

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JANUARY-FEBRUARY 2018



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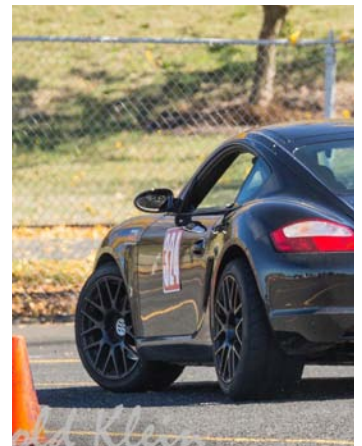
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ON THE COVER

Team Joest Porsche 956 -105 as it appeared in the 1983 1000km of Monza, where it finished third.

Photo by R. Stolz at Rennsport IV.

ANZEIGER

Noun, German: 1. One who indicates, shows 2. One who informs

VOLUME 58 | NUMBER 1 | JANUARY-FEBRUARY 2018

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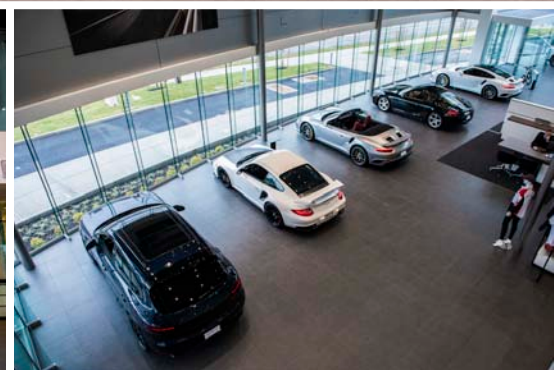
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Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc.,
PO Box 25104, Portland, OR, 97298, is published eleven times a year.

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PORSCHE

OREGON REGION EVENTS AND BEYOND

FEBRUARY, 2018

- 3** Winterhawks Game
- 10** AX Annual Tech at Matrix Integrated
- 15** Board Meeting
- 21** Monthly Club Social and Dinner

MARCH, 2018

- 14** Board Meeting
- 17** AX Drivers Skills Clinic (a.m.) Test & Tune (p.m.)
- 18** Autocross #1
- 21** Monthly Club Social and Dinner

APRIL, 2018

- 11** Board Meeting
- 14** Spring Clean at Matrix Integrated
- 18** Monthly Club Social and Dinner
- 22** Quarterly Mixer: Hopworks Urban Brewery
- 28** Tech Session: AR Auto Service
- 29** Autocross #2
- 25-29** PCA Treffen, Tamaya, New Mexico

MAY, 2018

- 9** Board Meeting
- 12** Arrive & Drive
- 13** Autocross #3
- 16** Monthly Club Social and Dinner

JUNE, 2018

- 9** Arrive & Drive
- 13** Board Meeting
- 17** Autocross #4
- 20** Monthly Club Social and Dinner
- 21-24** Northwest Passage

JULY, 2018

- 7** Arrive & Drive
- 8** Autocross #5
- 11** Board Meeting
- 8-14** Porsche Parade at Lake of the Ozarks, Missouri
- 13-15** Corral at Rose Cup Races & Pirelli World Challenge
- 15** Corral at Forest Grove Concours
- 18** Monthly Club Social and Dinner
- 28-29** Corral at Vintage Racing Festival

AUGUST, 2018

- 4** German Palooza
- 8** Board Meeting
- 12** Summer Picnic
- 15** Monthly Club Social and Dinner
- 26** Autocross #6
- 31** Day 1, Grand Prix of Portland, Verizon IndyCar Series

SEPTEMBER, 2018

- 1-2** Day 2-3, Grand Prix of Portland, Verizon IndyCar Series
- 8** Arrive & Drive
- 12** Board Meeting
- 12-16** PCA Treffen, Banff, Alberta
- 19** Monthly Club Social and Dinner
- 22** Oregon Festival of Cars, Show Day (**Cancelled**)
- 23** Autocross #7
- 27-30** Rennsport VI, Mazda Raceway Laguna Seca

OCTOBER, 2018

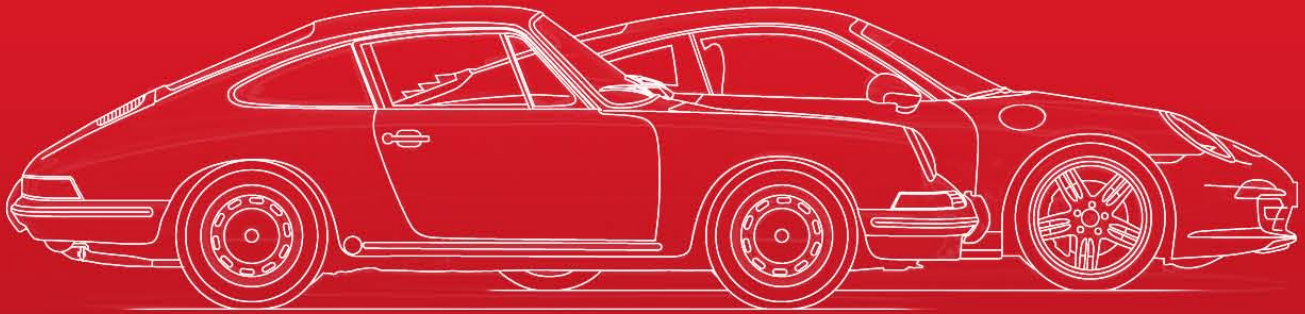
- 7** Autocross #8
- 10** Board Meeting
- 13** Arrive & Drive: Sausage Run
- 17** Monthly Club Social and Dinner
- 20-21** Escape to ...

NOVEMBER, 2018

- 7** Board Meeting
- 14** Monthly Club Social and Dinner

DECEMBER, 2018

- 2** Holiday Party
- 12** Board Meeting



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CONTRIBUTE TO ANZEIGER

We are always looking for articles and photos for *Anzeiger*. Some ideas include travel stories with your Porsche, an interview with a Porsche person, DIY (Do-It-Yourself) articles or "Why I Love My Porsche."

These are just a few ideas; do you have more?

Please send your story idea, or the completed article, to communications@oregonpca.org. Do you have photos only? Send them to photoeditor@oregonpca.org. All photos must be taken by the author and in high resolution jpeg format.

We look forward to hearing from you!

NEW MEMBERS

Philip Carman Sally LeFeber Lake Oswego, OR 2016 Boxster Sylder	Lloyd Hill Glenda Hill Beaverton, OR 2014 Boxster S
Chris Cromwell Jami Cromwell Beaverton, OR 2017 718 Cayman	Paul Hydzik Caprice Hydzik Portland, OR 2008 Cayman
Peter Davis Karen Davis Portland, OR 2001 911 Twin Turbo	Michael Mitchell Leslie Lahaie Hillsboro, OR 1984 911 Carrera
David Fleischman Clackamas, OR 1983 911 SC Cabriolet	Guy Smith Teresa Smith Neotsu, OR 2003 Carrera 4S
Clint Grassman Ronda Grassman Salem, OR 2012 Cayman R	Erik Steers Portland, OR 1996 911 Carrera

ANNIVERSARIES

45 YEARS

James Quinn | Hope Quinn

25 YEARS

Ed Thiemann | Phyllis Thiemann

20 YEARS

Neil Hutchinson | Karen Hutchinson
Gary Koppang | Theresa Koppang
Donn Snyder | Ladorna Snyder

10 YEARS

Gary Groover | Susie Groover
Lloyd Weisz | Alison Smith

5 YEARS

Don Dexter | Seth Dexter
Glenn Ziemski | Lisa Lamoreaux

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PRESIDENT'S MESSAGE

Larry Hannan

2018: Favorites and NEW Events

Most of us feel that as we get older, the years go by faster. For me, this last eight months as club president have flown. It seems like I just finish writing one of these messages, when I get an e-mail from Nancy Scott wanting the new one. I am sure that 2018 will go by even faster, especially since the club has so much planned.

This year you will need to keep checking the website and the Wednesday blog to keep up on events, as many didn't have a date finalized when the calendar went to print.

We are happy to present several new events as well as old favorites, including **four Sunday afternoon social events** to compliment our monthly dinner meetings.

