

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | AUGUST 2024





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OREGON REGION PORSCHE CLUB OF AMERICA
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ARTICLES

Marc Franck
Jim Goetsch
Carole Hedstrom
Heinz Holzapfel
Fern Kulpreecha
Randi Ledbetter
Queene Mavor
Adam Reiter
Peg Ryan
Diane Scott
Robin Shaughnessy
John Sommerwerck
Randy Stolz

PHOTOS

Dave Burke
Jeannine Downey
Bob Ellis
Marc Franck
Jeff Gasparitsch
Andrew Gilbert
Brad Hedstrom
Carole Hedstrom
Heinz Holzapfel
Tosh Kanno
Fern Kulpreecha
Anh Le
Randi Ledbetter
Sheldon Lesire
Dave McCart
Dan Morris
Valerie Menely
Matt Nenninger
Mike Newby
Debora Owen
Norbert Pawelzick
Robin Shaughnessy
John Sommerwerck
Randy Stolz
Joe Sweeney
Derrick Teal

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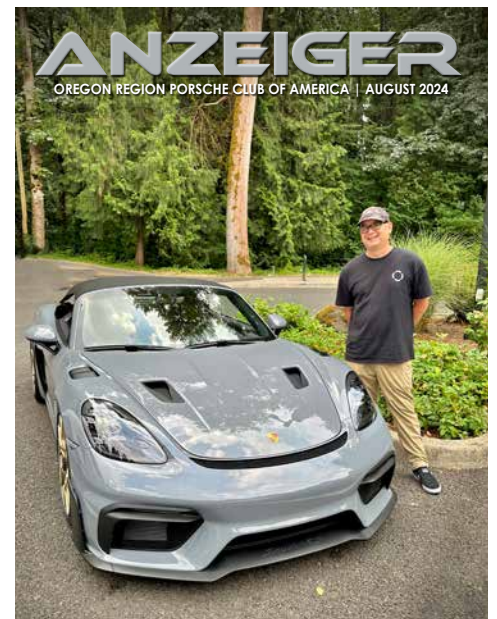
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PASSAGE 2024:

Fall Is Open For Registration

ON THE COVER

Donovan Harris and his new
Boxster Spyder RS. Photo
by Jeannine Downey.



ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 64 | NUMBER 7 | AUGUST 2024

Oregon Region Porsche Club of America BOARD OF DIRECTORS 2024

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Heinz Holzapfel
president@oregonpca.org



SECRETARY

Tosh Kanno
secretary@oregonpca.org



DIRECTOR AT LARGE

Larry Hannan
larryhannan@oregonpca.org



VICE PRESIDENT

Carole Hedstrom
vicepresident@oregonpca.org



TREASURER

Daniel Morris
treasurer@oregonpca.org



DIRECTOR AT LARGE/ MEMBERSHIP

Anh Le
membership@oregonpca.org



PAST PRESIDENT

Peg Ryan
pastpresident@oregonpca.org



Board of Directors Minutes: Note: [CLICK HERE](#) for July 2024

PROGRAMS

AUTOCROSS CHAIR

Eric Freedle
AXChair@oregonpca.org

TOUR CHAIR

Kurt Fuerstenau
tours@oregonpca.org

ANZEIGER EDITORS

Peg Ryan
communications@oregonpca.org

SOCIAL MEDIA CHAIR

Jeannine Downey
media@oregonpca.org

TECHNICAL EDITOR

Jeremy Williams
techeditor@oregonpca.org

ZONE 6 REPRESENTATIVE

John Sommerwerck
Zone6Rep@nationalpca.org

Peter Linsky
linsky911@comcast.net

Harry and Stephanie Danberg
Jeannine Downey

SALES MANAGER

Dave Burke
davesales@oregonpca.org

CLUB HISTORIAN

Randy Stolz
historian@oregonpca.org

Bob Ellis
bob@kelandscapedesign.com

Jeff and Liette Gasparitsch
Roy Johnson

CLUB PHOTOGRAPHER

Rick Pittman
clubphotographer@oregonpca.org

SCHOLARSHIPS

Gary Koppang

Lisa Kind, Designer
orpca@millennium-graphics.com

Fern Kulpreecha
Anh Le

Julie Madrid
socialevents@oregonpca.org

ANZEIGER NATIONAL AWARDS

National Newsletter Contest
FIRST PLACE 1995, 1998, 2004,
2005, 2008, 2017, 2022, 2023

National Newsletter Contest
THIRD PLACE 2003, 2006, 2020

Best in PCA 1971
PAUL HEINMILLER TROPHY

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EVENTS, OREGON REGION AND BEYOND

AUGUST

8	Summer Eve Drive
10	Saturday Drive
11	Autocross #6
13	Board Meeting NEW DATE
16	Werks Reunion - Monterey, CA
18	Beginner Drive
20	East Side Evening Drive
21	Dinner Gathering
22	Midweek Drive
24	SUV Drive

10	Board Meeting NEW DATE
13	Touchmark Cars & Coffee
14	Saturday Drive
15	Quarterly Mixer
18	Dinner Gathering
18	Midweek Drive
18-22	NW Passage Fall
21	Arrive and Drive
28	SUV Drive
29	Autocross #7

19	Cayman Drive
20	Formula Viewing Austin Race
20	Quarterly Mixer
23	Midweek Drive
26	SUV Drive

NOVEMBER

12	Board Meeting NEW DATE
16	SUV Drive
20	Dinner Gathering

SEPTEMBER

5	Summer Eve Drive
7	Air-Cooled Drive

OCTOBER

5	Covered Bridge Tour
8	Board Meeting NEW DATE
12	Saturday Drive
13	Autocross #8
16	Dinner Gathering

DECEMBER

7	Holiday Gala
10	Board Meeting NEW DATE

For the most up-to-date information, please go to our website at oregonpca.org.

Events in **BOLD RED** are live links to more detailed information.

ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

EVENT PHOTOS

- Photos can be vertical or horizontal.
- When shooting, there should be a comfortable margin around all edges of the focal point (most often, a car). **Do NOT crop!** We will crop your photo to the best proportion for the page. *Photos with the edge of a car clipped off is the most common photo error.*

COVER PHOTOS

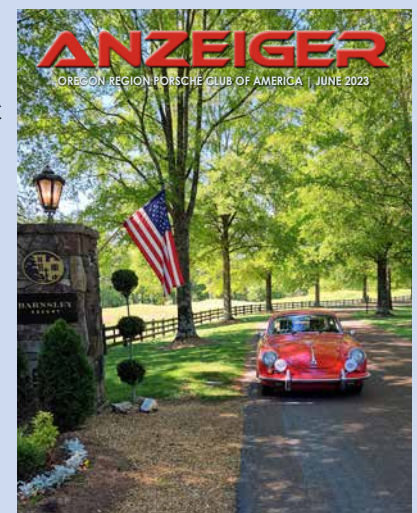
- The cover "bleeds" off the edges, leave

a good margin on every side of the focal point (most often, a car)

- Make sure there is nothing significant in the masthead area. Vertical photos are best for cover photo options.

ALL PHOTOS

- Shoot and send the highest resolution possible.
- Avoid capturing unwanted reflections or distracting backgrounds.
- All people in the image should be facing the camera.



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COLLECTION

WELCOME NEW MEMBERS!

Patrick Kennedy
Milwaukie, Oregon
2014 Panamera

Jamie Elmer
Hillsboro, Oregon
2006 Cayman S

David Bailey
Welches, Oregon
2003 Boxster

Tiannan Zheng
Shuang Chang
Beavercreek, Oregon
2024 718 Cayman GT4 RS

Brady Moreira
Portland, Oregon
2009 911 Carrera S Cabriolet

ORPCA LOCAL SUMMARY

Primary Members:616

Associate Members:406

Total Local Members:1022

PCA MEMBERS IN OR REGION

Primary Members:1268

Associate Members:745

Total Region Members:2013

NATIONAL PCA SUMMARY

Primary Members:106,370

Associate Members:55,689

Total National Members: 162,059

How to Join PCA and ORPCA

WELCOME PORSCHE ENTHUSIASTS!

Not yet a PCA Member? Join PCA today! Are you a PCA Member, and do you live in Northwest Oregon or Southwest Washington? You are invited to join the Oregon Region PCA! For more information visit

<https://www.oregonpca.org/home/orpca/membership/join/>

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AUGUST ANNIVERSARIES CONGRATS!

45YEARS

Rupert Koblegarde
Bobby Koblegarde

42YEARS

Robert Ames
Kathleen Ames

40YEARS

Paul Andrus
Lora Andrus

37YEARS

P Myers
Dyann Myers

34YEARS

Michael Criscione
Linda Criscione

29YEARS

Jay Culbertson
Leslie Culbertson

26YEARS

Eric Freedle
Cheryl Carpentier

24YEARS

Kevin Chapple
Rhonda Swearingen

22YEARS

Brian Hranka

20YEARS

Stefan Long
Christiane Long

18YEARS

Norvin Shuster

15YEARS

Michael Brohoski
Denise Brohoski

14YEARS

Niren Lall
Christine Banks
Bruce Rose
Kris Rose

13YEARS

E Mueller
Kelly Mueller
Eric Wishan
Karin Wishan

12YEARS

Mary Gross
Allan Gross
Brian Schmidt
Ashley Busby

10YEARS

David Gross

8YEARS

Bradley Bell
Dana Bell
Michael Farrell
Joanne Carroll

7YEARS

Steven Hunker
Jennifer Hunker
Fredrick Kinder
Donna Whitaker-Kinder
Linda Tracewell

6YEARS

Hayden Price
Cathie Price
Mike Stack
Stacy Stack
Bruce Warner
Pamela Warner
Derrick Whitcraft
Julie Whitcraft
Robert Whitmore

5YEARS

Scott Gratsinger
Becky Gratsinger
Nicholas Harter
Andy Kappler
Danylle Kappler
Michael Maloney
Richard Maloney
Chris Vacca

4YEARS

Eli Rosenthal
David Shaw
Melissa Shaw

3YEARS

Jeff Burlingame
Danell Burlingame
James Fenn
Lori Fenn
William Hunt
Daniel MacDonald
Dan Thompson

2YEARS

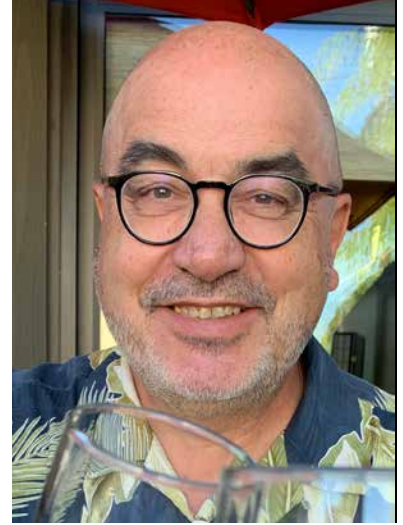
Michael Hoffman
Patrick Moran
Steve Rusconi
David Schulberg
Kenney Thacker
Dan Wilson
Lynn Wilson

1YEAR

Cynthia Mullis
Cole Mullis

PRESIDENT'S MESSAGE

**Heinz Holzapfel,
President/Webmaster**



Special Drive Events Part of Club Strategy

We are in the middle of our busy mid-summer driving season. July offered 8 driving events, including a very well-attended Ladies Drive organized by Carole Hedstrom, a Targa drive organized by Brad Hedstrom, a Boxster-Only drive organized by Kurt Fuerstenau, a Summer Eve and an "Old Fashioned" Arrive and Drive that I organized. We also had a very special Midweek Drive, organized by Dan Morris. It was a 191-mile (!) route from Sandy to Government Camp, Maupin, Shaniko, Grass Valley, Tygh Valley (picture), and ended in The Dalles. The drive was marked for experienced drivers. 14 cars in two groups enjoyed driving on remote back roads with vistas of volcanoes, twisty canyon crossing, and cruising through charming old-west towns.



These special drive events are part of the club's strategy to widen our activities and serve special interests besides the standard Saturday and midweek drives. I am glad to see that this strategy is working, and these events are very well attended.

The July board meeting marked my mid-term as president. I presented to the board a "State of the Union" summary of the board's achievements in these first six months. If you are interested in the full summary,

please follow this [link](#). I would like to highlight a few important achievements:

- The board improved the financial management of the club including revenue increase, online expense approval, quarterly budget reviews, and investment management.
- We aligned the NW Passage with the PCA minimum driving standards and removed the biggest legal and financial risk for the club.
 - Important documents including Bylaws and Tour Manual are in review.
 - For the first time we have a Volunteer Program spearheaded by Carole Hedstrom, aiming to recruit more volunteers and reward and recognize existing volunteers.
 - We now have a very vibrant social media presence, spearheaded by

Jeannine Downey. Our Instagram site has more than 750 followers, our TikTok posts often exceed 1000 likes!

- We greatly improved our relationship with Porsche Beaverton, both in club mentorship as well as joint events.
- We are moving club documents to cloud-based storage, and plan to scan all 60+ years of *Anzeiger* and have them searchable online. This is a great

treasure trove for our new club historian, Randy Stolz.

As you can see, behind the club's activities including drives, socials, Autocross, garage visits, and special events is a lot of operational work done by our volunteers and board members.

