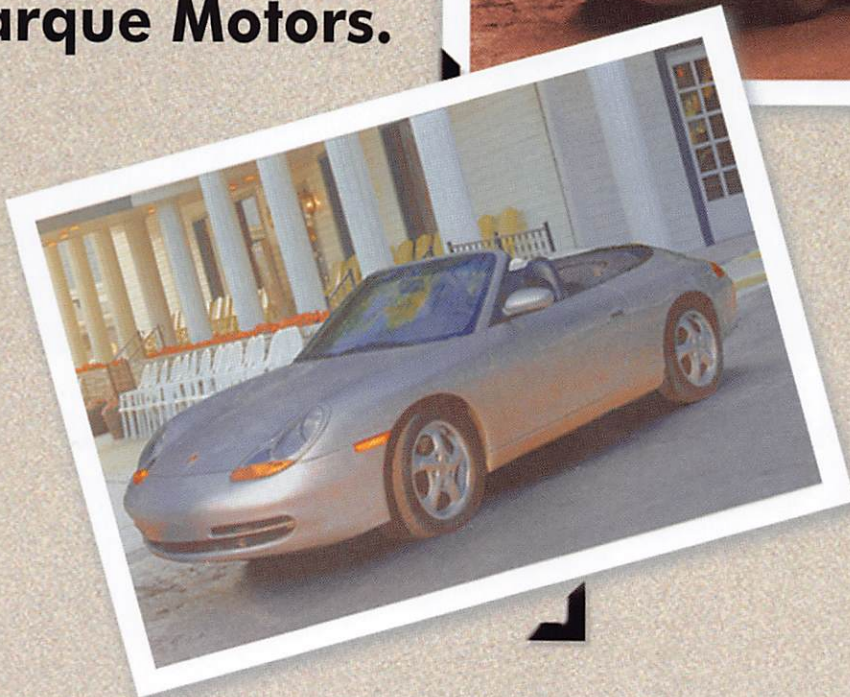
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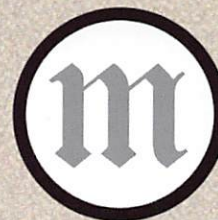


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