

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | APRIL 2021



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APRIL, 2021

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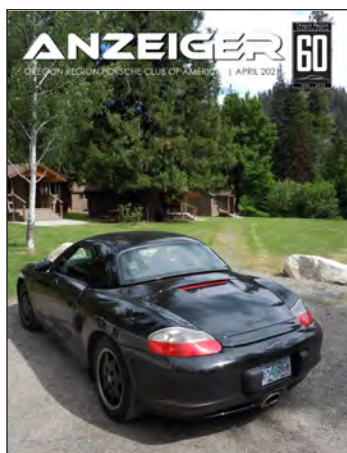
Mark Prusynski

Peg Ryan

Randy Stolz

Lynne Roe for Jim Roe

Many thanks to **Allan Caldwell**,
Pacific NW Region member,
for his Tech Talk column



ON THE COVER

Enjoying a stop along the scenic Lolo Pass in Idaho. Photo by Randy Stolz.



ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 61 | NUMBER 3 | APRIL 2021

ANZEIGER NATIONAL AWARDS

THIRD PLACE 2020 National Newsletter Contest, Class V PCA Region
FIRST PLACE 2017 National Newsletter Contest, Class V PCA Region

FIRST PLACE 1995, 1998, 2004, 2005, 2008
National Newsletter Contest

THIRD PLACE 2003 and 2006 National Newsletter Contest
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[CLICK HERE for March 2021 ORPCA Board of Directors Minutes](#)

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EVENTS, OREGON REGION AND BEYOND

APRIL, 2021

- 14 Board Meeting
- 20, 21, or 22 Midweek Casual Drive
- Cancelled**
- 21 Dinner Gathering
- 23-25 Walla Walla Wine Tour
- 24 SUV Drive
- 25 Autocross #2 PIR South Paddock

MAY, 2021

- 1 Spring Clean
- 5-9 Treffen: JW Marriott, Scottsdale, AZ
- 8 Arrive & Drive
- 12 Board Meeting
- 18 Midweek Casual Drive
- 19 Dinner Gathering
- 22 SUV Drive
- 23 Autocross #3: PIR South Paddock
- 23 Tours Class

JUNE, 2021

- 9 Board Meeting
- 12 Arrive & Drive
- 16 Dinner Gathering
- 16-20 NW Passage
- 22, 23, or 24 Midweek Casual Drive
- 26 SUV Drive
- 27 Autocross #4: PIR South Paddock

JULY, 2021

- 9-11 Corral at Rose Cup Races, PIR
- 10 Arrive & Drive
- 11-17 Porsche Parade, French Lick, IN
- 14 Board Meeting
- 18 Autocross #5: PIR South Paddock
- 18 Corral at Forest Grove Concours
- 21 Dinner Gathering
- 22 Midweek Casual Drive
- 24 SUV Drive
- 24-25 Corral at Vintage Racing Festival, PIR

AUGUST, 2021

- 11 Board Meeting
- 14 Arrive and Drive
- 18 Midweek Casual Drive
- 18 Dinner Gathering
- 22 Autocross #6: PIR South Paddock
- 28 SUV Drive
- 29 A Taste of Motorsports, PIR

SEPTEMBER, 2021

- 8 Board Meeting
- 10-12 Grand Prix of Portland—NTT IndyCar Series, PIR
- 11 Arrive & Drive
- 15 Dinner Gathering
- 16-19 Crater Lake Tour
- 23 Midweek Casual Drive
- 25 SUV Drive
- 26 Autocross #7: PIR South Paddock

OCTOBER, 2021

- 3 or 17 Autocross #8: PIR South Paddock
- 9 Arrive & Drive
- 13 Board Meeting
- 13-17 PCA Treffen, The American Club, Kohler, WI
- 19, 20, or 21 Midweek Casual Drive
- 20 Dinner Gathering
- 23 SUV Drive

NOVEMBER, 2021

- 10 Board Meeting
- 17 Dinner Gathering

DECEMBER, 2021

- 4 Holiday Party
- 8 Board Meeting



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2012 Cayenne

Tom & Cheryl Mesdag
Monmouth, OR
1967 911

Olivier Bouwman
Portland, OR
1972 911T

George Pang
Camas, WA
2012 911 Carrera

Brandon & Nisha Elliott
Tigard, OR
2012 Boxster Spyder

Nolen & Peter Sternkopf
Sherwood, OR
1984 944

Tim Hay
Battle Ground, WA
2019 Carrera GTS

David Villegas &
Annmarie Overholser
Forest Grove, OR
2014 Cayman S

Andrew Hutson
Portland, OR
1984 944

ORPCA LOCAL SUMMARY

Primary Members: 588
Associate Members: 404
Total Local Members: 992

PCA MEMBERS IN OR REGION

Primary Members: 1,079
Associate Members: 676
Total Region Members: 1,755

NATIONAL PCA SUMMARY

Primary Members: 89,652
Associate Members: 48,577
Total National Members:
138,246



Larry Tracewell
Membership Chair

membership@oregonpca.org

ADVERTISER INDEX

Page	Business	Contact
10	Avant-Garde Collection	503.505.6200
39	Epic Auto Detailing	503.866.5707
7	Heckmann & Thiemann Motors.....	503.233.4809
14	Marque Motors.....	503.293.5386
5	Matrix Integrated (Downtown).....	503.443.1141
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16	Porsche Beaverton	503.505.6200
39	Stuttgart Autotech	503.635.3098
12	Vintage Underground.....	541.510.5296

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- The cover "bleeds" off the edges, so please leave a good margin on every side of the focal point (most often, a car)
- Make sure there is nothing significant in the masthead area (see diagram at right).
- Shoot in Portrait (vertical) mode
- Shoot and send the highest resolution possible.

SEND YOUR PHOTOS TO PEG RYAN,
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APRIL ANNIVERSARIES

55 YEARS

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Christiane Long

48 YEARS

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Sandra Baker

41 YEARS

James Flynn

36 YEARS

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18 YEARS

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17 YEARS

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Ron Gotcher
Ken Krebs
Todd Hess
Janis Hess

15 YEARS

Reza Sara

14 YEARS

Collin Ma
Laurie Christiansen
Joseph Guida
Judy Clark Guida

13 YEARS

Darren Lloyd
Dawn Lloyd
Francis McKernan
Harold Klein
Kent Squires

11 YEARS

Jeremy Williams
Michael Fohl
Daniel Fohl

10 YEARS

Aaron Kraljev
Nicholas Kraljev
Andre LeBlank
Leta LeBlank
Bryce Bederka
Christina Bederka
Robin Shaughnessy
Trent Friesen

8 YEARS

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Douglas Foster
Diane Burns
Gerald Brown
Anne Brown

7 YEARS

McDon Bonta
Gayle Bonta
Donald Remlinger
Barbara Remlinger
Mark Brundage
Janelle Meyers

6 YEARS

Patrick McLaughlin
Scott Lazenby
Craig Todd
Aaron Todd

5 YEARS

Alexander Cawley
Brittany Cawley
Jerry Holder
Naomi Butler
Bill Fehr

4 YEARS

Matthew Nenninger
Tracie Andrews
Albert Szal
Mary Szal
Ken Tracy
Deby Tracy
Larry Bennett
Kasin Bennett
Mike Madrid
Julie Madrid
Michael Burgoyne
Denise Burgoyne

3 YEARS

David Wejroch
Maggie Wejroch
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Gary Wallesen
Jayson Gates
Carrie Gates
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Wendy Lee-Kanno
Garrison Crouch
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Marv LaVoie
Karen LaVoie
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Harpeet Nagra
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PRESIDENT'S MESSAGE

Steve Miller

Time to Get Ready for Some Springtime Driving Fun!