Since more and more of our members drive Porsche SUV's, **a new group is forming to add SUV events.**

A member also approached the Board about **car collection tours**, now in the works. The first of those already took place with a tour of Ron Tonkin's collection.

Also planned is a **one-day all German car event at PIR**, including

a show and shine, autocross, drag racing, and possibly a track event, as well as vendor booths.

We are also working to offer **on-track driver training** that will compliment that offered by our excellent autocross team.

As well as these local events, PCA will have its annual Porsche Parade at Lake of the Ozarks Missouri, a Treffen in New Mexico in May, and a Treffen in Banff in September. Also in September, Rennsport VI will take place at Laguna Seca so you can get your fill of classic Porsche racing.

For those that want to go to the races but not drive to California, we won't have to go any further than PIR this summer. Coming is the Oregon Trail Rally on April 20, the Rose Cup races featuring the Pirelli World Challenge on July 13 to 15, Trans Am with SVRA Vintage Racing on July 27 to 29 and Portland GP IndyCar August 31 through September 2.

Come out and join your ORPCA friends this year at however many events you choose ... Better yet, volunteer to help because, as the saying goes, many hands make light work! ■



A full slate of autocrosses is planned for 2018! Photo from the March, 2017 Autocross by Harold Klein.

Keith Martin's Sports Car Market™

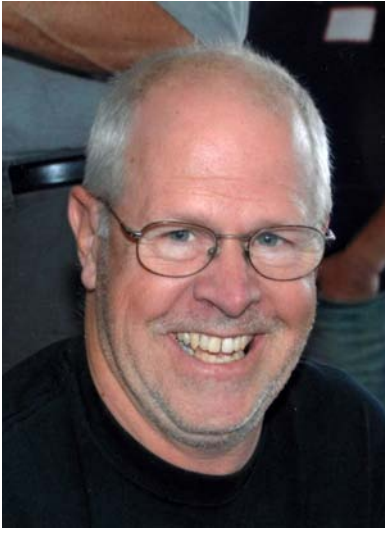
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SPINNEN
Randy Stolz

Road Trips and Q-Tips, Part One

It's 4 a.m. in Scottsdale as I lay in bed. The hotel air conditioner continues to clunk into operation at the precise point I fall from doze to real sleep for the fifth time. I'm becoming manic with the anticipation of the biggest PCA event in Arizona. It all seemed very familiar; just like Porsche Parade in Spokane this past summer that marked a season of new experience for me.

I had been a member of Oregon Region PCA for 13 years and had never gone to a Parade. When I heard it

would be in Spokane, I thought, "God knows when it'll be back west again. I better do it this time ... but what to do?" I thought about the whole smorgasbord of activities available, but the real heart of Parade for me would be the Concours d'Elegance. All my life I've attended other car shows and Concours but never entered, much less prepared a car. What I learned was akin to drinking from a fire hose.

With registration for Parade done, and committed to a Concours entry, I simply had to find out what it takes.



Jeff & Nancy De Roos won Parade Prep Group 2 honors with really clean license plates. Photo courtesy PCA.org



986s at the ORPCA Boxster Anniversary. Photo by Randy Stolz

Like many things today, I turned to YouTube. After the first 10 minutes, I found that I had been washing my car the wrong way for years, and the closer I looked at the paint, the more obvious it became that “paint correction” was needed. Another round of videos brought the requisite purchase of a random-orbital polisher and all the attendant pads, compounds, creams and deodorants (yes, they do make wax that smells “... like Victory!”).

From the first click of the trigger on the orbital, I’m hooked. I think, “I CAN DO THIS!” Realistically, this is only one step on a long journey of attention to detail that can, at times, range from the Zen-like state achieved during your first polishing to the sheer terror of watching a Concours judge look for dirt in a spot you KNOW you missed.

Okay, so I got the car “done” (it never is), and now it’s time to hit the road to Spokane. Suddenly, my heart sinks as I realize all manner of dirt, oil, bugs, and rocks will be coming to a car near me. As I’m picking the grass and bugs out of the woolly side of my old car-bra so as to prevent any

undue paint scratches, the folly of the entire enterprise has me laughing out loud. Like a Keystone Cop, I’m a buffoon in a Mack Sennett movie. Clean, then drive; clean, then drive; etc.

Choosing not to go with the ORPCA group, we arrive at Parade on Thursday afternoon. The temperature was 105 degrees. The 600+ mile trip seemed to go well, despite sections of freshly paved asphalt and the nagging fear of a 986 air-oil separator failure in the middle of nowhere. Those dim possibilities now gone, we cruised the even dimmer garage of the Davenport Grand Hotel (aka “the Batcave”). I stake out a spot; drop the plastic ground cloth and unload the far too numerous contingency-driven supply of preparations stuffed in the trunk. Unfortunately, I had not brought any lights, which would have proved to be useful. On the plus side, a black car looks great in darkness—but how would it look in the light of day?

I had planned to work on the car Friday to get ready for the Concours on Saturday. I was hoping to get everything done and then do minimal dusting in the morning. As it turned out, my timing was way off. Trying to do it all on Friday amidst the other activities we’d signed up for, including volunteer registration, was wrong. Why?

After a long day and evening, I found out Friday evening we’d be staged for field placement at 5:30 a.m. Judging wasn’t scheduled until 9:30. That left four hours I could have spent Friday evening relaxing with friends and getting to know new ones. As a novice, I guess I assumed there

wouldn't be so much prep time in the mornings, but it seems that's the case at most events. With anticipation comes adrenaline. My first Parade had me at full tilt a day ahead of time. One must learn to be patient with these things; or else, burnout comes too soon. Not only was I too eager, with the early call I couldn't sleep in either. Saturday was too long.

We parked on the Concours field at 6 a.m. Saturday morning. I had seen Chuck Hervey on Friday in the garage and we both watched Jeff and Nancy DeRoos doing magic on their Boxster. They were entered in the "full preparation" class, something I can only imagine as a novice. Chuck had mentioned that he was judging, but I didn't think he and two others would be closing in on MY car Saturday morning. I bid him welcome and, accordingly, as a friend you want to be casual but the situation demanded otherwise. I could see that he meant business.—something I'd never seen before. I kept my mouth shut. Something I'd never done before ... well, at least with him.

In the end, I missed second place out of four cars in my class by 0.1 point. Given the lack of entries and it being my first time, I was thrilled not to be last. The day could have gone much worse as my wife, Ann, suffered a bad fall when she stepped off into space followed by impact on concrete steps. Thankfully, she had the consideration to do this after judging. We didn't stay for the awards and licked our wounds in the hotel room. I don't remember if the banquet was black tie, but Ann wore a

black eye during dinner. Fending off the usual "Do you beat your wife?" and jokes about eyeshadow, we left early ... exhausted.

Emerging from our room on Sunday morning, we reinstalled the bra, packed the "Perle," and made an uneventful trip home, where we got Ann into the hospital for a scan. I'm happy to report as of this writing she is 99.9% good. No one is ever the "same" after. Learning detailing and healing concussive symptoms take time; and over the next month we kept a low profile.

Back in Portland, Paul Kust had written me about ORPCA's 20th Anniversary of the Boxster get-together in August. Thankfully, this wasn't a Concours but I felt like I had to at least make the car presentable. One thing I did not have installed at Parade was the hardtop. I thought, maybe I should include it this time if for no other reason than letting folks have a chance to see one. Hardtops on Boxsters aren't exactly common.

Since the hardtop was as old as the car, its paint to a lesser degree

*Black & White: The author's car on the left, Chuck Hervey's car on the right.
Photo by Randy Stolz*





Chuck and Judy Hervey at Parade '17. Photo courtesy pca.org.

needed "correction." After a wash and claying, out came the polisher and a once-over with compound, followed by sealant and wax. The machine work is easy; but the masking of seals and joints, then compound/wax removal afterward, took as much if not more time. You are never able to mask everything. I likely spent two hours just removing compound/wax from what is perhaps 12 lineal feet of rubber sealing on the top. Q-Tips are best if you can get it all, or else a soft toothbrush is needed despite the risk of scratching.

