



# Anzinger

April 1, 2013

**Win this car!**

See details inside





## The all new Porsche vähe 4S

Take the performance that Porsche is known for and shrink it down to the size of a Mini. Then add to that the strength of a 400 horsepower engine, the design and greater stability of a wider body, the extraordinary traction and agility of all-wheel drive, and an unmistakable illuminated rear light strip. The sum of which is a sports car that holds your attention as tightly as it holds to the road. Porsche.

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This is not a real car, happy April Fools Day!



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**PORSCHE**

# Anzinger

Volume 41 | 3 No ?  
April 1, 2013



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Opening track day at Oregon Raceway Park in 2009. Details on how to win this car are only in your dreams. Photo by Bob Schatz.

## Cover Submissions

We're always looking for high quality photos of club members and their cars of suspicious nature, especially if we can use it for extortion.

# Anzinger

Noun, Midwestern

1. A ruse
2. One who misinforms

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Ads will run for one issue only and you must pay ahead of time. To submit, update, remove or renew an ad, send an e-mail to [classyads@oregonpca.org](mailto:classyads@oregonpca.org) along with your check for \$10. Copy received by the 15th of the month will be included in the next issue of Anzinger.

Each item is limited to 140 Characters. When selling a complete car, submit copy in this sequence: year, model, price, your name, and number we don't want the extra bullshit. As for photos, forgetaboutit we're trying to cut down on pages.

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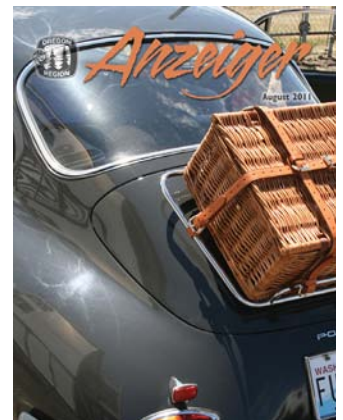
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# Oregon Region Events



## *April, 2013*

- 9 Board Meeting
  - 13 Spring Fling @ Hooters
  - 17 Monthly Club Dinner and  
Winetasting
  - 18 More Winetasting
- 

## *May, 2013*

- 11 Arrive Awake & Drive Asleep
- 14 Bored Meeting
- 15 Monthly Club Dinner and Beertasting
- 16 More Beertasting

## *June, 2013*

- 8 Arrive Awake & Drive Asleep
- 11 Chese Board Meeting
- 14-16 Nose Cup Races @ PIR
- 19 Monthly Club Dinner and Winetasting
- 20-24 Northwest Massage
- 28-30 Histerical

## *July, 2013*

- 9 Checkerboard Meeting
- 13 Arrive Awake & Drive Asleep
- 17 Dinner and a Movie

## *August, 2013*

- 13 Bored Beyond Belief Meeting
- 21 Dinner and a Floozie

## *September, 2013*

- 6-8 50th Annual 911 Anniversary Event
- 7 Sunset Swamp Meet
- 10 Another Freakin' Bored Meeting
- 18 Dinner for the Socially Responsible

## *October, 2013*

- 8 Beer Meeting
- 12 Arrive Asleep and Forget the Drive
- 16 Dinner at My Place

## *November, 2013*

- 12 Turkey Meeting
- 20 Monthly Club Dinner and  
Wassail Tasting

## *December, 2013*

- 7 Marlene's Madness and Xmas  
Red Wine Carpet Staining
- 10 The Last Goddamn Meeting

**See [www.oregonpca.org](http://www.oregonpca.org)  
for the latest schedule  
of all activities**

**FROM  
THE  
PRESIDENT**  
Eric Freedle



## Board Announces Merger; Rx Windshields Available

Just about every time you turn around there is another merger. We have seen it in high tech with Compaq and HP, CART and Indy Car Racing (IRL), even with car companies such as Volkswagen and Porsche and the list goes on. Many of our enthusiasts know about our sharing track days with the BMW club.



The energy seems to work quite well with good overlap. Many Porsche members actually own BMW vehicles. There seems to be a blurring of the lines and minimal differences in the many of the German cars.

Some might know that there are some regions in the United States where Porsche club membership is declining. Can we blame it on the economy, the Japanese drifters, SUV's or perhaps members buying other marques such as BMW? When we look at what Porsche Cars North America sold in 2012, we saw the Cayenne and Panamera with sales over 23,000 units. This represents about two-thirds of overall sales, which means the sports car line of Porsche (911, Boxster, and Caymen) sold less than 12,000 units in 2012. Do you see the trend here, people?



The Board of Directors held an executive session recently and we looked very hard at the direction of the club. We felt in order to bring new blood and energy into our region; the most logical move would be to merge with the BMW club. Don Clinkinbeard, a past-president gave the merger a nod of approval, as he owns a BMW M3 and a Porsche 993 Targa. Obviously this merger will take months to work through, so your patience would be requested in this transition. Thank you.

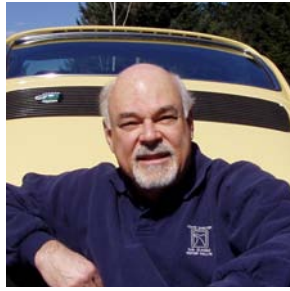
For those looking forward to this year's Portland Swap Meet, be sure to look for our very own board member Mike O'Connor. He will be manning his own special booth selling various Porsche parts and looking for those elusive 16x7's and 16x8's Porsche black Fuch rims. He may still be wearing his Elmer Fudd hat if the temperatures haven't risen into the 60's!

For those that want to drive without the hassles of glasses that fog up, scared of Lasik, can't figure out on how to get contacts on—there is a NEW solution! At my eye clinic we have begun selling and marketing this special windshield Rx-able stick sheets from Maui Jim. They are a custom Rx for the driver and passenger of the vehicle. These will be available in clear, tinted or the most popular the transition sheet. They will fit most later model Porsches, exc. the 1989 Porsche Carrera speedster due to its low windshield height.

Happy motoring during the month of April, especially on the 1st. ■

## SPENDS TO MUCH TIME ON CARS

Pietro Prototipo



## Lookin' Good on Paper

Once upon a time, I had planned to find an old beater 356 to keep myself occupied after I retired. Having never (voluntarily) retired before, I assumed that I would be able to enjoy endless hours puttering over the tired hulk of an A coupe with the goal of someday getting it back into the world of the living. My wife sort of, kind of, almost approved of the idea after I reminded her that having me close to home meant I was also available for the ever-growing number of items on the “Honey-do list” that every married male must deal with. It also meant