Spring has sprung! The daffodils and the crocus are up and blooming. The days are getting longer and, while the air is still unstable with driving rain and hail, the warm sun is bathing the landscape more frequently. We all know what that means. Time to wash and wax your Porsche and get behind the wheel for some driving fun!

The club has been cautiously planning our 2021 events as the country begins to open up.

Autocross will have held its first event and the Northwest Passage is in final planning stages. Arrive and Drives and SUV drives continue but with limited attendees. Monthly socials and mixers have also been scheduled but also with smaller numbers of attendees. We continue to observe required COVID-19 procedures and protocols to ensure the safety of all attendees.

Last month we held our club picnic at a local automotive museum located in Salem, The Brothers Collection. This event was very well attended. Club members were introduced to an amazing collection of automobiles and motorcycles from the US and Europe. All were

in concours condition. Catered box lunches were enjoyed by small groups of members connecting with one another for the first time after months of isolation. We would like to repeat this event in the future so more members can enjoy this incredible collection.

More events are on the horizon. We are planning some tech sessions which we haven't offered in a while. These are always well attended by the membership. If you have an idea for an event don't hesitate to send me an email. We are always open to suggestions.

Thank you so much for patience and understanding during these difficult times. Your club leadership continues to volunteer their time and expertise to deliver safe and responsible events to the membership. Your safety is our primary concern.

Check out the website regularly for the latest information regarding upcoming club events.

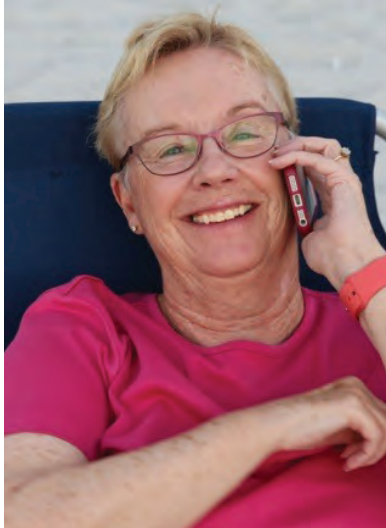
Thanks, all! ■



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FROM THE EDITOR

**Peg Ryan, Vice President/
Communications Director**

Looking Forward to Drives, Tours, Gatherings and Mixers

Yesterday was amazing. My husband Eric and I took our Sapphire blue Boxster S out for a drive with the top down! Yes, I had on my down vest and a fleece hat but it was wonderful. It reminds me that spring is coming and then summer. With this in mind, the club seems to be getting back to our level of activities before 2020 although with fewer people allowed. There are drives and tours planned, dinner gatherings are happening, autocross and even a Mixer! We have a Spring clean planned for May 1.

Our visit to the Brothers Collection in Salem was amazing with 90 people coming to view this huge collection of cars. It was great fun to see so many members there. A big thanks to Jeff and Jeannie Gretz for organizing this. Look for a big spread on it in the May Anzeiger along with pictures from our kickoff of the 2021 Autocross season.

One of my favorite articles this month is in the member photo gallery—a simple article with just one picture but it says so much about the club!



Also, we are kicking off a new column, My Other Favorite Car. I want to thank Lynne Roe for sending me the article from 2003 and encouraging me to start this fun column up again. I am looking forward to hearing about our member's other cars. Send these or other ideas/pictures to vicepresident@oregonpca.org. ■

A precise repair from a previous Spring Clean event. Spring Clean 2021 is May 1.

It's Springtime in the Northwest ... Time to Hit the Road!



Photo by Harold Klein

This spring, Marque Motors can provide your Porsche with everything it needs to be ready for twisty roads after a long and cold winter. Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. It's our shop's mission to keep your car in tip-top shape as you hit the road. And remember, we have been working on air-cooled engines since they were new.

If you've been driving all winter, now is a good time to ensure your car is up to date on maintenance, check for stored fault codes (if applicable), and keep your Porsche safe for you, your family and other drivers on the road.

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ZONE 6 UPDATE

Mark Prusynski, Zone 6 Representative

Virtual Zone Meetings Didn't Prevent Great Idea Exchange

On March 6 we held the last of four Region Presidents' Meetings since I have been a Zone 6 Rep. The purpose of these meetings is to get all the presidents in the Zone together during the first quarter of the year to go over what is going on nationally and exchange ideas among each other. I recall worrying before my first meeting that I would face some reluctance from some of the 10 presidents in our zone. Some Zone Reps had trouble with attendance at their meetings. My concern, happily, was unfounded. Our 10 Region Presidents have been willing participants in all of the meetings and were often accompanied by other regional officers. Prior to our virtual meeting on March 6, we had tried to rotate the meetings around the various regions. Our host region would invite its members to a dinner with the officers from all the regions, the Zone Rep and at least one member of the PCA Executive Council.

This year we missed the social interaction we've had in the past, but still had a great exchange of information and ideas. We shared how the regions coped with COVID and discussed future plans for the regions, Zone 6 and nationally. Our region officers so enjoyed each other and found

the meeting so valuable that we agreed that we should have another meeting later in the year. In the future the next Zone Rep may have the first meeting in person and the second virtually so that we all can stay in touch and be updated on what's going on in each of our regions and nationally. The second half of this year is looking to

be so busy that we might have difficulty finding time for a second meeting.

Spring is here and Porsche events are on the upswing. The big national events such as Treffen and Parade are still going and both Treffen Scottsdale and Parade attendance are sold out. The Treffen and Parade staffs are working hard to make sure the events are safe but fun. The second half of the year promises to be full of the Regional social

events that we have been missing during the pandemic. I look forward to a busy 2021.

See you in the Zone. ■





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SPINNEN

Randy Stolz

The Bandana

With so many people wearing face coverings these days I'm especially attuned to those wearing bandanas, especially outlaw style. When I see them I think of another "outlaw" in my past.

I met Jack Cassell in the 70s when I was lured out to a race by my friend Bill Kilbourn with the promise, "Hey, I can get you in for free."

I'm not sure what race at Riverside Raceway it was; perhaps just a regional Cal Club event. Jack was probably 40 years my senior and quite the raconteur. He was there when Cal Club began, and when the races were supposed to be grown-up fun. He loved racing but could never afford it on his salary from Northrop Aviation from whence he reluctantly retired. Jack had a Porsche before I met him and that too was reluctantly sold. Like a love lost, he never mentioned it much except as a time stamp; as in, "When I had my Porsche ..."

Living on a pension and the rent he got from a place in Hermosa Beach, his schedule during the summer was in lock-step with Cal Club races as he was the man in charge

of Course Control. I soon found out that Course Control meant doing the things other track officials didn't want to do. While others manned the corners, the emergency truck, or kept lap charts for Timing and Scoring, Course Control concerned itself with the more mundane tasks such as opening gates for track crossings, calling for security, chasing down errant dogs and people, and generally, be the handyman to the Lord High Executioner (the Chief steward in Race Control). As a result of these less than glamorous responsibilities, Jack was always on the lookout for fresh meat as most of the crew was ... shall we say ... intermittent (?).