In the August *Anzeiger*, you find a call for nominations for 2025 board members and officers on page 17. All four club officers are up for nomination as their term per our bylaws is one year, and one of the two Director at Large positions will be open. Please step forward if you can volunteer and support the club management! I have recommended Carole Hedstrom to the Nominating Committee to be the next Club President. I am a strong believer in one-year terms for Officers and two-year terms for Directors. This allows bringing newer or additional members with fresh ideas into the club management. Yearly changes in officer's responsibilities widen the capability and efficiency of the board. We are in the lucky position to have strong and capable board members, ready to lead the club including, Carole Hedstrom (currently VP), Dan Morris (currently Treasurer), and active Board Members like Ahn Le (currently Social and Membership). As Past President in 2025, I will still be on the board and continue my work on the webpage and drive organization and any special project the board may be asking for.

There is one more important update I want to report. At the last board meeting, we approved creating a club account for the Navigation App: Ride with GPS. We tested this app on

the Northwest Passage this year with great success. It has voice navigation, offline routes, and supports Apple and Android phones. It also generates the cue sheets (the list of driving directions) automatically. This is a great time saver for drive organizers as the manual generation of the driving directions in Word or Excel could take several hours for longer drives.

Like every app it has shortcomings: it does not (yet) support Apple Car Play / Android Auto and does not have complete offline maps and guidance back to the route. We will continue to support Scenic and will provide GPX files for our drives that allow you to use the navigation app of choice. In this *Anzeiger*, you will see an article describing the use of the Ride with GPS app on page 55. If you want to start using the app, download RidewithGPS and create a standard private account. All premium features will be available in the club account.

After you have created your standard private account, use the link on page 55 which will make you a member in the club account, and the ORPCA logo will appear on the front page of your app. Through your account you will have access to all ORPCA routes in the app, in addition to your personal routes. No need to sign into the club account like in Scenic. With the roll-out of this app, we will provide Cheat Sheets and links to videos. Of course if you have a question, just contact me!

I am looking forward to seeing you at one of our many August events! You can reach me at president@oregonpca.org. Together we drive! ■

*These special
drive events
are part of
the club's
strategy to
widen our
activities and
serve special
interests*

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FROM THE VICE-PRESIDENT Carole Hedstrom

ORPCA Ladies

Ladies are showing up for drives, socials, autocross and multi-day events in greater numbers than ever.

It's August and our club is at full capacity of drives, tours and events. Summer is great simply because of the variety of events the region organizes. Of course there are the usual monthly drives, and year-round social dinners, but summer is special because just seeing cars is also an event. Be it Cars and Coffees or judged events like a Concours or show-n-shine, looking at cars is oddly fun. At the recent Concours d'Elegance at Pacific University's shaded campus in Forest Grove, the vibe was all-at-once historic, nostalgic, and awe inspiring with a backdrop of wine and smooth jazz.

Porsches) and then wowed when I noticed that four of the 18 cars in the corral at the Concours were fielded by women. These wonderful ladies brought and shared their cars: Dr. Randi Ledbetter, Dr. Robin Shaughnessy, Molly McFerran, and Becky Rae Schroeder. Thank you! Their cars were all immaculate, well-shown and proudly presented.

It may just be my own spidey-sense, but I feel this club is on the brink of something bigger and better. Ladies are showing up for drives, socials, autocross and multi-day events in greater numbers than ever before. Many new members are younger (40-50), and they bring their children! This is a subtle shift within our membership. It's a good feeling when women and kids show up for Porsche events. To me it's a signal that the club is progressive and inclusive. Men provide the bulk of our membership and are the backbone of our group; they will forever be front and center in the Porsche world, but I find this evolution of our club refreshing and can't wait to see where the ORPCA ladies take us next.

Let's Drive! You can reach me at vicepresident@oregonpca.org. ■

Walking through the ORPCA corral, I was struck by how many cars were presented by women. For several years I have felt the undercurrent of strong women drivers and Porsche enthusiasts within our club. I was humbled by the turnout and enthusiasm for the Ladies Only drive (29 beautiful women in 18 beautiful



Randi Ledbetter, (at left) and Robin Shaughnessy from the ORPCA corral during the Forest Grove Concours d'Elegance. Photo by Tosh Kanno.



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After

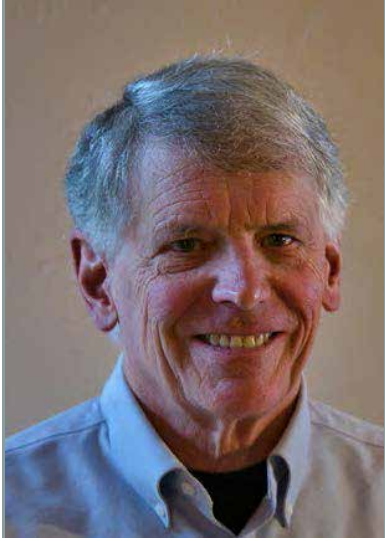


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ZONE 6 UPDATE

John P Sommerwerck,
Zone 6 Representative



Ways to Enjoy Your Porsche

Summer is upon us – long hot days with lots of opportunities to enjoy our Porsches out on the windy roads of the Pacific Northwest. Some of my favorites include the Beartooth Pass, which goes from the north entrance of Yellowstone to Red Lodge, Montana. Within Zone 6, others include the Spiral Highway just outside of Lewistown. Another is the North Cascades Highway. I am sure if you ask a fellow PCA'er he/she will have a list of their favorite roads. Other ways to enjoy your Porsche include Car Control Clinics, Autocrosses, and HPDE. Go to your region's website and find events that get you out and to enjoy your Porsche.

For those long-range planners in the audience, I would note; Porsche Parade 2025 is scheduled for July 6-12 in Oklahoma City and Porsche Parade 2026 is scheduled for June 14-20 in Lake Placid, NY. The 2024 Fall Treffen will be held at the Omni Bretton Arms Inn at Mt. Washington, New Hampshire from Sep. 29th – Oct. 3rd. The 2025 Spring Treffen will be held at Omni Homestead Resort in Hot Springs, Virginia from Apr. 30th – May 3rd. I expect the next Treffen at Sea cruise to be announced on August 3rd.

Zone 6 2024 events are filling our calendar. Next up is Treffen at Sea – Cruise to Alaska. We will kick off the cruise with the Pre-Cruise Event at Nathan/Suzy Merz's Columbia Valley Luxury Cars in Redmond. Following that we will be attending Canada West Region's Planes and Porsches, and Cascade Region's Lincoln City Car Show. Zone 6 signature events can be found at [PCA Zone 6 - The Pacific NW Regions](#). Zone 6 abounds in great roads to drive and great automotive venues.

Stay healthy and we will see you in the Zone in 2024! ■

Parting shot. My Next Last Porsche!



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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NOMINATIONS OPEN FOR BOARD OF DIRECTORS POSITIONS

Pursuant to the Club Bylaws, the ORPCA nominating committee is pleased to announce that nominations for the 2025 ORPCA Board of Directors are now being accepted. You can nominate someone, or yourself, for a position on the Board of Directors by sending us the candidates name and the position for which you are nominating them.

Positions open for nominations are:

- **President** • **Vice President** • **Secretary** • **Treasurer** • **1 Board Members at Large**

You may contact any member of the nominating committee via email:

Eric Freedle: mmooter@aol.com

Jeff Gretz: jgretz@onlinenw.com

Peg Ryan: peg@porschefun.com

Larry Hannan: lhannan@comcast.net

Steve Miller: SMi8541125@aol.com

Nominations will close September 20, 2024. For detailed information on the elections process, see the ORPCA bylaws posted on the ORPCA website.



SATURDAY
12 - 07 - 24



SAVE THE DATE!

ORPCA HOLIDAY GALA

Marine Drive - Portland Yacht Club

Plated dinner

Dancing to the sounds of DJ Greg Pressler

Toys for Tots

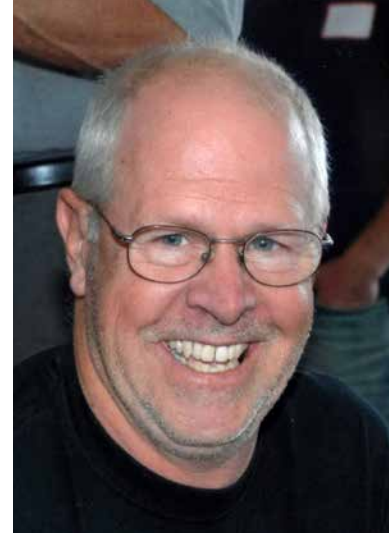
Door Prizes

Early bird tickets go on on sale in October.



SPINNEN
Randy Stolz

The Bull Session



You can read all you want about the Porsche 356. Books and articles are still being written extolling the virtues of those hand-built machines of more than a half century ago. Taken at auction values, you'd think these little beauties dare not leave the garage. Nevertheless, they did for the 37th Annual 356 Northwest Bull Session and I'm gobsmacked.

Like a charm bracelet, there were many colors and I'm sure many memories.

The Bull Session is basically a three-day weekend where members from all over the Northwest, including Canada, come to play. Friday saw them tour the Evergreen Air Museum. Saturday was a drive through the Chehalem Mountains ending at Cameron Healy's car collection. Sunday was the Bull Session itself.

Skipping the Evergreen tour (I've done that several times) I arrived early at Jacquith Park in Newberg for the Saturday drive. ORPCA member Bruce Meyers was at the entrance directing me to a section of the parking lot. As the cars began to arrive I strolled over and we chatted about his early Porsches, the "one that got away", and his early days. Thinking we might get about 15 or so I was not prepared for the one-a-minute appearance of these

shiny bolides that lasted for more than a half hour. I spied Steve Miller talking to an ex- ORPCA guy who had a Boxster like mine. It was Rand Wintermute. It seems he's back from his European adventures.

Strolling thru the cars you get that Concours feeling. Yet, we took off down the street like any other drive but with that distinctive aura of air-cooled exhaust sound and smell. Following Joe Kelly in my Boxster, I felt like an interloper. That feeling was driven away by the warm reception this club gave me at every turn; even though I don't know whether a 356 Convertible D is an A, B, C, Type 1 or 2. At the car collection I found Doug Naef and his wife Christine. We recalled a mutual friend I had crewed for in my SCCA days.

You might think a bull session would

be carried out by a bunch of old farts in the back room of the Black Bear Diner. And, you'd be right because that's exactly what happens once a month for the local chapter down the road in Wilsonville. The notion of that seems at odds with the sweeping panorama and glistening interiors of the Stoller Family Estate Vineyards.

Sunday was cooler ... way cooler. Arriving at the "Experience center" I walked to the back; and beyond the expansive lawn before the rows of grapevines sat a row of cars. Like a charm bracelet, there were many colors and I'm sure many memories. My own memories were riding with an Army buddy in a 356 he picked up for a song. Through the hills of northern Alabama in '67 we co-drove like the young idiots we were before they shipped us off to the unknown.

Walking down the row of cars to the bottom of the hill I dropped into the registration line where Gary Emory was holding forth. I introduced myself and I enjoyed a revealing chat about his time with PCA and Parts Obsolete. Besides the Outlaws, he's famous for the 356 Campouts at his place. They were suspended by COVID a few years ago but I hope we'll see them again.

After the registration line, raffle tickets, and wristband came the Goody store table. Tempting ...very tempting ... T-shirts, hats, bags, books ... within earshot was a discussion of the LA Lit Show. I examined a set of Mobil "Pegasus" stickers. Then a guy asks me, "Why do people put them on their cars?" I said, "Because the old racers often used Mobil Gas or Oil as a sponsor and every guy here is a 'racer' even though they may not have a racecar." He nodded and smiled. Remembering a set of stickers on those 550s and RSKs of Miles, Masterson, and McAfee, I asked the lady behind the table when she would close ... then I walked away, turned around, and fearing loss ... bought them.



After the store came more "Bull". It was a day of seemingly endless conversations. An unhurried time to chat over lunch and a glass of wine soon got away as Cam Healy and Gary Emory recalled the club's formation and Cam's early race days. Save the echo in the hall, you could hear a pin drop.

Following the raffle we said our goodbyes and moved out to the broiling afternoon sun. The Perle had sat patiently waiting. Her cabin, like some solar oven, cooking me as I left until the A/C made things bearable but I didn't mind. I was thinking, "How cool was that!" -KEEP SPINNEN ■





THE SMUGGLER'S BOX

opened by Randy Stolz

A Snapshot from 1970

After just attending the annual 356 Bull Session (see my article on the previous page) the passage of time is not lost on me. Since becoming the club historian I feel a sense of urgency to capture those times long ago when Oregon Region was different and traditions were forming. I've just finished reading the "Porsche Club Anzeiger" for 1970 ... cover to cover ... all 10 issues ... 16 pages ... 8 ½ by 5 ½ format ... small ... like the club ... but mighty doings!

Let's start with the Officers.
 President: Gary Ragsdale
 Vice President: Win Casey
 Secretary: Shirley Talkington

Committee Chairs.
 Activities: Fred Bowman
 and Dennis Kranz
 Communications: Vic Kreimeyer
 Hospitality: Ken and Kip Luthe

The President's column was called "Pole Position" and, like today, tells of our good deeds, pokes a bit of fun, informs us of events and issues and encourages participation. In his last column of the year, after congratulating the incoming officers and thanking everyone he says, "See you all at the next meeting. It will be a pleasure to sit back and drink all the beer I want." My kinda guy!