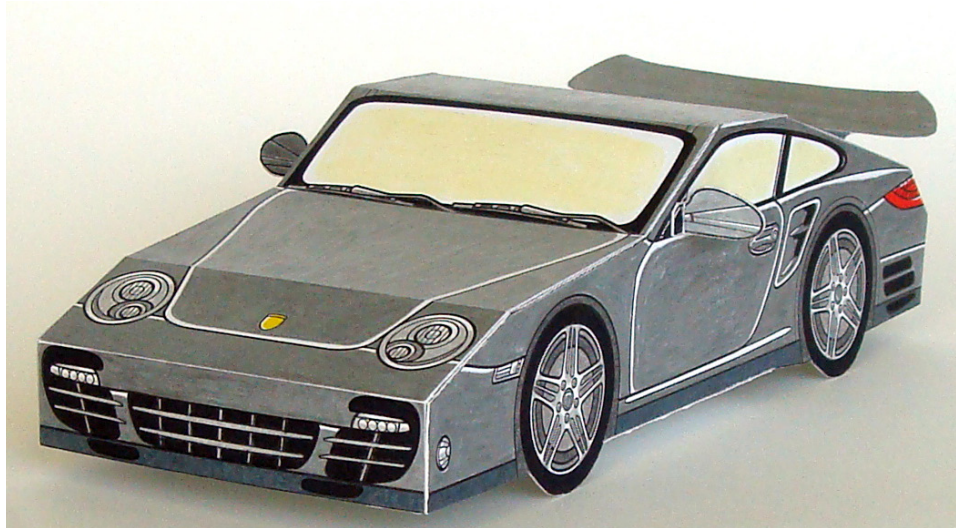


Photo courtesy fanpop.com

there was little danger of my vanishing into the neighborhood watering hole every afternoon. The only limitation on the project was that the car would be a “driver,” not a racer or a show car. When retirement time finally arrived, however, I was utterly dismayed to discover that the price of even the most semi-complete, not running, 356s of any sort had grown beyond my budget. Growing disconsolate, I began muttering under my breath certain notions of just hanging out with the guys at TNWH, where I was certain to find solace. When my mutterings grew louder and more frequent, the decision-maker who shares my domicile finally gave in and budget restraints were eased a little.

Months of searching followed. At last, the winds of fortune blew fair, and I located what was said to have once been an A coupe at what I thought was a fair (very cheap) price. It had certainly seen better days. There wasn't a straight panel on the tub, and the rust I expected didn't disappoint. There was no drive train, but that was of no immediate concern. I'd work on the body and floor pan and worry about propulsion later. A number of learned and experienced cohorts dropped by regularly to offer advice and sympathy, mostly of the “Um, hmm ... Are you nuts?” variety. While it was comforting that they always brought along a six-pack of good beer to dull the pain, their common conclusion was that virtually every panel on the car needed either hundreds of hours of patient dolly-and-hammer work—meaning that I would be on my death-bed before the work was done, or I could start looking for good replacement panels. Have you priced replacement panels for a 356 recently? Thus the car sat. Months passed, and I was getting regular doses of the Evil Eye from the aforementioned spouse, the “When are you going to do something with that rusty piece of Shinola that's taking up my half of the garage?” look.

*(Continued on next page)*

## SPENDS TOO MUCH TIME ON CARS, CONTINUED

*(Continued from previous page)*

Then, out of the blue, came an inspiration. I'd recently read about some bright characters who had designed a gun on a computer, and had created a 3-D set of plans for a weapon that could be made out of paper! Why, if they could build a paper gun, surely I could build a new Porsche body out of paper! After all, the factory's plan drawings of the 356 had been available on the Internet for years. How hard could it be? In fact, I was already ahead of the game—long ago, I had acquired one perfect 356 Porsche front horn grille, a windshield wiper arm, and one wheel's worth of lug nuts, anticipating the day that I could mount them on my own car!

Weeks passed, then months. The body plans had arrived, I'd hired a computer whiz to scan them and convert the drawings to a three-dimensional hologram, and we were ready to print, cut, and fold. A key question was the sort of paper I should use. Consultation with the learned minds at Office Depot (The Party Depot had since closed, taking Chinese-made crepe paper out of the discussion) led me to dip into my 401K and buy several cases (okay, several dozen) of 20-pound laser printing paper, the lightest that I calculated would stand up to the various stresses it would encounter. Besides, I planned to triple-sheet areas around the suspension pickups and door posts. To ease the assembly after the full-scale paper panels had been printed and cut out, I'd invested in a box of Post-Its® so I could avoid stapling. I hate staples. A gallon jug of Elmer's glue would have to do.

Before we knew it, innumerable paper cuts and glued fingers later, it was done. I'd borrowed a friend's spare VW engine—a real Porsche motor was going to have to wait a while—finagled an old but functioning gearbox, hung brakes, shocks, and torsion bars, stapled and glued a couple of old bridge chairs (did I mention how I hate staples?) to the floor, and prepared for the car's maiden voyage. Carefully backing out of the garage, I managed to ease the little paper coupe up the street when a strange noise broke my concentration—the sound of thunder, immediately followed by raindrops. Uh, oh ... The first drops bounced off the temporary Saran-Wrap® windshield (Hey, it's lighter than Plexiglas!), but those that landed on the roof and hood just made a sound like ... well, like water makes when it lands on paper—"Splat!"—and before I knew it the body began to lose its shape, collapsing around me in a soggy mess as the Elmer's dissolved. In mere moments, an Oregon gully-washer had turned my paper Porsche into a pile of wet 20-pound laser-quality copying paper, which is to say, unrecognizable mush. The only things left were the floor pan, motor, gearbox, my real 356 horn cover, and several thousand staples, which immediately began to rust.

The motor and gearbox have since been reclaimed by their owners, and the horn cover, windshield wiper arm, and one wheel's worth of lug nuts are all back on the garage shelf. Maybe if I moved to Arizona ... If it's any consolation, I think I heard that the paper gun was only good for one shot. ■

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## NASA Tests Prove Duct Tape Enhances 911 Performance

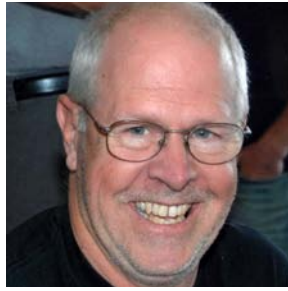


This photo partially illustrates the positive results of recent NASA wind tunnel tests completed at Lewis Research Center in Cleveland Ohio done with my 911C4. The results came after simple duct tape was applied strategically to the front spoiler. It cannot be done in a random fashion but must be applied using precise geometry formulas (high school level at a minimum). Like balancing the national budget, it's really all about the math.

Roll is marginal in the corners, there is less rear "axle tramp" on acceleration and enhanced braking characteristics are realized in the Chicago Box on the autocross course and the chicanes at PIR during DE sessions. More details will follow after the next study on Porsche aero kit retrofits by the RUF performance team in Germany is completed. ■



**SITTIN'**  
Al Cantera



## Who Do You Know in Anchorage?

People say I'm a funny guy. In reality (believe me) I'm not that funny. I just simply remember the oddball stuff I run into. Having been around sports cars and the fun-loving crowd that goes with them, I guess you could say I've developed a bit of a sixth sense regarding what is, and is not, fun. It's really not that difficult. The following true story is submitted for your erudition.