At Riverside, we covered a wide area. With this in mind, whenever the Lord High Executioner called on us to take action it seldom meant we could just walk over to it. Thus, Jack decided that to be reasonably responsive we needed a motor pool of sorts. By "of sorts," that meant the cheapest old Honda trail bikes he could find. Meaning, they were "out of sorts" most of the time. Out of maybe 10 bikes three were running. Most of the crew, including myself, flogged them mercilessly.

I remember one winter evening Bill and I were invited over for dinner at Jack's. His wife Shirley welcomed us with a smile. Just as I thought we'd be offered a drink, Jack asked us to come out back to the garage. On a shelf above the phalanx of rusty motorcycle frames, broken plastic side covers, torn seats and cracked sidewalls were the batteries all hooked up to chargers and bubbling away. With Jack ruminating about which battery had the most floating balls with the hygrometer, I was transported back to a lab scene in a cheap horror film. After spending the better part of an hour changing the rear tube on a bike, we sat down for the meal. Afterwards we thought we'd better hit the road and declined when Jack asked us out to the garage afterwards. I mean really ... the nerve.

Of course, this was nothing for Jack. He was a past master at the art of bait and switch, the virtual sucker punch, and generally devious plans to keep the enterprise afloat. He once admonished me, "If you need to lie, lie big!" When Race Control would call down for the lunch count he would almost always double the crew count. But when Bill and I would pick up the lunches, Harold and Lucile were wise to Jack's ways saying, "Oh, there's only two of you!" Jack taught us well and we quickly told them that we had extra folks on the gates or some such story. Lucille would then say "Here's five extra."

Jack loved people. I could tell this by the way he would characterize them with names such as, "Daniel W.

Dipstick." Not to be outdone in the art of characterization, Shirley once asked me, "Are you really randy, Randy?" Bill and Jack roared. That was it ... from then on my moniker was "Randy-Randy."

It wasn't just people either. Jack and Shirley had a pair of cats and most of the time they would look up at us having a conversation while rubbing up against our legs. The first time I saw them I bent over looking at one, scratching its ear and asked it, "Who are you?" Jack said, "That's Didier Pironi." I looked at Jack and said "Oh yeah, and who's the other one?" Straight-faced he said, "Patrick Tambay." Jack had a photographic memory for race drivers and their history.

Another time, it was a Saturday evening at the Mission Inn during an IROC weekend with TV coverage. All the workers were invited to dinner. As we went through the receiving line, there were, in order, Jim McKay, Mario Andretti, Jackie Stewart and Cale Yarborough. I was surprised at how short McKay was standing next to Mario and Cale at 5'7" who both towered over Jackie (5'4"). I mentioned this to Jack who was next to me. Mind, we had not yet reached them to shake hands when Jack replied, "Yea, I guess we have to meet the Pep Boys before we eat." As Bill, Jack and I shook their hands, their heads were bobbing and they were all smiles, saying "Thanks" and "Glad you could make it." The visual picture was too much and I was laughing so hard they probably thought I was drunk already. Perhaps



I misheard what Jack said. It could have been, "Yeah, I guess THEY have to meet the Pep Boys (us) before we eat." ... Let's see; I'll be Manny, Bill can be Mo and ... well ... I WAS drunk actually.

Despite the incessant foolery Jack was a born leader. He was one of those guys, like a good coach that you would do almost anything for but just be careful you don't wind up looking for a skyhook. A bit of a Fagin to his team of Oliver Twists, he was always on the look-out for free stuff or stuff that wasn't free, but getable. He was always ready to make a pronouncement on any subject, situation, person, or thing with advice, pithy sayings, and facts uncheckable by human means.

Jack took a lot of heat defending the need for Course Control and that's not the half of it. Year after year he would take up station at the track crossing across from the pits at the tower. People would constantly come by wanting to run across the track to the pits while a race was on.

Naturally, he would relate these incidents later that evening to the enjoyment of everyone who liked enhanced stories about irrational people.

The other kind of heat was the sun. Riverside could get pretty hot anytime. Hot as it was, Jack would always look cool in his Stetson and collared shirt under which he always wore a blue bandana. I once asked him about the need for a bandana in the heat. He said it kept the sweat stains off his shirt and sunburn off his neck. We all wore them. For me it was about the dust that would kick up with the wind ever-present. I used to wear one at events to celebrate those days long gone. Now I wear a mask.

Course Control was an education like no other. It's something that's unsung. Being a race worker is something you won't read about. Mostly, it's a lot of hard work by a lot of volunteers but, "Hey, I can get you in for free."

—KEEP SPINNEN!

MY OTHER FAVORITE CAR

Jim Roe | Photos by Chris Greenwood

Jaguars are Keepers!

Editor's note: Lynne Roe sent me this article from 2003, as an example of a new column we could add. Enjoy her late husband's story of his Jag which was garaged at the time, side by side with his 356 Porsche Speedster. If you have an "Other Favorite Car" get us a picture and a short story about it!

Porsches are pretty, but Jaguars are for keeps. I bought my 1964 E-Type roadster brand new in the spring of 1964 while a student at Stanford-in-Germany near Stuttgart. I know, I know, buying a 356 would seem more logical, given the location, but I was Jag crazy. Ever since seeing the first photos in "Road & Track" down at

my dad's downtown Chicago men's club, I was hooked. That was 1961.

In those days when you went to Meadowdale and Elkhart Lake you saw Scarabs, birdcage Maseratis, 120's, Elvas, Ferrari barchettas and the occasional E-Type and Aston Martin. I guess there were Porsches too, but not on my radar screen. I had the car in Europe for six months. Looking back, it's a wonder we both survived. You could buy laps at the Nürburgring, the whole 17 miles, the day before the real race; after becoming briefly airborne on the long straight (there is a little hump) I almost got religion. We went to Le Mans too, where the major danger was a multitude

Below left: The Jag's interior. Below right: 1964, when Jim met up with Hans Ernst before their trip to Turkey.





of French nationals in yellow headlighted Citroens who took offense at our very existence. Not that the yellow lights were on much; they were saving on electricity, I understand.

Hans-Ernst, an Austrian buddy, and I took a drive to Istanbul and came across Pamir, a Turk, who had raced Corvettes in the States. He was in the Turkish military then and had the only E-Type in Turkey. He wanted to play; so, we raced about, up and down the Bosphorus to his place on the Black Sea and back. The Jag never missed a beat, even though you couldn't get ethyl anywhere in the entire country.

Back at school the Jag was instrumental in attracting my future (and current by 36 years) wife Lynne. She was looking for rides home from Monday night Physics Lab and rides to San Francisco Symphony concerts. I came along with the deal. Swept her off her feet, I guess. I told Lynne no matter how many kids showed up, the Jag would always stay. She is a keeper too, even after she backed the 911 (another story) into the Jag, a black day.

Oh yeah, I also owe the Speedster to the Jag. It was in for "routine maintenance" one time for about eight months, during which time I got "roadster fever" again and went out and got the '56 Speedster. That was in 1971. The Jag is "completely original." Black with a red interior and leaky top as new; now after seven generators, 18 Lucas anti-voltage regulators, conversion to all-synchro gearbox, 1000+ quarts of oil and a down-to-the-monocoque restoration it is BRG with a tan interior and leaky top. See, a keeper. ■

Above: Jim and Lynne and their two great cars. Below: A recent photo of the 356!