The morning of the Boxster event I met up with Chuck again along the paddock road at PIR. He brought his beautiful white '97 car and we chatted about Parade in general and Concours in particular. I ribbed him a bit about that 0.1 point, knowing full well that it would have happened, perhaps worse, with anyone else. Indeed, I could have been gifted but I'll never know. Chuck and Judy have won Parade Concours and in some past years, they entered every Parade event available, winning overall! Every

year they still attend.

While walking around the cars on display it was fun meeting old friends and finding some new ones, too. Donovan Harris, who was parked alongside me at Parade and won Full Preparation in the newer Boxster class, was there. His 2017 Spyder in a special light grey is stunning. In addition, Joe Sweeney and Squire Smith were there, along with Steve Lougee. Steve solved the IMS issue and added more power with a 911 motor transplant back in 2002-2003 (?), long before I ever read about such things. Sadly, that car got sold and he brought an early '97. Another name many may remember is ex-Sunset Porsche pusher, Gary Engle, who brought his 2016 981 GTS.

With so many great cars, especially the early 986s of Paul, Chuck, and Mike O'Connor; I drifted off to the ORPCA autocross that was running simultaneously. I had seen AX co-chair Eric Freedle's 911 on the field early in the day (We should've had signs like "911 IST VERBOTEN!") and I jokingly admonished Eric in the run queue while he was adjusting air pressure hoping to throw him off. Heh, heh.

Later, while walking back to the Boxster field to call it a day, I saw the group huddled together and begging me to hurry up. My first reaction was that something was amiss but a class award was stuck in my hand among smiling faces. I was dumbfounded. There's nothing like a vote of confidence from your peers to make you do something crazy(er). I'll tell you about that, next time.

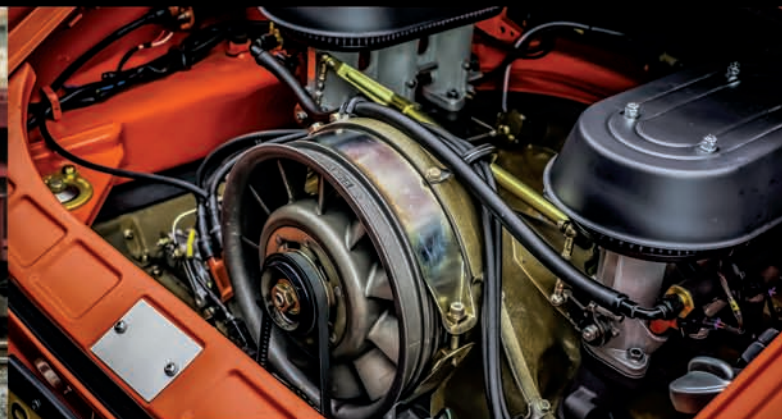
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TECH TALK

Jeremy Williams

Winter Tech, Part Three: Hibernation

If you're going to be putting away your beloved Porsche for the winter weather, here are some areas to think about in regard to vehicle hibernation:

#1: FLUIDS

Ideally, it'd be best to have the oil/filter changed before you put the vehicle away for hibernation, AND THEN again when it comes out of hibernation in the spring. The reason for this is to get rid of any nasty contaminants/condensation in the oil before they sit in the engine/crankcase for the winter months; these

have accumulated over the winter.

However, I understand that this process can be expensive, due to the cost of high quality engine oil (either high zinc content for aircooleds, or full synthetic for watercooleds).

So, if I was given a choice to change the oil/filter only a SINGLE time, either before or after winter hibernation, it would really come down to mileage on the current oil/filter. If you have considerable mileage (~1500 to 4000) and especially short trips on the oil/filter as you head into late fall, I'd recommend changing the oil/filter before the car goes into

IF YOU'RE ONLY CHANGING THE OIL A SINGLE TIME, EITHER BEFORE OR AFTER WINTER HIBERNATION, IT WOULD REALLY COME DOWN TO MILEAGE ON THE CURRENT OIL/FILTER.

contaminants/condensation could cause some minor engine corrosion. Then, change at least the oil again in the spring after hibernation (you can probably skip the filter change in the spring, since the filter hasn't been used much, save for one or two starts). This way, you're getting rid of any possible condensation that may

winter hibernation.

If you recently changed the oil/filter in earlier fall (with less than ~1000mi on it), I'd recommend changing it again when the car comes out of hibernation, as any condensation that builds up in the new oil during the winter will get burned off in the spring when you start driving.

What about other fluids, like transmission, gear, power steering, clutch, windshield washer, and brake? The only fluid that might gather considerable worrisome condensation over the winter is the brake fluid. The amount of water content in your brake fluid can be checked with a fluid tester, and it should not have more than 2% water content. As with the

absorbs any moisture in the air, on the floorboards to keep the interior extra dry.

Once the interior is spotless, you should now focus your attention on the exterior of the car. Start by washing the car from top to bottom. Make sure to really clean the wheels well, as brake dust is very corrosive. However, do not put the vehicle away wet! This

START BY CLEANING OUT THE INTERIOR OF THE CAR. VACUUM, DUST, CLEAN ... THE MORE SPOTLESS YOUR CAR IS, THE BETTER IT WILL HANDLE STORAGE.

oil change “now or later” question, if the brake fluid has 3.5%+ moisture, it would be best to flush/bleed the brake fluid before going into hibernation. If it has 2 to 3.5%, then after hibernation may be best.

Be sure to fill your fuel tank all the way to the top. This will save your fuel system from oxidation and will also displace any water that may currently be in the system. Be sure to add the fuel system stabilizer at the same time, following their specific direction.

#2: PRE-STORAGE

The next step is to find a good clean, dry, secure location to store your car. A garage with a concrete pad is ideal. Start by cleaning out the interior of the car. Vacuum, dust, clean ... the more spotless your car is, the better it will handle storage. This is essential to preventing mold, mildew and critters from overcoming your precious interior. You might put a bag or two of silica gel, which

is tricky if you try to drive the car right up to that first heavy rainy or snowy day. You should never put your car away wet unless you want to encourage mildew, mold, and/or rust to form everywhere the water collects.

When you wash the car, use this opportunity to make sure that all the drains work. It's not uncommon for drains to clog up during the fall with leaves, debris, etc. There are, surprisingly, more drains in the car than you think.

After washing and drying the car, if you haven't detailed your car in a while, give it a proper wax job if it's not too cold in your garage, as high-quality wax can be difficult to apply when it's cold outside.

#3: STORAGE

When all maintenance and cleaning items have been covered, you are now ready to position the car for storage.

Persnickety tip: If you really want to go overboard, you can lay down a waterproof plastic drop-sheet where

you will be storing the car. Before purchasing the plastic sheet, insure it is large enough to envelop the lower half of your vehicle. Park the car on the plastic drop sheet. The reason you should have a waterproof drop sheet is to prevent fluid transfers in both directions (i.e., prevent water vapor from rising from below the car, and prevent vehicle fluids from staining the cement storage pad). If you're storing your vehicle outside, the plastic sheet will also help prevent lazy rodents from finding a nice winter nest up in your cabin filter area, engine bay, or interior. It might also be a good idea to lay a few non-poisonous rodent traps around, if your vehicle can be easily accessed from outside, unless you have small children who will want to play with the traps. If you poison the rodents, they may then climb inside the vehicle and perish there, leaving you with a very nasty odor. Rodents are always looking for a cozy winter home and

we have seen many client cars who have had nests built in their vehicle or engine bay. Your next step would be to tuck the plastic drop sheet up and around the bottom half of your vehicle. This once again prevents moisture from diffusing from underneath the car.

Once the car is in position, you can place the car on jack stands if you wish. The reasoning for this is twofold;

- 1) It takes the strain off suspension components, thus slowing the aging on such components as bushings and shocks;
- 2) It prevents your tires from developing "flat spots."

If you are not sure how to jack up your car, consult the vehicle manual for approved jacking points.

Regardless of whether you jack up the vehicle, we recommend inflating your tires to the maximum psi listed on the outer sidewall of the tire. Check the pressures, including the



spare, every few weeks to watch for any slow leaks.

Persnickety tip: Plugging the exhaust tips with steel wool will help prevent rodents and other critters from using your exhaust system as a winter home.

