

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | DEC 2024/JAN 2025



## The Goose Lights Holiday Drive

*See Story and Photos on Pages 21-23*



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ANZEIGER  
OREGON REGION PORSCHE CLUB OF AMERICA  
VOL. 64, NO. 11 | DECEMBER 2024 - JANUARY 2025

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**MARKETPLACE**

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*Thank You!*

*Thank you to our 2024 Board for your time and dedication to the Club:*

*~ Heinz Holzapfel ~*

*~ Carole Hedstrom ~*

*~ Daniel Morris ~*

*~ Tosh Kanno ~*

*~ Anh Le ~*

*~ Larry Hannan ~*

*~ Peg Ryan ~*

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DEC 2024 JAN 2025

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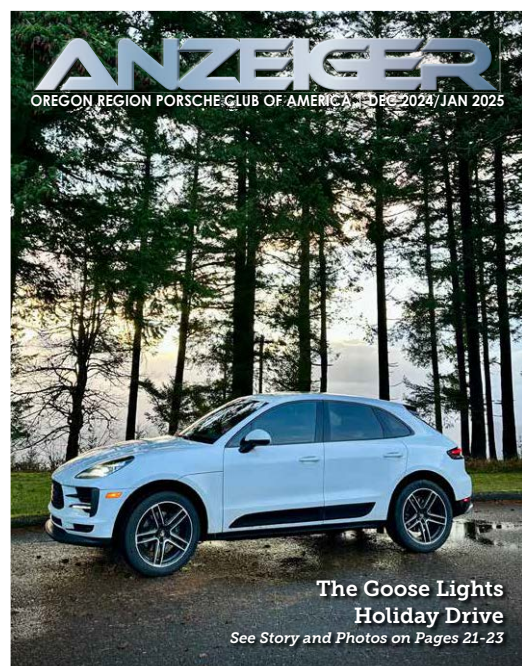
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## ON THE COVER

Photo by Jeannine Downey



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# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 64 | NUMBER 11 | DEC 2024 - JAN 2025

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## 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

## JANUARY 2025

- 15 Annual Meeting & Volunteer Awards Banquet - Old Spaghetti Factory
- 19 Sunday Cruise
- 22 First Mid-week Drive of 2025
- 25 SUV Drive

## FEBRUARY 2025

- 2 ORPCA Tours Class
- 8 Saturday Drive
- 11 Board Meeting
- 16 Sunday Cruise
- 18 Mid-week Drive
- 19 Social - Dinner - Jarboe's in Canby
- 22 SUV Drive

- 23 Brothers' Collection - Salem
- 28 Griot's Tech Session & Garage Tour - Tacoma

## MARCH 2025

- 8 Saturday Drive
- 9 New Member Orientation
- 11 Board Meeting
- 16 Sunday Cruise
- 18 Mid-week Drive
- 19 Social - Dinner - Vancouver
- 21 Presidents Zone 6 Meeting
- 22 SUV Drive

For the most up-to-date information, please go to our website at [oregonpca.org](https://oregonpca.org).

## ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

### EVENT PHOTOS

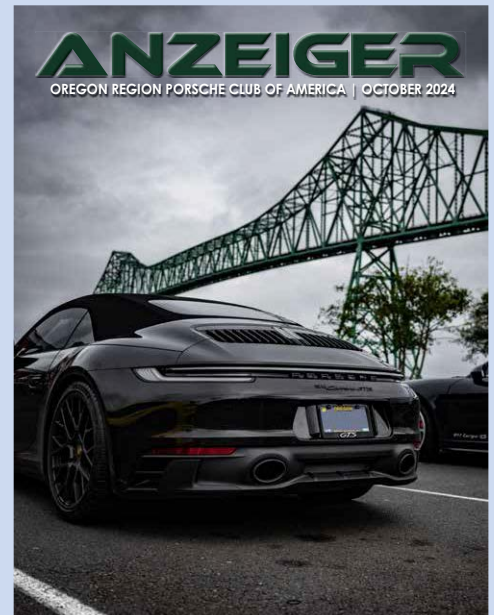
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# WELCOME NEW MEMBERS!

**Andrew Brewer**  
Vancouver, Washington  
2024 718 Cayman

**Edward Clarke**  
Hillsboro, Oregon  
1980 911 SC

**Jim Chapman**  
Portland, Oregon  
2015 911 Turbo S

**Janice Jacobs**  
Portland, Oregon  
2022 Macan S

**Andrew Baek**  
Lake Oswego, OR  
2022 718 Cayman

**Tong Wu**  
New York, NY  
2010 Cayman

## ORPCA LOCAL SUMMARY

Primary Members: .....648

Associate Members: .....415

Total Local Members: .....1063

## PCA MEMBERS IN OR REGION

Primary Members: .....1238

Associate Members: .....730

Total Region Members: .....1968

## NATIONAL PCA SUMMARY

Primary Members: .....106,800

Associate Members: .....55,869

Lifetime Members .....23

Total National Members: 162,692

## 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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Lisa Foley

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Crystal Stanaway

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Earl Levin

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Jean Denny  
Eric Hoff  
Mickie Hoff

## 12YEARS

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Michael Wenz

## 10YEARS

Dr. Roy Johnson  
Marleen Van Hulle  
Michael Prstojevich

## 8YEARS

Philip Carman

## 7YEARS

Philipp Muedder

## 6YEARS

Andrew Boone  
Nancy Boone  
Scott Dual  
Denise Hipply  
Mary Hawkins  
John D. Hawkins  
Tony Humpage  
Emily Qi

## 4YEARS

Jeff Gasparitsch  
Liette Gasparitsch  
Paul Robeznieks  
Nolen Sternkopf  
Peter Sternkopf  
Thorsten Wentzek  
Susan Wentzek  
Brian Wrigley

## 3YEARS

Jeannine Downey  
Kyle Doyle  
Brittany McCall

## 2YEARS

Christopher Craig  
Simon Lu  
Jurija Metovic  
Brandon Rotolo  
Jay Poizer  
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## 1YEAR

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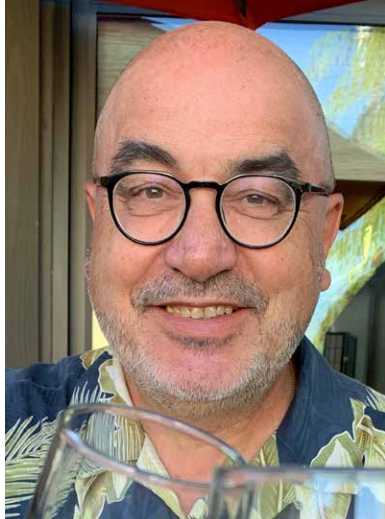
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# PRESIDENT'S MESSAGE

## Heinz Holzapfel, *President/Webmaster*

# Happy Holidays

The holidays are just around the corner and now should be the quieter time of the year for our club. However, a lot of work is going on in the background. The NW Passage Committee is finalizing the route for 2025 and is working on little but important details like door stickers and goodie bags, routes in Ride with GPS and tour book design. The reservation opened on January 5th so sign up soon. The Oregon Scenic committee is finalizing the hotel reservations and routes. The new tour filled within 12 hours, and there's already a waiting list.