Tech Notes: Early Porsche Tire Replacement

ARTICLE AND PHOTOS BY ALLAN CALDWELL, TECHNICAL EDITOR, PACIFIC NW REGION

Editor's Note: Reprinted by permission from Spiel, February 2021. This article is used here with permission from Allan Caldwell.

As we all watch the increasing availability of Coronavirus vaccines this spring and the possibility of increased Porsche driving in our familiar events, tire questions related to safe travel may be critical in some older models. If it has been a while since your older Porsche has had new tires now might be a good time to review some of the issues in getting the best tires for an older model.

Once the owner of a pre-1990s Porsche (or a recently purchased used Porsche with uncertain heritage) needs new tires, it is sometimes difficult to select the correct tire. If the Porsche involved is a rear engine 911, the rear tires wear out about twice as fast as the front tires and there is the additional issue of replacing just the worn-out tires on the rear while keeping the fronts. And sometimes the owner wants a better tire because he is unhappy with the ride, road holding, noise or uneven wear patterns on his existing tires. Many tire replacements are also chosen to take advantage of newer wheel and tire technology used in the later cars with wider treads and lower profiles. Reference 1 provides a detailed summary of the primary issues and parameters in Porsche tire sizing. Interestingly, the overall outside diameter of most stock Porsche wheel/tire combinations from the 356 to the 996 was close to constant for all wheel diameters of 14 up through 18 inches. This resulted in an installed wheel/tire revolutions per mile of 825 +/- 2.5%. As the wheel diameters increased, the tire aspect ratios and sidewall depths decreased and the rim widths increased. The 997 and 987 cars finally changed to a larger

rolling radius in 2005, reducing the revolutions per mile to 775 +/- 2.5% on the rear drive wheels. Unless there are special applications under consideration, replacement tires usually work out best if they stay close to the original rolling radius and revs per mile.

TIRE AND WHEEL MATCHING

Figure 1 from Reference 2 shows a typical tire with the size and service application data on the tire sidewalls. In addition to the size designation, the sidewall will list codes for the speed rating, wear characteristics, special applications and correct rotation direction for asymmetric treads. The tire sizes include the tire section width and aspect ratio along with a load rating and speed rating. The first number is the cross-section width in millimeters and the second number is the cross section aspect ratio—section height divided by section width, expressed as a percentage. A 30 aspect ratio tire has a section depth of 30% of the section width. Finally, there is also a listing of the wheel diameter in inches and a listing of the maximum speed code for the tire and other service characteristics. The speed ratings are based on the maximum speeds the tire is capable of and consist primarily of alphabetical, but not sequential designators (S=112 mph, T= 118, U=124, H=130, V=149, W=168, and Y=186, and Z is over 149).

Critical wheel dimensions that need to be matched are shown in **Figure 2**. In addition to wheel diameter, rim width and offset are important for correct wheel and tire fit inside the wheel well. The rim width must be similar to the tread width and most tire specs will call out a range of widths that can be used with each tire size. The rim offset is critical in matching the steering axis

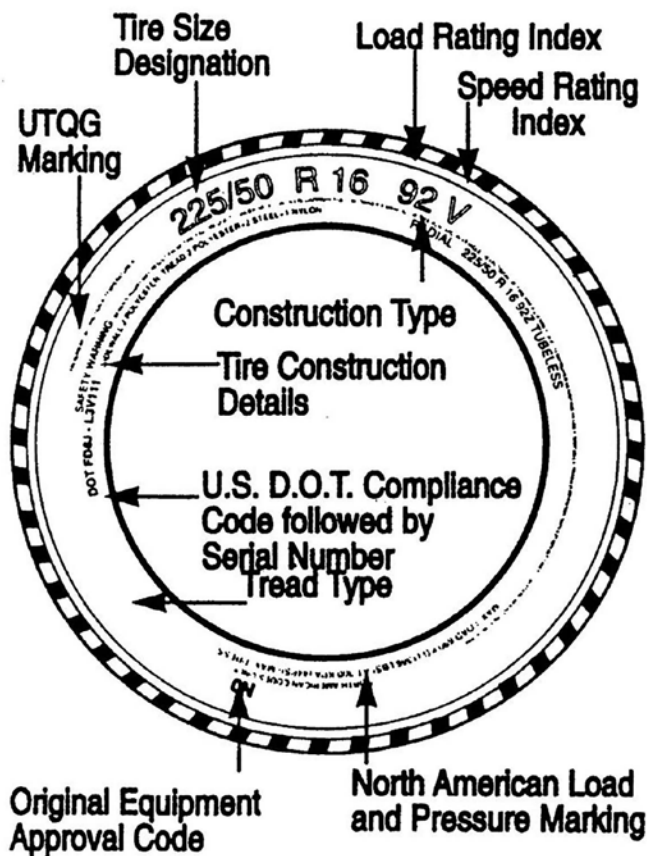


Figure 1

on the front suspension and also providing adequate fender and suspension clearances. Note that on most of the late model Porsche cast alloy wheels (with wheel bolts), the wheels have the rim width listed in inches on the left side of the valve stem and the wheel offset in millimeters on the right side.

PORSCHE SPEC TIRES

Because Porsche road holding is primarily dependent on the tires, it is also a good idea to stick to one type of tire on all four wheels. We experienced a number of past owner problems when tire types, construction and/or brands vary between the four wheels. One way to ensure repeatable tire performance between all four tires is to consider using "Porsche spec" tires when they are available in the desired size. The beginning of Porsche spec tires occurred when Porsche production started using the first high-

performance low-profile street tires in 1978. One of the first models to receive them was the 1978 911SC, which offered optional 16-inch wheels with Pirelli P-7 225/55 x 16 in front and 255/50 x 16 in back. They were a big improvement in road holding over the previous 15-inch higher profile tires we had previously had as the primary stock tire. But when they required replacement, the US tire dealers were selling a Pirelli with the same name, size, tread, etc., that was just mediocre and didn't have nearly as good road

holding as the original ones put on at the Porsche factory. Pirelli had changed the internal construction, rubber compounds, etc, but had the same tread look. It finally developed that the only visual difference between the original factory tire and the later versions was the size of the side wall ridge between the tread and the sidewall. The original one had a slightly more pronounced side-wall ridge than the later versions and Porsche even released a tech bulletin on it, urging users not to mix the two types together. So, we all would carefully check side walls when we were looking for the "good" P-7s. Soon after that we

