

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JUNE 2020

Oregon Region  
Porsche Club of America

# 60

1960 - 2020





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ANZEIGER | OREGON REGION PORSCHE CLUB OF AMERICA | VOL. 60, NO. 5 | JUNE, 2020

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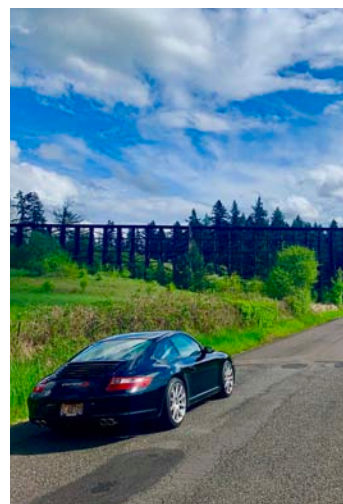
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JUNE, 2020

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Patti and John Shmilenko  
Mike Stack  
Randy Stolz  
John Thomas  
Larry Tracewell

And many thanks to **John Mueller**,  
PNWR Technical Education Chair,  
for his article.

## ON THE COVER

Remembering sunny past tours, like this Escape to  
Astoria in 2018. Photo by Eric Lewis.



# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 60 | NUMBER 5 | JUNE 2020

## ANZEIGER NATIONAL AWARDS

**FIRST PLACE** 2017 National Newsletter  
Contest, Class V PCA Region

**FIRST PLACE** 2008 National Newsletter  
Contest, Class IV PCA Region,  
**THIRD PLACE** Best in PCA

**THIRD PLACE** 2006 National Newsletter  
Contest, Class IV PCA Region

**PAUL HEINMILLER TROPHY** Best in PCA 1971

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[CLICK HERE](#) for May 2020 ORPCA Board of Directors Minutes

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# EVENTS, OREGON REGION AND BEYOND

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## JUNE, 2020

- 10 Board Meeting (**Virtual**)
- 13 Arrive & Drive **Cancelled**
- 14 Autocross #4 **Cancelled**
- 17 Social and Dinner  
**Cancelled**
- 21-27 Porsche Parade:  
Palm Springs, CA  
**Cancelled**
- 23, 24, or 25 Midweek  
Casual Drive **Cancelled**
- 25-28 Northwest Passage  
**Postponed (Note: NW  
Passage for 2021 was already  
planned, so the 2020 event  
will be held in 2022.)**

## JULY, 2020

- 8 Board Meeting
- 10-12 Corral at Rose Cup  
Races, PIR **Cancelled**
- 11 Arrive & Drive
- 15 Social and Dinner
- 18 SUV Long Beach Tour
- 19 Autocross #5: PIR  
South Paddock
- 19 Porsche Corral at  
Forest Grove Concours  
**Cancelled**
- 21, 22, or 23 Midweek  
Casual Drive
- 25-26 Corral at Vintage  
Racing Festival, PIR

## AUGUST, 2020

- 1 Germanpalooza
- 9 Summer Picnic
- 12 Board Meeting
- 16 Autocross #6: PIR  
South Paddock
- 18, 19, or 20 Midweek  
Casual Drive
- 22 Porsche Day at Cars & Coffee
- 19 Social and Dinner
- 30 A Taste of Motorsports, PIR

## SEPTEMBER, 2020

- 9 Board Meeting
- 11-13 Grand Prix of Portland—  
NTT IndyCar Series PIR  
**(Note new date)**
- 12 Arrive & Drive
- 16 Social and Dinner
- 16-19 PCA Treffen West Virginia:  
Greenbrier
- 18-20 Crater Lake Tour
- 22, 23, or 24 Midweek  
Casual Drive
- 27 Autocross #7: PIR  
South Paddock

## OCTOBER, 2020

- 3 SUV Manzanita Drive
- 4 Autocross #8: PIR  
South Paddock
- 10 Arrive & Drive
- 14 Board Meeting
- 20, 21, or 22 Midweek  
Casual Drive
- 21 Social and Dinner
- 24 SUV Octoberfest Tour

## NOVEMBER, 2020

- 11 Board Meeting
- 18 Social and Dinner

## DECEMBER, 2020

- 5 Holiday Party
- 9 Board Meeting





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# WELCOME TO OUR NEW MEMBERS!

Chris DiGiacomo  
Portland, OR  
1987 944 Turbo

Kevin Spellman  
West Linn, OR  
2008 911 Carrera 4S

Brian Johnson  
Gladstone, OR  
2012 911 Turbo S

Ben Tyson  
Portland, OR  
1986 944 Turbo

Murali Nallakrishnan  
Portland, OR  
2019 911 Carrera

## OR PCA LOCAL SUMMARY

Primary Members: 626  
Associate Members: 433  
Total Local Members: 1,059

## PCA MEMBERS IN OR REGION

Primary Members: 1,048  
Associate Members: 673  
Total Region Members: 1,721

## NATIONAL PCA SUMMARY

Primary Members: 85,981  
Associate Members: 47,408  
Total National Members:  
133,406



**Larry Tracewell**  
**Membership Chair**

[membership@oregonpca.org](mailto:membership@oregonpca.org)

## ANNIVERSARIES

### 40 YEARS

Jeffery & Jeannie Gretz

### 30 YEARS

David & Kimberly Lettow  
Dennis & Linda Phelan

### 25 YEARS

Thomas & Ryan Dunbar  
Klaus & Ravi Heyne

### 15 YEARS

James & Karen Hosford  
Daniel Kiefel

### 10 YEARS

David & Joanne Dibble  
Jay & Annette Ross

### 5 YEARS

John & Adam Eisenberg  
Bob & Laura Francis  
Eric Freeman  
Randy & Diane Homes  
Matthew & Nancy North  
Bob & Missy Smith

## ADVERTISER INDEX

### Page Business

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<b>7</b>	Heckmann & Thiemann Motors.....	503.233.4809
<b>9</b>	Marque Motors.....	503.293.5386
<b>5</b>	Matrix Integrated (Downtown).....	503.443.1141
<b>5</b>	Matrix Integrated (Westside) .....	503.747.5780
<b>37</b>	Stuttgart Autotech .....	503.635.3098



# Summer Is The Best Time For: Road Trips, Track Days, Car Shows and More...

## Is Your Porsche Ready?

PHOTO BY ERIC LEWIS

Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. 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 the vehicles safe for you, your family, and other drivers on the road.

