

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JULY 2024



*Special Section:*  
**Northwest Passage**  
**June 2024**  
*See Page 18*



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OREGON REGION PORSCHE CLUB OF AMERICA  
VOL. 64, NO. 6 | JULY 2024

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# ANZEIGER CONTRIBUTORS

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## ARTICLES

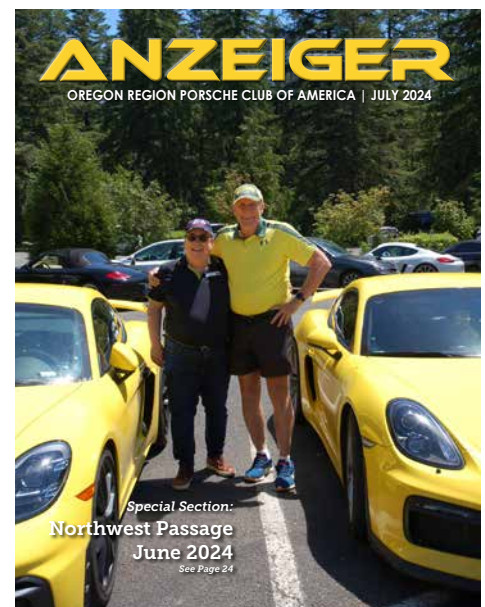
Eric Freedle  
Paul Kust  
Carole Hedstrom  
Heinz Holzapfel  
Tosh Kanno  
Randi Ledbetter  
Bradley Martin  
Daniel Morris  
Kelly Oreskovich  
Peg Ryan  
David Schwartz  
John Sommerwerck  
Steve Wood

## PHOTOS

Monty Allen  
Jeannine Downey  
Bob Ellis  
Jim Goetsch  
Brad Hedstrom  
Carole Hedstrom  
Heinz Holzapfel  
Tosh Kanno  
Anh Le  
Sheldon Lesire  
Bradley Martin  
Keith Martin  
Valerie Menely  
Daniel Morris  
Matt Nenninger  
Kelly Oreskovich  
Rick Pittman  
Dave Schwartz  
John Sommerwerck  
Joe Sweeney  
Allegra Wood  
Steve Wood  
Taylor Wood  
Sandy Woodley  
Rosanne Woody

## ON THE COVER

Daniel Morris and Roy  
Johnson and their matching  
yellow Caymans on the July  
Midweek Drive. Photo by  
Steve Wood.



# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 64 | NUMBER 6 | JULY 2024

## Oregon Region Porsche Club of America BOARD OF DIRECTORS 2024

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Heinz Holzapfel  
president@oregonpca.org



### TREASURER

Daniel Morris  
treasurer@oregonpca.org



### DIRECTOR AT LARGE

Larry Hannan  
larryhannan@oregonpca.org



### VICE PRESIDENT

Carole Hedstrom  
vicepresident@oregonpca.org



### PAST PRESIDENT

Peg Ryan  
pastpresident@oregonpca.org



### DIRECTOR AT LARGE/ MEMBERSHIP

Anh Le  
membership@oregonpca.org



### SECRETARY

Tosh Kanno  
secretary@oregonpca.org



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

SOCIAL COMMITTEE  
Harry and Stephanie Danberg

### SALES MANAGER

Dave Burke  
davesales@oregonpca.org

### CLUB HISTORIAN

Randy Stolz  
historian@oregonpca.org

Bob Ellis  
bob@kelandscapedesign.com

Jeannine Downey

Jeff and Liette

Gasparitsch

Anh Le

Roy Johnson

Julie Madrid

socialevents@oregonpca.org

### CLUB PHOTOGRAPHER

Rick Pittman  
clubphotographer@oregonpca.org

### SCHOLARSHIPS

Gary Koppang

Lisa Kind, Designer  
orpca@millennium-graphics.com

## 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

## JULY

5	Targa Drive
6	Ladies Drive
9	<b>Board Meeting</b>
13	<b>Saturday Drive</b>
13-14	<b>Porsche Corral at Rose Cup Races PIR</b>
17	<b>Dinner Gathering</b>
21	<b>Boxster Only Drive</b>
21	<b>Autocross #5</b>
21	<b>Forest Grove Concours d'Elegance—Porsche Corral</b>
24	<b>Midweek Drive</b>
25	<b>Summer Eve Drive</b>
27	<b>SUV Drive</b>
27	<b>Portland Cars and Coffee</b>
28	<b>Mixer</b>
28	<b>Drive to Mixer</b>
28	<b>Arrive and Drive</b>

## AUGUST

3	<b>West Cascade Scenic Byway Drive</b>
10	Saturday Drive
11	Autocross #6
13	Board Meeting
16	Werks Reunion - Monterey, CA
17	Arrive and Drive
18	Beginner Drive
21	Dinner Gathering
22	Midweek Drive
24	SUV Drive