Some regular features then were "Personality Parade" which gave brief introductions of members,

new and old. The "Gourmet Corner" by Fred Merten featured recipes for an Onion Potage and Pickled Salmon then on to a recipe for Venison or Elk Stew.

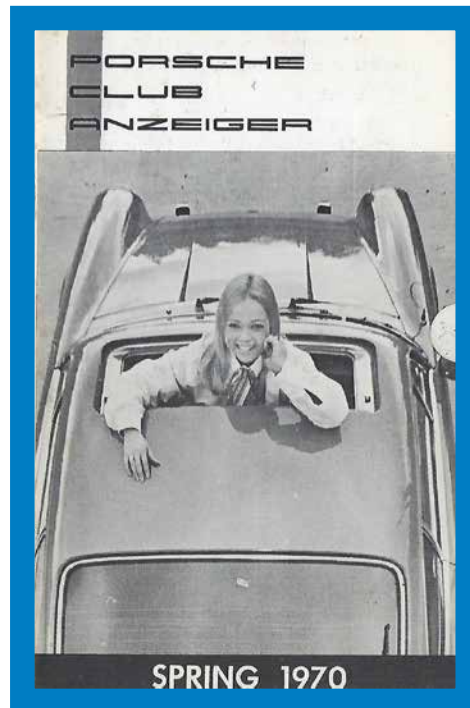
Local racers Todd Webb and Gary Wright (both in sales at Continental Porsche/Audi) wrote of the

evolution of Porsche race cars and their own reports from Daytona to the Rose Cup. Bob Caspell gave us all you ever wanted to know in a three-part story about gasoline.

Excerpts from some of the event write-ups begin with a hilarious description of the "Tour de Coast" in February. Win Casey said, "...Ah yes, lunch. It's really fun to completely demoralize obnoxious bartenders. Somewhere around Gearhart, there is a restaurant and lounge that stays open on Sundays, but the people who work there really would rather no one came. (When we left Gary Ragsdale told them we were

from the Alfa Club. That should give you some idea of what went on.)"

Win again. This time on the March "Mountain Bash" writing "Tarzan without the vine. That's what we thought when Fred Bowman leaped off the balcony onto the living room floor of the Kemmerich's cabin at Mt. Hood. At least that's what we thought the first time. The second and third times we thought he was just plain nuts."



"THE MOUNTAIN BASH"

Tarzan without the vine. That's what we thought when Fred Bowman leaped off the balcony onto the living room floor of Kemmerich's cabin at Mt. Hood. At least that's what we thought the first time. The second and third times we thought he was just plain nuts.

It was that kind of a weekend--a great one. All together, 55 people gathered at Don and Judy Kemmerich's mountain retreat for another in a continuing series of mountain bashes. Necessary supplies were laid in, including five kegs of Blits and 107 pounds whole-round of beef, and the group began gathering on a brisk but sunny Saturday afternoon, March 21.



Relaxation was the order of the afternoon--walks in the woods, visiting the bike racers and skiers on the tube, and sip, sip, sipping at the keg. Night-

fall brought dinner (yum!) superintended by Chef Kemmerich, and except for a few hardy souls with hair all over their bodies (how else could they have stood the cold?) the chilly evening air drove all hands inside where a roaring fire, music and dancing provided a counterpoint to the steady fall of feet leading to the keg and to that popular spot at the end of the deck. What petunias they must grow in that patch! The people who weren't staying overnight began drifting away late in the evening, leaving the serious party people to start-walling on the third keg. From this point on the story gets a little hazy.



Outstanding recollections (besides Fred's parachute jumping practice): Ken Charters dropping a reel of tape from the balcony which unwound all over the place; Fearless Leader Gary Ragsdale fading fast; and Stan, you certainly can drink beer!

Continued on Page 11

...the passage of time is not lost on me.

We will soon begin scanning these old Anzeigers to make them available to you all. We have an immediate need for newsletters before 1970. Hopefully, some will turn up. In the meantime, if you were a member of ORPCA 'back in the day' I'd love to hear from you. I'd want to see this column be a 'bull session' or a meeting place, if you will, for those of a certain age. Send me a story, tidbit, or just drop us a line at historian@oregonpca.org telling us what you'd like to see in the Smuggler's Box.

historian@oregonpca.org . ■

FLAT HILLCLIMB NO. 2

What a glorious day for an autocross! And in spite of a change in locale and date, we had a great turnout for the Second Annual Flat Hillclimb at Delta Park. With almost 20 cars participating and close to 50 spectators, the autocross can be considered an unqualified success.



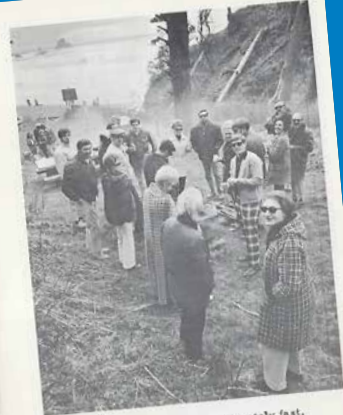
Oregon Region President, Gary Ragsdale

ended their Saturday reconnoitering. Which way to go? After consulting their astrology charts, voodoo talismans and Mucky Mouse wristwatches, the fearless renegades faced their group toward Astoria and said we would take it for lunch--picnickers could find a park and the other eager eaters could select an appropriate restaurant from the many available in the Gearhart area. Ahem.

Ah, yes, lunch. It's really fun to completely demoralize obnoxious bartenders. Somewhere around Gearhart, there is a restaurant and lounge that stays open on Sundays, but the people who work there really would rather no one came. (When we left, Gary Ragsdale told them we were from the Alfa Club. That should give you some idea of what went on.)

Next, a reunion at Ecola State Park. Well, it was a good idea when the weather was warm and sunny, back in Portland the day before, but the Porsche people huddled around the outdoor fireplace and staring at the smoldering wood looked like refugees from the Donner party. Idea! A nice warm tawny in Cannon Beach! By that time, the kiddies were frozen and family groups headed for home, so the alikes took over the Ratskeller West for awhile. Darkness fell, and people left in small groups; some headed back through Jewell and Vernonia and others looking space on the Sunney Highway.

Only one mechanical problem occurred--Ken Charters' roadster shuddered a fan belt on the Young's Bay causeway, and efforts to replace it resulted in a seized pulley nut. Efforts to replace it resulted in a seized generator shaft. (More muscle, Leroy!) Ken and Pat steered a steady course home after the festivities, hoping the loose-fitting fanbelt that had been stretched over the crankshaft pulley wouldn't self-destruct. Their trip home was uneventful, fortunately.



Conclusions? A neat tour. Moderately fast, with a certain element of improvisation to keep things interesting. In short, it was fun. Let's do it again!

WIN CASEY

You are judged by the company you keep and I for one do not want to be labeled as "one of those Porsche Club" idiots simply because I am proudly displaying a PCA badge on the back of my car. Sports car drivers are, as a rule, set apart from the run-of-the-mill driver. We are referred to as Rats, Speed Freaks, Mustangs and whatever else may come to mind depending on who you had just "aced out."

I hope that those of us who drive like bubble gum-chewing punks take a second look at ourselves. There is a certain charisma and mystic attached to the name PORSCHE. I believe we should keep it that way. If we don't drive in a manner that is acceptable to the name PORSCHE, we should about the unfortunate little car into the nearest lot and exchange it for one of the many miscellaneous domestic pieces of stool and join the crowd.

VIC POWELL

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BEACON ROCK TOUR

Frisbees, football and fun were the highlights of our most recent PCA get together, August 23. At about 10:00 a.m., we left Portland and drove east to near Gearhart, where we left the freeway and began driving the Columbia River Scenic Highway. For you newcomers to our area, this was once the main east-west link between Portland and The Dalles. Since the opening of I-50 some years ago, the old road has been used for such things as PCA tours. Ours was perfect. Beautiful weather (naturally), practically no traffic (not so natural), both contributed to an "everyone-set-your-own-pace-and-meat-down-the-road" type of low-key tour.



Some of the lovelies at Beacon Rock
(Photo by Dennis Krantz)



OREGON REGION PCA VOLUNTEER SPOTLIGHT

An Interview With Jeff Gasparitsch

BY DIANE SCOTT | PHOTOS BY
VALERIE MENELY AND JEFF GASPARITSCH

Meet the New Volunteer for ORPCA SUV Drives

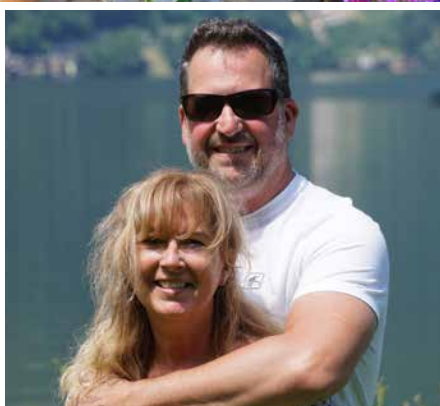
(Above) Jeff on his Cayenne conducting the safety meeting for one of the SUV drives.

(Below) Jeff and his lovely wife Liette.

Do you dream about finding cool routes for your SUV? Do you collect old maps, GPS units and have route-making software installed on your home PC? Well, you need to meet Jeff Gasparitsch. Jeff is this year's volunteer for the ORPCA SUV group. An SUV Drive, as defined by the PCA, is an organized event where there is a defined starting and end point with PCA event insurance, where the route includes off-road driving. This drive is suitable for all factory SUV's, trucks or off-road cars.

Jeff's volunteering has included creating and mapping routes and organizing ORPCA SUV drives since December 2023. Jeff is quite familiar with mapping and navigating. He has been organizing motorcycle trips for over 20 years with friends and family. He is also active in finding routes and organizing bicycle rides as a cycling coach for the Leukemia and Lymphoma Society (LLS). That has given him quite a bit of knowledge, expertise and passion for routing. Since childhood, he has been an explorer by nature and has always loved cartography.

In preparation for SUV drive planning, Jeff participated in a training session with Eric Lewis. Right away he noticed the Google sheets and other cumbersome steps to routing a SUV Drive. Jeff has introduced the club to Ride with GPS, a route





Jeff's Cayenne!

and navigation planning app (a Portland-based company). This process is more efficient than using spreadsheets and easier to teach others, as well as being both Apple iOS and Android compatible for phone navigation. ORPCA now subscribes to Ride with GPS, and route sheets & routing will be transitioned over in the upcoming months

Jeff has taken on the challenge of organizing a more adventurous SUV drive for this year. All the driver routes are considered Category 1 off-road conditions (CAT 1) or less under PCA Tour guidelines. PCA considers CAT 1 roads to be a roadway that is maintained with dirt or packed gravel and is suitable for factory SUV's, trucks or off-road cars. Though occasionally potholed, these are named roads which typically allow two-way traffic. Jeff's goal is to "bring people off the beaten path and bring them some place they would not normally go".

Jeff's first SUV drive was entitled "President's Ribbon Ride". This ride was built on a route he created for cycling and motorcycles. The route took a group of 14 cars over a road named "Heinz" twice in two different towns, in honor of our new ORPCA president, Heinz Holzapfel. This first drive of the season was a sunny day, and he included some sight-seeing and historical markers. Everyone loved the drive and gave wonderful compliments.

On these drives, Jeff tells participants to expect their cars to get dusty and a little dirty. On a recent drive, an elderly lady was a passenger in one of the vehicles. At the end, she was all smiles and giggles and told Jeff

"...that view was incredible, and she was so happy". To Jeff, that is what it is all about, ultimately a positive experience for the participants.

To create a SUV drive route, Jeff takes a few days to plan and then pre-drive the route. The route is submitted weeks in advance to secure PCA insurance. Then we can all sign up. He is motivated by the friendly folks in the ORPCA community and his love of mapping and creating routes.

The benefits to volunteering for Jeff are obvious. The whole time we talked about his volunteering he was smiling. He enjoys routing, mapping and bringing people together. He told me this was not a task to him, but an enjoyable way to share his hobby with others in the club. Jeff and his wife Liette have been active volunteers for many decades in other organizations & charities supporting animal rescue, education and LLS.

If you are interested in volunteering for the ORPCA, Jeff's advice is to take the first step. Find a place where you are comfortable to contribute. Start small and ask for help. If that works, then take the next step. Always be open and communicate with others. Oh, and don't forget to ask for help.

Thanks to Jeff for all the hard work and sharing your hobby with the ORPCA. I am ready to get my SUV dusty and dirty! ■

For more information about PCA MINIMUM OFF-ROAD DRIVING TOUR STANDARDS, please visit this site: <https://zone2.pca.org/wp-content/uploads/2024/03/MinimumStandards-PCA-OffRoad-DrivingTour-2023Jan.pdf>



917 LH "Martini Racing"
Le Mans 24h 1971

Trip to Germany, Porsche Museum & Ancestral Towns

ARTICLE AND PHOTOS BY MARC FRANCK

Here is a link to all of Marc's photos: <https://orpcapix.smugmug.com/2024-ORPCS-EVENTS/Europe-quite-Frankly> There are many to enjoy. Included here is one from Nördlingen and others are all from the Porsche Museum.