The committee is discussing how to best address this strong demand. The Committees for the Walla Walla Tour and the Hells Canyon Tour are making hotel reservations and final tour modifications. In 2025 our club will have at least five multiday tours.

We ended 2024 with 55 driving events. The calendar for next year aims for 75, a fantastic increase. The first drives for January are on our website now and open for registration. While these drives of course are weather permitting, the initial demand is surprisingly strong already. Porsches don't melt in the rain!

All 2025 social events already have placeholders on the event calendar on our website. The first big social

of 2025 is the Annual Meeting and Volunteer Awards Banquet January 15th at the Old Spaghetti Factory on Portland's South Waterfront. I encourage you to join us. The 2024 board will give an annual report on a very busy and productive year. The 2025 board will be introduced and most importantly we will honor all



our volunteers and hand out awards to those who have contributed truly exceptionally in 2024. Our club is a volunteer organization, and none of the drive and social events, the Anzeiger, the website, club operations would happen without our volunteers. Let's raise a hand for our volunteers!

This is my last President's message. I'm very happy that we have a strong line of officers in the board, and especially happy that a very gifted, resourceful and creative woman will step in as president: Carole Hedstrom. I would like to thank my board for its support, our volunteers for donating time to the club and making this club a vibrant community, and all our members for making our club an incredible family of Porsche enthusiasts.

I wish you, your families and loved ones Happy Holidays and a wonderful, successful New Year! You can reach me at [president@oregonpca.org](mailto:president@oregonpca.org). Together we drive! ■

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# FROM THE VICE-PRESIDENT Carole Hedstrom

## A Year for Rejuvenation

**W**hew – we made it! December is over, and we are starting a new year. Twenty-twenty-four sped on by like a Guards Red GT3 on an empty highway. While I am eager for a fresh new year, the last few weeks of the outgoing year always bring a time of reflection and rejuvenation for me. This one has been full, personally and here at the Club. I have no doubts 2025 will be similar.

In the short-term I'm going to focus on rejuvenation. Brad and I will be spending time with family and friends over the next few weeks. We're traveling to Colorado for a white Christmas and look forward to the crisp days and bright sunshine of the Rockies for a few days. The New Year will see us back home with time to prepare mentally for the coming 12 months; like laying out goals and aspirations, and deciding which running of Northwest Passage to attend. You know, difficult decisions.

I wish you all the best of the season! May you get time with those you love and time to enjoy the things that bring you joy. If one of those joyful things is a Porsche, you just made me smile.

Happy New Year, Oregon Region. I'll see you in 2025! Let's Drive! You can reach me at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org). ■




---

*Happy New  
Year, Oregon  
Region. I'll see  
you in 2025!  
Let's Drive!*

---



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## ZONE 6 UPDATE

**John P Sommerwerck,**  
**Zone 6 Representative**



## 2024 Was a Good Year

---

*2024 was a good year. We visited eight of the ten Zone 6 regions. Also, on our travel schedule were the Birmingham Parade, Treffen at Sea, and Treffen Sonoma & Treffen Mt. Washington.*

---

**T**his will be my last issue of 2024 that most of you will read in early 2025. As such, it will be a crossover into 2025. HAPPY NEW YEAR!! I hope you and your families had a very Merry/Happy Holiday season. We did!

2024 was a good year. We visited eight of the ten Zone 6 regions. Also, on our travel schedule were the Birmingham Parade, Treffen at Sea, and Treffen Sonoma & Treffen Mt. Washington.

2025 will be my last year as Zone 6 Representative. Zone reps are limited to two, two-year terms. Nancy and I will be striving to visit all 11 Zone 6 regions in the next 12 months. That's right; I think Zone 6 will be welcoming an eleventh region in the New Year. More on this as things are finalized. In 2025 PCA will celebrate its 70th Anniversary on September 13th. More on that in future issue.

For the long-range planners in the audience, I would note that **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 **2025 Spring Treffen** will be held at Omni Homestead Resort in Hot Springs, VA from Apr. 30th – May 3rd. Registration opens on February 5th, 2025. **2025 Treffen at Sea** sets sail Sunday, August 30th from New York, NY, returning on Sunday, September 6th. Treffen at Sea registration is now open! **2025 Fallen Treffen** dates and location have been announced. Fall 2025 Treffen will be held at the Four Seasons Resort in Jackson Hole, WY. [Treffen Jackson Hole \(Fall 2025\)](#) | [Treffen North America](#)

If you have an idea for an event we should attend, please reach out to me. Zone 6 signature region events can be found [PCA Zone 6 - The Pacific NW Regions](#). Zone 6 abounds in great roads to drive, great automotive venues, and of course, lots of great people!.

As we head into the upcoming holiday season, we wish you and yours the very best Stay healthy and we will see you in the Zone in 2025! ■

There's Still Time ...  
 ... to Enjoy the Autumn Roads in Your Porsche



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PHOTO BY HAROLD KLEIN

You've enjoyed hours on the road this summer, and there's still time to enjoy more! If you've been driving all summer, now is a good time to ensure your car is up to date on maintenance, and keep your vehicle safe, especially if the weather turns rainy. And when you're ready to wrap up your driving season, call us for an appointment and we'll help prepare it for winter storage.



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## THE SMUGGLER'S BOX opened by Randy Stolz

### Coffee in the Basement

---

*During this time it must be said that club racing was living under an umbrella of tension. The sanctioning bodies were all too serious for the casual owner who just wanted to have fun.*

---

The beginnings of our club region were no different than other sports car clubs that formed during the Fifties. It was driven by individual enthusiasm and effort by a few working together. But it wasn't until 1960 that the group became a chartered Porsche Club of America (PCA) region.

Up to that time, it was racing by enthusiastic owners that formed the backbone of many organizations. Some of those clubs, such as SCCA and ICNSCC, still exist today. One of the first, the Four Cylinder Sports Car Club of Oregon, held the first real road race at the Tillamook blimp base in 1955<sup>1</sup>. Some of the participants included Tom DeLon, Harry Eyerly, Jack Scoville and Pierre Phillips. All would become auto dealers that our parents or grandparents might have purchased a car from.