Sometimes in life opportunities present themselves; being a "car nut" means that you get presented with opportunities from other car nuts ... or just nuts. Take last summer for example. I was simply sitting at my desk doing some "catch up" on my emails when the following popped in:

**From: FRANK N BEAN**

**Sent: Wednesday, August 29, 2012**

**4:36 PM**

**To: Al Cantera**

**Subject: Fwd: Who do you know in Anchorage? Is this crazy or what???????**

*Frankie,*

*Here's another hair-brained idea from "The Dude."*

*This car (Ebay page attached) has been offered a couple of times now since last fall and it sure sounds intriguing. Would you or someone you know up there, want to drive it down to your house (on the cheap) where I could pick it up? In my opinion, it would make for an excellent "outlaw" candidate.*

*I am nuts you know.*

*Dudley*

*(Continued on next page)*

Year:	1965	Exterior Color:	Light Metallic Blue
Make:	Porsche	Interior Color:	Dark Blue
Model:	356	Number of Cylinders:	4
Engine:	1600 Daul Port	Transmission:	4 Speed
Mileage:	88,000	Body Type:	Coupe
Sub Model:	EnvenoS90	Vehicle Title:	Clear

I'm re-listing this car. The description below is updated to reflect answers to recent questions. The reserve price has been lowered to \$18,000. If you wish to see me in person about this car, send an email message with your contact information. I am happy to assist serious buyers in any way I can.

# SITTIN', CONTINUED

*(Continued from the previous page)*

A bit of explanation is required at this point, so I'll just say that Frank is one of those guys you meet at a BMW motorcycle rally. This means he's amenable to all sorts of discomfort for a good cause. Too, he flips houses in Seattle that he buys on the courthouse steps so he's no stranger to repair and "a deal." The reason he's forwarding this email tells me he's half thinking about actually helping this guy out.

As for the car, the Envemo S 90 was/is a super high quality replica of a Porsche 356 Super 90. According to what can be found on the 'net, they were built in Brazil on a Brazilia (not a Beetle) platform, using a fiberglass body. These vintage 80's cars were sold at Porsche dealerships in Brazil and Europe. Only about 200 copies were made. To some, it's impossible to tell from the real thing about five feet away. A friend of someone in the 356 Registry sold one to Europe for about \$28K in 2009.

Whoever the hell "The Dude" is certainly has some time and money to spend. He also has a pretty accurate description of himself in his salutation.

Drawing on my not-so-vast experience and years of always looking for a good time, I respond.

**To: FRANKENFOOTER**

**Sent: Wednesday, August 29, 2012 4:36 PM**

**From: CANTANKEROUS**

**Subject: RE: Fwd: Who you know in Anchorage**

*Frank,*

*Here's my advice to you and your buddy.*

*Crazy? Indeed. Common sense and logic tell us that trying to drive the 2000+ miles from Anchorage to Seattle in a Brazilian VW-based "replicar" of questionable condition is a bad thing. This is precisely why we lead drab, wretched lives. Contrary to that, this could be the adventure of a lifetime. Just think of all the things that you might experience; the roads, the spectacular scenery, the animals, the people who will be helping you and the car to stay alive. Yep, you couldn't ask for more. Especially, if you did it as "the Dude" says, "on the cheap".*

*As for preparation, I have several back issues of AutoFreek I could send you. In them, the great "Batch" Karlsen writes about the "proper" way to deal with the ALCAN Hwy albeit in rally mode in a Saab Sonnet (close enough to this situation). Useful too, might be the article on his technique for fiberglass repair using tree sap. You might want to take along a roof rack with a couple of spare tires, some beef jerky, plenty of duct tape, a can of Sterno, and to help you get the spirit of driving, in the "period" of the car; I'd rip a copy of the Doobie Bros. Greatest Hits ... on cassette. Oh! And take an extra set of points and a condenser. Remember those? Great.*

*Best of all, the car would have an enhanced 'patina' at the end of the trip especially around the front and doors from the roost by passing "Ice Road Truckers." This can only build providence and value should the "Dude" want to enter it at Pebble Beach. Too, you'll become forever linked with the lore surrounding the vehicle. Extra points would be awarded for any claw marks from the bear that tried to steal your Cheetos while doing the mandatory 1500 mi valve adjustment under the car near Ketchikan. This is the stuff of LEGENDS! GO FOR IT FRANK!!!*

*-Al*

*P.S. Better 'get a move on' for good weather. Else, watch the following training video.*

**<http://www.youtube.com/watch?v=-ZyFfe2kqy8> ■**

**-KEEP SITTIN'**

## Reshape Your Front Spoiler for Optimal Performance Or, “Air Particle Redirection Informational Lecture #1”

Last August, 43 ORPCA members enjoyed a two-day tour over most of the covered bridges in Lane County. One of the participants was then-ORPCA president Jim North. During an afternoon rest stop at the Clay Creek Park, Jim somewhat reluctantly agreed to conduct a tech session covering some of his recent research into improving the aerodynamic efficiency of the front spoiler on his Porsche.

Many of you who are track junkies are familiar with the sight of Jim’s #57 911C4 as it rounds the corners of PIR or wends its way through the autocross cones; however, far fewer of you are aware that Jim is also an accomplished airplane pilot.

Jim not only flies around the track at PIR in his Porsche, which he affectionately calls Heinz, but also literally flies around the track in his beautifully restored 1948 J-3 Piper Cub which incidentally is painted the traditional cub yellow that is very close in hue to Porsche’s speed yellow color. I digress a bit here, but Jim says “He was drawn to the Piper Cub due to its use of a flat four air cooled engine.”

Not only does Jim fly the airplane for pleasure, but he also makes full use of it to fly to business appointments with out of town clients and to out of state symposiums and conferences. While doing this much flying he has had ample opportunity to study the dynamics of the air circulation patterns over the front engine cowling and forward wing fairings, and he began to notice similarities in the shape of these components to the shape of the front spoiler on his 911C4.

After an extended period of further study and observation—during which time Jim amassed more than 1200 hours of airtime—he concluded that the Porsche engineers might have left some room for improvement in the critical area exactly in the center of the spoiler where it splits the airflow.

It became apparent to him that too many of the air particles were being diverted upwards into the center opening, causing a downward force on the front of the vehicle. He discovered that by using duct tape to make an extremely subtle modification to the bottom curvature of the spoiler, more of the air particulates could be forced below the car, causing the front end to lift ever-so-slightly—thereby reducing the frontal drag of the spoiler. In fact, he claims that on the C4, after proper application of the duct tape, there was absolutely no dragging (*Continued on next page*)



Jim North pilots Heinz #57, his 911C4 down the front straightaway of PIR.

## TECH TALK, CONTINUED



(Continued from previous page) of the spoiler whatsoever.

During the demonstration, Jim explained he had selected silver-colored duct tape to build up the leading edge of the spoiler primarily because it closely matched the color of his C4. As he continued the application he suggested to our group that others wishing to emulate his modification could find various colors of masking tape at auto supply stores to either match or contrast with their vehicle. If your car color is hard to match, he indicated that Ace Hardware could supply transparent duct tape as well as “no residue” tape and heavy duty all-weather tape that would be useful on wet track days. He stressed that the tape color was not nearly as important as attention to properly shaping the frontal spoiler lobe.

Jim, when asked about what inspired his research into this topic said, “I really enjoy driving Heinz at Auto-cross and Driver Education events at the racetrack but I’m tired of always playing catch up with the newer cars. Anything that I can do to even the playing field helps!”