This was our first visit to Europe. When planning this trip we had a few goals: To visit Germany and of course the Porsche Museum and visit a Nordic country. A few months before finalizing our travel plans, we had a conversation with club President Heinz Holzapfel during an ORPCA SUV drive about our upcoming trip. Heinz recommended driving the Romantic Road and visiting the lovely towns along that route. That was the expertise we

needed to finalize our travel plans.

We flew from PDX to Calgary on WestJet, then via Condor to Frankfurt. Based on online reviews, I was skeptical of Condor, but what a great experience it was! (Except their app; it's seriously lacking.) The seats on the Condor Airbus A330neo were very spacious, the food was great and inflight services exceeded any of US airlines.

We arrived in Frankfurt and picked up our rental car for the week. Thankfully our first stop in Rothenberg ob der Tauber was only a couple of hours drive from Frankfurt, because I was ready for some shut-eye after being awake for 23 hours.

Driving the Autobahn was a real treat. Since our Opel SUV rental car was no Macan GTS, I was keeping it under 90 MPH to be safe. I really appreciated how the German drivers treat the left lane as a passing-only lane. I wish more American drivers would adopt that driving style. It's also interesting to see the contrast in vehicles. Pickup trucks and big SUV's are rare. Very fast



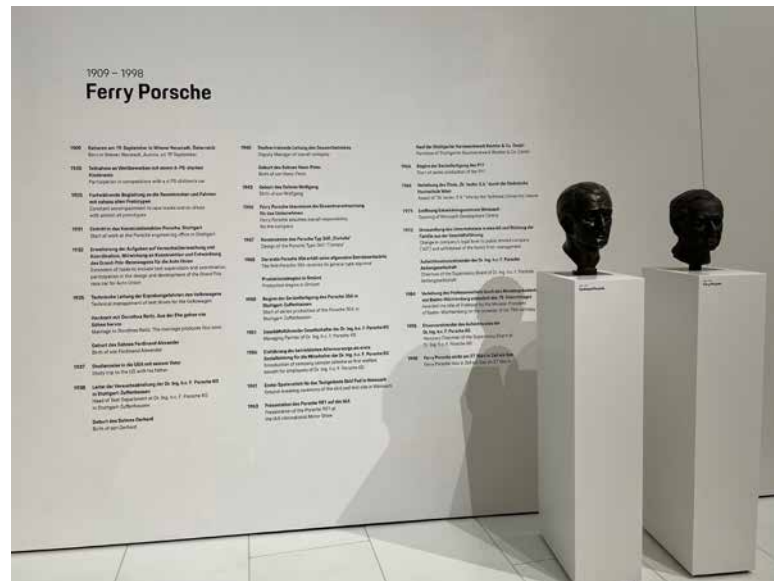
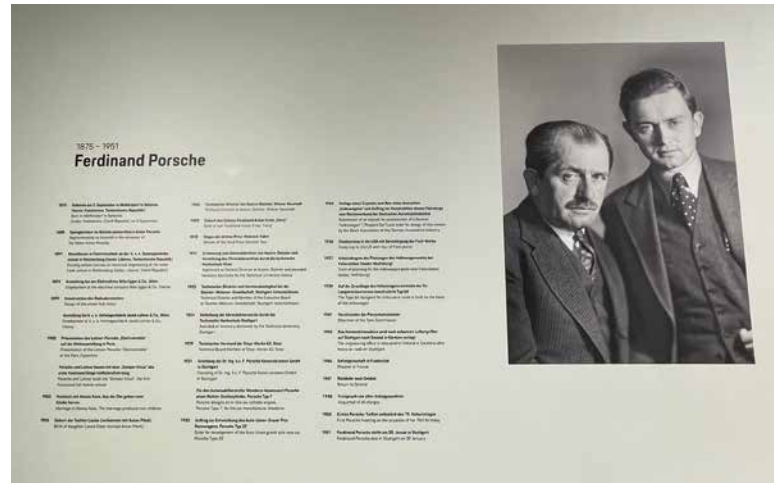
From the car show at the Train Museum in Nördlingen.

Audi, BMW, and Mercedes wagons and Panameras are popular. The cars were all white, black or silver, so color imagination must not be a thing for the Germans!

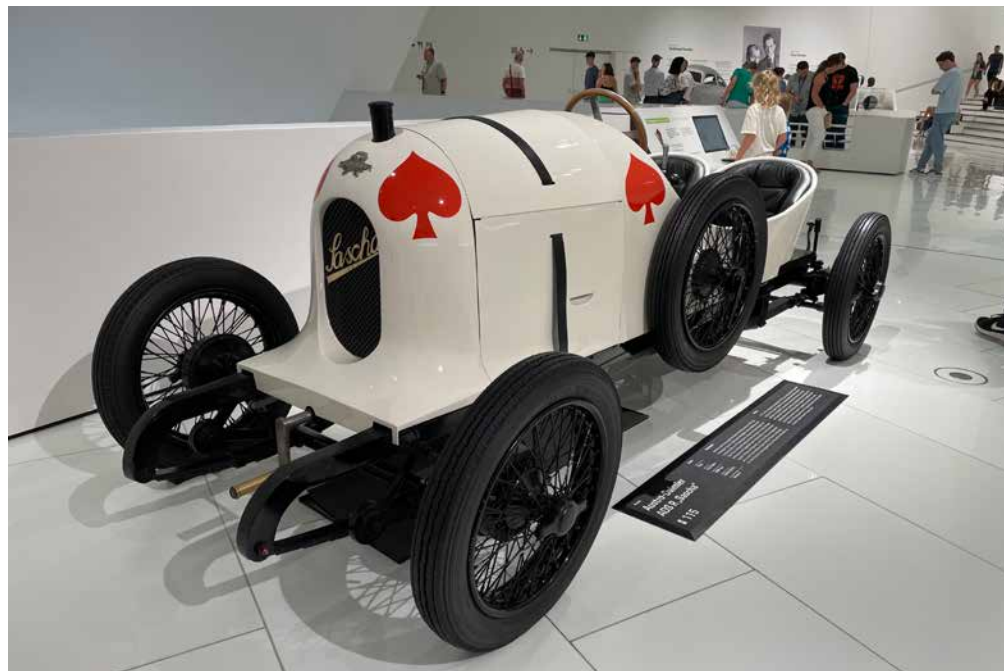
We arrived in Rothenburg odT safely and checked into our hotel. After a quick freshen-up we headed to the town square for some dinner. Words cannot describe how clean and gorgeous this historic walled town is. It was not busy but it was hard to decide where to have our first authentic German dinner among all the great restaurants. After dinner, lack of sleep hit all of us and we went back to the hotel for a few hours of rest. After napping, we took a sunset stroll through this lovely town, walked a portion of the protective wall, explored the interior of the town's defensive gates (called Tor), and took in the beauty of its narrow streets. What an incredible place and a wonderful start to our trip.

On day two we continued exploring Rothenburg. After breakfast, we made the climb up the Town Hall Tower for a bird's eye view of the city. We toured the St. Jakobskirche Church and were awed by the craftsmanship and scale of this building. We visited the Kriminal Museum and then it was time to head south on the Romantic Road to our next stop of Dinkelsbühl, before staying two nights in Nördlingen.

On day three we began exploring Nördlingen. Like Rothenburg, Nördlingen is a city completely encircled by a protective wall. It sits in the middle of a meteor strike site that caused a global extinction event. We walked the entire length of the defensive wall, and it was interesting to see the city from this elevated perspective and imagine what it must have been like hundreds of years ago. We toured St. George Church in the middle of the city. To think that this wonderful structure was built between 1427 and 1505 is a testament to the skill of German craftsmen. We made



Porsche Family history



More than a hundred years ago, Ferdinand Porsche designed an extraordinary race car, the Austro-Daimler ADS-R, in Wiener Neustadt, Austria. This is a former Targa Florio class champion, nicknamed Sascha.



Type 356, 1948



Early 356s



356 Speedster Prototype.

the 350-stair climb to the top of the church tower for a commanding view of Nördlingen. At that height, you can see the rim of the meteor impact crater that stretches 360 degrees around the city. Also, the city is home to many storks that have made nests on platforms atop roofs across the city. As a bonus, while on the tower viewing platform, the church bells began to toll and the tower began to sway. It was unnerving to feel this amount of movement, but it's been moving like that for 519 years. While in Nördlingen, we also visited the Meteor Museum to learn about how the crater was formed, and we visited the Train Museum. It just so happens that a car show was taking place at the Train Museum, which was a great opportunity to see the Nördlingen car culture and vintage German vehicles.



Notice the PCA, PNW and Oregon badges on display!

Day four was more exploration of Nördlingen before we proceeded south along the Romantic Road. The plan for this day was to drive the two hours to the town of Füssen and visit two of its famous castles, then make it to Stuttgart for the night. As we departed Nördlingen, we found a castle about 15 miles away and decided to divert and explore. We then made another detour to the beautiful city of Landsberg am Lech, where we visited their church, wandered, and had some late lunch.

After stopping at Landsberg we realized no matter how fast I drove the Opel SUV on the Autobahn we would not make it to Fussen in time to see the castles before they closed for the day, so off to Stuttgart we went. Once we arrived at our AirBnB, we went out for some dinner and exploring. Stuttgart was a culture shock after being

If you are planning a trip to the Porsche Museum, plan well in advance and book the factory tour.



Porsche Tractor.

in peaceful, small, ancient towns for the last few days. Stuttgart is a large, busy city with lots of traffic, noise, and people, and if it wasn't for our navigation app we'd still be lost in its labyrinth of streets. Also unknown to us, the Euro2024 football championship was taking place in Stuttgart, so the city was extra busy with football fans from all over Europe.

Day five was the BIG day. It was time for the Porsche Museum tour. Several weeks before our trip, using our PCA membership, we purchased our Porsche Museum discount tickets online and reserved a space on their museum tour. I also attempted to book a Porsche factory tour, but unfortunately those were sold out through the end of 2024! If you are planning a trip to the Porsche Museum, plan well in advance and book the factory tour.

Prior to visiting the Porsche Museum, we stopped at the SWR Fernsehturm tower on the hill above Stuttgart to take in the view. It was spectacular and dining in the cafe around 200m high was a great way to see the area surrounding Stuttgart. It must have been fate because we were seated directly by a sign on the window that read "Porsche 9km".

From the SWR tower, we headed to the Porsche Museum. Parking in the garage below the museum was convenient and the Porsche car show began there. The garage was full of Porsches of all types belonging to the Porsche "drive" program and museum attendees who are lucky enough to live within driving distance, but the real car show was on the floors above. Exiting the elevator from the parking garage and entering the lobby was where my enthusiasm really started to show. Stephanie commented that I looked as excited as a kid in a candy store!



The Porsche 917/20 Pink Pig is one of the best-loved of all Porsche race cars.



1972 911 Carrera RSR 2.8 – won the 24 hours of Daytona and came third at the Targa Florio.



Great view of the cars in the Museum



A 918 Spyder.

Our scheduled tour time was at 3:30PM, but due to my exuberance we arrived two hours early. Oh well, that gave us time to see the museum before the tour and then do it all over again with the guide.

After exchanging our online tickets for wrist bands and collecting the audio tour devices, we made our first lap of the museum. Then we had some great food in the Boxenstopp Café before beginning our guided tour.

I know many ORPCA members have been to the museum, so I'll let the photos here and at the link on page 24 do the talking. It's truly a bucket list item for every Porsche enthusiast, and it's hard to describe what it's like seeing Porsche's history the way the museum presents it. Since we were



911 GT1s



911 Sally Carrera from "Cars".



Alain Prost's F1 McLaren-TAG-Porsche.

unable to do the factory tour on this trip it gives us a reason to go again.

On our last full day in Stuttgart, we planned on touring some nearby towns. Our daughter Maddison has studied our family's history, and she shared with me that the Franck's lived in Esslingen and Hochdorf before immigrating to North America in the late 1500s - early 1600s. Both towns are a short drive to the east of Stuttgart, so we could not pass up the opportunity to visit the towns of my ancestors. Esslingen was a marvelous place to see and such a contrast to modern Stuttgart. When we visit again, we'll be staying in this town. We toured their church and given its construction date of 1220, we very likely sat in the same church pews as my ancestors. It was a surreal moment for sure. Hochdorf was a rural and sleepy farming community, likely the same way it's been for hundreds of years. ■



The 919 Hybrid.



Ladies Drive

**STORY BY QUEENE MAVOR
PHOTOS BY JEANNINE DOWNEY, ANH LE AND DEBORA OWEN**

Saturday, July 6th was ORPCA's second Ladies-only drive. Twenty-nine women in 18 cars enjoyed this special event, bringing together a fun and vibrant group of women for a low-key and enjoyable drive. There was something undeniably fun and freeing about hitting the road with like-minded women. The camaraderie and empowerment felt throughout the day was truly inspiring, creating an environment that was supportive and inclusive. The event certainly caught the attention of many passersby with women giving us thumbs up and men looking somewhat surprised!