Washington state would have the most races, places like Paine Field, Shelton Airport, Bremerton and Deer Park in Spokane. Racing was and still is the gravitational attraction to Porsche. The company had established a racing pedigree with the success of the early RS Spyders in Europe and America. Private racers were

running 356s and winning their classes in local races. The old adage of "Win on Sunday, Sell on Monday" was true back then.

Along with attending or working at those races, many Porsche owners were looking to find non-racing events, absorb technical knowledge and maintenance tips, and most of all, find camaraderie. To that end, a non-chartered Washington Region (Pacific Northwest Region or PNWR) was formed by Gene Rideout, a charter member of the national PCA. With its territory reaching east to the Dakotas, south to the Oregon-California border, and north into Alaska; these boundaries would now encompass an area larger than what is known as PCA Zone 6 today.

During this time it must be said that club racing was living under an umbrella of tension. The sanctioning bodies were all too serious for the casual owner who just wanted to have fun. As written by Bruce McCassey (first president of PNWR) in his account of region history, "... there is nothing that implies an organization for the sake of organization to engage in disputes, judgments, or pronouncements. It is strictly a



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social group for the fun of being together with the cars we love.”<sup>2</sup>

This informality and Porsche popularity led to a period of rapid growth for the region. With more members around the Seattle area, the task of managing that and other areas must have seemed daunting. McCassey would get some help from some of those members who may have felt a bit isolated.

One of these members was Richard “Dick” Stief from Portland. While information about Dick is thin, we can surmise he was an enthusiastic racing fan. Fitting a description that was common in those days, he was a “Porsche Pusher”. At a race in Shelton Washington (Oct. '58), he witnessed longtime Porsche racer George Keck win the feature race in his famous “GK” Special. Created from a pranged RS 550, the front end of the chassis and entire body was reworked to improve aerodynamics. So impressed, Dick wrote an article<sup>3</sup> about the car.

As the growth of PNWR spread and culminated in their charter from National in 1959, so too was the Porsche community in the Portland/Vancouver area. With the help of wife Sue and fellow Porsche members Herb Voremberg, Gordon and Gail Wiltshire, Stan and Olive Long, and Orville and Virginia Moss, Dick managed to round-up every known Porsche owner in Oregon, some 47 cars. There were 32 PCA members at their first meeting on July 24th 1960. Plans were made for a September 25th Concours<sup>4</sup>.



With the Oregon Region well on its way there was a need by both Northwest and Oregon regions to figure out boundaries. To that end, Bruce McCassey and Dick Stief met during a race at Laguna Seca to draw them up.<sup>5</sup>

They settled on the state of Oregon plus the following counties in Washington: Clark, Cowlitz, Skamania, and Klickitat (east to US 97).

On August 20th another meeting was scheduled for Mt. Tabor Park but a monsoon moved in and it was moved to the Stief residence. There were upwards of 40 members and guests. As Dick described in a letter the following day, “ ... the meeting continued with our basement fireplace roaring, summer lawn furniture serving as seats, and Sue and other gals brewing four and five pots of coffee.” Suitably caffeinated, they drew up the petition for a charter and planned the next meeting as well as a Concours for September 25th.<sup>6</sup>

The Concours d' Elegance was a statewide affair held in downtown

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*Fitting a description that was common in those days, he was a “Porsche Pusher”.*

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Portland, undercover, likely at Riviera Motors, the local distributor. Prizes were donated by the Oregon Porsche dealers. There were 58 entries and no new dealer cars. The “Best of Show” went to a 1932 Rolls Royce Town car. The Club Trophy went to Pete McGill and his 1957 356 Coupe. There had not been such an event since 1957.<sup>7</sup>

The September meeting produced the By-Laws sent to the national office on Sept 10th at which point the only real delay was some procedural hoops regarding the boundaries mostly due to communication. Remember there was no email so likely a bit of “phone tag” ensued. Finally, on Sept 15th 1960, Oregon Region was granted a charter. Delivery was, again, somewhat delayed.

In a letter dated October 10th, Virginia (Jeanne) Moss, Region Secretary, writing on behalf of Dick Stief, asked if the charter could be delivered in time for a meeting on October 28th. “... It would be nice to have it by then, but – Dick does get eager! Thank goodness he does, though, for he’s the one that has worked to get our new Region going ...”.<sup>8</sup> But racing called Dick once again, this time towards SCCA; and a soon-to be racetrack at place called Vanport...but that’s a tale for another day.

If you have something to contribute to the Smuggler’s Box, or ORPCA, contact me at [historian@oregonpca.org](mailto:historian@oregonpca.org). ■



Photo Credits PCA

<sup>1</sup>“Long Straights and Hairpin Turns” - Martin Rudow.

<sup>2</sup>“History of the Region” – Panorama Sept. 1966.

<sup>3</sup>“What’s this?” – Panorama Jan. 1959.

<sup>4</sup>“Oregon Region Newsletter Vol.1, No.1. Sept. 1960.

<sup>5</sup>Letter dated Aug.21, 1960, PCA National File - Oregon Region.

<sup>6</sup>“News from the Regions”- Panorama July, 1960.

<sup>7</sup>“News from the Regions”- Panorama, Dec. 1960.

<sup>8</sup> Letter dated Oct.10, 1960, PCA National File - Oregon Region.



# The Goose Lights Holiday Drive

POEM BY DANIEL MORRIS | PHOTOS BY MONTE ALLEN  
JEANNINE DOWNEY AND DANIEL MORRIS



*A Children's Story in the Style of Dr. Seuss*

## The Day We Drove to the Spruce Goose!

On a chilly, gray morning in old Progress Town,  
Twelve Porsches lined up, oh, all shiny and brown,  
And green, and red, and silver, and blue!  
(And one Audi—yes, Audis are wonderful too!)

The drivers were ready, with hats pulled down tight,  
But some shook their heads, "Let's drive tops down tonight!"  
"No rain will stop us! No clouds will bring fear!"  
So they laughed and they cheered, "Let's bring holiday cheer!"



## Up Hills, Through Valleys, and Fog So Very Thick

We zoomed through the valleys, through Carlton and more,  
We twisted and turned—Oh, what fun was in store!  
The engines went vroom, and the tires went squeal,  
The Porsches were flying on roads made of steel.



Then up Bald Peak Hill, we went zooming with glee,  
But oh, what appeared? What was this we did see?  
A fog, oh so thick, like the fluff of a cloud,  
It wrapped all around, like a magical shroud.

The taillights ahead glowed a bright, glowing red,  
Like lanterns, like fireflies, guiding instead.  
We followed their light through the mist and the gray,  
And on we went driving, our hearts shouting, "Hooray!"

### **At Last! The Big Goose in a Hall Full of Lights**

We reached the museum—oh, what a sight!  
The Spruce Goose stood waiting, all covered in light!  
Big, shiny, and glowing, with lights red and green,  
The grandest old airplane the world's ever seen!