The next area to turn your attention to is the vehicle's battery. Most batteries do not winter well at all. All batteries discharge over time so you must ensure that your battery does not discharge too much; otherwise, it will age prematurely. The best solution to this problem is a special type of battery charger called a battery tender or maintainer. We prefer the CTEK brand, which Porsche private labels as their own. These battery-saving "smart" devices "float" a battery

shutting it off is not recommended. This start/idle/shutdown procedure will not allow the engine to reach optimal operating temperature to burn off contaminants in the system, like driving the vehicle for 30+ minutes will. Instead, this start/idle/shutdown procedure can create condensation in the system which can cause corrosion, contamination, and other issues.

At this stage, you're almost done!

The last step will be to cover the car with a car cover if you have one, tucking the plastic sheet into the car cover. The ideal car cover for garage storage will be permeable and somewhat thick. Clearly, the car should be covered to keep dust and sunlight from a garage window off of the

THERE ARE A LARGE NUMBER OF AFTERMARKET CAR COVERS AVAILABLE. DON'T GET THE CHEAPEST COVER, AS IT WILL BE PROTECTING YOUR INVESTMENT!

charge at a specific voltage, vs constantly charging the battery blindly which can ruin it. Spending \$75 for a battery maintainer can save you from buying a \$150+ battery every couple of years.

When you connect the battery tender to the battery, inspect for any corrosion (whitish crust) on the two battery terminal posts. If you have any corrosion, you'll want to clean it off with a fine brush.

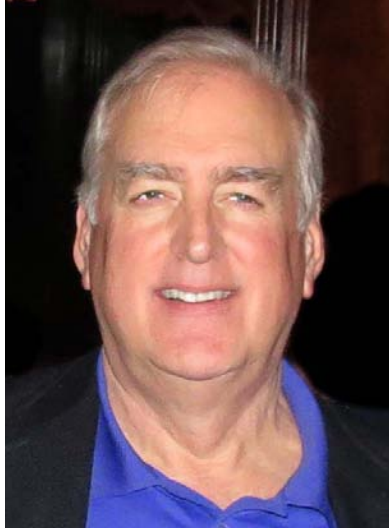
Some of you may be wondering if, every few weeks, you should start your vehicle and allow it to run for a period of time. Starting the vehicle, letting it idle for 10 minutes, and then

vehicle. There are a large number of aftermarket car covers available. Don't get the cheapest cover, as it will be protecting your investment!

That's it, you're done winterizing your beloved Porsche. After a few months, your car will be ready to run free once again.

Feel free to email me with any specific hibernation questions. ■

Jeremy Williams is the Oregon PCA Technical editor. He co-owns Matrix Integrated Inc. (www.matrixintegratedcc.com) with his brother Justin. Jeremy can be reached at techeditor@oregonpca.org.



REARVIEW MIRROR

Edited by Gary Koppang

Multi-Marque Track Day, 1987!

ABRIDGED FROM THE SEPTEMBER, 1987 ANZEIGER

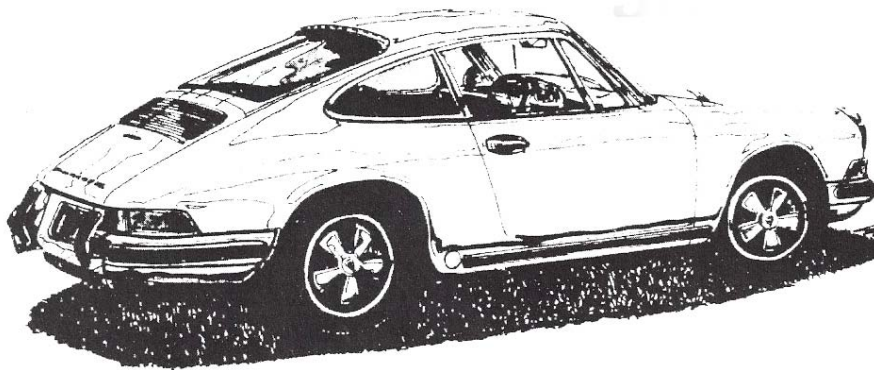
On July 12, the Oregon Region participated in a multi-marque track day at PIR, organized by the Alfa Romeo Owners of Oregon (AROO) and sponsored by Art Stearns Tires (27th & Sandy), with Dave Stratten coordinating the day's events.

If you missed this event, you missed more than just a track day, as Oregon Region also held a summer Concours for those who don't DRIVE the track, but like to show their pride and joy.

This year the Summer Concours was sponsored by Jim Kelly's Continental Porsche-Audi, and they came through with some very nice awards for those who participated.

Not only were there cars to check out, but in the Rose Cup Room, Rich Olmstead, a freelance photographer, gave an informative session on photography and the kind of shots you want to take at an auto/motor sports event.

Rich held this seminar a number of times throughout the day, and those who attended definitely learned a lot. Rich also gave out some door prizes, so a number of people benefited doubly.



With over a hundred cars and all the people to help work, it gave members a chance to check out the many vendor displays set up at the base of the 7-Eleven tower. Not only did the displays draw crowds, but the two Ferrari Testarossas (one red, one black) in one place and a group B Peugeot rally/street car attracted some attention, also.

At the end of a perfect day, and with the track closed, the BMW club cooked up some burgers and served the beer as we all got together to tell the stories of the day, and there were many, to be sure!

We would like to thank Jim Kelly for providing the awards for the Concours and all those who participated showing their Porsches. ■

Awards Banquet Celebrates Member Achievements with Fun and Food

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY BRUCE JONES

The Old Spaghetti Factory in John's Landing was the site for our annual Awards Banquet. Cherie Reins was our host, checking in with all of us, making last minute changes, collecting the money and arranging everything. Thanks, Cherie!

The evening was about seeing friends, great conversations, good food and drink and recognizing some of our volunteers.

Larry Hannan welcomed us all and gave a great overview of the year. He welcomed some new members and announced the 2017 volunteer awards:

President's Award: Autocross Team (Eric Freedle, Barry Cogut, Anson Lytle and Sean Vanderheiden). This award is given at the discretion of the President to the member deserving special recognition for service to the Club. The program started with a

new leadership group and a refocus to make the program slightly smaller and more Porsche-centric. While all this was in the planning stage, the autocross trailer, containing all the supplies needed for the races was stolen, including timing equipment, computers, helmets, and cones. With a ton of effort by the team, a new trailer and new supplies were acquired and the races went on as scheduled.

Gear of the Year: Harold Klein, Photo Editor. Awarded to the individual who is the hardest working, most supportive, and most active in Club activities throughout the year. As well as taking photos, Harold maintains our club Smugmug site. Even if he is off taking nature pictures in the far reaches of the world, he still finds time to post ORPCA photos for us.

Harold stood in the rain for eight

President's Award Winners Anson Lytle, Barry Cogut, and Eric Freedle. Not pictured: Sean Vanderheiden.



hours for the first autocross event in 2017 and took some absolutely amazing photos. He also attends and photographs the Midweek Casual Drives, stopping along the route and to shoot photos of other members driving by!

He also attends tech sessions and has taken some amazing photos at those events. His energy and passion for great photos is totally appreciated.

Enthusiasts of the Year: Larry and Linda Tracewell. This award is given to the members that are most active in Club events throughout the year. Larry and Linda joined PCA and the Oregon Porsche Club in August, 2016, and are proud owners of three Porsches: a Panamera Executive, a Cayenne, and a 997 4S. Larry and Linda quickly became active members, attending monthly socials, tech sessions, Arrive and Drives, and the Porsche Parade in Spokane, Washington. When the opportunity to serve the club presented itself in Membership, Larry stepped up and accepted the challenge. After a three-month orientation, Larry is now the club's new Membership Director. That's some enthusiasm!

Mark Donahue Award: Joe Kelly. This award, named for a very successful race car driver of the 60s and 70s, is given to the member who demonstrates outstanding motorsports enthusiasm and achievement throughout the year. Joe is a motorsports enthusiast who loves to drive his cars. Whether it is organizing the Midweek Casual Drives, which he started in 2016, helping plan drives for other members, leading a bunch of us



on a tour to Parade in Spokane, watching the 24 hours of Daytona, writing articles for the *Anzeiger* or driving across country to a PCA Treffen event, Joe is always there to help.