Our journey took us along a part of the North Clark County Scenic route, offering a perfect blend of driving pleasure and stunning scenery. Starting in Battle Ground, Washington, we passed many North Clark County points of interest and wineries including Battle Ground State Park, Heisen House Vineyards, Lucia Falls Park, Moulton Falls Regional Park, Moulton Falls Winery, and the towns of Yacolt and Amboy before taking a quick break at the Cedar Creek Grist Mill. Located in Woodland, the Cedar Creek Grist Mill is a historical, water-powered, grain-grinding



(Top to Bottom) Getting ready to drive; At the Cedar Creek Grist Mill.

facility. The Mill rests on a steep and rocky slope at the bottom of the narrow Cedar Creek gorge. It is the only grist mill in Washington that has maintained its original structural integrity.

From there we continued through the towns of LaCenter and Ridgefield on to our luncheon stop at the Margarita Factory in the Hazel Dell Town Center in Vancouver.

We wrapped up our morning adventures while enjoying margaritas (some of them unexpectedly generously sized!) and a delicious lunch as we continued to share stories, bond with new friends, and deepen our connections as a club. Whether seasoned drivers or new to the club, everyone relished the joy of the drive, the company, and the sense of freedom that only a Porsche can provide.

These drives can only happen with dedicated volunteers! A shoutout to Carole Hedstrom for planning and leading this drive, and Diane Homes, Anh Le, and Winnie Miller for assisting. Special thanks to Kristin and Francois Coppola for stepping in to lead one of the groups at the last minute!

Reflecting on the day, we appreciated the unique joy of the journey, the thrill of the drive, and the power of women behind the wheel!! Thank you to everyone who joined us and made this Ladies Drive a day to remember. We left knowing we are looking forward to many more Ladies-only adventures! ■



Enjoy the photos. There are more on our SmugMug page here: <https://orpc-pix.smugmug.com/2024-ORPCS-EVENTS/Ladies-Only-Drive-07062024>

(Above) Enjoying margaritas and food. (Right) Debora Owens and Andrea Davis enjoy the sign at the Margarita Factory. (Bottom) Made it to the Margarita Factory.



Targa and Friends Drive

BY ADAM REITER | PHOTOS BY BRAD HEDSTROM

Eight cars showed up for the Targa and Friends drive to the coast on July 5th. We lined up outside Fred Meyer's in Beaverton, and after our fearless leader, Brad Hedstrom, detailed the legs and went through the safety check, we were on our way through Beaverton to our first destination. The drive over twisty Bald Peak Road never fails to delight. We cruised to Highway 240, ending the first leg at Wennerberg Park for a pitstop, conversation, and break from the heat. But it was still pretty warm, so we jumped into our cars. Crank up the AC!

On Leg two, we moved from US 99 to Oregon 18 West, and the fun started anew. The gorgeous terrain and the stunning purple Foxgloves were almost as thrilling as

the twisties Brad found for us on our run to Outpost on the River (a rad gem in the middle of nowhere). We cooled down again, had some refreshments, marveled at the drive thus far, and headed for the final Leg.

The drive down to Netarts was picturesque, as the Pacific was framed by volcanic rock, Bishop, and Shore Pine (had to look this up) as we went down the switchbacks to our final destination, the Schooner Lounge. Nice job, Brad and Carole, and thanks to everyone for a great drive. It felt like we drove through a few different states with the variety of terrain we saw. It was a great run and a great reason to cool down after a crazy hot day with new and old friends.■



Here's a couple of photos highlighting how hot it was.



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South Salem Saturday Drive

Seeking shaded parking on a hot day!

BY HEINZ HOLZAPFEL | PHOTOS BY MIKE NEWBY, ANDREW GILBERT, VALERIE MENELY, BOB ELLIS AND SHELDON LESIRE

Enjoy the photos. There are more photos on our SmugMug site: <https://orpc-pix.smugmug.com/2024-ORPCS-EVENTS/South-Salem-Drive-7132024>

(Left) Mike Newby and the Porsche flag at the start of the drive. (Right) Mike Newby cleaning up the gravel on the route.

July 13 was a beautiful Saturday morning with blue skies and a forecast for the upper 90s. We were headed for a rarely visited area for a drive: South Salem. The day before, I spent 5 hours cleaning my 911 Cabriolet from the dust of the Northwest Passage. The day before the drive, I did a complete detail including the wheels, outside, carpets, leather, and glass. Isn't it a great feeling to start up your clean and shiny car in the early morning and head out for a drive?

Mike Newby put together a fascinating route, meandering through the south Salem wine and hill country. Even Scenic (an app that provides electronic driving directions) had difficulties converting the test drive into a route, but with a few minor tweaks, we were able to get Scenic to provide a flawless guide for the drive.

After a 50-minute run southward on boring I-5, I arrived at the parking lot at Costco off Kuebler Blvd. in South Salem. It's always difficult to find your bearing at these huge Costco parking lots, but Mike had planned for this: he had mounted a Porsche flag on a post made of PVC pipe pieces fixed





Dodge Park.

(Above) What a line up.
(Below) Tequilla Taxi!

against one of the stalls for shopping carts. Ingenious!

It was great to see many new faces, especially members from Salem who rarely come up to the Portland area drives. New members Orv Pickett and Angel Waggoner, who had just

heard about this drive, join us in their new, gorgeous Guards Red Carrera 4S. Another member, Adam Reiter and his son Shai, came in a white 911 Carrera S convertible with a big side appliqué reading "Tequilla Taxi". That of course immediately started a conversation. Adam is a professional management trainer but he and his wife founded a Tequila distribution company a few years ago. Fascinating. I think we need to plan a tequila-tasting drive, designated drivers would be mandatory!

We had two groups of nine cars each, a sweet size for the groups. Jim Goetsch and Valerie Menely, our happy newlyweds, led group 1. Mike led group 2. I was the sweep. Sweep is not a bad role in the drives: it allows you to go at your own pace without a car in your back mirror. Mike set a nice fluid pace





Enjoying the Brew Coffee and Tap House.

and everyone kept up very well. Perfect!

The first leg took us east of I-5 towards Turner and then meandered back, crossing I-5 again, reaching our first stop at the Ankeny Nature Center. This leg was fun with stretches of hilly and windy back country roads, passing vineyards and wheat fields ready for harvesting.

After a short pause, we continued our drive crossing I-5 again to the east circling back to the west side, and reaching our second rest stop at Minto Island Park. Again, wonderful Porsche roads, hilly, curvy, passing fields that were being harvested (with a cloud of dust). The roads through this midsummer landscape were simply perfect! Our Oregon is such a beautiful place to live in.

The last leg led us on even better back roads westwards, crossing the Willamette and reaching Independence for our final lunch stop at Brew Coffee and Tap House. By then the temps were close to 100 and everyone was ready for a cool drink and a bite. If you haven't been to Independence, you need to put it on your list. The town has been revitalized in the last 10 years and is a lovely stop for window shopping and a bite.

While we were sitting on the patio having a beer, I learned that Mike had gone way beyond the extra mile for this drive. At his test drive on Thursday before the drive, he encountered several spots with gravel on the road. That is very common in Oregon as we



Gorgeous scenery.

have a lot of unpaved roads coming into paved roads and cars move gravel onto the paved road. We typically handle this situation in the driver's meeting and the driving directions, pointing out the mileage where gravel is on the road. But this still is a potentially dangerous situation, if the navigator misses the warning hitting gravel in a turn is not a fun experience, or the car behind could get hit a gravel thrown up by the car in front. Before the tour, Mike went out with a broom and spent three hours clearing the spots! Wow! What an amazing commitment for a volunteer! Thank you, Mike!

The final part of the event was the drive home. And no, I-5 was not an interesting option. I took Hwy 99 towards Amity, McMinnville, and Yamhill for the drive home. Not much traffic, top down, crossing the wine country, what a gorgeous finale to a sweet Saturday Drive! ■



My First Drive with ORPCA: Boxsters-Only

BY FERN KULPREECHA
PHOTOS BY FERN KULPREECHA,
DAVE MCCART, MATT NENNINGER,
JEANNINE DOWNEY, DERRICK TEAL



(Above) Spyders at lunch!
(Inset) The Boxster-Only
Drive group. (Below) Ron
Gotcher's racing yellow
GTS 4.0 at the start.

July 21 presented us with a beautiful summer morning. Nice and cool in the low 70s. Would it be perfect for a novice like me who was going to join my first drive with the other ORPCA- seasoned members? Absolutely! Here I came with my most significant other for this event – Ramona. She's the gorgeous 2014 white Boxster with a red top recently added to my Porsche family.

I met with four organizers Kurt Fuerstenau and Eric Lewis as soon as I got to the starting point in Oregon City. I was very excited although I did not know what to expect. Everyone was genuine, warm, and welcoming. That made a real difference for a solo female driver like me. I was grateful to Peg Ryan and Kurt Fuerstenau who kindly included me in this drive and provided me with the needed information.

There were 17 Boxsters in total for the drive. As we were mingling, more drivers were arriving and lining up their cars. That was a stunning view and certainly photo-





Spyders at the start.

worthy. I knew it was going to be a fun and perfect Sunday.

Kurt did a briefing about the well-planned route, safety rules, and etiquette. After that, we posed for a group photo and then the journey began.

The route consisted of two rest stops: Meinig Memorial Park and Lewis and Clark State Recreation Site. Our destination today was near the Bridge of the Gods in Cascade Locks.

As I mentioned, this was my first drive. Moreover, I am relatively new to Oregon. That was double trouble, don't you think I needed a strategy. And it was simple - never lose the car ahead of me. I also made sure I was among the cars at the front of the group. The last thing I wanted was that the Sweep would need to go searching for me only to find me looking lost and hopeless.

I was the sixth car out as we took off from the parking lot. Everyone was fresh and happy. Did I tell you I was originally from Bangkok, Thailand? Now you certainly have a better idea

of my driving experience and style.

The route was scenic. That was a big boost for me. We followed the beautiful and historic Oregon Trail. It always reminded me of the perseverance and the hardship of the settlers. I was very grateful that today my "wagon" ran with 265 horsepower.

After a short drive, I noticed that I had lost the cars behind me. I assumed

Enjoy the photos.
There are more on our SmugMug site here:
<https://orpcsa-pix.smugmug.com/2024-ORPCS-EVENTS/Boxster-Only-Drive-7212024>



Interesting wheel collage!



Author Fern Kulpreecha and Ramona.



New member David Bailey with his new to him Boxster.

I felt the real joy of driving... I was enjoying the journey itself. I was driving for my own pleasure. It was ecstatic.

they got cut off by traffic lights or bikers. Hence, it was my mission to never let the cars in the front out of my sight. And I did everything to keep up with them. The route sheet that Kurt carefully made for us was very informative and helpful in assuring me that I was on the right track.

Our first rest stop at Meinig Memorial

Recreation Site. I was the fourth car in the group. The route was pleasant, and I enjoyed every moment of it. I personally always loved the sharp turns as we were climbing up the mountains. But this time I did not worry that I might be the reason my dogs hurl in the back seats.

I was impressed by the performance



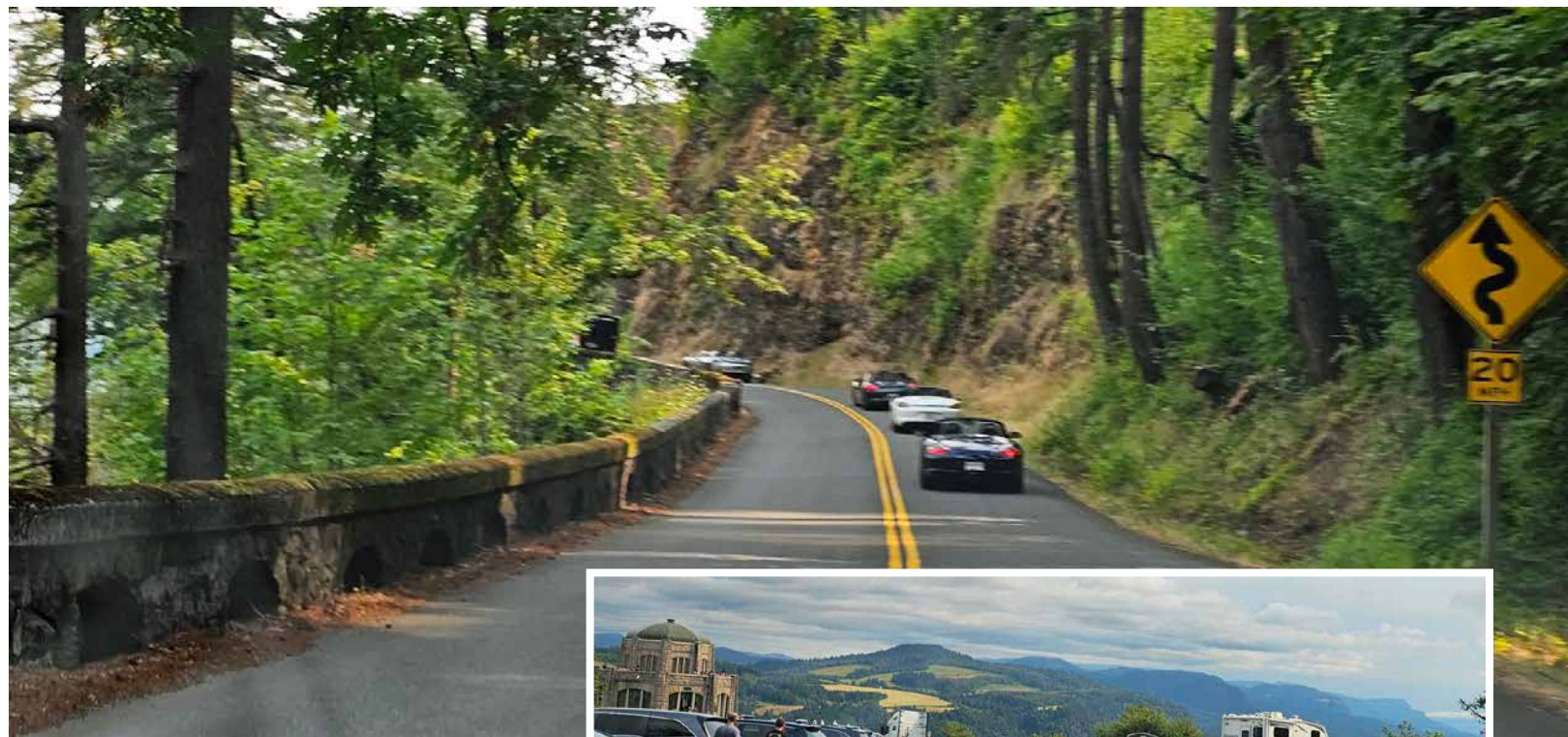
Front and back of Donovan Harris's new Boxster Spyder RS at the start.