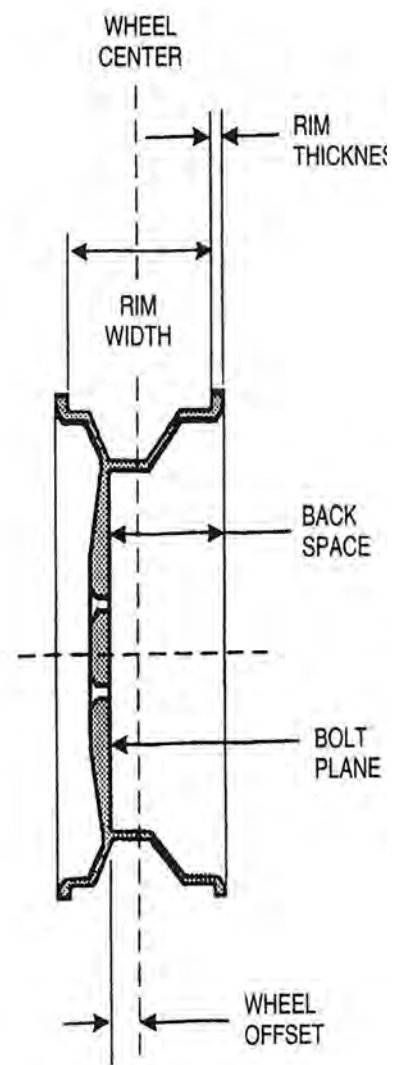


Figure 2

saw the beginning of the Porsche Spec Tire program which would identify those tires originally tested and approved by Porsche with the same basic construction as the first tested samples. To make it more obvious, the approved tires were designated on the sidewall with the letter "N" and a numbered subscript (1, 2, 3,) depending on the tire type. Even the tire company catalogs now list the Porsche spec tires separately in their listings for each tire type. This procedure assures the buyer that the driving characteristics of a new Porsche Spec Tire will exactly match what was already on the car if the car needed to replace just one tire that failed, or more commonly on a 911, replacing the worn out rear tires while retaining the front half-worn tires.

As described in Reference 2, the most common problems encountered in tire upgrades on 1970-1995 Porsches can often result from owner desires to include road holding upgrades beyond what was originally available. These upgrades often raise questions:

1. Is the basic chassis wheel alignment close to the original stock setup?
2. Will addition of wider rim wheels (which may require spacers) affect front end steering offset and handling of the car?
3. Is the desired ride height so low that "bump steer" affects the car's handling?
4. Do shock absorbers with low pressure gas increase the overall stiffness of the suspension?
5. Will lower profile tires add the equivalent of additional stiffness to the suspension?

BASIC ALIGNMENT DATA

For members who are just getting started in tire replacement or upgrading, it is important to review the stock alignment specifications and make sure the car is reasonably close to where it should be. If the installed equipment is close to stock (wheels, tires, weight, engine and body), then a good suspension starting point for normal highway driving is usually the factory set up.

Alignment specifications are available for most models in the owner's handbooks, model spec books, or workshop manuals. In addition, Reference 2 provides a detailed discussion of individual alignment components and their effects. The primary stock suspension adjustments are ride height, wheel camber, caster and toe-in. Height, camber and toe are the most critical. For street and highway driving, the specified alignment will include a very slight toe-in and the front wheels close to being vertical to the road surface with perhaps a slight negative camber (the tops of the tires slightly tilted inward toward the body compared to the bottoms). As a part of planning any tire upgrades, the effect of the upgrade on the basic suspension adjustment needs to be considered. Often the interacting factors of steering offset, ride height, shock selection, and tire cross-section get overlooked on suspension setup and may result in unintended effects.

STEERING OFFSET

One dimension that doesn't get much attention (or listing) in most discussions about upgrading tires and wheels is the steering axis inclination angle and offset. The steering axis inclination angle is measured between vertical and the axis around which the front wheels turn during steering commands. The steering axis angle and the position it intersects the ground in comparison with the tire patch is important for its effect on car behavior under steering and braking conditions. As shown in **Figure 3**, the distance between the center of the wheel contact patch and the steering axis intersection on the ground is referred to as the steering offset. This distance between the steering axis and the wheel plane acts as a lever arm for any longitudinal forces exerted on the wheel (such as braking) to interact back through the steering. It also can put dynamic loads on the wheel bearings. Steering offset is considered positive when it falls outside the two steering axis intersections with the ground. The

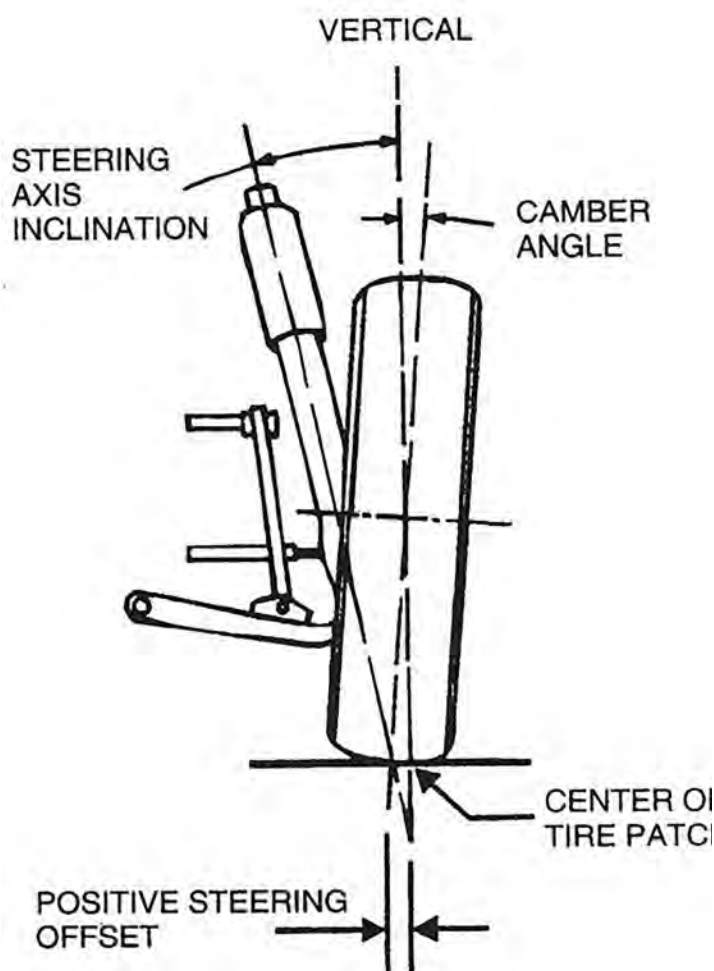


Figure 3

most desirable arrangement for braking and steering is a zero or slightly negative steering offset (Reference 2). If aftermarket wheels are used which have a substantially different offset from the original stock wheels, or a wider wheel is used with spacers, the steering offset can go positive and the car will not steer or drive properly. Even some of the Porsche Fuchs alloy wheels of the same width and diameter have different offsets when designed for the 944 rather than the 911 (Reference 3), so care must be taken. Note that the Figure 2 sketch is drawn with a positive offset and no camber for illustrative purposes. Negative steering offset is needed for stability when a brake fails or there is a difference in braking force between wheels, such as during ABS operation. The 911/912/914 designs up through 1989 have

front wheel hubs that typically result in a very slightly positive offset. This is one of the reasons we didn't see ABS used on 911s prior to the C2 and C4 Carreras (1990) when different wheel hub designs were used. Use of thick wheel spacers or an aftermarket wheel with too much offset to the outside may look good, but can aggravate the positive steering offset and cause the car to steer and brake poorly.