Family of the Year: The Melahn family: Phil, Andrea, Summer and Hunter. This award recognizes a family who is most active in club

Above: Andrea and Phil Melahn, Family of the Year Award Winners.

Below: Larry Hannan and Peg Ryan hold Gear of the Year Award, won by Harold Klein (not present).





Larry Hannan and Peg Ryan present the Enthusiasts of the Year Award to Larry and Linda Tracewell.

activities during the year. We first met the Melahns when they joined us for the Spokane Porsche Parade. They brought their Cayenne and joined our drive to Richland, our dinner there and then our drive to Spokane. They spent the week at Parade enjoying all the events for adults and kids. Summer was successful in the kids events, including designing the tee shirt that will be used for Parade 2018! The Melahns continued to be active in other activities, but what was most fun was to see Hunter and

Joe Kelly with the Mark Donohue Award.



his dad out at Autocross. Phil also has a yellow 1987 911 and he is very competitive in this car! He got ninth place and eighth place in two of the three autocrosses he did. But the most fun was that Hunter took pictures of the event for us, which we then posted to Smugmug.

New Member of the Year: Bruce Jones. This award is given to new members who distinguish themselves by demonstrating a "can do" attitude toward ORPCA events, both in participation and assuming a notable level of responsibility towards assuring successful club activities or events. Bruce joined ORPCA in July, 2016, and immediately started attending club events. In 2017 he was asked to take the lead on our Cabin Fever Tour to John Day, and in October, Bruce took the lead for the Sausage Run Arrive and Drive. He also volunteers to take pictures of events and write articles when needed. Bruce also participated in the Autocross events this year.

Tourmeister of the Year: Eric Freedle. This award is given to the member most active in organizing and leading driving tours throughout the year.

This year Eric not only ran the first Arrive and Drive, but he helped Bryan Farley plan the Arrive and Drive that Bryan led. Later in the year, when we had to postpone Steve Bledsoe's Arrive and Drive due to the fires in the gorge, Eric helped out by leading the drive the next weekend when Steve had a conflict. Eric also planned (with a lot of help from Cheryl) the Escape to Newport in August with great routes, dinner on Friday night in Newport and a fabulous visit to the Oregon Coast aquarium on Saturday.



Larry also had a fun present which he gave to Chuck Hervey. Larry found this banner from the 1995 Porsche parade that was held in Portland. Chuck was the organizing director for that event.

The 2018 Board of Directors was also introduced:

Larry Hannan, *President*

Steve Miller, *Vice President*

Peg Ryan, *Secretary and Communications Director*

John Brams, *Treasurer*

Lori Brown, *Marketing Director*

Phyllis Thiemann, *Director*

This was a fun dinner—thanks to everyone for coming and enjoying the evening and for the contributions of all Club members! ■

Above left: Larry Hannan with Tourmeister of the Year Eric Freedle and Cheryl Carpenter. Above: New Member of the Year Bruce Jones.



Left: The 2018 Board was introduced: Lori Brown, Peg Ryan, Larry Hannan and Phyllis Thiemann. Not pictured: Steve Miller, and John Brams. Below: Enjoying conversation before the program begins.



AWARDS BANQUET, CONTINUED

Left: Larry Hannan presents Chuck Hervey with a Porsche Parade 1995 banner. Below: Attendees enjoyed great conversation while remembering 2017.





2017 Tech Tactics West: Great Event, and Some Side Trips, Too

STORY AND PHOTOS BY GARY KOPPANG

Since purchasing my 2009 997.2 C2S in late July, I've been looking for a road trip to stretch its legs. Oh, sure I went to Victoria, B.C. for a week, and then to Seattle a couple times, but I needed something longer ... So the Porsche Club of America's Tech Tactics West was very appealing. I could drive the 1,000 miles to LA, spend a couple days at the conference, and then visit some places that I've wanted to see for a very long time. My long-suffering wife let me leave the morning of our anniversary. Now that's love.

I left early Thursday morning and surprised myself by getting to LA at midday Friday, so I had time to go to the Porsche Experience Center

in the suburb of Carson. I spent a couple hours there looking at the gleaming race and road cars. This included a Martini-liveried 935, a red 919 Hybrid from 2015, the fearsome 1,100 hp 1973 Penske Porsche 917/30, a 918 hybrid in silver, and not one but two GT1-98s. I really loved the paint job on the Champion Motorsports GT1-98. In the service bay was the 959 that Jacky Ickx drove in the 1985 Paris-Dakar Rally. I had an overwhelming desire to wash the car, notwithstanding the sign under the windshield wiper that read: "DO NOT CLEAN THIS CAR ORIGINAL DIRT FROM 1985."

Outside, they cram a lot of varied driving environments into the 56-

acre site. One day I would like to go back and take their driver training courses to unlearn more than 50 years of bad habits.

Tech Tactics West was a one-day conference-type affair (presented on both Saturday and Sunday, December 2 and 3) at the new Porsche Training Center in Eastvale. The plenary session was an introduction to the Gunther Werks 400R by the founder and CEO of Vorsteiner and Gunther Werks, Peter Nam. Mr. Nam took a Guards Red 1995 993 Coupe with 100,000 miles on the odometer and transformed it into a curvaceous wide body which beautifully integrated the new bodywork into an Arena Red work of art. The interior also was reworked to include aircraft-quality carpet that looked like quilted leather, specially designed seats and composite rear decking. I really love the three-spoke steering wheel from the 964 RS Clubsport. It's my favorite wheel from Porsche's long history ... And it is being reproduced for a variety of models available from Porsche Classic. For instance, part #000043161108YR is for the G-series 911.

Peter also emphasized the extensive reworking of the headlights. These were specially designed and developed by Peter and his team for the 400R. They were so special that the left and right side lenses are slightly different, so they ended up labeling them R and L.

Jeff Gamroth, owner of Rothsport Road & Race in Sherwood, built the engine for this car. If you don't know



him, you may remember the piece in Panorama #725 detailing his adventures in last year's Baja 1000. Jeff has a long history as a Porsche mechanic and engine builder. In this case, he built a 4.0 liter motor putting out a dyno-proven 431 bhp and more than 330 lb/ft of torque. He went through the build for the 400R engine, and the final product is a work of art that goes like stink.

Outside all day Saturday Steve Bode, from Dr. Colorchip, helped several cars in need of chip repair. The results were amazing. Even in the bright sunshine it was very difficult to see where he had fixed any chips.

Next we heard Andrew Lennon, from Porsche Cars NA, introduce the 700 hp 2018 GT2 RS that recently broke the production car record around the Nurburgring at a time of six minutes, 47.3 seconds. He



pointed out modifications to the mechanical systems and aerodynamics which allowed the car to set such an incredible time. The GT2 RS was displayed next to a 2017 GT3 RS and the Gunther Werks 400R. Probably the most striking was how large the GT 2 is. It looked huge even compared to the very wide-body of the 400R. As one attendee commented, "I remember when the 911 was a small car."

Two of the most entertaining presenters were Tony Callas, owner of Callas Rennsport, and Mike Kucaveca, national PCNA collision trainer. Tony's session was a behind the scenes look at Porsche Classic workshops in Stuttgart, where older Porsches get restored. He had gone there to research the 1967 911 R that he was restoring for a client. His talk included pictures of the workshop's basement that only a few

people get to see. It housed cars both rare and the more mundane. If you can imagine it, one woman is having her early 928 restored at a cost of hundreds of thousands of dollars. As Tony said, "Thank God for sentimentality."

With 47% of the 991 composed of aluminum and whose pieces are bonded and riveted to different metals, Mike Kucaveca explained the intricacies of repairing accident damage to newer cars. On hand was a multicolored 991 chassis that showed the different metals that go into its makeup. Because of the different types of alloys used in the the chassis, collision technicians can no longer simply pull and pound a chassis back into shape.

While there, I renewed my acquaintanceship with Chris Powell, owner of Chris's German Auto Service in Bellevue, Washington, who assisted me in the purchase of my 1988 911 many years ago. Chris' presentation was on servicing the air-cooled flat six.