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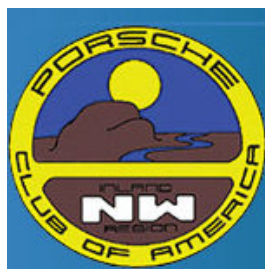
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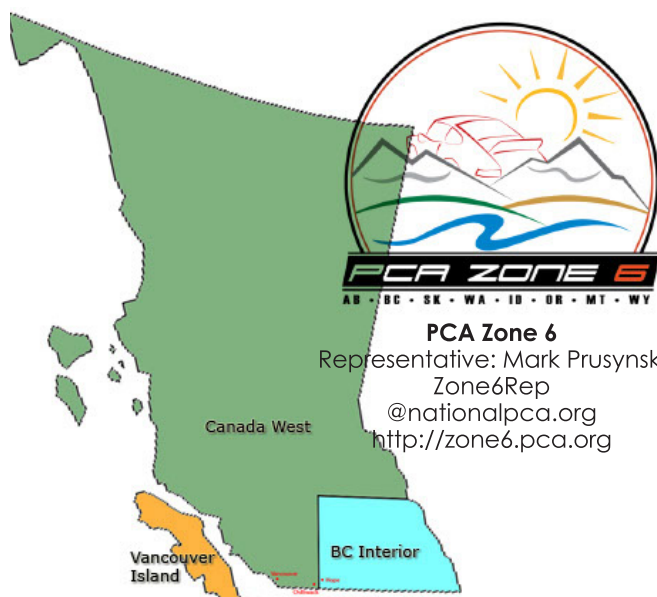
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## PRESIDENT'S MESSAGE

**Steve Miller**

# Oregon and Washington State Counties Begin to Open; Member Survey Coming Soon

**G**reetings once again from the compound at Millersdale. I hope this month's message finds you and your family well. We're finally seeing some relaxation of the rigid "Stay at Home" rules across the country and, more importantly, in many Oregon and Washington counties. Clackamas County, where I live, is finally open and moved to Phase I. (That means I can get a haircut!)

events. The Autocross co-chairs had already cancelled the June Autocross.

Over the next few weeks, we will be conducting a simple electronic survey of the membership to better understand your wishes. Several large social events remain on the calendar such as the Summer Picnic, the 60th Anniversary Celebration, and the Holiday Party. We need your input to ensure that you would feel comfortable attending these events.

**WE ARE WORKING ON PLANS TO COMPLY WITH THOSE REQUIREMENTS SO THAT MOVING VEHICLE EVENTS CAN RESUME ONCE AGAIN.**

National PCA recently released updated guidelines to qualify for event insurance. We are working on plans to comply with those requirements so that moving vehicle events can resume once again. It appears that wearing masks and "social distancing" will continue to be required for the foreseeable future. We also received a PCA Communicable Disease Release that we will all need to sign before participating in any events.

The Board of Directors convened on Monday, June 1, and made the difficult decision to cancel June

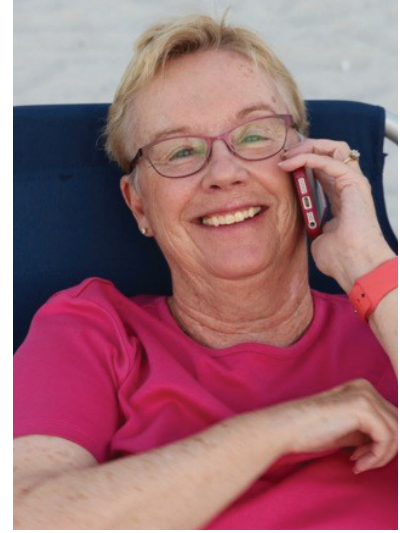
Please participate in the survey so that we can better represent your interests in our deliberations.

Well, it's a beautiful day today. While I should be mowing, it's a great day to get my 2006 Carrera S out of the garage and take it for a spin. It hasn't been on the road since February! There's something about those cars that uplifts your spirit when you're behind the wheel!

Drive your Porsche today and remember while it's not over yet, we'll get through this as we are a very adaptable and resilient people. ■

FROM THE EDITOR  
**Peg Ryan, Vice President/  
Communications Director**

## Thanks for Contributions ... and Watch for a Photo Rally!



**T**his past month has been challenging, coming up with information for the email blast and now for the June *Anzeiger*. We are lucky to have so many fabulous members who wrote articles, sent pictures and gave me ideas of things to share with all of you. Thank you all.

I looked at the Pacific NW Region PCA's May's newsletter, *Spiel*, and saw some interesting technical articles. I asked the authors of two

of them if I could use those articles for our newsletter, and I received answers back very quickly. They seemed legitimately honored that I asked. One of those articles is in this month's *Anzeiger*. I hope you find it interesting.

I have done quite a bit of research and thinking about what the club might be able to do, and when I presented some virtual event ideas to the board, we came away with an idea that Heinz Holzapfel and I have started—a Photo Rally. We will provide a list of places for you to go and take a picture with you and your car and then submit these to us. We have more work to do on this, including objectives and some rules! I will spend some time on this once this *Anzeiger* is completed and out to all of you.

Again, I want to thank those of you who submitted articles and other fun things to put in this June *Anzeiger* and in the email blast.

Please be safe and take care of those around you and those you love.

You can always reach me at [communications@oregonpca.org](mailto:communications@oregonpca.org). ■

*A photo rally will be a great way for Porsche people to have fun ...*







## FROM MY PERSPECTIVE

### Mike Stack

## Are You Going Stir Crazy?

**H**ow do you keep your four walls from closing in on you? At times it feels that way. Stacy and I are both working from home, her in the roomy dining room, and me in the back bedroom, with Scooter (the Parrot) in his cage. Both of us have been very disciplined about our days: we get up at the same time and go to work at the same time; basically the same time as in “the before times” when we went to an office. My business is Dale Carnegie Training and in the past, we did 95% of our business as in-person training and 5% as instructor-led live online training. Now it’s 100% live online which means there are days when I haven’t even gone outside. This is enough to drive me nuts.

The beginning of May marks the “outdoor season” for The Stack Family, when we open our gazebo and large deck. What is frustrating this year is we’ve only had a few nice evenings when we can enjoy it, and COVID doesn’t help. Being ordered to stay at home, not seeing, and interacting with other people is part of the wall closing in thing!

Mother’s Day weekend—we all remember it! Why? Because it was in the ‘80s! (That is me being sarcastic from walls closing in!) Anyway, we decided to try to make the weekend as normal as possible. Max’s parents, Scott and Denise (Max is their Newfoundland and the Arrive & Drive Mascot), in their 2004 Turbo with a wine-colored wrap, and Stacy and I went for a drive. Scott is on the “arrive and drive” team so he used the app “Scenic Motorcycle Navigation” to find curvy

roads. We headed southeast of Canby to places like Yoder and Marquam, and the rolling hills of that area. That was so fun that on Sunday we decided to do it again but this time it was Yamhill County. That weekend felt normal and for the next week my walls stayed put.

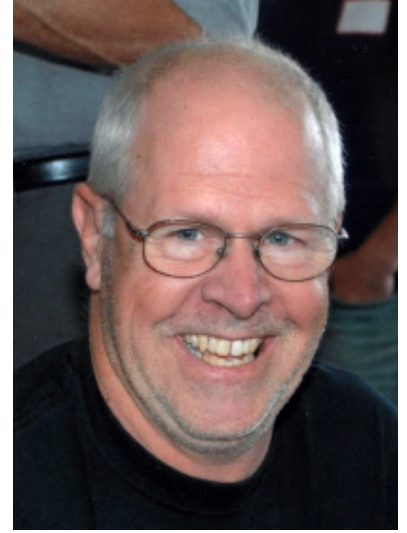
I know the entire club is chomping at the bit to go out as a group and drive, participate in Auto-cross and go to monthly socials and dinners. I also know our club’s board is frustrated because they want to stop cancelling plans and, heck, do something for the club and yet still can’t.