Watch for the continuation of this tech article A.P.R. I. Lecture #2 in the May issue which will include a comparison of before and after lap times. ■



Top: Jim North explains the benefits of air particle redirection to a rapt audience. Above: Jim demonstrates the proper application of silver duct tape showing proper symmetry to fully eliminate spoiler drag. Right: Fortunately, duct tape now comes in many colors that will (umm ... almost) match your Porsche paint color.



# Spied: Porsche Pickup Truck

by Seymore Wheals

According to *Car and Track* magazine, you can occasionally stumble onto a new car prototype in the U.S—but there's no question that the best place to spot a future Porsche model is in Germany at the Nürburgring racetrack or the automaker's home city of Stuttgart.

The magazine recently published photos of two upcoming Porsche models which will be added to Porsche's expanding line-up of SUVs during 2014. Pictures in the magazine showed the all-new Macan mid-sized crossover and the unpublished but trend setting new Carryon mid-sized pickup truck which they spotted on the local roads.

Porsche has set a goal of 200,000 sales by 2018 and they are well on their way to achieving it after setting a new record for sales in 2012. They are close to launching four new vehicles including the 918 Spyder hybrid sports car that is due out next year. The pace of new car development is accelerating faster than a GT3 and insiders say that these are exciting times in Stuttgart.

The U.S. has remained the biggest market for Porsche with 2012 sales growing 20.7 percent. The model most in demand worldwide was the Cayenne, as it was in Australia where Porsche sales increased only 1.5 percent to a total of 1326 sold.

Clearly Porsche has benefited from a surge in demand for SUV's and it has not been lost on top management that Australia has developed a reputation for its utes: pickup like vehicles, built since the early 30's by both Ford and Holden, that incorporate a pickup bed into a sedan -much like the Chevrolet El Camino and Ford Ranchero of the 70's. High performance utes are sold in Australia such as the Holden Maloo which was clocked at a top speed of 168 mph.

GM and Ford are looking at reintroducing light duty version of their pickups again. Since there is money to be made in this market, it was only a matter of time before the Germans got into the market. *(Continued on next page)*



"The Carryon combines the characteristics of a sports car with the benefits of a pickup and is a genuine Porsche," said Bernhard Maier, executive V.P. of sales at Porsche AG.



Porsche is also considering expanding the U.S. Carryon lineup with a 6.1-liter V-8 twin-turbo diesel that develops roughly 377 horsepower and a monstrous 777 lb.-ft. torque mated to an eight-speed ZF auto transmission. This six-wheel version would make excellent sense for towing.

## PORSCHE PICKUP, CONTINUED

*(Continued from previous page)* BMW has toyed with a pickup version of the X5 since it was released in 2000 and it was rumored that VW had a concept V-10 turbo diesel version on the drawing boards. When asked, a spokesperson at VW said they couldn't imagine doing something so odd but then they said the same thing about the Cayenne and the Touareg is now a reality.

You can probably bet since Porsche is building a light duty pickup for the profitable US and Australian markets that VW will try to get in on the deal.

This new effort in the SUV segment shares its architecture with the Wolfgang Möbius designed 928 which was last produced in 1995. All assembly line fixtures were available to bring the vehicle to the market in record time.

The 928 was Porsche's first mass produced V8 powered car and its design is particularly well suited for a pickup adaptation. During the late 80's, the 928 was the fastest production road car in the world with a record speed of 172 mph at the Bonneville Salt Flats. Some older readers may recall Porsche's marketing slogan of the era which was "It's about as fast as you can go without having to eat airline food."

It was one of the most advanced cars built offering the power and handling of a sports car with the comfort and refinement of a luxury sedan and as such will offer pickup buyers a precision built high performance truck that may even appeal to the top-speed crowd.

Powered by the regular 928 GTS's 414 hp. 5.4 liter V-8, the Carryon pickup at 3200 lbs. is around 150 lighter than the base coupe was.

Test laps that were observed reveal that this may be the fastest production pickup in the world. It's clearly not governed since lap times were indicating speeds in excess of 188 mph and it appeared to have the potential to improve. All of this performance and a maximum payload capacity of over 950 pounds, along with a removable trailer hitch, means that one could carry at least 12 golf bags with room for a lunch cooler.

Variants of the Carryon pickup, such as a six wheel version will also be added next year according to CEO Matt Mueller along with a Panamera station wagon similar to the one shown at the Paris auto show in September.

Spotted on the streets of Stuttgart the long-gone and sorely missed Porsche 928 GTS with its macho V8 engine was one of our favorite coupes and its design was a natural for conversion to a sleek pickup.

The Carryon will go on sale in the US in late 2013 and will be built in the same Leipzig factory as the Cayenne.

Porsche is also considering expanding the U.S. Carryon lineup with a 6.1-liter V-8 twin-turbo diesel that develops roughly 377 horsepower and a monstrous 777 lb.-ft. torque mated to an eight-speed ZF auto transmission. This six-wheel version would make excellent sense for towing. ■



It is believed that the Carryon will challenge the speed of any other Porsche, including the "Flying Lizard" pictured here at the AMS Road America. Photo by Dick Thomas

# Porsche Announces New 2014 Grand Cayenne

by Bob Ellis

The Porsche Cayenne SUV has generated huge amounts of cash, enabling Porsche to return to racing and expand its sports car lineup with more variants of the 911, Boxster and Cayman sports cars. The Cayenne is the company's best-selling model ever, with 292,000 vehicles sold as of the end of July 2012.

Now is the time of year when manufacturers begin to unveil their upcoming model-year's products. The Porsche Cayenne competes against the Range Rover, the BMW X5 and X6, and the Mercedes-Benz ML 50 and ML63 AMG, depending on model and engine. In a bid to continue its record-setting sales streak, Porsche of America today announced the debut of a new model, the Porsche "Grand" Cayenne.

While some press releases require pages to get to the significant facts, Porsche's surprise announcement today about the launch of the "Grand" Cayenne was so well written and succinct that we found it impossible to do anything but offer their release intact:

The new model will be identical in looks to the current best-selling model but will be 50% bigger in every dimension. This means that wheelbase increases from 112.4" to 168.6", track is up from 61" to 91.0" and ground clearance up from an already class leading 8.7" to 13".

Porsche's rationale behind the "Grand" Cayenne is simple: Its current generation of vehicles grew by 20% and corresponding sales grew by 50%. Thus, by making the Cayenne 50% larger still, Porsche can logically expect sales to more than double.

"It's really very simple" said Chief Designer Watt A. Johk "We kept all the good stuff: the all-wheel drive and the turbo engine, we just make everything bigger! The 4.8 liter V-8 engine is now a 9.6 liter V-16 with 820 hp, the seats will be 50% wider to accommodate wider US drivers, and the cup holders will hold 128-ounce cups. It can't fail.

The exterior changes are subtle, but Porsche fans usually know what to look for when it comes to spotting top end models. A gloss black finish has been applied to the Turbo S' headlight housings, the front air intakes, and the lower half of the side mirrors. A set of 34-inch alloy wheels, designed exclusively for the Grande Cayenne Turbo S are standard and feature black-painted interior surfaces. Inside, the cabin can be trimmed in one of two duo-tone leather packages created exclusively for the Grand Cayenne.