Park was a nice short break. We also had a chance to admire other Boxsters while mingling a bit more and had more photos taken.

Then, we were off to the next leg, heading toward Lewis and Clark State

of my Ramona. She was easy to handle, responsive, predictable, and cornered very well. As we are in a new relationship, I am very satisfied with her.

Shamelessly, I had a confession to make. I felt freed. I felt the real joy of



driving. I was not driving to a business meeting or an appointment. I was not focusing on the destination. I was enjoying the journey itself. I was driving for my own pleasure. It was ecstatic.

The sun had gotten higher but still, we lucked out that it was a delightful summer morning. This is why I love Oregon. Along the route, we passed a few cyclists and some onlookers who were friendly and waving at us.

After our second stop, we were ready to continue to our destination. We drove past waterfall trails and the



viewpoints. More people were on the road at this hour. Our group became part of the attractions as I saw children happily shout out to their parents when they spotted us approaching. Some of them quickly took photos and videos. As we drove past Multnomah Falls, a little girl screamed "Porsche" out loud. Seeing how the onlookers interacted with us put a big smile on my face.

We all gracefully arrived at the

(Above) Road on the Historic Columbia River Highway. Twisties coming! (Inset) Circling Vista House at Crown Point on the Historic Columbia River Highway. (Below) First stop at Meinig Memorial Park.





(Above) Bridge of the Gods from our lunch stop.

Bridgeview Restaurant, right by the Bridge of the Gods. Everyone looked content. We sat down for lunch together, enjoying the beautiful view of the Columbia River and the company of like-minded people. It was truly a memorable experience for me. I was thankful for all of us who made my first drive with ORPCA wonderful. I mean it because I have already signed up for the next drive with the Club, and I am looking forward to meeting you there. ■



Our lunch stop Bridgeside Restaurant. Andrew and Lily FauntLeRoy with Julie and Derrick Teal.





Anh Le and Carlos Santayana.



Heinz Holzapfel provided the announcements.



Birthday boy Eric Freedle celebrating. Eric's wife, Cheryl Carpentier, is behind him and provided the cake, hat and balloon!

July Dinner Gathering

BY PEG RYAN | PHOTOS BY JEANNINE DOWNEY AND BOB ELLIS

Thai Bloom was the venue for our July dinner gathering. Over 50 members met in a reserved section of the restaurant.

Peg and Emily Ryan were the hosts for the dinner.

We celebrated Anh Le and Carlos Santayana's 20th wedding anniversary and Eric Freedle's birthday.

The food was fabulous and the restaurant staff was exceptional. Heinz Holzapfel gave club activity updates and then it was party time! After dinner, several members went outside to admire Liette Gasparitsch's new Mamba Green Metallic Macan. ■

Introducing "Pickles", Liette Gasparitsch's new Mamba Green Metallic Macan. Liette and Jeff celebrate!



Forest Grove Concours d'Elegance

**BY ROBIN SHAUGHNESSY
PHOTOS BY TOSH KANNO,
ROBIN SHAUGHNESSY,
JOE SWEENEY, AND
NORBERT PAWELZICK**

The Oregon Region corral at the 50th Forest Grove Concours d'Elegance was a hit. Although it started with a little rain and some thunder and lightning, it turned into an absolutely beautiful day. We are so lucky to have this world-class show right down the street. Congratulations to Allen Stephens and his fantastic team for a very successful event! ■



**Enjoy the photos.
There are more on our
SmugMug site here:
<https://orpc-pix-smugmug.com/2024-ORPCS-EVENTS/Forest-Grove-Concours-7212024>**

*(Top) Great Porsches.
(Bottom) Macan with
Performance Package,
our pop-up tent offered
membership information.*



(Top to Bottom, Left to Right) Club member and Sports Car Market publisher Keith Martin; Robin Shaughnessy with her 1995 911 (993) Carrera Cabriolet. She has owned it for 15 years; Larry Hannan with his 2008 Cayman S Porsche Design Edition; 911 Turbo S; Larry Hannan, Joe Angel, and Chuck Hervey strategizing where to put the cars!





July Midweek Drive

By Jim Goetsch | Photos by Dan Morris and Dave Burke

Gorgeous view of the Columbia River from Rowena Crest on the way home, Eat your heart out, flatlanders!

A "Driver's Special", it was called. Boy, was it ever! Our smallish group of 13 cars met bright and early at the Fred Meyer in Sandy, which was already a pretty solid drive for most of us! After enjoying some coffee and

checking out one another's beautiful cars, Dan Morris led us through the rules and expectations for the drive, and then we prepared for a glorious day of driving to some pretty remote places.

to Government Camp, our first stop. We needed this stop, as the next leg of the drive was to be a 100-mile run, continuing on Highway 26 towards Warm Springs before turning onto Highway 216 to wind through the pines toward Maupin. Having never driven this road (or any of the subsequent route), it was unexplored terrain for me, and for some others of our group as well. Soon enough, twisty forest roads gave way to wide open spaces, with beautiful vistas of the arid plateaus of central Oregon. We then snaked our way down through Maupin, across the Deschutes River, and up a tight, curvy road that allowed us to harness the incredible cornering power of our 911s, Boxsters, and Caymans before the road opened back up to wider sweepers and long straights, finally turning north on Highway 97 for our much-needed second stop in Grass Valley.

The final leg took us on a different



The route.

As the lead for Group 1, I loved the crystal-clear views of Mt. Hood ahead as we wound our way up Highway 26

section of Highway 216 to Tygh Valley, and we all agreed that this was the best part of the drive. If you haven't driven this road, it's worth the trip to enjoy the exquisite corner-carving, stunning mountain views, and the falls along the Deschutes River. I'd like to go back and drive it in the other direction (west-to-east this time), to re-experience this gem of a highway.

Finally, we arrived in The Dalles for lunch and a well-deserved beer, which was a great end to the official drive. From there, our groups took a variety of ways home, ranging from the "Fruit Loop" through Hood River, to a trip back to Maupin for fly-fishing supplies, a relaxed drive along WA-14, or a direct run back along I-84.

Upon arriving home, my odometer said that my Carrera S had seen an additional 320 miles of fun, nearly all with the top down. Without a doubt, one of the best ways to spend a Wednesday!

Enjoy the photos. ■

(Top to Bottom) Twisties near Rowena Crest. Porsches are born for this!; We come in peace! Gathering at start; Group 1 waiting for fellow drivers at Tygh Valley (after Heinz's hat blew off!).





A 12 Day Tour of the Old Lodges of the Northwest

Mt. Hood.

ARTICLE AND PHOTOS BY RANDI LEDBETTER

I recently returned from a 12-day driving tour that visited the “Old Lodges of the Northwest”. This tour was put together by Tom McGirr, who organizes such events for the

Alfa club and other groups. Tom creates an annual themed multi-day, spirited drive that includes a variety of points of interest, picnic lunches, and delicious dinners. My frequent travel buddy, long-time Porsche club member, Deb Pratt, and I drove my wonderful Macan Turbo. The tour had several car makes:

Two Porsches, a pair of BMWs, a threesome of Mercedes and one each Subaru, Mustang, Miata and Ferrari. The “Old Lodges” that we stayed in

included Timberline, Lake Quinault, Lake Crescent, the Paradise Inn on Mt. Rainier, the Balch Hotel in Dufur, the McMenamins St. Francis School in Bend, and Crater Lake.



View of Mt. Jefferson and the Three Sisters from the Lodge.



Timberline Lodge. Randi's Macan is parked in the middle.

DAY 1 – On July 4, we met in the late afternoon at Timberline Lodge. This allowed us to spend some time exploring the lodge and hiking the



(Top) Lake Quinault Lodge.
(Right) Lake Quinault.

nearby trails. We were able to see some 4th of July fireworks far off in Madras.

DAY 2 – We left Timberline Lodge and headed to Longview, Washington and up the coast to Lake Quinault Lodge. We stopped at Bruceport County Park on the 101, overlooking Willapa Bay, one of many lovely finds on our trip.

DAY 3 – We were supposed to begin with a drive up to the Hoh Rain Forest in Olympic National Park. We were headed to the park's Visitor Center, following the Hoh River. I don't think any of us considered it was summer and Fourth of July weekend until we

discovered there was at least a four-hour wait to get into the park until we had traveled 16 miles up the river. There are only 240

parking places at the visitor center. The day turned into a free day, and several of our group rented boats and explored Lake Quinault. Deb and I explored the region and decided to return in the evening but even at 6 PM there was still a two-

hour wait to get in, so we gave up. We'll try a non-summer weekday in the future. We enjoyed Forks, which has Twilight Saga mania, and Ruby Beach.



(Left) On the way to the Hoh Rain Forest. (Below) Ruby Beach, Washington, which is not in fact red.



DAY 4 – We explored the northwestern corner of the Olympic Peninsula with a drive to Neah Bay and visited the Makah Tribal Cultural Museum. Neah Bay is home to the Makah Tribal Reservation. We continued west to Cape Flattery, which is the northwestern-most point of the contiguous 48 states. There we were able to look across the Straits of Juan de Fuca to Vancouver Island, Canada. Next, we enjoyed lounging around Lake Crescent (along with hundreds of other visitors!). There are many lodging options at that lodge, including lodge rooms, and cabins. The lake is stunningly beautiful and a lot of people were kayaking, canoeing, and enjoying paddleboards.



Cape Flattery trail.



Lake Crescent Lodge.



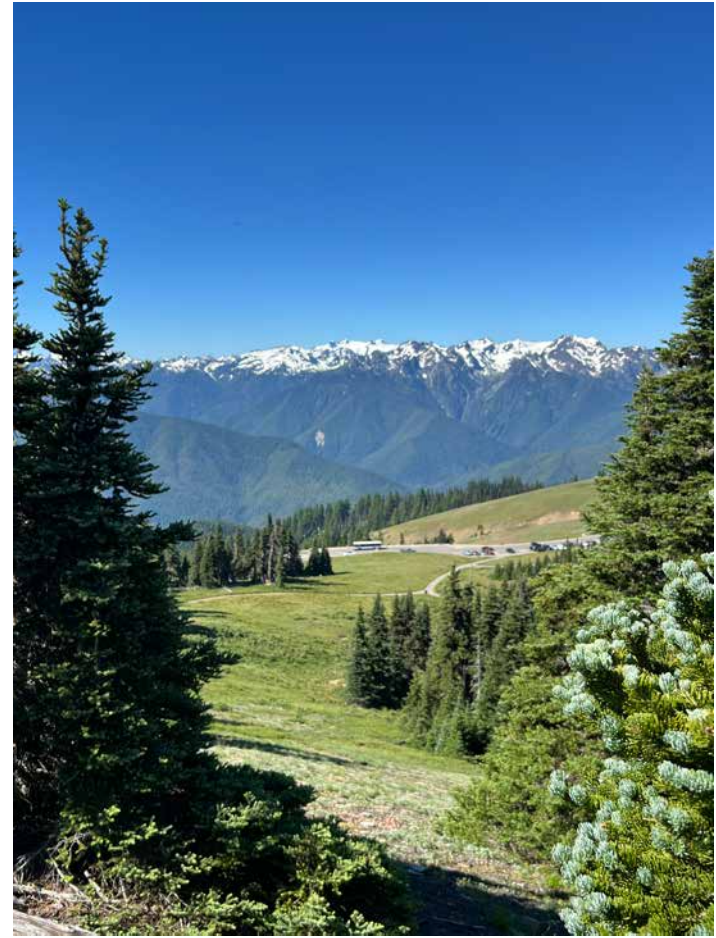
Vancouver Island from Cape Flattery.



Lake Crescent.



Cabins at Lake Crescent Lodge.