The children went running, their eyes full of wonder,  
They shouted, "It's HUGE! It's as big as the thunder!"  
They looked at small planes, at jets and at wings,  
At pilots and engines and marvelous things.

The Spruce Goose was smiling (if planes smile at all),  
And the lights danced around it like stars in the hall.  
We laughed and we played, young and old, big and small,  
At the Goose Lights Drive—the best trip of them all!

### **Dinner! And Stories, With Friends All Around**

Then off to McMinnville we traveled once more,  
To eat and to laugh and to share tales galore.  
The tables were crowded, with faces so bright,  
And the food tasted yummy—a pure delight!

We talked about fog, and the Goose full of light,  
We talked about Porsches with tops open wide,  
We talked about taillights like fireflies glowing,  
And the joy of a drive where no rain had been showing.

Our bellies were full, and our hearts were so light,  
As we said our goodbyes on that magical night.  
The Goose Lights Holiday Drive was a treat,  
A day to remember, so happy and sweet.

### **So Remember the Drive, With Your Friends and Your Crew**

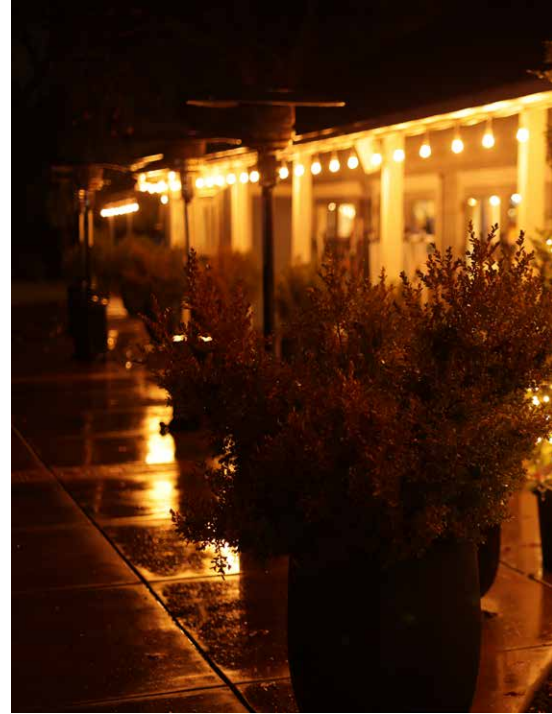
If you ever go driving on a cold, foggy day,  
With friends in their cars, zipping roads far away,  
Look up at the clouds and the sky big and wide,  
And remember the fun of that wonderful ride.

Remember the Goose with its wings spread so bright,  
And taillights that glowed like a magical light.  
Remember the laughter, the cheer, and the friends,  
For the joy of the road never truly ends!



*Carlos Santayana and Kym Allen in their jump seats*

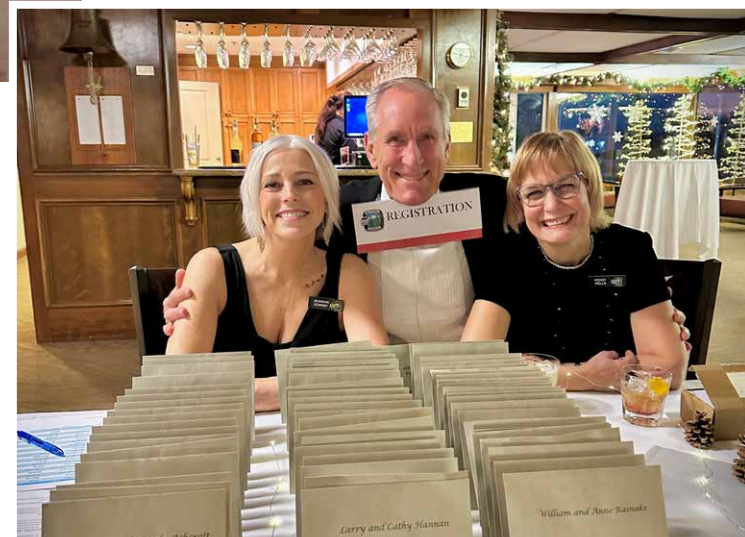




## 2024 ORPCA Holiday Gala

Photos from our 2024 Holiday Gala at the Portland Yacht Club. Special thanks to our Social Committee on another wonderful event to end the year. We appreciate all the toys donated by our members.

Thank you to Gunnery Sergeant Luis Castro, Gunnery Sergeant Daniel Cholula, and Sergeant Samuel Sandoval for their service and for volunteering to pick up our contribution to the Toys for Tots program.

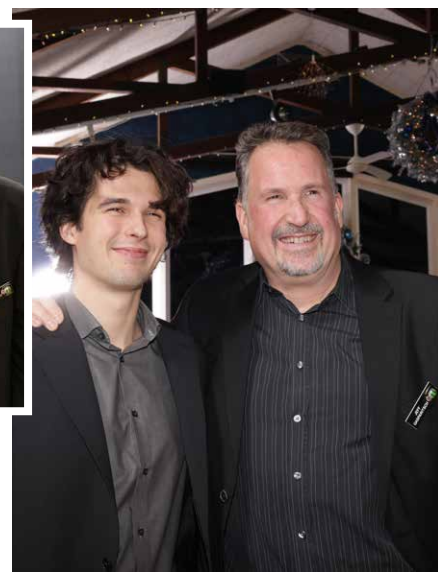






PHOTOS BY MONTE ALLEN,  
JEANNINE DOWNEY,  
RICK PITTMAN





## 2024 ORPCA Holiday Gala







## November SUV Drive

STORY BY HEINZ HOLZAPFEL | PHOTOS BY  
TOSH KANNO AND JEFF GASPARITSCH

A gray, chilly, and rainy Saturday morning. What better conditions for a fall Porsche SUV drive? Or maybe stay home and have a coffee in front of the warm fireplace and read? Nah, no true Porsche enthusiast would even think that! Jeff Gasparitsch, our enthusiastic SUV group lead, pulled all registers for today's tour: Meet at a wonderful coffee shop; winding and remote mountain roads; river crossing on a ferry, a stop at a monastery with an excellent chocolate shop, and a great restaurant for late lunch. Or early dinner? After all, this route with 125 miles was not a short Saturday cruise!

14 cars and about 26 members, including 4 new members, showed up at 9am at the AVA Roasteria on Progress Ridge in Beaverton. This is an excellent gathering spot in cold and rainy conditions: plenty of parking, lots of covered open space and a shop with great coffee, Danishes and enough warm space. I will for sure integrate this starting place into some of my future drives!