Pricing and availability here in the U.S. will be announced later this year, most likely during the 2013 Los Angeles Auto Show in November. In Germany, the Grand Cayenne Turbo S carries a substantial sticker price of €151,702, or approximately \$196,300.

Porsche expects this vehicle to contribute to its continued sales success through 2014. ■



Factory workers are dwarfed by the size of the new Grand Cayenne as they proudly gather around the first model as it rolls out of the factory. Photo courtesy Motor Trend magazine.



## Understanding the PHATEES Factor: How We Went to HELL in Motorsports

by Todd Averitt / Photos from October, 2012, Autocross by Bob Schatz

**R**arely has it ever happened—a committee reading outside suggestions—but to act upon one should be heralded as a historic event. “Why not add a handicapping system to our autocross venue to help?” the blogger suggested.

Everyone should know upfront that enormous energy and time has already been spent on research and discussion of the fairest (and ultimately unique) scoring system to uphold our famous Porsche marque. Our final draft is just that, a DRAFT. We’re going to make an exception and give you an overview of what has been established to date.

It has been agreed our new system will be titled Porsche Handicapping and Technical Excellence Expected Series (PHATEES). The PHATEES factors will be derived from direct comparisons of the best to worst conditioned drivers driving all manner of Porsches from the best prepared to the “I made it here” condition. Additionally each Porsche car will be segregated into different classes as defined by the latest Porsche Club of America Competition Rules—Autocross. Don’t fret about your budget; we have a factor included for budget PHATEES factors ranging from fully sanctioned race teams to the “It’ll wait ‘til next season” competitor. Simply said, a PHATEES factor is a sort of handicap for everything.

To understand a two-dimensional handicapping system, consider what would happen if one of the best drivers in the country, Patrick Long, practiced in three different cars, which were prepared to the limit of the rules and then competed in each car on the same course. Patrick Long would achieve the raw times in an M class Porsche of 49.236 seconds, in a P class Porsche 59.320 seconds, and in an S class Porsche 63.042 seconds.

Considering all else being equal other than the Porsche car, the fastest Porsche car proves to be the M car. The slowest Porsche car in this field is the S car. *(Continued on next page)*



## PHATEES FACTOR, CONTINUED

*(Continued from previous page)*

Please remember this is only a two-dimensional representation of a PHATEES factor. Continuing, if we were to divide the raw time for the fastest car (M) by the raw time for each car we would get a Factor relative to the fastest car:  $49.236/49.236 = 1.000$  PHATEES factor for the M class,  $49.236/59.320 = 0.830$  PHATEES factor for the P class Porsche, and  $49.236/63.042 = 0.781$  PHATEES factor for the S class.

If we were now to MULTIPLY the raw time for each car by the simplified

PHATEES factor we will get the PHATEES Factored Time of 49.236 seconds for each Porsche.

So, the PHATEES Factor Time for each car is the same, which is what we would expect if Patrick Long drove them with ample practice in each car and they were each prepared to the best possible extent.

But what would happen if a different driver now drove each car? The process is the same: MULTIPLY the Raw Time received by each entrant by the individual's PHATEES factor for the car's class. Suppose the raw time results were M class 49.236 seconds, P class 58.500 seconds, and S class 61.500 seconds. MULTIPLY these results by their corresponding PHATEES factor and you find the Porsche actually winning would be the S car.

In this example, the driver of the S class Porsche turned in a Raw Time which gave a PHATEES Factored Time better than the others. The drivers of the P and M cars, obviously not Patrick Long, did not extract the same potential as predicted by the PHATEES factors which says they should have run faster Raw Times.

This could have been caused if they neglected to factor in a few PHATEES factors like reflexive action reduction, body weight gain, or various other counterproductive aging factors. Remember all these cars are top prepared with no expense spared. The driver's perceived versus actual skills are another story.

This now is where our new three-dimensional PHATEES factors enter the picture and stand us apart from other lesser organizations. Since it is not possible to get the same driver trained in the best prepared cars in every class (obviously), a sizable portion of PHATEES factors are derived from analyzing the results of drivers inputs based on factored age groups, varying mental and physical conditions, psychological stresses, and actual skill levels to determine the driver's predicted performance in any given Porsche class.

Another portion of the PHATEES Factor will be made up by analyzing the actual physical condition of the Porsche cars themselves. Preparedness will be factored from best imaginably prepared to "still running." Preparedness of each Porsche will have many contributing factors, including driver's budget. Is his budget capable of a complete teardown after each event at the high end, or is it toward the bottom end, "It's still running?" Let us again explain that the PHATEES factors will not only be derived from direct comparisons of each of the drivers in the different PCA defined classes but also from analysis of the Porsche car's condition, the driver's physical and mental condition, with a serious eye on the driver's budget. Thus a PHATEES factor is a handicap with a PHATEES Factor of 1.000 being for the fastest cars, best conditioned drivers, and unlimited budgets.

Up to now this has been a very simple explanation of equalizing cars, classes, and drivers. *(Continued on next page)*



## PHATEES FACTOR, CONTINUED

*(Continued from previous page)* Our PHATEES factor will entail not only factors to equalize competition within the classes but factors to equalize the driver's and cars overall. You can now understand the monumental task ahead if we are to uphold the Porsche Marque. Measures must be taken to assure there is no room for error in our endeavor to establish fair and reasonable PHATEES factors for class, driver, car, and budget.

It should be obvious by now if you were paying attention, the three things which greatly impact the establishment of the PHATEES Factors are:

The classification of the Porsche

The skill and condition of each driver

The financial budget of the driver and the base cost of the Porsche

It has been agreed that the following categories be established for the purpose of classification. It has also been established that baseline PHATEES factors for each class have been set. The baseline PHATEES factors were arrived at through extremely complex quantum dynamic modeling based on volumes of extensive research of the stochastic processes. The information is classified as research and is not available for dissemination at this time. The results, however can be found in PHATEES Baseline Classification of Porsche Car Factor Table below.

### PHATEES Classification of the Porsche Car:

#### S01

968 (All), 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), 911 Carrera (993:1995-1998), Boxster (986:1997-2004), Boxster S (986:2000-2004); Boxster (987:2005-On), Cayman (2006-On), Cayenne (9PA: 2003-On), Panamera (2010-On) \*\*See Additional Notes on Stock Classes Below



#### S02

Boxster S (987:2005-On), Cayman S (2006-On), 911 Carrera (996:1999-2005), 911 Carrera (997:2005-On), 997S except X51 (2005-2009), 911C2 Turbo (965: 1991-1994)

#### S03

993 Turbo (All), 996 Turbo (Non-GT2), 997S X51 (2007-2009), 997S/GTS (2010-On), Boxster Spyder, Cayman R, 996 GT2/GT3 (2002-2005), 997 GT2/GT3/GT3RS (2007-On), 997 Turbo/Turbo S (All), Carrera GT (980:2004-On)

#### P01

356 (All), 912/912E (All), 914/4 (All), 924 (All), Cayenne (9PA:2003-On), Panamera (2010-On), 911 (1965-1969), 911 (1970-1977), 911SC (1978-1983), 914/6 (All), 924S (all), 924 Turbo (931: All), 944, (All), 944S (All), 944 Turbo (951: All), 928 (All)