President Steve has to be the most frustrated because as our leader we want him to have all of the answers, and he doesn’t have them. Think about his position for a minute. With this being our 60th year anniversary, he and the club had many activities planned around that and now many have been cancelled and the rest of the year is in limbo. To move forward he will have to juggle the rules from the three counties, probably The Oregon Heath Authority and it has to align with “The Mother Ship” the PCA national office. So please give President Steve your support and encouragement.

In the meantime, what are you doing to not go crazy? What are you doing to try to get back to “normal?” Have you gotten your hair cut? Me, I get mine cut every six weeks, so I’m looking rather ragged. I saw a Facebook meme that sums up the haircut. “Marijuana is now legal and you can’t get a haircut. Looks like the hippies won!”

Be safe. ■

## SPINNEN Randy Stolz



### The Portland Factor

Sitting in the stands at Portland International Raceway (PIR) watching the annual fall motorcycle race my wife Ann looked up and remarked, "Look at those puffy white clouds! So different." A California girl, she remarked there weren't too many days like that in L.A., San Diego, or the San Joaquin Valley. Indeed, we were refugees from the inversion layer.

It was the summer of 1979, and we were looking for a new place to live; and a job for me. We had driven

up the week before and I had interviewed the few tech employers in the area that week. This was long before the term "The Silicon Forest" was coined. Long story short, I got a job, a new house and went looking for racing in Portland.

Looking over "Things to do in Portland" in the Oregonian, I spied the "race track in a city park" and thought this was something I needed to see. It was quite a bit different than those in the desert of SoCal.

Trees and shade, rolling slopes

*The Brumos team started it all in 1978 with Peter Gregg behind the wheel.*







1988. Geoff Brabham and the Electromotive Team are the 10th (and last) consecutive team to have the 'Portland Factor' ... winning the IMSA GTP Championship.

with grass, a body of water in the infield and Mount Hood in the background obliterated any previous notions I had of where a race track could be. Soon, Mount St. Helens would sully the grounds (and most of the region) with ash. Despite this, the 1980 season went on. There are tales of race workers brooming the track ashes aside for brave souls with open-throat carburetors ... and masked onlookers in the bleachers.

I connected with the local SCCA. They welcomed us with open arms (and plenty of race worker opportunities) and soon we found ourselves up to our eyeballs in all the events and non-events the region was doing. Ann shared my enthusiasm, up to a point (standing in a hailstorm at an autocross).

The best part was meeting so many new friends of all stripes. We attended almost every membership meeting and every race for at least three years; became close with a couple racers, working on their cars; sharing dinners and track gossip;

and wonder of wonders, I found myself a Board Member at Large ... good grief!

From the beginning I volunteered as a course marshal. Stationed at various points around the track it was the best place to watch the cars and the racer's skill and tactics; and their mistakes.

One of the biggest races of the year was the late summer professional race. The International Motor Sports Association (IMSA) is a sanctioning body for professional sports car racing in the U.S. The series traveled to various tracks around the country holding races towards a championship. From 1978 through 1988 the winner of the race in Portland also took home the championship. At the time, *Autoweek* columnist John Matras called it the "Portland Factor." What was it? Inside information? Luck? Just coincidence? It was none of those things.

In the early 80s, PIR's front straightaway was devoid of the chicane now called the "Festival Curves"



and the cars could reach speeds well in excess of 170 mph. "Two drag strips connected by curves at each end," one racer said. Indeed, some would say it was a "horsepower course" but there was more to it than that.

A recent chat with fellow member E.C. Mueller about PIR in those days shined a light on the difficulties of doing it right. "... When I worked for Electramotive (Nissan) during the GTP era of my tenure, the balance of downforce and horsepower

radar gun ... smoking fast ..."

So many times I heard it. "If you mess up the entry to Turn 1 you're screwed for the next two corners." In those days, the entry speeds were so high that if you were messing about with things like brake bias and not paying attention you'd visit the escape road ... or worse, visit the turn station I was at. Yes, it was unforgettable.

As the car veered right beyond the verge it became clear it was headed for us. Suddenly, those concrete

freeway dividers that surrounded the station didn't look that big. We dropped behind them and ... WHOMP! Pieces of car flew over our heads. Like prairie dogs we popped up out of the hole to see if it was safe. Damn that. How's the driver? He was half out of the smoking hulk as we gave him a hand. One leg, then two, over the steel bar at the



*Overachievers ... the Holbert Racing Porsches won Portland and the IMSA Championship 3 years in a row.*

was a real tradeoff. Geoff Brabham worked with the engineers to find the best terminal velocity on the straights without sacrificing hustling the car through Turns 1 to 4 and getting a big launch off of Turn 9 down the front straight. Also having the downforce in the car helped the tires live longer by limiting it sliding around in the twisties ... so much more to it than what is on the surface. Regarding speeds. We had Geoff during qualifying in 1986 at 189 mph on the front straight via the

window sill answered any question of his general condition. Still, after a minute or so he sat down on the grass as we waited for the emergency truck. Seems his bells got rung a bit. We called the ambulance.

This sort of thing can and has happened at the other end of the track at another braking zone entering present day Turn 10. Before sharpening Turn 7, prior to the back straight, the cars had a much faster exit and a higher speed at the end of the back chute. The seductive gradual left,

then right at the end begs drivers to go in deep ... at their peril. If you do it just right and make the corner, you can carry enough speed to overshoot the next turn onto the straight. Especially if an anxious right foot applies too much steam trying to pass. Like I said, there was, and still is, more to it than horsepower. The Portland race came about midway through the IMSA season and by that time you either had it right or were still searching.

It wasn't all just racing. To the disbelief of many, I traded the RX-7 for a new VW Vanagon Camper. A type of decision I was to make two more times. I've been into cars and conversely, out in the wildness over the years. Why? I'd been down racer road with motorcycles before coming to Portland. I loved racing but I wanted to win. That required more than I wanted to give. Besides, Oregon was a new place to explore ... another "Factor."

As new residents of Portland we became "weather opportunists" exploring Oregon's wonders. I think we camped at every State Park on the coast in the first two years of Vanagon ownership and most of the other parks in the next 20 years.

Of course, the city was always there. "Portlandia" and "Stumptown" are not the way I'll remember it. Beyond all the crazy mayors and even more crazy politics, Portland, to our joy, seemed like that secret gem between Seattle and San Francisco and stayed that way for the next 20 years. But I digress.

When the Indy Cars first came to



Portland in 1984 it took three years for the "Factor" to take hold. From then until the series left Portland in 2007, the winner at Portland won the Indy Car series championship 48% of the time. While unremarkable at first glance; consider the distraction with CART and IRL sanctioning bodies at the time.

The most winning team was not Penske, not Ganassi, but Newman/Haas; winning the race seven times and the championship, four times. Michael Andretti who won the race three times and the championship in '91 was quoted as saying, "... It might seem pretty simple, but the layout is tricky with the long corner, and then the left-hander that seems like you always have understeer on. It's always tricky. It was always a bit of a compromise on how you set the car up."

Where did the "Portland Factor" go? Is it still here? Absolutely! For us, it was more than coincidence and hype. Like those puffy clouds, there's more to it than that. ■

*Michael Andretti beat his dad (Mario) across the finish in 1990 by 3 seconds.*



## TECH TALK

Anson Lytle, Autocross Co-Chair



# Modifying your Porsche—Where to Start?

The Porsche brand is synonymous with performance-focused cars built on a racing heritage. Most Porsche owners are quite content enjoying their vehicles just as they came off the showroom floor. However, I frequently receive questions from folks interested in modifying their cars, wanting to know the best approach. Recommendations for types of modifications

cific categories and types of modifications, I want to make three very important points.