## SEPTEMBER

5	Summer Eve Drive
7	Air-Cooled Drive
10	Board Meeting
13	Touchmark Cars & Coffee
14	Saturday Drive
15	Quarterly Mixer
18	Dinner Gathering
18	Midweek Drive
18-22	<b>NW Passage Fall</b>
21	Arrive and Drive
28	SUV Drive
29	Autocross #7

## OCTOBER

5	Covered Bridge Tour
8	Board Meeting
12	Saturday Drive
13	Autocross #8
16	Dinner Gathering
19	Cayman Drive
23	Midweek Drive
26	SUV Drive

## NOVEMBER

19	Board Meeting
16	SUV Drive
20	Dinner Gathering

## DECEMBER

7	Holiday Gala
10	Wednesday Board Meeting

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

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



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COLLECTION

# WELCOME NEW MEMBERS!

**Scott Gregg**  
**Elizabeth Gregg**

Vancouver, Washington  
2002 Boxster S

**Ty Kohler**

Wilsonville, Oregon  
2018 718 Cayman GTS

**Fern Kulpreecha**

Portland, Oregon  
2019 Cayenne

**Ryan Loe**  
**Stacia Loe**

Bay Center, Washington

**Peter Stack**

**Stephanie Sparkman**  
Sherwood, Oregon  
2018 718 Cayman

**Jason Gnich**

Portland, Oregon  
1976 911S

## 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/>

### ORPCA LOCAL SUMMARY

Primary Members: .....610

Associate Members: .....405

Total Local Members: .....1015

### PCA MEMBERS IN OR REGION

Primary Members: .....1272

Associate Members: .....742

Total Region Members: .....2014

### NATIONAL PCA SUMMARY

Primary Members: .....106,279

Associate Members: .....55,562

Total National Members: 161,841

## ADVERTISER INDEX

### Page Business

### Contact

<b>14</b> 503 Motoring.....	503.469.9821
<b>7</b> Avant-Garde Collection.....	503.505.6200
<b>67</b> Heckmann & Thiemann Motors.....	503.233.4809
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<b>67</b> Stuttgart Autotech .....	503.635.3098
<b>11</b> TCT Wraps.....	503.640.4444