#### P02

911 Carrera 3.2 (1984-1989), 911 Speedster (1989), 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), 944S2 (All), 968 (All), Boxster (986:1997-2004) *(Continued on next page)*

# PHATEES FACTOR, CONTINUED

*(Continued from previous page)*

## **P03**

911 Carrera, Carrera S, C4S (993: All), Boxster S (986:1997-2004), Boxster (987:2005-On), Cayman (2006-On)

## **P04**

911 Carrera (996:1999-2004), 997 (2005-On), 997S except X51 (2005-2009), 911C2 Turbo (965: 1991-1994), Boxster S (987S:2005-On), Cayman S (2006-On)

## **P05**

993 Turbo (All), Boxster Spyder, Cayman R, 996 Turbo (Non-GT2), 997S X51 (2007-2009), 997S/GTS (2010-On), 996 GT2/GT3 (2002- 2005), 997 GT2/GT3/GT3RS (2005-On), 997 Turbo/Turbo S (All); Carrera GT (980:2004-On)

## **I01**

Improved Automobiles (All 4 Cylinder, up to 1999cc, 1800 pounds minimum; All 4 Cylinder, 2000cc up to 2699cc, 2500 pounds minimum; All 4 Cylinder, 2700cc and above and All 6 Cylinder, up to 2399cc, 2200 pounds minimum)

## **I02**

Improved Automobiles (All 6 Cylinder and above, 2400cc up to 3199cc, 2150 pounds minimum; All 6 Cylinder and above, 3200cc and above; 2700 pounds minimum; All Turbo/Supercharged 4 Cylinder; 2150 pounds minimum; All Turbo/Supercharged 6 cylinder and above; 2500 pounds minimum)



## **M01**

Modified Automobiles (All 4 Cylinder; All 6 Cylinder and above; All Turbo/Supercharged 4 Cylinder; All Turbo/Supercharged 6 cylinder and above)

*Porsche Car Classing Notes: The complete classing rules can be found in the HYPERLINK "<http://www.pca.org/members/library/pcr/2007/2007%20PCR%20Complete.pdf>" \t "\_blank" PCA PCR manual. Failure to properly class your vehicle will result in disqualification and loss of any championship points unless it can be proven that a mental or environmental condition caused the unfortunate error. See below under Condition of Driver for PHATEES factors.*

*(Continued on next page)*



# PHATEES FACTOR, CONTINUED

*(Continued from previous page)*

**PHATEES Baseline Classification of Porsche Car Factor Table 1.0**

Classification	Interpolated PHATEES Factor*
S01	0.668
S02	0.724
S03	0.781
P01	0.793
P02	0.805
P03	0.816
P04	0.829
P05	0.830
I01	0.887
I02	0.944
M01	1.000

\* Note: These are only used as baseline for each of the Porsche Car Classes. Each entering Porsche will have a PHATEES factor evaluated and added to or deducted from this factor based again on driver's skill, condition of car and driver, budget, and base cost of the Porsche.

## PHATEES Engine Factors

In conjunction with the Classification of Porsche Cars above, which, as you see, are primarily based on engine displacement, we are adding a requirement that a documented statement from a Porsche Certified Race Shop is provided. This statement will include but not be limited to actual bore, stroke, bearing wear, ring and sleeve condition, compression, results of bleed down test, clutch plate wear and type, the state of wear of all other internal engine components, evidence of and a listing of all upgrades including but not limited to lightened flywheel, balancing and blue printing, spring clutch plate, etcetera, and a dyno test reflecting horsepower and torque through all the gears. If you own or are 100% sponsored by a professional racing shop this information should be right at hand. On the other hand if there is dust accumulation on the bonnet opening handle chances are this requirement may be of a larger magnitude for both budget and mental state. Environmental conditions may also come into play since living with and pleasing the "better half" may result in "burned" meals and the "cold shoulder." These will be more extensively evaluated but initially for driving under the "worn components" and "hostile environment" clauses of the PHATEES factor will gain you additional PHATEES points. You will actually be deducting those points from your baseline classification PHATEES factor. It should be noted at this time for those who can't afford to replace or upgrade worn parts should see PHATEES Financial Budget of Driver Factor below.

*(Continued on next page)*



# PHATEES FACTOR, CONTINUED

*(Continued from previous page)*

**PHATEES Engine Factor Table 2.0**

Engine Component Inspection Results	Out of Pocket Cost of Replacement*	Out of Pocket Cost of Replacement	Out of Pocket Cost of Replacement	Out of Pocket Cost of Replacement
No wear - equivalent to new	PF = 0.000	PF = 0.000	PF = 0.000	PF = 0.000
Minor wear – minimum performance impact	≥ \$2,500 PF = 0.0003	<\$2,500, ≥\$1,500 PF = 0.00025	<\$1,500, ≥\$500 PF = 0.0002	<\$500 PF = 0.000
Moderate wear - some replacement needed	≥ \$5,000 PF = 0.002	<\$5,000, ≥\$2,500 PF = 0.001	<\$2,500, ≥\$1,000 PF = 0.0008	<\$1,000 PF = 0.0003
Performance impact high - replacement needed	≥ \$7,500 PF = 0.009	<\$7,500, ≥ \$3,500 PF = 0.005	<\$3,500, ≥\$2,000 PF = 0.003	<\$2,000 PF = 0.001
Complete rebuild needed	≥ \$15,000 PF = 0.02	<\$15,000, ≥ \$7,500 PF = 0.01	<\$7,500, ≥\$3,000 PF = 0.0085	<\$3,000 PF = 0.005
Upgrades within PCA Standards for Class	≥ \$10,000 PF = 0.0000	<\$10,000, ≥ \$6,000 PF = 0.0003	<\$6,000, ≥\$3,500 PF = 0.0008	<\$3,500 PF = 0.001

\*Note: All repair and replacement work done through the sponsorship or ownership of a professional Porsche Racing facility will receive a PHATEES factor of -0.1. This means simply you will add this factor to your baseline. Example: PHATEES factor of 1.000 will now be 1.100. If you're not winning it all we suggest you find a new sponsor or recheck what your staff is really doing.

## PHATEES Suspension Factors

Suspension is another area where budget can make a huge difference particularly where coil springs, torsion bars, spring plates, and shock absorbers are concerned. Age and condition as well as drivers financial budget will be considered in our PHATEES Factor. See PHATEES Financial Budget of Driver Factor below.