First, please consider your vehicle's warranty and current condition before proceeding with any modifications. Adding aftermarket parts doesn't necessarily void an existing warranty. But, if the changes are found to have contributed to a mechanical failure, you may be

KEEP IN MIND, PORSCHE BUILDS INCREDIBLE CARS WITH AN AMAZING BALANCE OF PERFORMANCE, COMFORT, AND DRIVABILITY. MOST MODIFICATIONS ARE GOING TO DISRUPT THAT BALANCE ONE DIRECTION OR ANOTHER.

and upgrade paths will differ depending on the application and goals. It's also worth considering the "modification constraint triangle" as it relates to personal expectations. Speed, cost, and reliability all have somewhat of an inverse relationship to each other. If you seek to improve one or two, it will most certainly negatively impact the other(s). Keep in mind, Porsche builds incredible cars with an amazing balance of performance, comfort, and drivability. Most modifications are going to disrupt that balance one direction or another.

Before we take a look at the spe-

out of luck. Consult your service advisor if you have any questions regarding your existing warranty. You should also consider the impact of any modifications as it relates to your local emissions regulations. Most of the modifications discussed will have no impact on emissions standards, but please be aware when considering changes.

Second, please ensure your car is in great working order and there are no concerns with its fundamental systems (brakes, shocks, belts, hoses, tires, etc.) before making any modifications. Failure to do so can lead to

premature wear of critical components with the potential for a catastrophic incident.

Lastly, in cases where you're trying to improve performance for racing applications, the most important modification you can make is the "driver modification," also known as "the-nut-behind-the-wheel." Participating in High Performance Drivers Schools/Education (HPDS/E), Autocross schools, or other opportunities that provide seat time with experienced instructors will be much more beneficial to your driving performance than anything else.

## TIRES/WHEELS

Tires are, hands down, one of the most important safety and performance features for any application. Your car's ability to accelerate, corner, and stop are all enabled (or limited) by the quality and type of tires. Porsche OEM tires tend to be better than average for performance, while still providing reasonable ride quality and treadwear life.

If you plan to autocross or track your car, you should consider upgrading your tires or purchasing a second set along with dedicated racing wheels. Similar to the modification constraint triangle, tires have similar trade-offs. Performance, treadwear, and cost are all important factors to consider, but it's rare you'll find a tire that excels in all three areas. Dedicated racing or autocross tires will have very limited treadwear life but should provide optimal performance for their respective applications.

If you plan to split time between street and competitive driving and don't want to deal with two sets of wheels and tires, consider Extreme/Max performance summer tires. These will provide incredible amounts of dry traction, but still allow safe three-season street driving. The top tire offerings seem to change frequently, but you should be able to figure out the current favorites if you ask around at competitive events. Always make sure you are running appropriate pressures and your alignment is dialed in to take full advantage of your rubber. Regardless of your application, tires should be near the top of every tuner's upgrade path.





## SUSPENSION

We've already discussed the importance of tires and their overall impact to the performance of your car. The suspension is equally as important, since it's responsible for maximizing tire traction and managing the handling of your car over variable road surfaces. It would be hard to argue that stock Porsches handle better than just about every other car on the road. But for those interested in competing in autocross or playing on the track, you may want to take things up a notch or two.

Suspension modifications can be some of the most beneficial and transformational changes you can make to a performance car. They can also be quite challenging and expensive, depending on how serious you want to get. Most tuners start by replacing the shocks/struts and springs with the hope of lowering the car and improving handling characteristics.

The addition or replacement of sway bars is also a popular choice for reducing body roll and distributing the car's weight under load.

SUSPENSION MODIFICATIONS CAN BE SOME OF THE MOST BENEFICIAL AND TRANSFORMATIONAL CHANGES YOU CAN MAKE TO A PERFORMANCE CAR.

However, I'm a firm believer that a performance alignment is the most beneficial modification for any suspension setup. This type of alignment will help maximize traction during hard cornering, improve "turn-in," and reduce uneven tire wear. Racing applications can take

advantage of more advanced changes that are designed to improve suspension geometry and allow for greater adjustability.

Changes to the suspensions should always be considered holistically and not just an upgrade to existing parts. Each change can dramatically affect the overall handling dynamics of the car and alter the overall balance. Suspension modifications can do wonders to transform the performance of a car but should only be done after consulting a professional or knowledgeable source. Poorly designed suspensions or improper installation of parts greatly increase the risk of catastrophic failure and/or injury

## ENGINE (Intake, Cooling, Exhaust)

Before we dive in deeper, let's bring a little more definition around this area. Engine can mean many different things, including full redesign and internal parts replacement. However, those willing to go to that extent to modify their Porsche are probably much more familiar with

their application and wouldn't find much value in this article. That being said, we'll use "Engine" to refer to bolt-on parts or items that can be swapped without having to tear down the motor. One of the most popular modifications is to replace the stock intake(s) with aftermarket filters, boxes, and/or tubes. The basic



idea is to increase the amount of air into the engine by replacing restrictive components with more free-flowing ones, translating to more horsepower and torque.

Some aftermarket parts manufacturers will also offer a cold-air intake option. Not only are these supposed to increase air flow, but they're also designed to isolate cooler air by relocating the intake element away from the heat of the motor. Cooler air is denser and should also translate to more horsepower. Power increases will be somewhat tied to the part's design, the displacement and type of motor, and any complimentary modifications. Aftermarket plenums and throttle bodies can also increase airflow and provide a smoother intake charge. These modifications provide nominal horsepower and torque gains on their own and tend to work best in concert with other "breathing" improvements.

There is generally more opportunity to find power on the exhaust side of the motor. As previously stated, better breathing motors produce more horsepower and torque. Getting hot exhaust gasses out as quickly as possible will help produce more power and improve the efficiency of other breathing modifications.

Exhaust systems can be broken down into several different parts, including the exhaust manifolds/headers, catalytic convertors, intermediate piping, and mufflers. Most novice tuners start by replacing their muffler with an axle-back (just as it sounds) or cat-back (muffler and intermediate pipe/everything behind the catalytic convertors) solution. Both options can dramatically change the sound and volume (exhaust note) of the car.

However, these are the least-restrictive parts of the exhaust and changes generally don't provide much in the way of performance gains.



As you move further upstream, you'll find the catalytic convertors (sometimes attached to the exhaust manifolds or downpipes in the case of turbocharged cars). Replacing these parts with catless or high-flow catalytic convertors can greatly reduce exhaust restrictions and add a significant amount of horsepower and torque. Different header designs will optimize performance in different parts of the power band (RPM range). Consider your application before deciding on a specific design. Please note modifying or removing catalytic convertors should only be considered for dedicated race or track applications, not for street-driven cars. Be aware of local/state/federal laws before modifying your exhaust system.

Performance heat exchangers, intercoolers, radiators, oil coolers, and supplemental ducting can help manage safe operating temperatures for race cars.