Also on hand was Allan Caldwell, a legend in the PCA and a club member since 1958. Allan has contributed technical articles since 1972, and at the age of 90 is currently the Technical Editor of Panorama. I spent a very enjoyable break talking with him about his career. Both Allan and his wife were born in Portland and graduated from Oregon State where his degree was in aeronautical engineering.

For those who stayed until the end of the day there was a door prize Raffle. On Saturday I won a

1:4 scale model of the 1966 2.0 liter motor. I haven't done any modeling since jr. high. The instructions say it should take three hours to put it together, so it will take double that for me unless I get Joe McQueen to help.

On Sunday I attended some of the sessions that I missed on Saturday. One of the highlights was Steve Calder, development engineer for Michelin Tire company, who talked about advances in tire technology. He also fielded questions and requests for Michelin to remake tires in older 15, 16, and 17 inch sizes.

Prior to leaving Portland, I made a list of places I wanted to visit. On Friday I checked the first of these off of my list when I went to the Porsche Experience Center. On Monday I planned to visit the three others on my list.

First up was Callas Rennsport in Torrance. This is a small, five service bay garage. However, the term garage doesn't do it justice. At the time of my visit they housed two silver 959s, the very first 1967 911R that they had spent five years restoring, a ruby-stone red 964 RS NGT (like our Cup cars). None of these were imported into this country in that period.

In another area a few doors away, Tony had a second '67 911 R and a 914-6 that were undergoing restoration. Tony told the session that 959 parts were so scarce that the factory is calling him for parts. The technicians were uniformly friendly and more than willing to let me look over their shoulders and answer my questions.

Having spent my career in higher education, one of the places that really intrigues me is the Art Center College of Design in Pasadena. Imagine a college that has kept its reputation for high quality graduates for more than 80 years in a variety of occupations. As a car guy, I have a special appreciation for the Transportation Design program, which has for years produced many of the industry's top car designers. People such as Corvette designer Larry Shinoda ('54), Pete Brock ('56) who designed the Shelby Daytona, J Mays ('80) head of Ford design, Freeman Thomas ('83) who designed the New Beetle and the co-founder of the R Gruppe, Grant Larson ('86) designer of the original Boxster concept, and Chip Foose ('90) who has designed many hot rods over the years and was on TV with his show *Overhaulin'* for about ten years, have all graduated from its program. Some of the student's latest modeling on display show where designers will be taking the car in the next few years.

If you have been on the internet looking at car sites for the last couple of months you have probably come across the incredible Singer Vehicle Design and Williams Advanced Engineering collaboration. Together they created an astounding 500 hp from a 4.0 liter normally aspirated engine. Their "Dynamics and Lightweight Study" added a number of bodywork modifications to make the car more aerodynamic and the interior is a fabulous take on an old design. So Singer Vehicle Design located in the northern LA

suburb of Sun Valley was on my must visit list. Where Gunther Werks takes a 993 version and reworks it, Singer takes the 964 to a whole other level. The obsessive attention to every little nut and bolt is evident at a glance. The crew obsesses over every little detail, even the stuff hidden by the engine or under the carpet and upholstery. The result is show car quality that is utterly usable.

Exhaust tips. Now I have to admit when I wash my car I usually give them the once over. At Singer I saw three guys in their Quality Control department closely examining and debating whether or not the different sets of exhaust tips on the table before them were up to their standards. Both inside and out.

After being dazzled by the cars at Singer, it was time to leave. So at 3 p.m. and nowhere near Ventura, I made my speedy exit. For the record, I had nothing to do with the fires that devastated the region later

that day. I got to Sacramento at 8:30. While there may have been a Super Moon the night before, on Monday dusk began about 4:30 and an hour later it was pitch black. The next three hours were like driving in a tunnel with only the Botts' Dots to keep me in my lane. For most of the drive, I-5 is only two lanes in each direction, so every time a semi pulled out to pass, cars had to slow down from the high 70s or 80s to 63. The drive that dark night was this 250 miles long accordion.

The next morning I left Sacramento early. Somewhere in the Siskiyou the oil light came on. Luckily, I had bought a case at the conference. After pulling over and topping up, I was on my way again to Ashland for lunch and then home around dinner time. Throughout this 2000 mile journey the car ran flawlessly, and except for that oil light, without problems. ■



Oil Analysis: Another Diagnostic Tool

STORY AND PHOTOS BY JOE KELLY

Most of us try to take care of our Porsches in ways that exceed required maintenance and recommended service. If we are not DIY mechanics, we take our cars to specific Porsche service providers that know our cars and have lots of experience. Those service providers can use a variety of diagnostic tools to advise us of our car's condition. Those diagnostics include computer scan tools, compression tests, leakdown tests, exhaust analyzers, examining oil filter elements for debris, etc.

There is another diagnostic tool that can provide a wealth of information on our engine's condition: engine oil analysis. Airplane owners, large commercial truck operators and racing engine builders have been using oil analysis for

years. As an owner of a Porsche that could develop an IMS bearing problem, I have my oil filter torn apart and examined at every oil change (see Jeremy's article on this topic: <https://www.oregon-pca.org/blog/what-is-that-debris-in-my-986996-oil-filter-2017-05-09/>).

I have recently added oil analysis to my diagnostics. Oil analysis is similar in concept to your family doctor running a blood panel. The blood analysis results are compared to a range of values that are found in healthy humans. Specific results outside of

a normal band usually draw attention to an existing or developing problem. Oil analysis does the same thing on a sample of your engine's oil.

I use Blackstone Labs, based in Fort Wayne, Indiana. You can request an oil analysis kit through a phone call or email and they send one (or more) at no cost. The kit includes a sample bottle, labels, an information sheet and a shipping container (Figure 1).

A sample is taken while changing your oil. The sample should come from the midstream of the draining oil, not the first or the last spurts, but in the middle. The sample is then mailed back to Blackstone in the provided postage prepaid container, along with the information sheet that you fill out. The oil received is then run through a chemical and physical analysis spectrum and compared to the spectrums from similar engines. Besides the results of more than 20 specific elements, Blackstone provides written comments about your oil and engine condition (Figure 2).



Figure 1.

COMMENTS		UNIT / LOCATION AVERAGES		UNIVERSITY AVERAGES
<p>JOE: Nice Cayman! Universal averages in the rightmost column show typical results for this type Porsche engine after about 4,500 miles of oil use, and you can see in comparison that your wear metals are generally lower than average on a longer run - certainly nothing stands out as troubling in this data. The Mobil 1 was in fine condition as well, maintaining correct viscosity for 0W/40 oil and showing no signs of fuel, coolant, or other damaging contamination. The very low insolubles show excellent oil filtration. Great first report, so just keep building to build trends.</p>				
MIHR on Oil		5,000		
MIHR on Unit		43,500		
Sample Date		8/7/2017		
Make Up Oil Added		0 qts		
ALUMINUM		2	2	
CHROMIUM		1	1	
IRON		8	8	
COPPER		6	6	
LEAD		1	1	
TIN		0	0	
MOLYBDENUM		23	23	
NICKEL		0	0	
MANGANESE		0	0	
SILVER		0	0	
TITANIUM		0	0	
POTASSIUM		2	2	

Figure 2.

This way you know if there's an internal engine issue taking place. The cost? Only \$28! This has to be one of the best investments that you can make in taking care of your car. If you're not a DIY person, local Porsche specialty shops can do it for you. ■

Sunshine Division Pack Night: A Tradition of Giving

BY MIKE O'CONNOR

Monday evening, December 11, found a frisky group of ORPCA members assembled again at the Portland Police Department Sunshine Division warehouse to help pack food boxes to be distributed to folks throughout the area. This is a great event, and our club has been involved for many years. Boxes were filled with all the fixings for a holiday meal, including mashed potatoes, gravy, stuffing plus the bird and apple pie!

Members arrived around 6:00 and found their spots doing assorted chores on the conveyor line. Lots of hustle and bustle, then a break around 7:00 for donuts, coffee or hot chocolate. A certain club member, Eric F., was particularly fond of the donuts (may have had more than one) and had to be gently coaxed back to his assigned work station, packing onions.