*(Continued on next page)*



# PHATEES FACTOR, CONTINUED

(Continued from previous page)

**PHATEES Suspension Factor Table 3.0**

Upgrade	Cost	Cost	Cost	Cost
Upgraded coil springs	≥ \$2,500 PF = 0.0000	<\$2,500, ≥ \$1,500 PF = 0.0004	<\$1,500, ≥\$500 PF = 0.0007	<\$500 PF = 0.001
Single adjustable shock absorbers	≥ \$2,500 PF = 0.0003	<\$2,500, ≥\$1,500 PF = 0.00025	<\$1,500, ≥\$500 PF = 0.0002	<\$500 PF = 0.0001
Multi-adjustable shock absorbers	≥ \$5,000 PF = 0.0001	<\$5,000, ≥\$2,500 PF = 0.0006	\$2,500, ≥\$1,000 PF = 0.0008	<\$1,000 PF = 0.0009
Remote adjustable shock absorbers	≥ \$7,500 PF = 0.0000	<\$7,500, ≥ \$3,500 PF = 0.0005	<\$3,500, ≥\$2,000 PF = 0.0009	<\$2,000 PF = 0.001
Upgraded torsion bars	≥ \$2,500 PF = 0.0000	<\$2,500, ≥ \$1,500 PF = 0.0004	<\$1,500, ≥\$500 PF = 0.0007	<\$500 PF = 0.001
Modified spring plates	≥ \$10,000 PF = 0.0000	<\$10,000, ≥ \$6,000 PF = 0.0003	<\$6,000, ≥\$3,500 PF = 0.0008	<\$3,500 PF = 0.001
Everything remains original and she rolls like a whale	≥ \$5,000 PF= 0.000	<\$5,000≥\$2,500 PF= 0.002	<\$2,500≥\$500 PF= 0.004	Seriously?

## PHATEES Wheel, Tire, and Brake Factors

Restriction on wheel, tire ratings, and brakes will follow the PCA guidelines and is still in effect. We are adding a PHATEES Factor for manufacturer of tire and brakes, cost of tire and brakes, and date of purchase as well as the cost and bling factor for wheels and brakes. Again a driver's budget can severely impact a Porsche car's performance as related to tires, brakes, and wheels. We also request you refer to PHATEES Financial Budget of Driver Factor below for our PHATEES factor equalizer.

**PHATEES Wheel and Tire Factors Table 4.0**

*Tire Manufacturer	Model	Class Qualified	PHATEES Factor
Hoosier	A6	I and M class	Σ + B + A + Ω
Hankook	Ventus Z214	I and M class	
Kumho	Ecsta V710	I and M class	
BF Goodrich	g-Force R1-S	I and M class	
Bridgestone	Potenza RE-11	S and P	
Dunlop	Direzza Sport Z1 Star	S and P	
Hankook	R-S3	S and P	

\*Note: Should another manufacturer or model be purchased you will need to get it added to our PHATEES Factor list. Our representative will be happy, sort of, to take your paper work which will include the above information cost, plus lateral g-force acceleration numbers wet and dry, braking distances wet and dry, load capacities, and USTGA numbers so we can plug that information into our PHATEES factor calculations.

(Continued on next page)

# PHATEES FACTOR, CONTINUED

*(Continued from previous page)*

The equation for our PHATEES factor has been developed after extensive research and investigation. The following is our conclusions for the wheel and tire PHATEES factors:

$$\Sigma = \text{model} = A6 = 0.0001$$

$$\text{Ventus Z214} = 0.0001$$

$$\text{Ecsta V710} = 0.0001$$

$$\text{g-Force R1-S} = 0.0001$$

$$\text{Potenza RE-11} = 0.0003$$

$$\text{Direzza Sport Z1 Star} = 0.0003$$

$$\text{R-S3} = 0.0003$$

$$B = \text{tire cost each including mounting, balance, and alignment} = \geq \$4,000 = 0.0000$$

$$< \$4,000, \geq \$1,000 = 0.0005$$

$$< \$1,000 = 0.001$$

$$A = \text{number of tire replacements per year} = \geq 4 \text{ times} = 0.0000$$

$$< 4 \text{ times}, \geq 2 \text{ times} = 0.001$$

$$< 2 \text{ times}, \geq 1 \text{ time} = 0.002$$

$$\text{Only when cord shows} = 0.005$$

$$\Omega = \text{cost of wheels} = \geq \$9,500 = 0.0000$$

$$< \$9,500, \geq \$5,000 = 0.0002$$

$$< \$5,000, \geq \$2,000 = 0.0006$$

$$< \$2,000, \geq \$500 = 0.0009$$

$$\text{Came with the Porsche} = 0.0015$$

## PHATEES Brake Factor Table 4.1 (is still being evaluated)


## PHATEES Chassis, Body, and Interior Factors

When it comes to the chassis, body, and interior nothing could be more important in autocross. Chassis modifications are only restricted by driver's financials. The body, exotic lighter materials would be the choice of everyone if not for cost restrictions. As for the interior we know everyone would love to jump into a deep supportive bucket seat, light weight and minimally padded. For some this may be a one directional move, getting in; getting out, next to impossible without the use of portable devices. Therefore as part of the PHATEES factor the driver's condition will be evaluated and a factor determined. See PHATEES Skill and Condition of Driver Factor below.

*(Continued on next page)*

# PHATEES FACTOR, CONTINUED

*(Continued from previous page)*

**PHATEES Chassis, Body, and Interior Factor Table 5.0 (still being evaluated)**


## PHATEES Skill and Condition of Driver Factors

Every one of us wants to be a Patrick Long behind that wheel. So how do you develop those skills? Practice every day with a sponsored team. How many of us ever had that opportunity? Right, so our new PHATEES factors should make up for that small short coming in our life.

The condition of each driver varies. In order to keep a balance between those still having cat like reflexes and those who forgot where they put their keys, it will be required that each driver submit to a full physical examination. As part of that examination a stress test will be necessary. If it is found that your recovery rate is less than two minutes, no PHATEES Factor may be applied. If your recovery is greater than two minutes but less than 20 minutes a moderate PHATEES Factor may be applied. If your time of recovery is greater than two days you may receive the maximum factor.



Physical strength is of key importance to all drivers. Push-ups are a good exercise which may be used in lieu of running or jogging. Each driver will be required to perform 100 push-ups. If this exercise is completed in less than 15 minutes no PHATEES Factor may be applied. If 100 push-ups are completed between 15 minutes and two hours a medium PHATEES Factor may be applied. In order to get the maximum PHATEES Factor, completion taking greater than 24 hours may be required.

If you can't afford the physical see the PHATEES Financial Budget of Driver Factors below.

**PHATEES Skill and Condition of Driver Factor Table 6.0 (still under research and evaluation)**


*(Continued on next page)*



# PHATEES FACTOR, CONTINUED

*(Continued from previous page)*

## PHATEES Financial Budget of Driver Factors

A Porsche car is one of the greatest marque's available in the world today. Buy-in is just part of the financial equation. Maintenance and up keep is the other. You will obviously be competing in an autocrossing event, so up keep and modifications within PCA guidelines are an essential part of the game. To keep your Porsche at its top level of performance above Porsche's recommended maintenance schedule, a rather healthy monthly budget usually in the realm of a King's ransom is required. On the other end of the spectrum "it still runs" can usually be had for some number above our government's minimal standard of living numbers.

It is obvious a well budgeted Porsche will have a definite advantage. To equalize the financial shortcoming of many of our competitors our PHATEES factor may incorporate the following monthly budget handicapping:

**PHATEES Financial Budget of Driver Factor Table 7.0**

Monthly Budget	Greater than \$2,000	Less than \$2,000 greater than \$1,000	Less than \$1,000 greater than \$500	Less than \$500 greater than \$250	Less than \$250
PHATEES Factor	0.000	0.001	0.004	0.006	Sell now

## How is the PHATEES Factor applied to your Porsche Car?

Let's assume you own a 2005 Boxster S which with the modifications you've made this last winter now falls into the P04 Porsche Classification Class. You have a PHATEES factor of 0.829 based on Table 1.0. We're not nearly done so to make life a little easier we have developed the simple table below.