## TUNING

Engine performance modifications can unlock some moderate gains, but tuning is where you really bring the magic to the sum of the parts. Depending on the year and model of your Porsche, there may be one or more tuning solutions to unlock substantial horsepower and torque gains. Each is designed to modify the air, fuel, and ignition (+boost for turbocharged motors) in order to increase power. You will generally find more options for turbocharged cars, since it's easier to produce large gains with

IF YOU'RE PLANNING TO TRACK YOUR PORSCHE OR MODIFY BOOST LEVELS OF A TURBOCHARGED APPLICATION, COOLING UPGRADES SHOULD BE CONSIDERED. PERFORMANCE HEAT EXCHANGERS, INTERCOOLERS, RADIATORS, OIL COOLERS, AND SUPPLEMENTAL DUCTING CAN HELP MANAGE SAFE OPERATING TEMPERATURES FOR RACE CARS.

One additional area worth considering is cooling. Heat is the biggest enemy of performance when it comes to making power. Hotter temperatures reduce horsepower and increase the risk of other engine problems if not addressed.

Stock cooling systems of most Porsches will have no problem keeping up with typical street or autocross builds. However, if you're planning to track your Porsche or modify boost levels of a turbocharged application, cooling upgrades should be considered.

having the ability to increase boost. Tunes are generally loaded via software through the OBD (on-board diagnostic) port, hardwired on to the ECM (Electronic Control Module) itself, or added via a standalone or piggyback engine-management unit with connections to the car's sensors. Tuning can also take advantage of other existing bolt-on modifications and greatly improve the performance of your car. However, it's highly recommended to consult with your service advisor or trusted mechanic before committing to a tuning solu-

tion. In addition to warranty concerns, there may be other considerations regarding impacts to longevity and/or reliability.

## BRAKES

Brakes may be one of the most underrated and often overlooked performance features of a car. Sure, we can all appreciate the safety benefits of being able to quickly stop a car when necessary. However, brakes also provide critical functionality in the competitive space. In conjunction with solid performance tires, quality brakes will help cars shorten stopping distance and initiate weight transfer in order to optimize cornering dynamics. Now with this being said, Porsche OEM brakes are quite good in my opinion. Most street and autocross applications are not going to benefit from expensive brake upgrades. But if you plan on tracking your car, you should consider changing your brake pads and fluid to high performance products. Both are designed to manage the higher temperatures created under heavy, consistent braking while retaining pedal feel. Carbon ceramic brakes have emerged over the last decade and Porsche now offers the PCCB option for most of their fleet. While there are some benefits to this solution, they're generally only going to be beneficial to track-dedicated cars. So unless you want to significantly lighten your wallet and/or are overly excited about the color yellow, I would skip checking this box. Regardless of your application, make sure to inspect your pads fre-

quently and change your brake fluid at least every two years (more often if you're regularly tracking your car).

## INTERIOR

Wait, what? Interior? Yes, there are interior modifications that can provide huge performance impacts. The benefits of everything we just covered are still dependent on the input from the driver. Make sure you've adjusted your steering wheel and seat to be comfortable and supportive. Serious racers and autocrossers may find benefit in upgrading





their seats and seatbelts/harnesses to minimize movement under hard cornering, braking, or acceleration. Believe it or not, sliding around in your seat or fighting to minimize movement can cause a loss of focus and slower run/lap times. Also, don't forget to wear a comfortable, well-fitting helmet to remove yet another potential distraction from your driving experience. Chances are you'll never need it, but it's worth spending the money to get one that's high quality and fits your head. Most newer Porsches have well-designed steering wheels that are conducive to performance driving. However, if your wheel is too large, worn, or awkward, an aftermarket replacement may improve your experience.

Modifying your Porsche can be a fun and exciting journey. But it's

important to establish overall goals in advance and pick a safe upgrade path that will maximize the benefits of your investment. Aftermarket parts manufacturers can make a lot of promises concerning the performance of their parts. There are lots of great resources online to research different drivers' experiences with performance products. Club members and your trusted Porsche mechanic are also excellent sources of information when considering different upgrades, including ones not mentioned above. The following lists reflect a recommended upgrade path for each application. These lists are by no means scientific and purely reflect my opinion and experience.



## AUTOCROSS

The clear bias is towards the driver, suspension, and tires. In general, power modifications tend to be over-emphasized by autocross newbies. Sure, more power and torque are only going to help, and they certainly play a bigger role with larger, wide-open courses. However, this only emphasizes the need to improve the other areas even more.

1. Experience/Driver Education
2. Helmet
3. Performance alignment
4. Tires or tires/wheels (can be combined with 3)
5. Suspension (can be combined with 3 and 4)
6. Engine (intake/exhaust)
7. Tuning (can be combined with 6)
8. Other if necessary (brakes, seat, advanced suspension, etc...)

## TRACK/HPDE/ROAD COURSE

The list appears to be similar to autocross. However, brakes play a pivotal role and power modifications provide an increased benefit when weighed against tires and suspension. It's crucially important to balance these modifications, as it can be dangerous to over index on some without consideration to the others. For example, too much power and not enough tire or suspension could lead to some very bad things.

1. Experience/Driver Education
2. Helmet and other safety mods if applicable (e.g. fire extinguisher)
3. Performance brake pads/fluid
4. Performance alignment
5. Tires or tires/wheels (can be combined with 4)
6. Suspension (can be combined with 4 and 5)
7. Engine (cooling/intake/exhaust)
8. Tuning (can be combined with 7)
9. Other if necessary (seat, harness, role cage, advanced suspension...)

## STREET

This is completely up to you and it's okay to start where you would like. Similar to autocross and track modifications, you always want to consider the overall balance of modifications to the car. You aren't competing for times or points; you're competing with other drivers and hazards on the road. Make wise, informed decisions and don't be afraid to ask for help. ■

*Anson Lytle is the Autocross Co-chair, and #1 in his Autocross class for the last four years.*



# Tire Pressure Monitoring System (TPMS): Essential Info About Porsche's Key Safety System

STORY AND PHOTOS BY JOHN MUELLER, PNWR TECHNICAL EDUCATION CHAIR

*Editor's Note: First published in the May 2020 Spiel, Pacific NW Region PCA newsletter, in the Tech Ed Column. This article is used here with permission from John Mueller.*

**D**o you know...

- ...if your Porsche has TPMS?
- ...how to use TPMS?
- ...what to expect from TPMS?
- ...what NOT to expect from TPMS?
- ...how to maintain TPMS?
- ...how a TPMS works?
- ...where a WEU is mounted?
- ...how to troubleshoot your TPMS?
- ...how to measure the battery life of a WEU?
- ...how to buy fresh WEUs?

This month I would like to talk about Porsche's Tire Pressure Monitoring System (TPMS). TPMS is not an extravagant option! The TPMS is a very important safety system that you need to maintain. I am continually surprised when I see a 2007 or newer Porsche with the TPMS disabled. I can only assume the owner disabled it because they did not understand how important this safety system is.