DAY 5 – We headed to Hurricane Ridge with stunning views of the Olympic Mountain range, the coast and the Sound. We hiked a bit, then headed down to Olympia and across the valley to Mount Rainier and Paradise Inn. It was our longest driving day, but Tom always plans stops at lovely parks and rest areas on our way to the next destination.



In general, we were parking-challenged at the National Park Lodges because the hotels cannot partition off guest areas. And old lodges aren't air-conditioned and do not have elevators.



This made our trip a little tough, but worth it because of the stunning beauty of this region. The mountains were right outside our rooms. Paradise Inn was no exception.

DAY 6 – Twisty roads greeted us from the south side of Mt. Rainier to Sunshine Park on the northeast side of Mount Rainier. There were lots of hiking options and good visitor centers. The road in the forest had lots of gorgeous views and was truly awe-inspiring.

DAY 7 – We left the big mountains and headed south to Dufur, Oregon

which was a concern because a new wildfire was only five miles away. Luckily it was heading south of Dufur and the roads were open with a pilot car escort. We drove Highway 12 to 97, which took us to Goldendale, then looped back west to a park close to Mt. Adams where we unexpectedly encountered several miles of gravel. Deb and I missed it, deciding instead to go to the Maryhill Museum of Art. Neither of us had been there before and it's terrific. Such a gorgeous art collection. It is a must-see.

(Top Left) Paradise Inn on Mt. Rainier. (Top Right) Hurricane Ridge and the Olympics. (Middle) Mt. Rainier from our rooms. (Left) Sunrise Park.

Twisty roads greeted us from the south side of Mt. Rainier to Sunshine Park on the northeast side of Mount Rainier.

The Balch Hotel in Dufur that night was a welcoming and comfortable "Inn". The folks in charge treat their guests well. We had a delicious dinner, and yummy breakfast with lots of fresh local dishes. And they have AIR CONDITIONING, the first on our 90+ degree trip!

DAY 8 – Tom's route took us east through Maupin, Shaniko, Fossil, Condon, Heppner, Ukiah, and Anthony Lakes Resort on sweeping roads across wide-open spaces. We were headed across the grasslands and ranches to Baker City and the Grand Geiser Hotel. There was a "Biker Weekend" setting up on the street by our hotel, but by 8 pm they were gone for the night, whew. The Geiser is always fun with lots of different rooms and a resident ghost.

DAY 9 – We headed south out of Baker City on our way to Bend. There is a road that goes down



(Above) Dinner at the Balch Hotel. (Left) Lobby of the Balch Hotel.



from Highway 7 to Highway 26 that is worth driving, Highway 245. We usually stop at small parks along our route, and that day we visited Unity Lakes State Park, on a big reservoir. I'm always amazed at just how many beautiful city, county, and state parks and rest areas there are in Oregon, and Tom knows how to find them. We visited the John Day Fossil Beds and Painted Hills on our way to Prineville, then cut off on the Powell Butte Highway that ends on Highway 20 (from Burns) close to downtown Bend. We arrived at the McMenam St. Francis School on a Friday evening in summer, (maybe not the best option for a group of sports cars). Surprisingly we all found space to park,



(Above) Parked at Unity Lakes State Park. (Left) Fossil Beds near John Day on Highway 26.



grabbed a good group dinner in their Pub, and then some of us walked downtown to a Music festival. The old "School" has a lot of history to admire, and several 'hidden rooms' in the typical great McMenamins manner.

DAY 10 – This was a short trip down the Cascades Lake road taking us to Crater Lake for two nights. We stopped at Elk Lake for a visit, one of many lakes along the route. We popped out onto Highway 97 for a few miles until our turnoff to Crater Lake up Highway 138. We had to wait a half hour or more to get through the gate into Crater Lake National Park. Did I mention it was summer and a National Park?

DAY 11 was a free day, and some folks hiked, some went on a boat ride, some to visitor centers and took the Trolley and we shared stories on the deck that evening.

DAY 12 – Our last day. Some of us met that morning for a group drive home. Some decided to spend more time at Crater Lake.

Another great tour is under our belts. We had so much fun exercising our cars and visiting these wonderful "Old Lodges of the Northwest"! . ■

(Above) Crater Lake in all its majesty. Wizard Island to the left. (Left) Crater Lake Lodge. (Below) At the base of the trail to the Watchman Fire Lookout. Guess we were not the only ones with interesting cars.



The *Anzeiger* Needs a New Guiding Hand

Here is an opportunity to do something special for your club. This on-line periodical plays a vital role in keeping Oregon Region members up to date on upcoming activities and details of recent events.

The current Executive Editor will retire in December after many years of service, and the club is looking for someone willing to fill the position. The successful candidate must possess a willingness to become involved in a broad range of Oregon Region activities, attend as many as possible, and delegate tasks as needed. Good writing, grammatical, spelling and organizational skills are

needed but we have a team of talented editors with many years of experience who help prepare each issue. The new Executive Editor should be familiar with the world of Porsche and motorsports, well-connected to the club so as to understand what events to cover and preview, and be able to work closely with the Board of Directors. There will be a training / apprenticeship through the end of the year to help the incoming Executive Editor ease into the role.

If this sounds like a challenge that you'd like to assume, please contact Peg Ryan at pastpresident@oregonpca.org. ■

Drives Web Assistant Needed

Drives are a very important part of ORPCA's activities program. We are in need of someone to manage the drives on the web. This includes getting the necessary information from the organizers and onto the web with opening dates and groups. It also includes updating this information as new information is provided, adding waitlists as needed,

or other changes. In our busy summer season, this can mean daily checking on the drives. Communication with the Tour Director and our Reporting Guru will be needed. Additional web work includes maintaining the Classified ads on the web. Training will be provided.

If you have the time and skills to take on this responsibility, please contact Peg Ryan at pastpresident@oregonpca.org. ■



Interested in Porsche market trends?

Sign up for PCA's free monthly e-newsletter, Mart Fresh News!

The Porsche Club of America features news, videos, and information about the current market for used Porsches in the monthly Mart Fresh News email newsletter.

Mart Fresh News also highlights a variety of Porsche listings from PCA's Mart Classifieds. When you find a vehicle in The Mart, you can be assured that it's been cared for by a registered PCA member — not some anonymous seller.

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ZONE 6 REGIONS



British Columbia Interior
 President: Oskar Ciejek
info@bci.pca.org
<http://bci.pca.org>



Canada West
 President: Brad Bushel
president@pca-cwr.org
<https://www.pca-cwr.org>



Cascade
 President: Greg Dino
president@cascade-pca.org
<http://cascade-pca.org>



High Desert
 President: Fred Nielsen
president@highdesertpca.org
<https://highdesertpca.org>



PCA Zone 6
 Representative:
 John Sommerwerck
Zone6Rep@nationalpca.org
<http://zone6.pca.org>



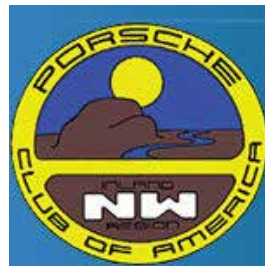
Vancouver Island
 President: Paul Rossmo
president@virpca.org
<https://www.virpca.org:452>



Silver Sage
 President: Vicki Pentecost
president@silversageporsche.com
<https://silversageporsche.com>



Pacific Northwest
 President: Kevin Nouwens
president@pnwr.org
<https://pnwr.org>



Inland Northwest
 President: Tim Hagner
president@inwr.pca.org
<https://inwr.pca.org>



Olympic Peninsula
 President: Jill Diefenderfer
president@opr-pca.org
<https://opr-pca.org>



Oregon
 President: Heinz Holzaphel
president@oregonpca.org
<https://www.oregonpca.org>

Exciting News for ORPCA Members: Club Subscription to RidewithGPS!

Oregon Region Porsche Club of America (ORPCA) has secured a club subscription to RidewithGPS, a premier platform for planning, tracking, and sharing rides. This fantastic resource is now available to all our members, enhancing your driving experiences with our club.

WHAT IS RIDEWITHGPS?

RidewithGPS is a versatile tool designed for outdoor enthusiasts, providing a range of features to optimize our drives and tours. With this platform, we can:

- **Plan Routes:** Create routes with detailed maps, elevation profiles, and customizable turn-by-turn directions.
- **Follow Routes:** Use detailed turn-by-turn cue sheet or accurate voice navigation app that works with iOS and Android devices.
- **Track Drives:** Record your routes using GPS for accurate tracking of distance, speed, and elevation.
- **Share Adventures:** Share your drives with fellow members, creating a vibrant community of shared experiences and adventures.

BENEFITS OF OUR CLUB SUBSCRIPTION

As an ORPCA member, you will enjoy exclusive benefits through our club subscription to RidewithGPS, including:

- **Premium Features:** Access to advanced tools such as offline maps, custom cue sheets, and voice navigation.
- **Collaborative Planning:** Easily share and collaborate on routes with other members for group drives and events.

- **Club Events:** Receive notifications about upcoming club drives and events, with detailed route information readily available.
- **Community Engagement:** Connect with fellow members by sharing your favorite routes and exploring theirs.

HOW TO GET STARTED

To take advantage of this new benefit, follow these simple steps:

- **1. Create an Account:** If you don't already have a RidewithGPS account, visit [RidewithGPS.com](https://ridewithgps.com) and sign up for free.
- **2. Join Our Club:** Use the following link to be confirmed as a club member: https://ridewithgps.com/auto_approve/Club/14117/tpJWHGSzOJsmn55ujEI7DP67hZcM1nqa
- **3. Explore and Enjoy:** From the Home page, select MEMBER OF ORPCA to get to the club content. Then use the Route Library or Collections option to see the drives already there. Continue to explore routes, plan drives, and share your adventures with the ORPCA community.

We are confident that this new tool will enhance your driving experiences, making it easier to plan, track, and share your journeys. Whether you're a seasoned driver or new to the club, RidewithGPS offers something for everyone.

Thank you for being a part of the ORPCA community. We look forward to seeing you on the road and sharing in the adventures that lie ahead.

Happy driving! ■



Gear Up for the 2024 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:

<https://www.oregonpca.org/home/club-events/autocross/orpca-autocross/>

Car classifications have changed a bit this year. We removed the S04L and P04L classes. Cars in those classes are now part of S04 and P04 respectively. We added 2 Electric Vehicle classifications: **PEV** All Porsche Electric Vehicles and **NPEV** Non-Porsche Electric Vehicles.

Please check to make sure you’re registering your car in the correct class. We do 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 past years, 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 waitlist 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 health. Check out the links on the following page for all the Autocross events in 2024. As always, please let us know if you have any questions.

Your ORPCA Autocross Team ■

SEE COMPLETE LIST OF AUTOCROSS EVENTS ON NEXT PAGE



Autocross Events 2024

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

Autocross #6 | August 11

<https://orpca.motorsportreg.com/events/orpca-autocross-6-8-11-24-portland-intl-raceway-pca-oregon-991844>

Autocross #7 | September 29

<https://orpca.motorsportreg.com/events/orpca-autocross-7-9-29-24-portland-intl-raceway-pca-oregon-491488>

Autocross #8 | October 13

<https://orpca.motorsportreg.com/events/orpca-autocross-8-10-13-24-portland-intl-raceway-pca-oregon-809207>

AUTOCROSS #6

Sunday, August 11, 7:30am - 2:00pm

Portland International Raceway | 1940 N Victory Blvd. | Portland, OR 97217

The next Autocross of the season will be on Sunday, August 11. This event will be held in the South Pits at Portland International Raceway (PIR). Registration is limited. For complete information and to register go to: <https://orpca.motorsportreg.com/events/orpca-autocross-6-8-11-24-portland-intl-raceway-pca-oregon-991844>

Note: Autocross #7 is on Sunday, September 29. Please register quickly as this is sure to fill up:
<https://orpca.motorsportreg.com/events/orpca-autocross-7-9-29-24-portland-intl-raceway-pca-oregon-491488>

AUGUST BOARD OF DIRECTORS MEETING – VIRTUAL: NEW DATE

Tuesday, August 13
6:30 pm - 8:30 pm

The August 2024 Board Meeting will be held on Tuesday, August 13 from 6:30 pm – 8:30 pm. This will be a virtual board meeting on Zoom. If you are interested in attending, please RSVP and you will receive an email before the meeting with the Zoom invite: <https://www.oregonpca.org/event/orpca-board-of-directors-meeting-august-2/>. All members are welcome!

Note: September Board Meeting is Tuesday, September 10, 2024.

SUMMER EVE DRIVE

Thursday, August 8

This Summer Eve Drive is a leisurely summer evening drive starting after work and ending before the sun sets. We will start from Lewis and Clark Recreation Area in Troutdale and end at Harvester Taproom in St. Paul. The starting location is easily reachable by our Vancouver and Camas members in a counter-commute drive to Troutdale. We will all gather at 5:00 pm with a Participants Meeting at 5:15 pm. There will be 1 group of 15 cars that will leave at 5:30 pm. A waitlist is available if this fills. We will see if we can add a second group.

Registration is open here: <https://www.oregonpca.org/event/summer-eve-drive-2/> and will close on Tuesday, August 6 at 9:00 pm..

AUGUST SATURDAY DRIVE: CLOSED FOR REGISTRATIONS

Saturday, August 10

This drive is closed for registration. If you registered for it, you will receive information on the start location a few days before the event. Please check your junk mail if you do not see it.