Production went smoothly with no major hiccups and the evening actually finished up a bit earlier than in past years, about 8:40. Everyone seemed to have a great time, especially Mary O'C., who was overjoyed that one Richard G., who didn't, as in a past year, drop a large bottle which broke open and doused her with prune juice. The last names of guilty parties have been left out to avoid embarrassment ...

Since 1923, the Sunshine Division has been providing help with both food and clothing to less fortunate Portlanders in need. This year saw over 3500 boxes assembled over two pack nights.

A number of our club members also participated delivering said boxes around town the following Saturday morning.

Thanks to everyone who volunteered. ■



Meet Your 2018 Board of Directors

LARRY HANNAN, PRESIDENT



The year 2018 is the start of my 13th year as a member of the Oregon Region, and the second year as your President. My wife Cathy and I have enjoyed the many new friends we have made by participating in the events organized by the Club, while at the same time getting to play with these great cars.

This year I will be working with your Board of Directors and our many volunteers to provide you with a wide variety of ways to participate in Porsche Club activities. The Club is growing, and the demographic is changing, especially the mix of Porsche models that our members drive. This gives us a great opportunity to develop new ways to enjoy our cars, in addition to the popular events we

already do. I am honored to serve as the President of the Oregon Region and look forward to an exciting year.

STEVE MILLER, VICE PRESIDENT/MEMBERSHIP



As an Oregon Porsche Club of America member now for 14 years, I continue to be amazed with the enthusiasm exhibited by club members from all walks of life. This will be my third year on the ORPCA board, having recently turned over the responsibilities of Membership Director to Larry Tracewell. As your vice president I pledge to serve you, the membership, to the best of my abilities. I seek your guidance and support. Please don't hesitate to contact me with ideas on how to make the Oregon Region the best and most member-centric region in the Porsche Club of America. I'm looking forward to a great year full of new activities and events, especially Rennsport VI at Laguna Seca in

September. Enjoy your Porsches!

PEG RYAN, COMMUNICATIONS DIRECTOR/SECRETARY



In August, 2014, I bought a 2014 Boxster S—sparkly black with a tan interior. I immediately joined PCA and the Oregon PCA. In 2015, I became the webmaster for the club and in 2017, I joined the board as the Communications Director. I also took on the role of Secretary for the board when a board member left. 2017 was a busy year for me: creating, updating and editing the website, email blasts and *Anzeiger* kept me quite busy. I also led the team that organized the club drive to Porsche Parade in Spokane. My husband, Eric, and I did quite a few of the Arrive and Drives and monthly social and dinners. We did the Escape to Newport tour as well (what a blast!) We took a plunge after the Or-

egon Festival of Cars in Bend and turned in our Boxster for a 2016 911 Carrera 4, Black edition. What fun that car as been. We then found a midnight blue 2016 Cayenne GTS that has become my daily driver. I am excited about the addition of the quarterly socials this year and I hope people who cannot make the Wednesday socials can attend these. The addition of our Garage Tour series should also be quite fun. I look forward to a great 2018 and meeting all of you! If you have ideas for any of the Club's communication tools, please let me know. Also, don't hesitate to ask for help—you can always reach me by filling out the "Contact" option on the right side of the oregonpca.org web home page or email me at communications@oregonpca.org.

JOHN BRAMS, TREASURER



Born and raised in Detroit, Michigan, John attended undergraduate college at Case Institute of Technology, and Graduate School at Duke University. John is a self-employed Consultant with 40 years as a CPA. He has lived in Portland since 1973. John has had five Porsches: Super 90, 356C, 1974 911, 1984 911, 2006 911 4S and has been the Club Treasurer for about five years since Marlene MacEwan drafted him. John lives in Raleigh Hills with his wife Shary. Their combined family has five children ranging in age from 23 to 33, all off the family payroll! John enjoys golf, crossword puzzles and travel.

LORI BROWN, MARKETING DIRECTOR



Porsches have been a part of my life since my early 20s. I grew up enjoying races at PIR and at 23 bought my first Porsche, a Guards Red 1978 911 SC Targa, and in 1985 sold it and bought a new guards red Carrera Targa. In 1987 I sold it and bought a white 1979 911 SC. Now, with 188k miles on the original engine, it's still in beautiful shape. I have found the perfect Porsche I will never sell, although several times a year I get a note and phone number left on my windshield to call if I want to sell it.

I took racing school at PIR as well as the Jim Russell racing school at Laguna Seca and raced SCCA (an ASR class, Lola) and won second overall for the season my rookie year. I enjoyed racing until work took me to Silicon Valley in 1987.

Given my background with Porsches, I am very excited to be a part of the ORPCA Board. I joined the club in my early 20's and stayed a member for several years. Given travel and work commitments I eventually quit the club and yet missed it so much! I rejoined ORPCA a few years ago and joined the Board first as "Member at Large" and my role last year and currently is as our Marketing Director.

I am a Lake Oswego resident and aside from cars, I've been a sales/marketing executive and business owner in the high tech industry in international business for many years. I currently own a commercial Drone consulting and services business and enjoy many sports including golf, snow and water skiing.

PHYLLIS THIEMANN, DIRECTOR



I was first introduced to ORPCA in 1983 by Ed when we started dating. At the time, he had a 1971 silver 911T with a sunroof. Over the years, we have attended many of the dinner meetings, and a couple of the national conventions. We have gone on several of the Arrive and Drives, as well as the Festival of Cars and several of the trips out of town.

In my career, I have done many things including event planning, commercial and residential real estate, bed and breakfast owner and now working full time at our shop. I like to cook, travel and also love art and music.

I was recently asked to join the board and look forward to meeting more of the members. The Board looks to increase member involvement by social events, educational activities and in volunteer opportunities. Feel free to drop me a line at socialevents@oregonpca.org.

ORPCA Financials 2017

SUBMITTED BY JOHN BRAMS, ORPCA TREASURER

	<u>Income</u>	<u>Expenses</u>	<u>Gross profit (loss)</u>
Meetings/Events			
Holiday Party (2016) *	\$6,379	\$9,525	(\$3,146)
Holiday Party (2017)	8,300	10,559	-2,259
NW Passage (2017)	31,700	27,460	4,240
NW Passage (2018)	33,350	2,054	31,296
Summer Picnic	2,993	5,515	-2,522
Other meetings/events	337	2,333	-1,996
	<u>83,059</u>	<u>57,446</u>	<u>25,613</u>
Autocross **	19,212	23,993	-4,781
Anzeiger/Calendar/Directory	24,574	23,694	880
Website Expenses	0	7,612	-7,612
Membership	9,739	3,658	6,081
Scholarships, donations	805	7,800	-6,995
PCA Subsidies	19,948	0	19,948
Business Operations	0	6,763	-6,763
Income taxes	0	4,310	-4,310
Miscellaneous	694	0	694
	<u>74,972</u>	<u>77,830</u>	<u>-2,858</u>
Interest, other income	<u>2</u>	<u>0</u>	<u>2</u>
Pre-tax income	<u>\$158,033</u>	<u>\$135,276</u>	<u>\$22,757</u>
* NOTE: \$6,379 Holiday Party Revenues were received in 2016.			
** NOTE: Autocross expenses include \$7,667 of new equipment.			
Balance Sheet (as of 12/31/17)			
<u>Assets</u>			
Checking account	\$36,100		
Investments	<u>126,401</u>		
	<u>162,501</u>		
Accounts receivable	<u>791</u>		
	<u>\$163,292</u>		
<u>Liabilities and Equity</u>			
Deposits payable	\$33,350		
Equity	<u>129,942</u>		
	<u>\$163,292</u>		



Gear Up for the 2018 ORPCA Autocross Season!

Autocross (also called "Solo") is a driving event where a driver negotiates a closed course of cones one car at a time to achieve the fastest possible time. It is a form of motorsports that emphasizes competition and learning car control at safe speeds. Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche!

We strive to cultivate an air of camaraderie and fun among our participants. No previous experience is necessary and novices are welcome. All you need is a driver's license, an automotive helmet (SA2010 or M 2010 or newer) and a car that can pass a basic mechanical safety inspection. Loaner helmets and instructors are available. Cars are run in classes against cars with similar performance. Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, or Cayennes.