## WHY TPMS?

If you own a car that is 2007 or newer you can thank the Federal Government and the TREAD Act. The TREAD Act mandates that starting in 2007, tire pressure monitoring systems are required standard equipment on all vehicles weighing less than 10,000 GVWR. TPMS is a key safety system intended to minimize the occurrence of low tire pressure. Problems that can occur because of low tire pressure include:

- Worse braking
- Worse cornering ability

- Decreased fuel mileage

TPMS does not solve the problems that arise from low tire pressure all by itself. The TPMS depends on the driver checking cold tire pressures monthly and adding or removing air as needed. TPMS is even more important if you own a 911, Boxster or Cayman because these cars do not have a spare tire. Without a spare tire, you want to keep your eye on your TPMS. If you see the air pressure in a tire beginning to fall you should immediately pull over and temporarily fix the tire with a tire sealant supplied in Porsches not designed to carry spare tires. If you do not slow down soon enough, an alarm will sound and soon the tire will likely shred! Then you will need a flatbed truck to carry you to a tire store.



## TPMS EXPECTATIONS

The TPMS is designed to inform the driver of the pressure in each tire so they can take corrective action before low tire pressure creates a hazardous driving situation and/or destroys the tire. Porsche's TPMS is accurate to plus or minus 4 PSI.

## TPMS MAINTENANCE

- Check your cold tires with a tire pressure gauge monthly, add or remove air to arrive at the desired tire pressure.
- Use ONLY TPMS valve stem caps. DO NOT use ordinary valve stem caps.
- Before removing a tire from its wheel, inform the tire technician that they are liable if they damage the TPMS Wheel Electronics Unit (WEU) inside your wheel. A replacement "WEU" can cost \$250.00 per wheel!
- Show them...
  - ...you have a TPMS.
  - ...the system is functioning properly.
  - ...that you expect the system to function properly after the tire work has been completed.
  - ...to break the tire bead on the side of the tire that is opposite the valve stem.
  - ...to take care not to shear off the WEU when removing the tire.
  - ...the WEU valve stem must not be removed and replaced.
  - ...all wheels must be returned to their original positions.
  - ...when tires are off their wheels write down the WEU UPC codes and their locations because this information is helpful when troubleshooting a TPMS.



*WEU mounted inside the wheel.*



*WEU valve stem parts.*

## IF THE TPMS IS NOT WORKING

Before doing anything, check the valve stems.

- If the wheel has the rigid metal WEU valve stem begin trouble shooting!
- If the wheel has a standard flexible rubber valve stem, stop. There is no WEU inside the wheel. You need to install a WEU.



*Rigid metal WEU valve stem means WEU is inside the tire.*



*Rubber value stem means no WEU inside the tire.*



## TROUBLESHOOTING A TPMS

Troubleshooting can only be done by a technician with the proper tools and training! The main tool is a computer with the correct software and an OBD-2 connector. This tool will provide you with more information than you care to know about your TPMS, but more importantly it will predict how many months of battery life are left in each of your four WEUs.

If a tire technician does not destroy your WEU, battery life will most likely be the only problem you will ever have with your TPMS. When a WEU battery dies you will need to replace the complete WEU. While you are replacing one WEU you should check the remaining battery life in the other WEUs.

## BUY FRESH WEUS

Request a written battery life report to make sure you get a new WEU that is less than 6 months old. A fresh WEU should have 90 to 120 months of battery life. 20 months is considered low battery life. WEU battery life cannot be checked until it has been installed on a car and 'learned' by the control unit. The tester can only communicate with the WEU through the control unit. There is no real current draw on a new WEU until it has been installed.

## EXAMPLE OF TWO WEU CHECKS

- April 2009, I installed 4 Porsche OEM Generation 1 WEUs on a 2007 – 997. These WEUs had 90 months of battery life.
- By April 2013, 44 months of WEU battery life still remained.

## SAVING MONEY?

Eliminate the cost of mounting and balancing your tires twice! When you buy new tires have the tires mounted and balanced by a technician who has the tools and training to troubleshoot your TPMS. Have them tell you how much battery life is left in all four WEUs. If the battery life is 20 months or less, replace the WEUs when you replace your tires.

## HOW DOES TPMS WORK?

In December 2001 TPMS became a Porsche option. In 2017 Porsche supported three TPMS generations and four system hardware configurations. Porsche's Technical Service Manual indicates the following about Generation 1 TPMS on a 2007 – 997.

Porsche's TPMS has 4 parts:

- Control Unit
- Four Triggers and trigger senders
- Central antenna
- Four WEUs operating at 433MHz

## CONTROL UNIT

The Control Unit is located in the luggage compartment. It analyzes data and sends it to the instrument cluster.

## TRIGGERS

Triggers are located under all four wheel housing liners. They send a 125-kHz signal directly to the WEUs in order to transmit the desired information to the central antenna. When a 997 is unlocked, the control unit initiates the first 125-kHz signal for each trigger, starting at the left front in a clockwise direction. WEUs are triggered approximately every 60 seconds while the vehicle is moving.

## CENTRAL ANTENNA

A digital central antenna (reception frequency 315 or 433 MHz) is secured to the vehicle floor in the center tunnel between the water tubes. The signals received from the four WEUs are digitalized in the antenna and forwarded to the control unit.

## WEUS

Each WEU (433 or 315 MHz) (Generation 1 or 2 or 3) is bolted to the rim of each wheel using a special WEU valve stem. The WEU consists of the following eight components: pressure sensor, temperature sensor, roll switch, measuring and control electronics, receiver, transmitter and a battery. The WEU can be triggered to receive and send requests from the TPMS control unit via four trigger senders. The roll switch detects whether the wheel is stationary or turning. This information is used either to start a triggered learning process for a moving wheel or to switch off the WEU when the wheel is stationary for a long time. A modified data protocol ensures that the WEU unit will not be detected if installed incorrectly and this is stored as a fault in the fault memory.

## AFTERMARKET WEUS?

Yes, you can buy WEUs from a 3rd. party, but...

...will the WEU work?

...can you get the WEU installed correctly?

...if the WEU does NOT work what does one do?

...what frequency WEU do you need -- 315 MHz or 433 MHz?

...what generation do you need?

...how long is the battery life?

...What brand WEU can you trust?

• ITM	\$43.00 each
• Orange	\$44.75 each
• Titan	\$48.00 each
• VDO	\$52.43 each
• ORO-TEK	\$75.00 each
• Dorman 974-009	\$92.19 each

• HUF/BERU	\$105.00 each
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• Schrader 28087	\$168.28 each
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## PORSCHE WEUS?

• Generation 1	\$190.05 each
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• Generation 2	\$152.72 each
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• Generation 3	\$128.69 each
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Note: Different generation WEUs are NOT interchangeable!

WEU valve stems cost \$30.61 each. Always replace the WEU valve stem when replacing the WEU.

I hope this information surprises you. I hope you are saying, "I didn't know that."

Thank you, Dan Inches and Porsche Bellevue for your technical assistance. ■



Dawson beside my car at a viewpoint near Condon, OR on our way to meet up with the Zone 6 Grand Tour in John Day.



# Meet Our PCA Juniors!

**DAWSON GROSS**

**M**y nephew, Dawson Gross, was a PCA Junior member for the last couple of years. He just recently turned 18 so I guess he's aged out now, but he enjoyed receiving his welcome packet when I signed him up and he really enjoyed being my co-pilot during the Oregon leg of the Zone 6 Grand Tour in June of 2019. I taught Dawson to drive a manual shift in my 996 when he got his license at 16. The Zone 6 Grand Tour happened

about a year after that, so he had time to practice before joining me for the tour. He ended up driving all the way from the McKenzie Pass in the Cascades, through the Willamette Valley and across the Coastal Range to our stop in Lincoln City. He did great and we both had a blast! When I asked what Dawson liked best, he said, "I liked driving with all of the members and getting to see all these people that have one thing in common—they love Porsches. It

*Below, left to right: Dawson and me with a group of members at a Zone 6 Grand Tour stop in the Ochoco National Forest, between John Day and Bend, OR; Dawson driving my 996 on our way to the Oregon Coast from the McKenzie Pass.*



was really cool to see a group of people out enjoying what they love while letting others like me experience it too."