RIDE HEIGHT VS. BUMP STEER

Many owners like to lower their pre-1990 Porsches that use torsion bars and McPherson struts. Moderation is usually recommended on major height adjustments for the pre-1990 cars. Large reductions in height adjustment with McPherson strut arrangements can result in excessive values of camber and toe-in, and the stock adjustment limits may be insufficient to compensate. If the body height is lowered too

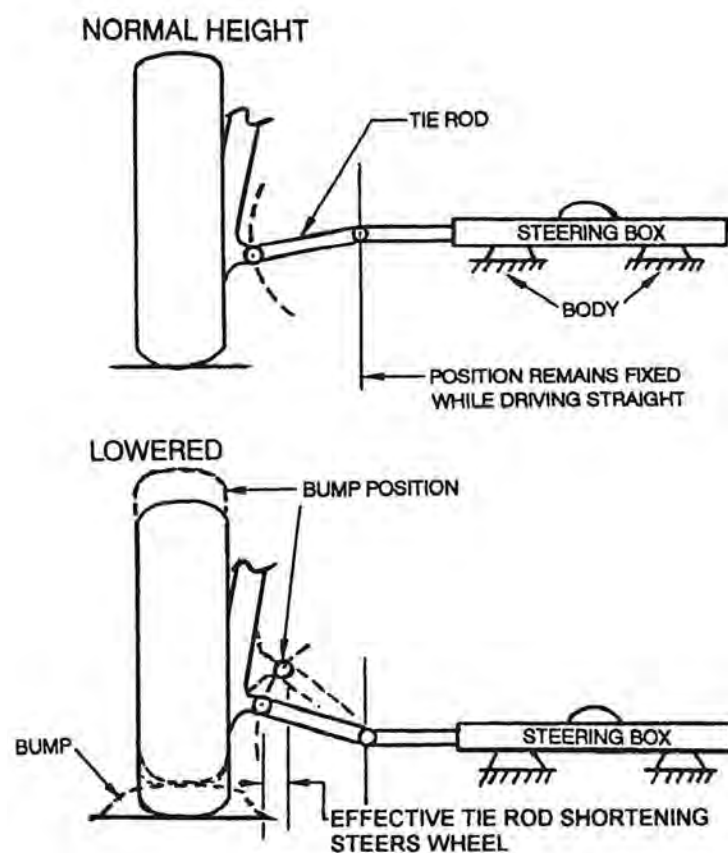


Figure 4

far, the steering tie-rods (which are normally near horizontal) have to angle upward to the steering arm attachments (**Figure 4**). Under these conditions, when the car goes over a bump, the tie-rod goes even higher, causing a shortening of the tie-rod in the horizontal plane and the resultant unwanted change in toe-in tries to steer the wheel. This “bump steer” is an undesirable characteristic that can be felt in the steering wheel in both corners and straight driving on slightly uneven surfaces. It can partially be avoided by shimming up the steering gear box, but the amount of shimming is limited and the problem is best avoided by not lowering the car too far. Ride height is a compromise between getting as low a center of gravity as possible, having adequate ground clearance and having adequate suspension travel with a minimum of bump steer.

The ride height adjustment at each end of the car, controlled by changing the basic stiffness adjustment on the torsion bar or the spring perch for a coil spring (if it is adjustable), can also affect the level attitude of the car. At rest, most Porsches should be close to level. The torsion bar 911s (through the end of the 1980s) need a slightly nose down attitude at rest. The ride heights specified for U.S. Porsches have varied somewhat over the years, having been affected by various U.S. bumper height and headlight standards. The height specification for the early 900 series torsion bar cars is based on the difference in height between the wheel center (which is typically about 12 inches above the ground) and some hard point on the body such as the center point of the end of the torsion bar. An approximate height check on a torsion bar 911 to see if the car is in the right ball park is a distance of 25" from the ground to the underside of the fender lip at the wheel center (front and back). This is strictly an approximate assessment and doesn't take the place of an accurate measurement but can be a help in diagnosing problems, keeping track of changes or comparing cars.

Later cars with spring-strut suspension may use a height spec which is a direct measurement from the ground to some point on the body or suspension. Ride height on the spring-strut cars can be adjusted by changing the spring height and in some cases, using spacers between the spring holder and the body. Also note that the newest cars, Boxster and 996, do not have designed-in height adjustment capability, although alternate spring heights can provide some variation. PCNA has issued a tech bulletin indicating that lowering the 996 or Boxsters is not approved because of a number of Federal laws and safety concerns (Reference 3), so owners need to be aware of that.

Nearly all the previous models have height adjustment provisions to accommodate most requirements.

TIRE CROSS SECTION

Lower profile tires provide substantially improved road holding by providing a wider tire patch. At the same time, the equivalent spring rate combination of the tire, wheel, and torsion bar or coil spring will increase due to stiffer sidewalls and result in a stiffer ride. New models from the factory with low profile tires have taken tire stiffness into account in the selection of their original spring rates in order to provide reasonable overall ride qualities. If lower profile tires are suddenly put on a car that already has stiffer springs or shocks installed for softer high-profile tires with flexible sidewalls, the driver may end up with a pretty harsh ride.

PORSCHE PERFORMANCE TIRES

One of the most famous and desirable performance tires for Porsches with 15 inch wheels was the Michelin XWX tire which had a spec size listing of 185/70-15 and was superior in traction on both dry and wet surfaces. The 185/70-15 would fit on a number of different Porsches. It was featured on a number of new Porsches includ-

ing the 1970s 911S and was also a popular tire on other 911s and both the 914/6 and 914/4 models. When the XWX tire price exceeded \$300 and the emphasis changed over to larger diameter wheels, the 15-inch wheel performance category started providing tires with 195/65-15 tires with wider treads and more normal pricing. Wheel and tire spacing clearances have to be carefully checked in some applications of wider treads.

This short review of considerations in Porsche tire replacement and/or upgrade is intended to illustrate some of the problems that can be encountered from interactions if too extreme measures are used in the upgrading process. For Porsches that mostly see normal highway use, moderate tire upgrades have provided the most enduring solutions. ■

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2. Crumb, K. "Wheels and Tires," Porsche Panorama Magazine, December, 1997 (Up-Fixin Vol. 11).
3. Caldwell, A. "Suspension Alignment and Upgrades," Porsche Panorama Magazine, July, 2000.
4. "Lowering Vehicle Ride Height Not Approved," PCNA Technical Bulletin Group 4, 4085, No. 9901, 3-18-99.

Member Photo Gallery



Just one this month, but an important message!

From Todd Etchieson:

Pete Libke came over and helped me do a valve adjustment on my SC. I had tried and failed a couple of weeks ago. It was great to have his help. "It's not just the cars, it's the people."

To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/2021-ORPCA-Events/Quarterly-Mixer-Helvetia-Tavern-March-7/>

(NOTE: Download photos with the down-arrow icon.)



Quarterly Mixer at Helvetia Tavern

BY BRUCE MYERS | PHOTOS BY BRUCE MYERS, BOB ELLIS AND ERIC LEWIS

The Oregon Region held its Quarterly Mixer on March 7 at the Helvetia Tavern just off Highway 26. The tavern opened in 1946 and has remained open ever since. I remember visiting in the early 1970s when I was in college and it has not changed a bit. The weather was usual for the month of March in Oregon, and if you didn't like what it was doing at the moment, it would change every fifteen minutes.

Due to COVID-19 social distancing, we enjoyed our own outside patio that could hold 20 people! We sat at tables of four, and mixing was challenging due to the separation, wind, and cold. Nevertheless, everyone remained in good spirits and it is safe to say we all had a wonderful time.

It so happened that March 7 is Winnie Miller's birthday. Phyllis and Ed Thiemann brought balloons and a birthday cake and cards and gifts were exchanged. Activities began to break up around four o'clock due to the weather, but everyone seemed glad they attended. We are all looking forward to better weather and more activities this spring. ■

Below: Our patio area; Bob Ellis and Peg Ryan.