For more information please visit our website www.oregonpca.org/activities/autocross/

Changes for the 2018 ORPCA Autocross Season

1. We are adding an I02 Class: Improved Porsches that are water cooled and manufactured 1997 or later. This is to allow older Improved cars to run separately in I01.
2. Please register with only 1 account on Motorsportreg to register for these events. Last year we had a number of people who used multiple accounts and this led to a lot of time consuming handwork to combine results.
3. We are implementing stricter classing regulations. Please see the web site for class requirements.

Changes that we made last year worked well including limiting events to 60 participants; Balancing Porsches and non-Porsches so we can run in two groups; participants will be either drive first, then work; or work first, then drive. ■

TECH SESSIONS

Saturday, 2/10, 9 a.m. - 1 p.m.: **Annual Tech Inspection**
Matrix Integrated, 4000 SW Macadam, Portland
More Info: <https://www.oregonpca.org/event/annual-autocross-tech-inspection/>

Saturday, 3/17, 7:30 a.m. - Noon.: **Driver Skill Clinic**
PIR North Paddock
More Info: <https://www.oregonpca.org/event/autocross-drivers-skills-clinic/>

Saturday, 3/17, 1 p.m. - 5 p.m.: **Test and Tune**
PIR North Paddock
More Info: <https://www.oregonpca.org/event/autocross-test-and-tune-2/>

AUTOCROSS

All events are on Sundays at PIR and begin at 7:30 a.m.

#1	March 18	North Paddock
#2	April 29	South Paddock
#3	May 13	South Paddock
#4	June 17	South Paddock
#5	July 8	South Paddock
#6	August 26	South Paddock
#7	September 23	South Paddock
#8	October 7	North Paddock

FEBRUARY BOARD OF DIRECTORS MEETING

Thursday, February 15

6:30 to 8:30 p.m.

Dang's Thai Kitchen

670 N. State Street

Lake Oswego, OR 97034

All members are welcome to join us! ■

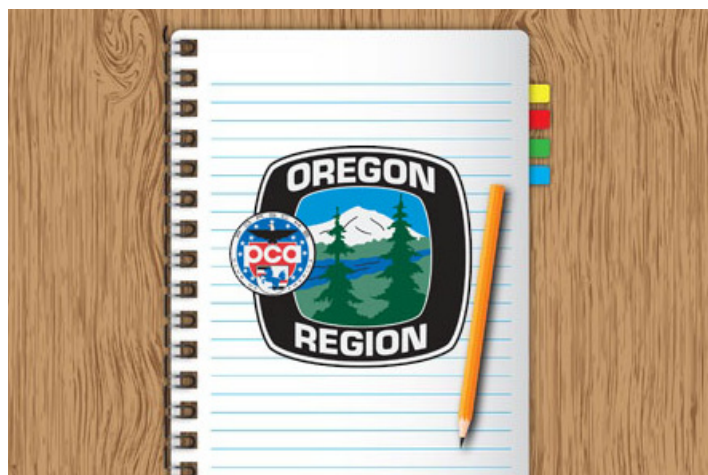
NOTE:

This is a THURSDAY ...

In March we will return to our
Wednesday meetings (March 14)

[CLICK HERE for January, 2018, ORPCA Board
of Directors Minutes](#)

[CLICK HERE for December, 2017, ORPCA
Board of Directors Minutes](#)



FEBRUARY SOCIAL AND DINNER: FULL, WAITLIST AVAILABLE

Wednesday, February 21 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

Tavern on Kruse

4835 Meadows Rd #133 | Lake Oswego, Oregon

Hosted by Jill Bushman

There is room for 50 people with a limited menu. Please pick your dinner when you register and bring the correct change for your meal to the event. No credit cards can be used for the meals. Credit cards are accepted for all drinks (coffee, tea, soft drinks and alcohol). For details and to get on the wait list, go to: <https://www.oregonpca.org/event/monthly-social-and-dinner-february-2/> ■



NORTHWEST PASSAGE 2018: **EVENT FULL**

June 21 to 24, 2018




The ORPCA Northwest Passage is celebrating its 20th year! Participants will celebrate on this year's tour featuring new roads never ventured on by the tour as we explore southern Oregon and northern California. From beautiful rivers and mountains, to high plains, to volcanic landscapes, this year's Northwest Passage Tour will be a great drive as well as a feast for the eyes.

This year's event is full, but plan to register early for Northwest Passage 2019!

MEMBER PHOTO SHOWCASE



DREAMING OF WARM WEATHER? PEG RYAN'S CAYENNE IN SEDONA, AZ. PHOTO BY ERIC LEWIS



Retirement isn't an end. It's just the beginning.

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Jim North

Associate Vice President
Financial Advisor

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The appropriateness of a particular investment or strategy will depend on an investor's individual circumstances and objectives.

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“Celette” Dedicated Fixture straightening system. We have factory exact fixtures for most Porsche, Ferrari, BMW & Mercedes models new & old. Few Oregon shops have a Celette or Carbench. Ours have been in use since 1997, most of the others are new. Experience? You do the math.

Factory Certified Paint

“Glasurit” Refinishing System. The exclusive only paint specified by Porsche, it’s the paint that is on new Porsches and has been for years. Why accept anything else?

Factory Certified Wheel Alignment

“Beissbarth” Germany’s finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth’s accuracy.



21916 Ferry Rd. SE, Stayton, OR 97383 1.877.489.2520 car@wvi.com

Anzeiger Marketplace

CARS FOR SALE



1995 993 (C4), Polar Silver with red leather interior; 91k miles, 3.6L six cylinder with a 6 speed manual transmission. I have been the owner for the past 15 years. Dealer serviced (with records) for the past nine years in Portland OR. \$47,000 John Hershey Portland OR. 415-407-8444; jdhershey@yahoo.com. (1/18)



For Sale - 1997 Carrera 4S Arena red, Carrera 4S— this is a 6 speed 993 with 109k miles. A 3-owner car with no damage history; sunroof; new paint; ABS; Remote entry theft system and well maintained. Includes: Porsche Manuals library; Turbo Twist wheels; Sport carbon fibre bucket seats; all maintenance records. \$85,000 Neg Cherie Reins 503.515.5414, Blkporscheacar@hotmail.com (12/17)



I have a beautiful 1999 Arctic Silver Boxster with 30,300 miles for sale. Black leather, comes with a darker gray hardtop and hoist all for \$11,900. Always garaged, non smoker, never driven in winter. Needs a loving home. George Minow, Boise, Idaho, 208.867.0532 (11/17)



2007 911 GT3 \$100,000, 16,705 miles, 6 spd manual, Carrera White, black full leather/deviating red stitching, Champion RG5 wheels/ Pilot SC 2s, Carrera White Porsche wheels, interior carbon package, interior metal Carrera White, red belts, red gauges, Bi-Xenons, Sound package plus, fire extinguisher, 3M, no smoke, rain or snow. Complete records, window sticker. Neil Hutchinson, 503-227-2359 nhutchinson@comcast.net (1/18)

The Anzeiger Marketplace has a track record of sales and is a free service provided to members.

To submit, update or renew an ad, email classifieds@oregon-pca.org. Ads will run for three issues and may be renewed upon request, space permitting.

Items offered for sale must be the personal property of the member; services are not eligible for advertising in Marketplace.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue and are subject to space availability. Make checks payable to Oregon Region PCA and mail to the address listed in the masthead under Treasurer. ■

PARTS FOR SALE

Brand new, unused set of Blizzak DM-V tires and wheels for Cayenne. 18 inch wheels and 255/55/18 sizes. The set includes TPMS sensors. \$1500 phone 360-210-7900 (1/18)

Due to an accident over the holidays that totaled our Cayenne, we purchased a new to us Cayenne that came with a set of Pirelli Scorpion snows that we don't need. They are 295/35 21 and have over 7/32 tread left. Selling for \$450 if we can sell locally to Portland OR.

Can deliver in a 60 mile radius. Obviously we'd take any excuse to drive the new one. Kristen Newbury, krnewbury@comcast.net (1/18)