SUV drives are more leisurely, and it's always nice to see spouses that rarely drive with their partners on more spirited drives join these events. And some members bring their kids. It emphasizes that our club is a family of Porsche enthusiasts. It also was nice to see four new members join the party. Everyone was welcomed warmly and integrated into the group.



The route Jeff developed for this drive was very interesting. Starting at Progress Ridge, the route meandered through farmland and vineyards and then climbed up to Bald Peak, then down on lovely back roads to Carlton for a rest stop. From Carlton we headed west into the coastal mountains on the very scenic road to Willamina, a road that in long stretches is single lane and required us to slow down for oncoming traffic. The road climbs up to almost 3000 ft and has no winter service. Not an issue today, but the rain drops showed some structure up there. Once we reached Willamina, we turned east and headed to the Brigittine Monastery for a rest stop and to get some tasty chocolates in their shop. This is a great place to get unusual and very good candy for Valentines Day!

From there we headed over to the Wheatland Ferry to cross the Willamette in style. This ferry is included on several of our SUV drives throughout the year and it is always amazing to get the car on a boat and cross the river. Once on the other side, the last leg of the route took us northeast, passing St. Paul and in the final stretch winding along the Willamette on the south side to Wilsonville, where we arrived at the RAM Restaurant for a beer and great pub fare. After 125 miles and about 4 ½ hours, everyone had a healthy appetite. And yes, it was early dinner! ■



Gary and Ina Feldmann



Wendy Kanno and Valerie Menely



# Paint by the Numbers

BY PETER LINSKY

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*For the past decade or so, many domestic and foreign manufacturers have been feeding us a steady diet of blah from their paint cabinets.*

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**W**hite...gray...black... silver. When it comes to automotive paint colors – and with advance apologies to anyone who happens to own and love one of the preceding - why have they become so uninteresting? For the past decade or so, many domestic and foreign manufacturers have been feeding us a steady diet of blah from their paint cabinets. Drive past a new car showroom, look around in traffic, or a local shopping center parking lot and you'll find row after row of boring dark or neutral colors. What has brought us to this point, and how long will it persist?

Recently, I happened across an interesting item on the Business Insider website

discussing automotive colors. I've always been interested in that subject, and was working on a story about the history of Porsche paint. Rob Sass at Panorama took the wind out of my sails when he unveiled a similar project by introducing the Rennbow data base. Rennbow is far more comprehensive than what I had in mind, which was to try to identify the individuals employed by Porsche, and ask them how paint colors were and are chosen and

named. I was a day late and a *pfennig* short, as they say. The old-timers at Porsche are all gone and nobody else remembers or was willing to talk.

But let's go back to the point at hand: Business Insider's Mark Healy noted that as recently as the early 2000s, nearly half of all the new cars sold in the US were still offered in bright, eye-catching hues. Most Porsche-philes recall the wonderful "Jellybean" colors that Porsche applied to a special batch



of 1974 911 SCs for Roger Penske's inaugural IROC season to make track identification easier and many of those exciting colors remain popular today. A decade earlier, Chrysler Corporation seared our eyeballs with special bright colors and nutty names for its high-performance models. Continues Healey, "...But over the past quarter century, the range of hues has narrowed dramatically. Today, less than 20% of vehicles listed in our

database of 1.7 million cars are a color other than black, white, silver, or gray. In an age of infinite digital luminosity, America's roads have become as dull and washed out as a Civil War daguerreotype." Harsh words.

What happened? Blame cost-cutting, says Healey. As profit margins got tighter, automakers began looking for ways to make assembly lines run faster and cheaper, and that meant reducing color choices and thus the materials, equipment, tools and labor involved. Healey quotes Ivan Drury, the director of insights at Edmunds, one of the leading guides for car shoppers: *"Simplifying the production process — with fewer trim options and fewer paint options — is always going to be a winner."*

Before the invention of the spray gun, the earliest buggies and horseless carriages were brush-painted in lacquer, and in pretty much any color the builder or buyer wished and could mix up; thus we find a range of colors, with sporting chassis such as Stutz and Mercer often wearing red or bright yellow. The wealthy sought out more formal and dignified hues of gray, dark blue, and black. For those clients, cost was rarely an issue. We are familiar with Henry Ford's famous dictum of allowing his buyers to select any color as long as it was black...but that was when his immortal Model T, which was intended for the masses, was cheap and simple - emphasis on "cheap" - not just to purchase, but to build. Before the economy collapsed in 1929, expensive automobiles could be found in nearly every color or color combination



under the sun, again bending to what customers desired. Movie stars, financiers, and their like wanted to be noticed, but with the market crash, the lower class and the few remaining in what would become the post-war middle class no longer envied the upper class; the rich were bitterly resented. They still had wealth; perhaps not as much, but the wealthy and *nouveau-riche* weren't being turned out in the street as were the poor. With Hollywood a possible exception, the moneyed class no longer dared to drive into the city in their flashy Deussenbergs, Isotta-Fraschinis, Packards, and Lincolns. Flaunting one's wealth invited vandalism. Garish chrome and bright paint disappeared.

Even into the early 1940s and right after the war, American automobile paint colors were muted, reflecting, perhaps, the somber mood of the world. After the conflict, most American cars retained their drab look, but by the mid 1950s, brighter colors began to appear, reflecting the strengthening

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*“Today,  
car colors  
are going  
the way  
of checked  
airline bags  
— you pay  
extra for  
something  
you used to  
get free.”*

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economy and consumer optimism.

By the '60s some US manufacturers such as Chrysler and American Motors were offering many bright color choices. Two-tones abounded and here was even a brief period of “Pastel tri-colors”. In Europe, however, paint colors were largely restrained, again, reflecting a war-weary economy. There were some notable exceptions: Mercedes Benz dabbled in a few bright metallics; you might recall that Strawberry Red 300SL Gullwing coupe on a Motorbooks catalog many years ago.

Some small-volume manufacturers such as Porsche have long offered a wider range of colors. Rennbow is an excellent source of information, as are the several restoration guides which also include the interior materials and colors assigned to a particular standard color. All that presupposes what we know today as “Paint to order” or “Trim to order” for those who could afford the additional costs involved and how close the client was to Porsche management. If one had the means, Porsche usually went along. That being said, there was a period in the 1980s when Porsche was having problems changing from oil-based to water-based paint due to new environmental regulations in Europe. The number of 911s and 944s arriving in Guards Red was almost overwhelming. Developing clear-coating that stood up to UV was also an issue. Today, new Porsches can be ordered in a fairly wide range of standard colors – and special colors at extra cost. Check PCA's National e-Brake News messages that include “Porsches of the Week”

winners. Of five cars from October, 2024 - all but one was silver, the other was black – The October winner appeared to be grey - and two PCA staffers' cars were silver.