Clockwise from top left: Winnie's cake! Happy birthday Winnie! Robb Hunt and Bruce Myers enjoying food and a beer; Other Porsches in the parking lot; Mark and Sandra Sprague; Kathleen Brown and Mike Harvey; a Porsche that withstood the rain; The Turbo S is Carlton Geer's new car!

Celebrating St. Patty's at a Dinner Gathering

STORY AND PHOTOS BY BRUCE MYERS

ORPCA's March dinner gathering coincided with St. Patrick's Day, and we were treated to glorious rain-free weather. Organized by our club's First Lady, Winnie Miller, it took place at the Oregon Golf Club which is an elegant building located on a hilltop in West Linn offering a panoramic view of Mount Hood. Eleven fortunate guests attended, all observing COVID guidelines by sitting at two tables of five and six members respectively. The tables were festive, decorated with shamrocks, gold-colored coins, and pots representing the end of the rainbow.

Steve Miller presided over the festivities in style wearing a green Irish hat. Long-time club members Wyn and Linda Robertson as well as past president Larry and Cathy Hannan were in attendance. Mark and Sandra Sprague, who joined the club last year but have not attended many activities due to COVID, were also present and promised to be more active in

Below, clockwise from left: Steve Miller in his stylish green Irish hat; Which way do we go? Sally and John Savona! Mark and Sandra Sprague with John Savona.





2021. John and Sally Savona, who received our New Member of the Year Award in 2020, for enthusiastically participating in many activities, continued to follow through in their same spirit this year.

The meeting started with warm greetings and catching up on news of everyone's activities, families, and of course our cars, accompanied by cocktails and of course green beer. I thought it was interesting that the Savonas and Spragues both live in Brush Prairie and Vancouver as did I for 38 years before moving to Oregon.

The Oregon Golf Club offered a Saint Patrick's Day special menu of corned beef & cabbage, brussels sprouts, and marble potatoes. Those less adventurous ordered from the wide variety of items on the bar menu. Dinner was capped off by Steve graciously treating everyone to warm chocolate lava cake with vanilla bean ice cream to celebrate Winnie's birthday which occurred earlier this month. Everyone had a great time and we all are looking forward to more Porsche Club activities this year. ■

Clockwise from top left: Larry Hannan with a little luck along with Cathy Hannan and Linda Robertson; Wyn and Linda Robertson by the inviting fireplace; Winnie Miller, dressed for the occasion, with Wyn Robertson.

Porsche Club of America

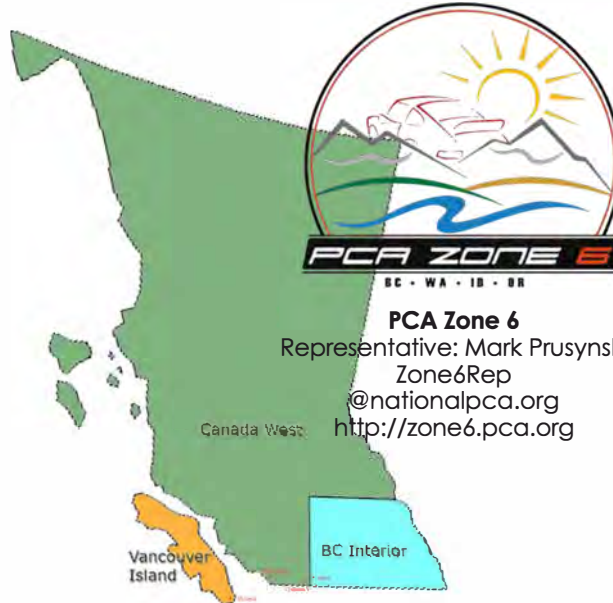
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PORSCHE CLUB OF AMERICA



Gear Up for the 2020 ORPCA Autocross Season!

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 (2015 or newer SA or M Snell rated) and a car that can pass a basic mechanical safety inspection. There are loaner helmets available and instructors should be available. Cars are run in classes against cars with similar performance.

Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, Cayennes or Taycans. For more information please visit our website www.oregonpca.org/activities/autocross/

CHANGES/UPDATES FOR THIS YEAR INCLUDE:

We are still dealing with Covid-19 restrictions at PIR. So, for now NO SPECTATORS are allowed at any PIR events. Events are for participants only. All participants are required to wear face coverings at all times on property and have temperature checks taken prior to entry.

Car classifications have been updated in order to provide a more fair, competitive experience for our participants. Highlights include a S04L and

P04L classes for the latest-generation, high-horsepower Porsches (All 718 Cayman/Boxster models (2017-current) and 992 911 base models (2019-current)). Please check to make sure you're registering your car in the correct class. We will not allow participants to change classes mid-season. If a car from a different class is driven, no points will be awarded for that event.

Similar to last year, we will be limiting the number of cars for each event. This allows for a better participant experience and ensures we're able to efficiently manage the run groups. Please register early if you are interested in participating. Walk-ins will not be accepted and people on the wait-list will be added in order (priority to members) if there are cancellations.

Work assignments are mandatory and will be enforced. It takes volunteers to keep this thing going. If you drive, you work ... no exceptions. We realize some folks have special circumstances that may prevent them from working in specific roles. We'll do our best to accommodate you, but we ask that you consider whether the physical aspects of autocrossing are appropriate given your individual health.

As always, please let us know if you have any questions.

Happy 2021!

Your ORPCA Autocross Team

SEE COMPLETE LIST OF
AUTOCROSS EVENTS ON NEXT PAGE

Autocross Events 2021

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

#2 April 25

<https://www.oregonpca.org/event/autocross-2-2/>

#6 August 22

<https://www.oregonpca.org/event/autocross-6-2/>

#3 May 23

<https://www.oregonpca.org/event/autocross-3-2/>

#7 September 26

<https://www.oregonpca.org/event/autocross-7-2/>

#4 June 27

<https://www.oregonpca.org/event/autocross-4-2/>

#8 October 3 or 17

South Paddock TBD

#5 July 18

<https://www.oregonpca.org/event/autocross-5-2/>

AUTOCROSS #2

Sunday, April 25 | 7:30 a.m. to 2 p.m.

Portland International Raceway

1940 N Victory Blvd. | Portland, OR 97217

Please join us for the April Autocross. This event will be held in the South Pits at Portland International Raceway (PIR).

Registration is limited to 60 participants, with Non-ORPCA member registration limited to 30 entries. It is strongly suggested that you register early for an event to ensure a spot. In the interest of starting on time, walk-up registrations will no longer be accepted. Tech and Check-in begin at 7:30 am.

All information on this event is available on Motorsportsreg: <https://www.motorsportreg.com/events/orpca-ax-2-04-25-2020-portland-intl-raceway-south-pits-pca-oregon-479288>

For general Autocross questions, please contact Eric Freedle at axchair@oregonpca.org

For Autocross Registration questions, please contact Anson Lytle at axregistration@oregonpca.org

APRIL BOARD OF DIRECTORS MEETING

Wednesday, April 14 | Meeting 6:30 to 8:30 p.m.

The April Board Meeting will be held on Wednesday, April 14 from 6:30 p.m. to 8:30 pm. This will be a virtual board meeting. If you are interested in attending, please send an email to Peg at vicepresident@oregonpca.org with your name and email address.

All members are welcome to join us!