In December of 2018 there was a prize drawing of all PCA Junior members, and Dawson won the grand prize for his age group—a very large Lego Technic model of a Porsche 911 GT3 RS. With over 2,700 pieces and 856 steps in the assembly guide, the model took us many hours to

complete. But doing that together, and driving the Zone 6 Grand Tour together provided some great quality one-on-one time with my nephew that I wouldn't have otherwise had. My younger niece and nephew have shown a little interest in cars and the club now, so I may be signing them up soon. —Matt Nenninger ■



## MILES BORDEAUX

Member Scott Bordeaux's son Miles was a PCA Junior at age 14. Here he is at PIR at the Taste of Motorsports for his first

Porsche event and track day. Miles is 15 now, ready to get his license when he turns 16 in June. He is very excited to get his license. ■



## AEDAN KEEFE

Peg Ryan made her grandnephew a Porsche Junior when he was 6 months old. Now he is two years old and getting the hang of it already: here he is with his PCA Bib and a sports car. ■





# Celebrating Mother's Day Porsche-Style

STORY AND PHOTOS BY JOE KELLY

Like most ORPCA members, Nancy and I were "under house arrest" due to the restrictions imposed by the COVID19 crisis. It was Saturday and tomorrow's Mother's Day celebrations were looking sad to non-existent. What to do? I called a local vineyard, the Garden Vineyards, that I had discovered on previous Porsche drives in our foothills. I inquired about purchasing some wine on Mother's Day and Melinda responded cheerfully "Of course—just decide what you want and I'll bring it to your car in our parking lot." Two nice bottles of their Pinot Noir wines were selected and Melinda offered to include some tulips for Nancy.

Sunday I told Nancy that we were going on a short Porsche drive to celebrate the day. While she was getting ready, I pulled out the '87 Targa, cleaned the windows, removed the top, and

used some Griot's Speed Shine to make the car look a bit better. We took off on a warm, sunny Sunday in a festive mood. The drive to the Garden Vineyards took us under the Holcomb Creek Trestle, the largest operating wooden trestle in the US. Once there, Melinda brought out the selected wines and presented Nancy with a bouquet.

With the wine safely tucked away, we enjoyed a wonderful mini-tour on twisty roads through local farmlands and forests. The 85-degree mid-day temperature and the top removed brought out happy smiles. An hour later we were back "under house arrest" but ever so lucky that we were able to salute Nancy on Mother's Day. Our four daughters joined the celebration through phone calls and a Zoom video meeting. ■



Top: Joe Kelly under the Holcomb Creek Trestle. Left: Lovely Mother's Day gift of Tulips from the vineyard, wine and a card! Below: Nancy and her tulips.



# This Month's Photos of Activities While Distancing

BY PEG RYAN, VICE PRESIDENT/COMMUNICATIONS DIRECTOR

*Editor's Note: We have continued to get some fun pictures from members about what you have been doing with your Porsche during this time of social distancing. Here are some of the ones I received. Enjoy! Keep sending them to [Communications@oregonpca.org](mailto:Communications@oregonpca.org).*

## PATTI AND JOHN SHMILENKO: WILLAMETTE RIVER SALMON FISHING

This is ORPCA Member John Shmilenko, his dog Mac and an unnamed salmon, masked and practicing social distancing on the Willamette River, in a photo taken by Patti.



## SCOTT AND SYDNEY ANDERSON: QUARANTINED IN THE GORGE

Since the stay at home orders came down in March from Washington Gov. Inslee, my wife and I have certainly adjusted to quarantined life. I am considered essential critical (whatever that means!) and am working from home the majority of the time. Sydney has been furloughed from her job and is doing her best. Besides completing all yard work that I had originally planned to complete by summer, I have also been working on our 911.

During the last month, I have completed an oil change using the latest Joe Gibbs racing fluid, including pulling the pan and checking for any contaminants. I also fixed my windshield washer fluid issue, changed the brakes, completely detailed the interior and clay-barred the exterior and applied a new coat of wax. Lastly, I pulled the front bumper and cleaned out the radiators. Being stuck at home certainly gives you an appreciation that being bored is a mindset and you can always find something to do, especially being a homeowner! Since we live in a small community here in the gorge, people have really stuck together and are doing their best to maintain some sort of civility during these trying times. We have been doing our best to social distance, which is pretty easy when you live in the boonies!

Sydney has certainly enjoyed going on social distancing drives every weekend. I have found quite a few new roads that are certainly epic just in our local area now that the majority of the snow in the highlands is gone. This shot, as you can see, is up in Gifford Pinchot Forest heading up to Mt. Adams and the Indian Heaven Wilderness area. We certainly are blessed to live in such a gorgeous area and hope everybody in the group is doing their best in the city. Hang in there and I hope to see you all very soon!

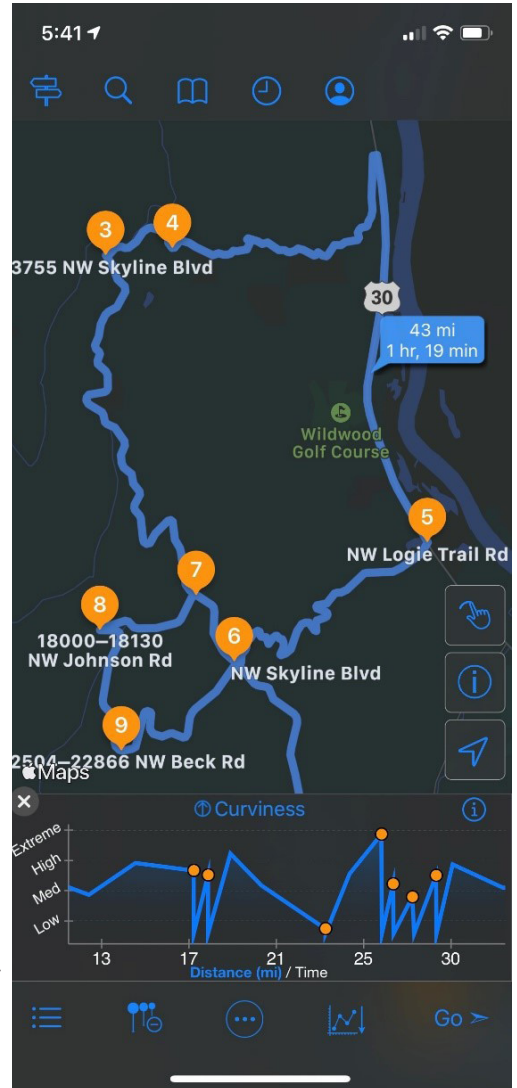




## TODD ETCHIESON: SKYLINE AND LOGIE TRAIL

My car is a 1980 911 SC Targa in Petrol Blue Metallic. The drive I did on Saturday is one of my standard drives, though I threw a new extra loop in that I recently found. I live in Forest Heights, so I hop up to Skyline and drive it almost to the end (watch for bikes!) and turn down Rocky Point Road for a twisty drive down to Highway 30 a few miles west of Scappoose. In the “Before Times” I might drive into Scappoose for a coffee and a pastry at Cathedral Coffee (really good coffee - they also have a shop near Cathedral Park in the St. Johns neighborhood). Then I head back towards Portland on Highway 30, turning back uphill on Logie Trail. Logie is very twisty, at some points the turns are so tight I often debate about whether to drop into 1st - but any air-cooled people out there will realize putting it into 1st while still moving can be a risky proposition. The new twist I threw in is to turn right (west) once I get back to Skyline and go a half-mile or so to Johnson Road. Just a little way down Johnson Road you can turn left on Beck Road and get about three more twisty miles before coming back to Skyline and Logie Trail.