Ivan Drury at Edmunds writes that Detroit's paint palette dried up even more after the global financial crisis of 2008, which forced GM and Chrysler to file for bankruptcy. “Today, car colors are going the way of checked airline bags — you pay extra for something you used to get free. They see it as a way to make money,” he says of carmakers. “Some colors are reserved for the higher trim level. As our database reveals, the more luxurious the car, the more colorful things get. Only 12% of Chevys come in a bright color, compared with 44% of Lamborghinis. Offering fewer options to average car buyers — and more to the wealthy — enables automakers to bask in the color they care about most: green.”

Today, it appears that BMW, the South Koreans and Japanese have grown more daring, offering some wonderful “Look at me” colors, and that's a welcome change from the ordinary. Finally, news emerged in November that Mercedes Benz was developing a new type of paint or coating utilizing a form of photovoltaic paste that could act as a collector of solar energy, perhaps reducing or eliminating the need for electric vehicle recharging stations. Thinner than a human hair, this nano-coating could be made available in a variety of colors. There may be hope yet... ■



# ORPCA Annual Autocross Banquet

PHOTOS FROM PEG RYAN AND ERIC LEWIS

**C**ongratulations to the all autocross winners and participants this past year. Everyone gathered at Golden Valley Brewery in Beaverton to celebrate another successful autocross year. ■

## 2024 Class Champions

### Porsche

Class	Trophy Place	Driver	Car
Champ	1	James Paulson	2020 Chevrolet Camaro SS 1LE
	2	Anson Lytle	2023 Porsche Cayman GTS
	3	Harry Danberg	1973 Porsche 911T
V01	1	Harry Danberg	1973 Porsche 911T
	2	Randy Short	1998 Porsche Boxster
S01	1	Randy Short	1998 Porsche Boxster
	2	Bryce Bederka	1999 Porsche Boxster
	3	Chris Riha	1999 Porsche 911 C2
S02	1	Chris Riha	1999 Porsche 911 C2
	2	Zoran Borovcanin	1999 Porsche 911
	3	Tom Riha	1999 Porsche 911
S03	1	Peter Burke	2013 Porsche Boxster S
	2	Diane Scott	Porsche Boxster S 2013
	3	Louis Mavor	2014 Porsche Cayman S
S04	1	Tong Qi	2019 Porsche GT3 RS
	2	Roy D. Johnson	2016 Porsche GT4
	3	David Story	2018 Porsche 911 GTS
P02	1	Eric Hoff	2008 Porsche Targa 4S
	2	Jeff Gretz	2001 Porsche Boxster S
	3	Mickie Hoff	2008 Porsche Targa 4S
P03	1	Jeff Reece	Porsche Combined
I02	1	Eric Freedle	2016 Porsche Cayman GTS
	2	Joshua Sechrist	2021 Porsche Cayman Gt4
	3	Pete Libke	2006 Porsche Cayman S

### Non-Porsche

Class	Trophy Place	Driver	Car
NPA	1	Carl Ag	2019 Audi RS5
	2	Doug Rhodes	2022 Volkswagen Golf R
NPEV	1	Bob Schatz	2018 Tesla 3
NPM	1	Brian Ferdinand	2022 Subaru WRX
	2	Arron Mauldin	1997 Honda Del Sol
	3	Don Amedo	2006 Subaru
NPR	1	Alex Kraft	2024 BMW M2
	2	Danielle Paulson	2020 Chevrolet Camaro SS 1LE
	3	Roy Hockett	2019 Ford Mustang GT

### AUTOCROSS TEAM MEMBERS

- Bryce Bederka
- Eric Freedle
- Jeff Gretz
- Eric Hoff
- Chuck Jarvie
- Dave Kosa
- Peter Libke
- Anson Lytle
- Ben Mason
- Josh Sechrist
- Sean Vanderheiden