# PHATEES FACTOR, CONTINUED

PHATEES Applied Factors Table 8.0

Col	Table	PHATEES Factors	Sum
A	PHATEES Factor Table 1.0	0.829	0.829
B	PHATEES Factor Table 2.0	0.0003 + 0.001	0.0013
C	PHATEES Factor Table 3.0	0.0008 + 0.0007 + 0.0009 + 0.0007	0.0031
D	PHATEES Factor Table 4.0	0.0003 + 0.0005 + 0.002 + 0.0006	0.0034
E	PHATEES Factor Table 4.1	Still working	
F	PHATEES Factor Table 5.0	Still working	
G	PHATEES Factor Table 6.0	Still working	
H	7.0	.004	0.004

Our formula is:  $A - (B + C + D + E + F + G + H) = \text{PHATEES Factor}$

Therefore  $0.829 \text{ baseline classification} - (0.0013 + 0.0031 + 0.0034 + E + F + G + 0.004) \text{ PHATEES factors} = 0.829 - (0.0118) = 0.8172 \text{ PHATEES Factor}$ .

Of course when someone has completed tables E, F, and G the PHATEES Factor will be far more in line with the true theme of an equalized autocrossing experience.

Our plan at the moment is to have PHATEES beginning midnight March 31, 2013 and run through an introductory and evaluation stage ending midnight April 1, 2013. It will then be shelved until this administration can pass it along to the next. Of course if you would be interested in volunteering to take on this task and see it through to its conclusion without disturbing our staff contact (later). ■



# Spring Clean 4th Annual Event 2013: Club to Help Train Future Pro Detailers

April 31, 2013

**Matrix Integrated**  
4000 SW Macadam Ave  
Portland, Or 97239

It's a new and improved Spring Clean 2013!

In an effort to both keep costs down for ORPCA members and to help bolster the declining interest in the automotive trades with today's youth, the board has decided to tweak this year's event.

Replacing the professional vendors we have used in the past will be freshman students from Mr. Wiffles automotive shop classes at Benson High School. These youngsters will

be able to practice their skills doing paintless (hopefully) dent repairs, rock chip/scratch touch-up, alloy wheel curb rash repairs and windshield rock chip fixes, all at a reduced cost to members! \*New this year will be leather, vinyl and carpet color renewal using aerosol spray dye. Payment for all services will be on a tip basis depending on how well the work turns out and whether any further damage is done attempting the repair.

Also new this year, Neil d'Autremont of Sidedraught City will be on hand with those great products from Griot's Garage for the kids to practice how to use a power buffer with rubbing/polishing compounds on your problem paint areas.

Plus new this year, Jeremy and Justin Williams, co-owners of our host facility Matrix Integrated, have graciously offered the use of their service bays for students to perform a few basic mechanical services such as oil changes, tune-

ups, alignments and brake jobs, also on a tip basis, again depending on the outcome of the work done.

The board is very excited about these changes and is looking forward to another successful (we hope!) Spring Clean Event this year.

RSVP: [springcleandetail@gmail.com](mailto:springcleandetail@gmail.com)

Club contact: Mike O'Connor @ 503-320-2447

Any complaints concerning services deemed less than acceptable or any damages resulting from said services should go straight to the top, ORPCA President Eric Freedle, and NOT the Event Chair, who's name will remain secret. ■



# Marketplace



## ■ POSITIONS AVAILABLE

Wanted: Technical Inspector for DE days. Must be intimately familiar with Porsche vehicles as well as other sports cars. Knowledge of roll cage construction and other racing safety equipment highly desirable. Must be able to drive long distances for little to no compensation (bribes notwithstanding). Ability to communicate with insurance lawyers a plus! Send application to dechair@orpca.com

WANTED: AX researcher to do perform a broad spectrum of analysis to understand proposed performance balancing PHATEES factors. A clear understanding of stochastic processes including correct spelling of same is required. Experience in metal detection, water divination and herding cats, would be useful. Contact nsane@orpca.com.

Wanted: Navigator for Arrive and Drive events. Must be able calculate turn by turn interval mileage from cumulative mileage and vice versa. Must be devoted to the drivers needs yet anticipate disagreement about directions without retorts like, "If you don't believe me, you read the F---ING THING", or "Fine, if you get lost don't blame me!" Following the event you will be required to act fresh as a daisy despite an upset stomach, headache or a severe rash on your butt.

Wanted: Driver for Arrive and Drive events. Must appreciate the scenery and drive in a sedate and safe manner so as not to upset house plants purchased before the event. Must be able to keep track of all possible restrooms available before, during, and after the event. Ability to take direction and be charming and attentive, a plus. Willingness to communicate innermost feelings about all aspects of the event and life highly desirable.

## ■ CARS FOR SALE

For Sale: 1965 Envemo Porsche S90. Car in Seattle. Completely rebuilt with new 2 liter motor. EX Frank Bean. This is the car that made ALCAN RUN in 10hrs. 22 mins.



Ready for Concours with genuine bearclaw texture over exposed fiber shell. Make offer. 503-524-8888

2005 RUF Carrera GT Aventurine Silver / Charcoal grey leather 2,769 miles. One of the most unique vehicles in the country, this 2005 Carrera GT was transformed by RUF (at NO expense spared). THE ULTIMATE WEEKEND WARRIOR! With over 600hp and rare Panzer option, this Porsche is one of the fastest cars on the road. Totally rebuilt at the RUF factory in 2005 at a cost of 90K, car comes with all it's receipts from RUF tuning. This car is set up as all wheel drive and features a single large K27 turbocharger with an intercooler. Following the same philosophy as the original "RUF Yellow bird" this car is based on a narrow body for better aerodynamics. Features a FULL integrated RUF roll bar and much more! Complete Panzer conversion done by RUF, Narrow body, 3.6 liter rated at 600HP w/ one K27 turbocharger, additional oil cooler, custom RUF cams, RUF six speed manual w/ 60% LSD, Lowered springs and stiffer roll bars, FULL integrated roll bar (hidden), RUF floor mats. This car has always been garaged and has never been tracked! Asking \$139,900 contact Rob Sille 503-539-3242

See page 4 for information on placing Marketplace advertising

## Anniversaries

### 3.5 Months

Brad and Muffy Wallbanger

### 9 Months

Breanna Shelly Wallbanger  
9 lbs. 10 oz.

### 5 Year Anniversary

Don and Merideth Killjoy  
(dues past)

### 10 Year Anniversary

Bill and Melinda Bates  
(forfeited ownership of the Bates Motel for past dues)

### 50 Year Anniversary

The first Bored Meeting was held in a Quonset hut on what is now PIR

### 52 Years

Sam and Judy Sequoia didn't even know they were members until they were billed for past dues.

### Stardate 42.17

Future member Ydnar Zlots