Note: The September Saturday Drive is Saturday, September 14.

BEGINNER DRIVE

Sunday, August 18

Are you new to the club or have never done a drive with the club? Then this drive is for you. This drive is a shorter drive with the hope of lessening the stress, and anxiety of a first drive. It is a nice drive of about 55 miles and should take about 90 minutes. Led by tour director, Kurt Fursteneau, this drive will start and end in Troutdale. The drive will be in the Columbia River Gorge area, with nice twisty roads and great views. This drive is limited to fifteen cars, and the driver **MUST** have a navigator. Please join Kurt for a fun informative morning. We will meet at 9:30 and roll out at 10:30. Lunch will be at the Italian restaurant, Ristorante Di Pompello in Troutdale.

Registration is open here: <https://www.oregonpca.org/event/beginner-drive-introduction-2/>.
Registration closes on Sunday, August 11 at 5:00pm.

EAST SIDE SUMMER EVE DRIVE

Tuesday, August 20

If you live on the east side of Portland or even across the river, this drive is for you! The drive takes us to Sandy, starting in the Gresham area, and ending at a fun restaurant and bar in downtown Gresham. Located in the former First Baptist Church of Gresham, and next to the Carnegie Library, Spinella's is a fun welcoming spot. Both were built early in the 20th century from bricks from the Hogan Brickworks, as was my home. This drive will be just over one hour, and limited to 15 cars. We will gather in Gresham at 6:00pm and leave by 6:30pm.

Registration is open here: <https://www.oregonpca.org/event/summer-evening-east-side/>. It will close on Friday, August 16 at 5:00pm. There is a waitlist in case this fills. We are in need of a Sweep for the drive, so please volunteer if you are willing to do this.

AUGUST DINNER GATHERING

Wednesday, August 21

Join us for a delightful evening at Olive Garden in Lake Oswego, Oregon on Wednesday, August 21 from 6:00 – 8:00 pm. Indulge in various classic Italian dishes, from creamy fettuccine alfredo and savory lasagna to everyone's favorite, soup, salad, and warm breadsticks. Olive Garden offers a cozy atmosphere perfect for gathering with our Porsche friends. Our favorite social media content creator, Jeannine Downey, will be our host for the evening. We will order dinner and drinks directly from the menu and pay at the restaurant.

Registration is open and closes August 15 at 7 pm. We have room for 50 guests. Olive Garden Lake Oswego is located at 6355 Meadows Rd, Lake Oswego, OR 97035. We look forward to sharing a wonderful evening with you! Register here: <https://www.oregonpca.org/event/august-dinner-gathering/>

If you have questions, please contact the Social Committee at socialevents@oregonpca.org

Note: The September Dinner Gathering is Wednesday, September 18

AUGUST MIDWEEK DRIVE

Thursday, August 22

The August Midweek drive will start and end at Café 22 in West Salem. Come early and have one of the best breakfast meals around. The Aspinwall's have run a fruit stand for over 50 years. See this link for an article on the Cafe: [Cafe 22 article](#).

We will leave Café 22 at Lombardi time (9:00 am), so please be here by 8:30 to sign waivers and have a participants meeting at 8:45 am. Registration is open here: <https://www.oregonpca.org/event/august-midweek-drive-2/>

Note: The next Midweek Drive is Wednesday, September 18

NEW: AUGUST SUV DRIVE: PLANES, TRAINS AND AUTOMOBILES

Saturday, August 24

Well, if it one thing that the ORPCA community knows how to do – it's roll (with the punches in this case)! July's SUV drive was cancelled due to fires. August's planned drive we have had to shift due in part to sharing the route with the Hood To Coast Relay. Well look at that, we have a route all set to go – again!! Please join us for a 157-mile route starting in Sandy, continuing east along the southern side of Mt Hood before visiting the White River down a scenic canyon. The ride will conclude in Hood River with an optional tour of the Western Antique Aeroplane & Automobile Museum (\$15 fee). Bring a picnic lunch or pre-order some great grill products from Twin Peaks Drive-In (that will be brought to the museum's picnic area).

This is a CAT 1 drive, so expect dust on the ~ 9 miles of off-road portions. There are some slow, potholed and washboard areas, but for reference, two "other" German brand sedans and a Toyota Prius were on the same roads with me during my pre-drive last month. Come and explore! Registration is open here: <https://www.oregonpca.org/event/august-suv-drive-planes-trains-and-automobiles/>

We have room for 13 cars. ORPCA members are welcome to join us with non-Porsche SUVs. Please arrive by 9:00 am with a participant's meeting at 9:15 am and leave by 9:30 am.

Note: The next SUV Drive is Saturday, September 28

NORTHWEST PASSAGE 2024: FALL IS OPEN FOR REGISTRATION

September 18-22, 2024

The Northwest Passage Committee has created another exciting program with routes in southern Oregon. The tour will travel on twisty backroads and open-range roads, crisscrossing the Cascades. The tour will start at the Boulder Falls Inn in Lebanon, OR. The first day we head to Diamond Lake for lunch and then to the Running Y Ranch in Klamath Falls, where we will stay for three nights. The second day crosses the Cascades over to Jacksonville and the Edenvale Winery for lunch, and then back to the Running Y Ranch. The third day is a 200+ mile loop drive. The fourth day leads us to the Seven Feathers Casino in Canyonville, OR, where the tour ends.

Registration for the Fall Tour is here:

<https://www.oregonpca.org/event/2024-nw-passage-fall-hidden/>





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ANZEIGER MARKETPLACE

PARTS FOR SALE

For Sale: Brand New Rotors For a Porsche Boxster S (987) Front and Rear Discs (also fits other many other years). I sold my 2010 Boxster S and have an extra set of brand new rotors. First reasonable offer takes them. These definitely fit my 2010 Boxster, but also fit many other years. You can verify fit on Pelican Parts using the part numbers below. **Porsche Brake Disc Front:** Zimmermann Coat Z 460 1525 20, Part#: 996-351-405-01-M359, \$161.75 **Porsche Brake Disc Rear:** Zimmermann Coat Z 460 1528 20, Part#: 987-352-403-01-M359, \$149.25 Please text Joe at 503.522.6656 or email him at pokeythrowaway@gmail.com. (4/24)



For Sale: 911 Turbo Rims: These 911 Turbo Rims were made in Germany. Gloss black. Rears 997-362-162-02, 11x19, ET-51, fits 2005-2012 911s. Fronts 997-362-156-05, 8.5x19, ET-55, fits 2007-2009 911s. Pricing is \$700 for all 4 rims. Shipping would be at the buyer's expense. Please send an email for more photos and/or information. Please contact Daniel Kiefel at kiefel.daniel@gmail.com. (6/24)

Wanted: Boxster Spyder or Cayman R Forged Alloy Wheels... for a 2006 Cayman S. Front-235/35ZR19. Rear-265/35ZR19. Please contact Phil Dollar at dollarphil58@gmail.com. (2/24)

Wanted: Private Garage Space: Looking for a private garage space for 1 of my Porsches. Prefer a location that is in inner SE Portland. Please contact Andy Kappler at andy.kappler@gmail.com.(7/24)

Want To Buy: G-body 1978-89 Porsche 911 Coupe: My 12 year old son and I are looking for a G-body 1978-89 Porsche 911 coupe in mainly stock condition to create memories with and to ultimately pass along to him some day. We're looking to use it as a third, fair weather car. I'm a 20 plus year ORPCA member. Please contact Jeff at 503-544-4218 or email jbake.1012@gmail.com (12/23)

For Sale: OEM Standard Headlights From a 1999 C2 cab: Up for sale are my OEM standard

headlights from a 99 C2 cab. They are in excellent exterior condition. No fogging or discoloration at all. There is a h7:S-V.4LED



bulb installed on both sides and will be included in sale. The seals need to be replaced and the passenger side does have some worn wires – currently the turn signal wiring likely needs to be redone. Price is \$650 OBO. These would be a perfect setup for return to OEM or mod job. Also for sale are a stock stereo and trim pieces for \$200 and \$125 respectively. Please email Matt Smith at marosmith@gmail.com about these items. (12/23)

ANZEIGER MARKETPLACE

VEHICLES FOR SALE



For Sale: 2017 Porsche Cayenne S e-hybrid Platinum Edition: Calling all Porsche enthusiasts looking to step into the hybrid/electric world! Presenting the exceptional 2017 Porsche Cayenne S e-hybrid Platinum Edition. This meticulously maintained SUV delivers a combination of power, efficiency, and opulence that sets it apart from the rest. With its striking design, advanced features, and low mileage (less than 33,000), this is an opportunity you don't want to miss. For the complete description please go to the web: <https://www.oregonpca.org/for-sale-2017-porsche-cayenne-s-e-hybrid-platinum-edition/> Priced at \$46,900, it represents a perfect blend of luxury and performance. Call or text Marina at (971)330-6770 today for more information! (7/23)

For Sale: 2007 911 Turbo NEW PRICE: Tiptronic transmission. 83K miles. Artic Silver Metallic with Stone Gray full leather. Bi-Xenon headlights. Power Sunroof. PCM with Navigation. Bose audio. Heated front seats. No wrecks. Ceramic coating. New rear tires. The car is located in Vancouver, WA. Asking \$60K. Please call Jim at 360-904-0464. (1/24)

Drives Web Assistant Needed: Drives are a very important part of ORPCA's activities program. We are in need someone to manage the drives on the web. This includes getting the necessary information from the organizers and onto the web with opening dates and groups. It also includes updating this information as new information is provided, adding waitlists as needed, or other changes. If you have the time and skills to take on this responsibility, please contact Peg Ryan at pastpresident@oregonpca.org

Have you taken some great photos on your recent drives?

Share them with your fellow members!

Send an email to Peg at communications@oregonpca.org for directions and we may include them in a future Member Gallery.



ANZEIGER MARKETPLACE



For Sale: 2003 Porsche Boxster S NEW PRICE: 50,000 miles. 6 speed manual transmission. Heated Seats. Midnight Blue Metallic/Graphite Grey Leather. Clean CARFAX. Low miles on newer tires. Have original window sticker, all manuals and 2 keys. Asking \$15,000. Please call or email Mike Harvey for more information: (503) 887-1604 or mikeharvey45@comcast.net (7/24)



For Sale: 1999 Boxster – asking \$13,000. This is a great little car with lots of upgrades. New top with glass window. Touchscreen radio with front and rear cameras. Upgraded performance exhaust (still have the originals). Rear carbon fiber wing from Cayman. IMS done. Interior is immaculate and still looks new. Ceramic Coating. Low miles on newer tires. You won't be disappointed. Have original window sticker and the manuals and tons of receipts since new. Probably a condition 2 car but I'm listing it as a 3. Contact Rick at (541) 659-0776 or wilson2.rick@gmail.com. (4/24)



For Sale: 2012 Porsche 911 Carrera S VIN # WP0AB2A99CS120539. Black leather Interior/ Guards Red Exterior Color. Low mileage; 14,060 miles. 3.8L H6 Gas FI DOHC 24V. 408 HP. Sports Spoiler (newly replaced). 20" Carrera S Wheels. New Michelin Cup 2 tires (minimal use). PDK Automatic. Rack and Pinion Steering/ Power steering. Coupe Body Style. Electric Slide Tilt. Mint Condition. Maintenance by Marque Motors in Portland, Oregon (records available upon request). Purchased from Kendall Porsche dealership in 2016; second owner. Always garaged. Highway Mileage 25 mpg / City 18 mpg. No accidents. Asking \$78,000. Please contact Val King at valkingkelley@gmail.com (7/24)



For Sale: 2006 Carrera 4S Stock except for cats and H&R springs. Asking \$49,000. Clean title and carfax. Recent \$26,500 in service and preventative maintenance. Extensive photos and two videos are available. New Continental tires. Clutch package. Completely detailed including the bottom of the car, wheel wells etc. Restored factory wheels. Please contact Dave Hanning at davehanning@aol.com. (3/24)

ANZEIGER MARKETPLACE



For Sale: 2016 Porsche Panamera GTS: This vehicle features the final iteration of the Porsche 4.8 Liter Naturally Aspirated V8 engine, delivering 440 HP / 384 lb ft torque, equipped with VarioCam Plus and Sport Exhaust. It was custom ordered from Porsche Beaverton Oregon by the original owner and has been meticulously cared for and exclusively serviced by Porsche Beaverton and Porsche Bend Oregon. The vehicle received service in April 2024. With only 9,571 ultra-low original miles, the car has always been garaged and has never been taken to the track. It includes \$24,000 worth of options, an original window sticker, owner's manuals, and two Porsche keys, with an original MSRP of \$137,400. The car is Carrera White Metallic with a full Black and Carrera Red leather interior, 20" 911 Turbo wheels, instrument dials and sport chrono in white, Porsche dynamic chassis control (PDCC) incl. PTV Plus, Porsche active suspension management, and LED headlights in black with the Porsche dynamic light system. It also features 18-way adaptive power seats. Asking \$59,500. Please contact Keith Hill at keithhill1@mac.com. (7/24)

ORPCA Classifieds: To put an ad on this page please email your item description and pictures to classifieds@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. ■