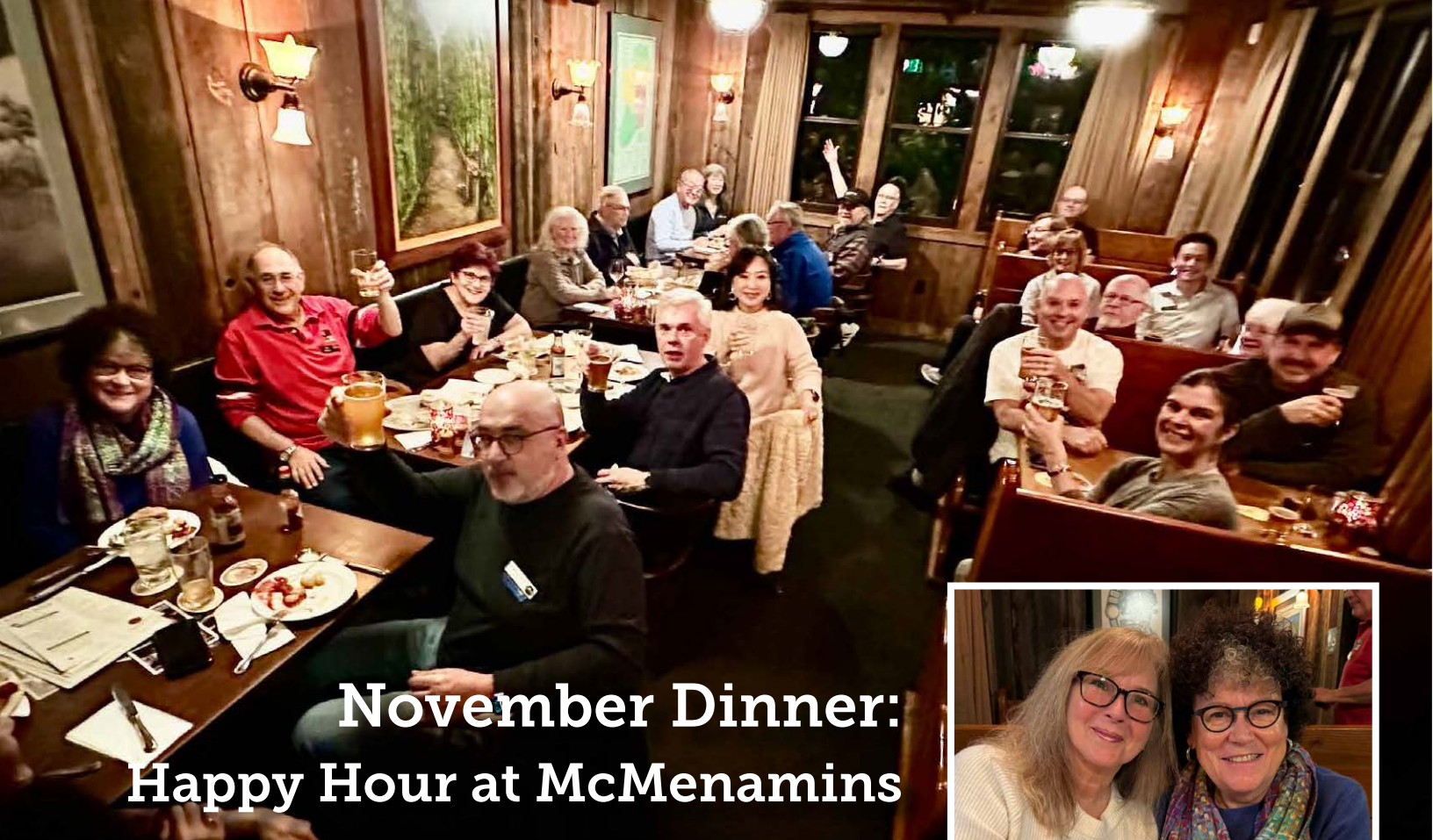


(Left) Eric Lewis wins wheel chocks.  
(Right) Mickie Hoff claims raffle prize.



(Left) Anson Lytle presents autocross photos  
(Right) Jeff Gretz picks up his award





## November Dinner: Happy Hour at McMenamins

ARTICLE BY HARRY DANBERG AND ANH LE  
PHOTOS BY MANDY ASHCROFT, HARRY DANBERG,  
AND JEFF GASPARITSCH ,

**I**n November we had a different type of monthly social. Instead of the usual dinner at one location for a large group, we decided to hold happy hour at two locations. Harry and Stephanie hosted at McMenamins' Old Church & Pub in Wilsonville and Dr. Roy Johnson hosted at McMenamins' Kennedy School in NE Portland.

McMenamin's gave us our own area at both locations. The hard-working and exceptionally friendly servers made sure everyone was taken care of quickly. We ordered from the regular menu, which had a great mix of the typical pub items.

In Wilsonville, they discovered that it was Randy Stolz's (Club Historian) birthday so, despite his reluctance, we celebrated his 21st birthday.

As the night went on, everyone enjoyed good conversations and laughter. The event was another opportunity to enjoy good food and celebrate our car club community.



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*The event  
was another  
opportunity to  
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and celebrate  
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community.*

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# Gearing Up for 2025: Expansion of Drives and Tours

BY BRAD HEDSTROM

Unlike some other marques, Porsches are meant to be driven. Thus, drives are the most popular, and unfortunately the most oversubscribed, of our club events. In calendar year 2024 we had 55 drives and tours. (In ORPCA parlance, a Tour is a multi-day Drive. Technically PCA defines any non-competitive driving event as a Tour.) A shout out to Kurt Fuerstenau, our Tour Director for the past few years, and all the Tour Leads who have planned and led all these drives.

To better meet the needs of the club membership, we are drastically increasing the number of drives to over 70 for 2025. In addition to more drives, we are working on accommodating more cars in the high-demand months to minimize the wait lists.

To deliver this nearly 50% increase, we've scaled up the Tour Team by distributing the roles and responsibilities as well as having backups for each role.

While we have around 20 Tour Leads we need more volunteers to ensure we can deliver 70+ drives next year. Leading a tour is fun, rewarding, and a great way to share some of your favorite roads. We will be holding a Tour Lead class on February 2nd that will tell you everything you need to know about leading a tour. Keep an eye out for the announcement in the email newsletter or feel free to contact me at [tours@oregonpca.org](mailto:tours@oregonpca.org).

Role or Responsibility	Primary	Secondary
Tour Director <ul style="list-style-type: none"> <li>• PCA communications</li> <li>• Coordinating &amp; Supporting Tour Leads</li> <li>• Tour Manual &amp; Training</li> <li>• Drive Calendar</li> </ul>	Brad Hedstrom	Jim Goetsch
PCA Certificate of Insurance	Jeff Gasparitsch	Dan Morris
Managing Drive Wait Lists	Randi Leadbetter	Dave Zygmont
Publishing drive descriptions on web	Dave Zygmont	Heinz Holzapfel
Post-drive records collection	Dan Wilson	Tosh Kanno
Ride with GPS Administration	Heinz Holzapfel Jeff Gasparitsch	Brad Hedstrom
Ride with GPS Training	Jeff Gasparitsch	Mike Newby Jim Goetsch
Drive Library Administration	Jim Goetsch	Brad Hedstrom

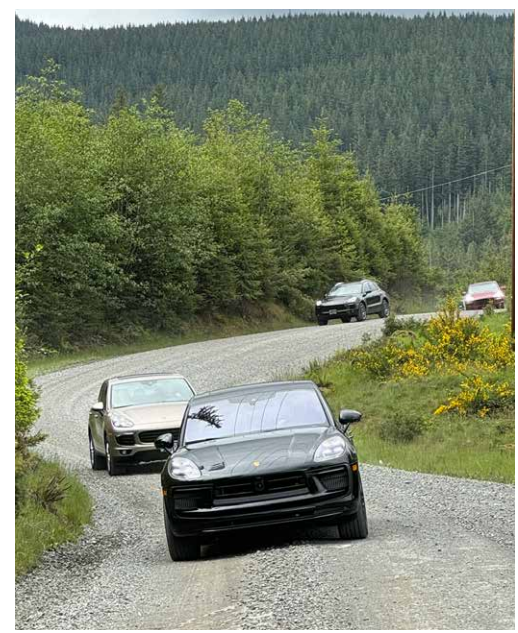
Planning and executing each drive is a multi-step process involving multiple people...and all these people are volunteers! We are working on streamlining and standardizing the process to ensure each drive is successful and to minimize the effort for each volunteer.

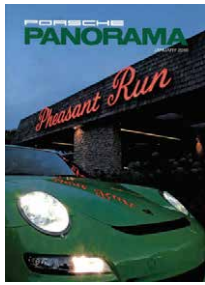
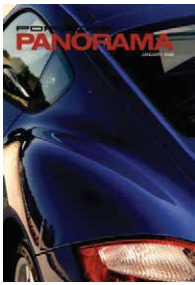
We have revamped the ORPCA Tour Manual, are updating the training, and looking for opportunities to automate as much as possible.

Earlier this year the club negotiated a group account with **Ride with GPS** which we have been piloting over the past few months. Although the app is intended for cycling, the results of our pilot have been excellent with positive comments from route planners and from drivers. In 2025 we will fully migrate to Ride with GPS and cease using Scenic.