Note: May Board Meeting is Wednesday, May 12

APRIL DINNER GATHERING

Wednesday, April 21 | 6:00 to 8:00 p.m.

The Wild Hare Saloon

1656 S. Beavercreek Rd., Oregon City, OR 97068

Gary and MaryAnn Conrad are hosting the April 21 dinner gathering at The Wild Hare Saloon, from 6 p.m. to 8 p.m. At this time, COVID requirements limit this seating to two tables of 8 for a total of 16 people. The dinner is being held in the Pioneer room. Attendees may order from their regular menu and pay individually with cash or a credit card. Great menu variety – something for everyone! Check out all the information and including RSVPs here: <https://www.oregonpca.org/event/april-dinner-gathering/> If you have questions please email: socialevents@oregonpca.org. Please note you must have a PCA Communicable Disease Waiver on file. A link to the form is on the event web page. ■

NOTE: The May Social and Dinner is Wednesday, May 19. Look for more information in the weekly email blast and on the website.



WATERFALLS GALORE SUV DRIVE

Saturday, April 24

There is a SUV drive planned for April 24 that will include a number of waterfalls! Please check the Weekly Member Email for more information on this tour.. ■

ANNUAL SPRING CLEAN

Saturday, May 1 | 9 a.m. to 1 p.m.

Matrix Integrated

4000 SW Macadam Ave., Portland, OR 97239

Join us for the 11th Annual Spring Clean Event at Matrix Integrated, located at 4000 SW Macadam Ave in the South Waterfront District. Matrix Integrated is a sponsor of the club and they have graciously allowed us to use their garage on this Saturday. Experts will be on hand to take care of all those niggling cosmetic issues that have been eating at you for who knows how long. Get them all taken care of at once, and at a great price, from our team of pros. Crack open your piggy banks or stop at the ATM, as all services are for cash. Sorry, no plastic is accepted at this event!

Here is the lineup of vendors:

1. Factory Wheel Outlet - Wheel Rash Repair
2. The Leather Guy - Interior Leather and Vinyl Repair and Refinishing
3. Showroom New - Paint Scratch & Chip Touch-up
4. The Dent Guy - Paintless Dent Repair

Epic Auto Detailing, a sponsor of the club, will join us to help answer any questions you have about detailing your car.

You must RSVP for this event. All the information and RSVPs are here: <https://www.oregon-pca.org/event/2021-spring-clean-event/>. When you RSVP you will need to pick the service(s) you are interested in so we can give the vendors an idea of the number of people using them.

If you are bringing more than one car, please register for each car and service. ■

ARRIVE AND DRIVE: BRING YOUR OWN PICNIC LUNCH

Saturday, May 8

The 2021 Arrive and Drive season starts on Saturday, May 8 with a picnic lunch opportunity! To attend, bring your favorite Porsche (with plenty of fuel), and ideally, a navigator, picnic lunch and chair(s) to sit on. The drive starts in Wilsonville and will end at Marys Peak. No minors are permitted on this drive. There will be two groups with a maximum of 12 cars in each group. Group 1 will leave at 8:30 am and Group 2 will leave at 9:30. We will have a participants safety meeting at 8:15 am and 9:15. You will receive the driving instructions and where to meet via email after you sign up. All participants, driver and navigator (if you have one), must register for this event before 5:00 p.m. on Monday, May 3, and complete all required steps. Registration is \$10.00 per car. For all the information and to purchase tickets go to: <https://www.oregonpca.org/event/arrive-and-drive-bring-your-picnic-lunch/>. ■

WALLA WALLA WINE TOUR

Friday, May 14 to Sunday, May 16

This is a three-day extended weekend event, combining drives on scenic backroads, visits to four leading and upcoming Walla Walla wineries and a joint dinner in downtown Walla Walla. All lunch, dinner and wine tastings will follow the Washington State Guidelines. There will be one group with a maximum of eighteen (18) participants.

Ticket sales will open on Thursday, March, 25 at 7:00 p.m. and close on April 18 at 11:30pm. Cost is \$140/participant and includes wine tasting, charcuterie and cheese plates at one winery as well the cost to develop the tour. For all the information and to purchase tickets go to: <https://www.oregonpca.org/event/walla-walla-wine-tour/>.

We recommend buying the tickets right away. Upon purchase of your ticket, you will get an email with the hotel information. We recommend making the hotel reservations right away. Note: Demand for hotel rooms in Walla Walla is rising and the hotels will hold the rooms for only a short time. ■



TOURS CLASS

Sunday, May 23 | 12 Noon to 4:00 p.m.

Heckmann & Thiemann Motors

220 SE 19th Ave., Portland, OR 97202

If you are interested in helping with leading and/or designing an Arrive & Drive, a Midweek Casual Drive or a Multi-Day Tour, there is a Tours Class on Sunday, May 23. More information on the class and the RSVP is here: <https://www.oregonpca.org/event/orpca-tours-class-2021-may-23/> ■

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Anzeiger Marketplace

PARTS FOR SALE



Porsche 911 997.1 Carrera Wheels

Rims And Tires - \$900 18" 911 997.1

Porsche Rims. OEM Carrera III 5-spoke C2 Wheels.

Can run on 996 with small front spacer (5mm) and longer lug nuts.

Very light Aluminum-Silicon-Magnesium Alloys (GK-AlSi12Mg-Wa) Barely used! Been sitting around indoors. Tires are old and should be replaced. No curb rash. Excellent shape. We got 19" Rims right away, so these 18's were soon un-used (after buying the C2 new).

Part # 997.362.140.01 #997.362.136.00 10x18. ET58 back

8x18. ET57 front

Standard tires are

235/40-18 and 265/40-18

Prices seem to vary. The least expensive I can find is \$300 each. This is a good price for what you get. Check out the pics.

If you need an extra set of wheels OR your old ones don't look so good anymore.

Look great. Just dusty!

Contact Peter Burke at 503.318.7204. (3/21)



Magnaflow catalytic converter and down pipe for Porsche 944S - 87-88 944S only, will not fit 8 valve cars

Less than 500 miles use. No problems.

David Dering 503-579-6169 Beaverton (4/21)



WeatherTech Front & Rear Floor liners

in Black for 2019 Porsche Cayenne.

Perfect condition \$150. WeatherTech trunk liner for Audi Q5, fits Cayenne perfectly but is about 1" short at the front edge. \$50. Stuart Moss, duetto430@gmail.com, (503) 310-7258 (10/20)

Pirelli Sotto Zero Winter Tires

245/35 R20, 295/30 R20, Excellent condition! Less than 2K miles. Tires are located in West Linn, OR. Asking \$500 o.b.o Please email with any questions. mr.toddodom@gmail.com (10/20)

IN SEARCH OF

Wanted! 18" Cayman/Boxster Wheels.

Peter 503.318.7204. (3/21)

Marketplace: Connecting with Club Members in Anzeiger and OregonPCA.org

The Anzeiger Marketplace has a track record of sales and is a free service provided to members. We are now including your listings in the Classified section of the Club website as well.

To submit, update or renew an ad, email classifieds@oregonpca.org. Ads will run for at least three issues and may be renewed upon request, space permitting. If your item sells prior to renewal, please notify us at classifieds@oregonpca.org.

Up to three photos may be submitted, and will be featured if space permits.

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 PO Box 281, Lake Oswego, OR 97034. ■