Here is a map I made using the InRoute App (note the “curviness” graph—this is a great app for planning a drive and worth the cost of the pro version to have unlimited waypoints). Waypoint 4 is the overlook where I shot the pictures of Mt. Hood and the view to downtown Portland—the picture included here. This is the spot where I took one of my favorite pictures of my car (see the cover of the April 2018 issue of the Anzeiger). On a clear, early morning you can have beautiful views of Mt. Hood. But if you have a modern car that is really low be aware that you are likely to scrape on Rocky Point Road - my friend followed me in his GT3 and I cringed every time I heard the front valance scrape ...





## THE HOLCOMB CREEK WOODEN TRAIN TRESTLE

The Holcomb Creek Wooden Train Trestle is the largest wooden trestle in the USA. It was built in 1905 and is still being used today. It is 1168 feet long and 90 feet high.

It is in our backyard—east of Banks on Dick Road. It is said to be haunted at night so please keep your social distance from the ghosts! John Thomas provided the history of the Train Trestle. Joe Kelly and Maynard Chambers took the photos.



## MT. ST. HELENS VIEW FROM MC CLELLAN OVERLOOK IN WASHINGTON

Chuck West, Bryce Bekerka, Barry Cogut, Bob Ellis, Dick Thomas and Jeff Gretz met up at this beautiful overlook.



# Our Porsche Stories

***Second in a series of stories from members to keep us virtually connected! We would love for you to send us your Porsche story with pictures for this new section. Send your stories and photos to Peg Ryan, [communications@oregonpca.org](mailto:communications@oregonpca.org)***

## **LARRY TRACEWELL AND LINDA TRACEWELL**

My Porsche Story begins at the local Cadillac dealer in Portland. My wife Linda and I have always been "car people" having owned various European and American performance and sports cars and sport sedans and at the time owned a 2003 C4 Corvette convertible (we still do) and a Cadillac XTS-4 which I had taken in to the dealer for routine service. While waiting I wandered back to the rear showroom where they had various exotic and performance cars other than Caddy's and lo and behold on the floor was a 2014 Panamera 4S Executive with 20,000 miles and still under warranty. I was immediately drawn to it as we had been discussing getting a Panamera for some time to replace the XTS. It was exactly the vehicle I would have chosen, as it was a twin-turbo 425hp 4S in the "better than black" color of agate grey with a black interior and loaded with options including the sport-chrono package with launch control. I went home and told Linda I had found her birthday present. We went back the next day and after the test drive, we took home the Panamera which we immediately named "Wolfie" after the German Grand Prix driver Wolfgang von Trips.

After looking at the PCA and the Oregon PCA web sites, we decided to join the club and see what it was about. After a couple of Socials and Arrive & Drives we were hooked on the events and the people we met in the club.

The following year we attended the Porsche Parade in Spokane, WA, caravanning there with other club members.

I volunteered to help Steve Miller with membership and was appointed Membership Chair. The

following year I was honored to become a board member and Membership Director.

We have since added Hansie, a 2011 Cayenne S (after Hans Herrmann) and Nico, a 2008 911 Carrera 4S (after Nico Rosberg) to our Porsche family.

I heartily encourage all members to get involved and volunteer for events and/or administration leadership. It will only help advance and increase your Porsche story and experience just as it has ours.



*This is the Panamera named Wolfie.*



*This is Hansie, a 2011 Cayenne S.*



*This is Nico, a 2008 911 Carrera 4S.*



## JUNE BOARD OF DIRECTORS MEETING

Wednesday, June 10 | 6:30 to 8:30 p.m.

**This will be a virtual board meeting. If you are interested in attending, please send an email to Peg at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org) with your name and email address.**

All members are welcome to join us!

*Note: July Board Meeting is Wednesday, July 8*



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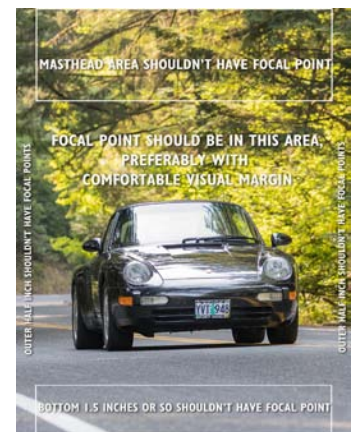
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### ANZEIGER COVER PHOTO HOW TO'S

- 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,  
[communications@oregonpca.org](mailto:communications@oregonpca.org)



# Anzeiger Marketplace

## CARS FOR SALE



1997 Carrera-S for sale. This car was purchased by me from the showroom floor at Circle Porsche, Long Beach CA. 20 years ago. Upgrades include custom Fikse Wheels, Bilstein Coil Over Shocks, & Sway Bars. This last of the air cooled era has won several concours awards and has been highly maintained. Stored in heated garage in the winter. COA, records, and photos available. \$97,000. Black on Black. Mileage 79,000. Mike Sampson, 714-322-4112 [mike@alpinehardwoods.com](mailto:mike@alpinehardwoods.com) (1/20)



1998 Boxster, purchased July 2016, 3rd owner. Returned to optimum running condition. Originally a CA car, owner moved to CO, then second owner purchased and brought to St. Helens, OR (retired Police Chief). 5-speed manual transmission. 107,527 miles. I per-

formed all minor services; oil and filter every 5k miles. Major services and all other maintenance done at Sunset/Beaverton Porsche. In March 2020 I had all suspension components OEM replaced as well as replaced rear tires (Michelin Pilot Sport). Front tires not replaced (>50% remaining). Brakes in great shape. Oil analysis stellar! Asking \$9,500 (average NADA book value for private sales). Call or text Dave at 360-798-9556 or email to [dsomdalen@tds.net](mailto:dsomdalen@tds.net). (6/20)

## PARTS FOR SALE



1) O.Z. Alleggerita HLT wheels in black with black Porsche crest. 10x18" rears and 8.5x18" fronts with setbacks for any Boxster/Cayman. Excellent condition. \$1,900 new for sale \$1,200



2) Volk Racing TE-37 FORGED wheels in silver. 10x18" rears and 8.5x18" fronts with setbacks for

Boxster/Cayman. Very good condition. \$3,400 new for sale \$1,750

3) Porsche/Audi/Volkswagen diesel fuel adapter - free

Call Barry at 360-210-7900 (5/20)

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@oregonpca.org](mailto:classifieds@oregonpca.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 PO Box 25104, Portland, OR 97298. ■