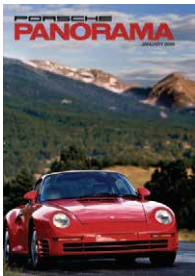
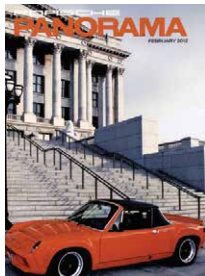
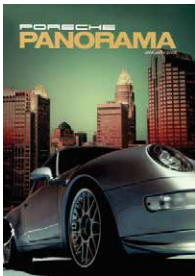
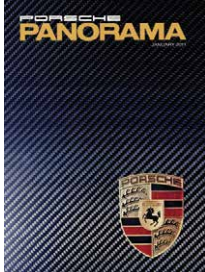
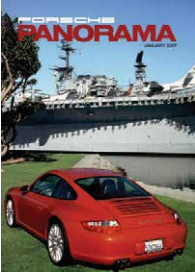
We are also in the process of migrating to a 100% digital drive library to make it much easier for Tour Leads to search through our quite extensive collection of drives.

As you've heard before, our Club is 100% volunteer run. So as we make these changes there will likely be some growing pains and we appreciate your patience and your feedback. Also, there are many volunteer opportunities so don't be shy! ■





Complete Panorama Library is Online Now!



**THE NAMES, THE PLACES, AND SOME OF THE FACES**

Below are listed members of the PCA complete list of members who drove. Each month, we keep the list on file and will be published in a regular and will be sent to the club. Members who do not wish to be included in the magazine should notify their regional office. This will help us keep the membership list current. The only way to be removed from the list is to notify the regional office. If you wish to be removed from the list, please notify the regional office. If you wish to be removed from the list, please notify the regional office.

**CALIFORNIA**  
 Henry T. Bailey, 101 N. Hill St., San Jose, CA 95128  
 Ralph S. Bailey Jr., 5000 California Blvd., San Jose, CA 95128  
 Paul D. Baillargeon, 1000 California Blvd., San Jose, CA 95128  
 Jack B. Jones, 1000 California Blvd., San Jose, CA 95128  
 Fred Cunningham, 1000 California Blvd., San Jose, CA 95128  
 Robert J. Kennedy, 1000 California Blvd., San Jose, CA 95128  
 Ken Rubin, 1000 California Blvd., San Jose, CA 95128  
 George W. Schaefer, 1000 California Blvd., San Jose, CA 95128  
 Robert A. Smith, 1000 California Blvd., San Jose, CA 95128

**CONNECTICUT**  
 Norman E. Willard, 1000 California Blvd., San Jose, CA 95128  
 David E. Willard, 1000 California Blvd., San Jose, CA 95128  
 Henry A. Willard, 1000 California Blvd., San Jose, CA 95128

**DISTRICT OF COLUMBIA**  
 Robert E. Willard, 1000 California Blvd., San Jose, CA 95128  
 J. P. Willard, 1000 California Blvd., San Jose, CA 95128  
 Robert E. Willard, 1000 California Blvd., San Jose, CA 95128

**FLORIDA**  
 Robert E. Willard, 1000 California Blvd., San Jose, CA 95128  
 David E. Willard, 1000 California Blvd., San Jose, CA 95128  
 Henry A. Willard, 1000 California Blvd., San Jose, CA 95128

**ILLINOIS**  
 Robert E. Willard, 1000 California Blvd., San Jose, CA 95128  
 David E. Willard, 1000 California Blvd., San Jose, CA 95128  
 Henry A. Willard, 1000 California Blvd., San Jose, CA 95128

**INDIANA**  
 Robert E. Willard, 1000 California Blvd., San Jose, CA 95128  
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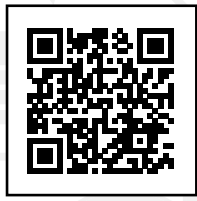
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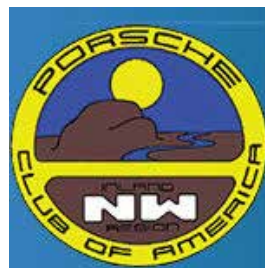
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# ANZEIGER MARKETPLACE

## VEHICLES FOR SALE



**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](mailto: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](mailto:classifieds@oregonpca.org)



**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)



**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. 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)



# ANZEIGER MARKETPLACE



**For Sale: 1985 Porsche 944:** I have inherited a 1985 944 Porsche from my son. It needs work, but is fixable. I'm told that it has a linkage issue, other than that most of the refurb would be cosmetic. It was driveable before the linkage broke. It has been garaged for a few years and comes with several extra parts. I am happy to answer any questions to the best of my ability. Priced at \$3,000. Please contact Karen at [batchelk7@gmail.com](mailto:batchelk7@gmail.com).(9/24)



**For Sale: Rare 1991 Porsche 928 S4:** Only 1792 were Manufactured and only 263 were Imported into the USA. This 928 is equipped with a 5.0 liter V8 engine featuring a Motorsports Stage 1 Supercharger kit, aluminum engine mounts, and a custom stainless-steel X-pipe exhaust. Power is sent to the rear wheels through a 4 speed automatic transaxle. Excellent condition all Original Paint (Grand Prix White) and Interior (Supple Gray Leather). Options Include: Heated Left and Right Front Seats, Side Protection Moldings, Air Conditioning with Improved Efficiency (Rear Seat A/C), Electrical Slide Roof, CD Player (CD 2) with Radio, Removed Vehicle Type from Rear End, Over Ten Years of Records Including Last One Dated October 22, 2024, Original Porsche 928S Booklets, Entered in 2022 Forest Grove Concours d'Elegance. Located in Portland Oregon \$39,000Contact: Doug Foster (503-701-6120 or [dfoster@teleport.com](mailto:dfoster@teleport.com)) for more information(11/24)



**For Sale: 2012 Porsche 911 Carrera S** VIN # WPOAB2A99CS120539. 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](mailto:valkingkelley@gmail.com) (7/24)

**Have you taken some great photos on your recent drives?**

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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](mailto:pokeythrowaway@gmail.com). (4/24)

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](mailto: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](mailto: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. ■

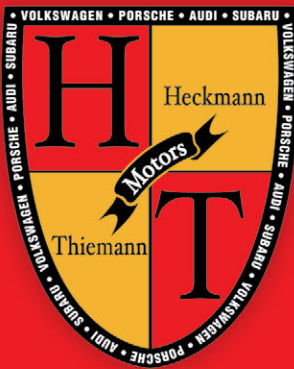
**Wanted: Private Garage Space:** Looking for a private garage space for 1 of my Porsches. Prefer a location that is in inner SE Portland. Please contact Andy Kappler at [andy.kappler@gmail.com](mailto:andy.kappler@gmail.com). (7/24)

**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](mailto: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](mailto:marosmith@gmail.com) about these items. (12/23)



**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](mailto:dollarphil58@gmail.com). (2/24)



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