# JULY ANNIVERSARIES CONGRATS!

## 50 YEARS

Charles Jarvie

## 48 YEARS

Gordon Ledbetter

Randi Ledbetter

## 39 YEARS

Robert Smith

Catherine Smith

## 36 YEARS

Joan Rodgers

Ted Rodgers

## 33 YEARS

Michael Benefield

Stacy Benefield

## 31 YEARS

Stephen Spahr

Melanie Spahr

## 30 YEARS

Charles West

Patsy Cobb

## 28 YEARS

Michael Wilfing

Patricia Smith

## 25 YEARS

Robert Ellis

## 22 YEARS

Douglas Stirling

Susan Stirling

## 21 YEARS

James Barless

Julie Barless

## 20 YEARS

Mark Bowen

Denise Bowen

Douglas Russell

Paula Russell

## 19 YEARS

Larry Hannan

Cathy Hannan

## 17 YEARS

Rafael Sierra

Toni Sierra

Joseph Sweeney

Jerome Deluz

## 16 YEARS

Larry Werre

Jodee Werre

## 14 YEARS

Jeffrey Hornick

Betsy Hornick

James Vaught

Jan Slimmer

Jeremy Williams

Sarah Bellamy

## 13 YEARS

Harrison Branch

Jacqueline Branch

Helen Cain

## 11 YEARS

Thomas Gould

Barbara Carter

Stephen Herzog

## 10 YEARS

Tom Floyd

Stephanie Floyd

Peg Ryan

Eric Lewis

Chris Thomson

Karla Thomson

## 9 YEARS

Robert Moir

Tracy Moir

## 8 YEARS

Stephen Bachelder

Kathryn Tucker-Bachelder

Bruce Jones

Pam Jones

## 7 YEARS

Craig Gardner

## 6 YEARS

Alan Dierickx

Tonya Dierickx

## 5 YEARS

John Crosley

Reymond Kirkman

Vivien Kirkman

Timothy Lehnen

Ken Townsend

Sheri Townsend

## 3 YEARS

Eric Conrad

Kristine Conrad

James Goetsch

Valerie Menely

Jennifer Tabor

Mark Tabor

Tosh Tambe

Rebekah Tambe

Rye Zimmerman

Allison Horton

## 2 YEARS

Tom Adams

Nowzar Ardalan

Rod Santic

## 1 YEAR

J. Patrick Brooks

Adolfo Cantu

Mike Finley

Jill Williams

William Fortuny

Jeffery Larson Erb

Elisa Erb

Tim Mayfield

Marilyn Mayfield

James Millegan

Debra Millegan

Chandra Mouli

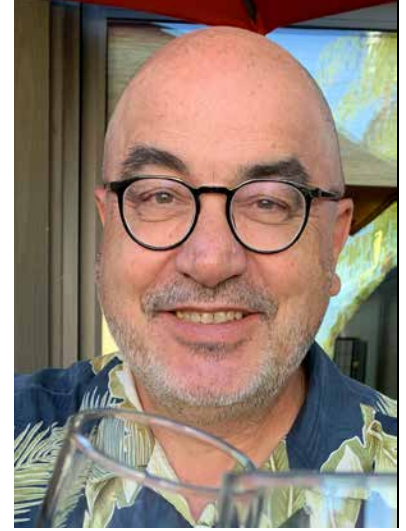
Vikrum Ojha

Warren Pease

Donna Reno

# PRESIDENT'S MESSAGE

**Heinz Holzapfel,**  
*President/Webmaster*



## Spring Northwest Passage Premier Driving Event

**J**une is the month of the Spring Northwest Passage, our club's premier driving event. I had the pleasure to join the tour. It kicked off with a reception at the Porsche Studio in downtown Portland, hosted by Porsche Beaverton. What a fabulous event! The catering was first class, the amenities are gorgeous, and Porsche Beaverton had a lot of people working the floor and keeping the crowd happy, including additional security in front of the building and in the reserved parking garage. As an extra excitement, they had the upstairs room open, which contains four high end car simulators. Some of us did well, but most of us, including myself, made detours through grass or gravel or even hit the sidewalls or fellow racer cars. Thank you, Porsche Beaverton, for this wonderful event!

The driving part of this Northwest Passage began in Lebanon on Wednesday evening with registration and check in. At registration the tour book with driving directions, lanyards with names as well as the door tags with our car numbers are handed out. Well, we almost didn't have door signs. I'm on the Northwest Passage Committee and take care of online registration and tour book creation, but I completely forgot that the door signs were assigned to me as well. And we discovered this on Sunday, three days before the

start of the tour. Steve Spahr, Millenium Graphics and Enthusiast Media came to my and our rescue. Liz from Millenium Graphics generated the graphics for 42 door signs with the individual car numbers on Monday morning, Steve worked his contacts with Enthusiast Media for a rush delivery and I was able to pick up the door signs on Wednesday morning and brought them down to Lebanon. What teamwork!

Thursday morning the tour started with 37 cars, including three Ferraris, one '66 Jaguar E-Type V12, and the oldest Porsche, a '75 911 driven by the youngest driver, age 25. We got very lucky with the weather, found gorgeous roads through old forests with lakes sprinkled in between and snowcapped mountains

reflecting in the lakes. The picture above was taken at the Diamond Lake Resort, where Randy Holmes and I did some leg exercises on the boat dock. In addition to twisty roads, some of us also found nails, an unmarked police car, a squeezed finger and a traffic jam in the middle of nowhere. You can read more about the tour in an article in this *Anzeiger*!

June kicked off our busiest driving season with seven Drive events (a Saturday drive, a midweek drive, Autocross #4, a Beginner's drive, a SUV drive, the Northwest Passage and a drive to Stoller Estates), and we had three social events: a very well attended dinner in Camas, the luncheon at Stoller Estates with



*Randy Holmes and I at Diamond Lake Resort.*

about 100 members attending (and we had three drive groups from the west side and one drive group from the east side converging at Stoller), and the Northwest Passage reception at Porsche Studio with about 90 members attending. We also had a cars and coffee event at Porsche Beaverton, where we had a reserved area showing about 30 member cars and a total of 300+ cars showing up. A very successful and busy month!

Looking forward into July, we have nine driving events planned as well as a dinner gathering. We also have a section with club cars at the Forest Grove Concours D'Elegance.

I am happy to report that our relationship with Porsche Beaverton has greatly

improved over the last six months as shown by the Porsche Studio reception, the Cars and Coffee collaboration at Porsche Beaverton and Porsche Beaverton becoming a club sponsor again.

On a National PCA level, our club website won first place in Class V (clubs with 1000+ members) in the annual PCA website contest. I want to thank the whole team of volunteers that keep the website current with drive, social and autocross events as well as weekly club news, and website operations and database management.

I wish all of you and your families a Happy 4th, and I'm looking forward seeing you at one of our events!

Together we drive! You can reach me at [president@oregonpca.org](mailto:president@oregonpca.org). ■

---

*June  
kicked off  
our busiest  
driving  
season  
with seven  
Drive  
events.*

---



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## FROM THE VICE-PRESIDENT Carole Hedstrom

### Road Tripping

**F**irst things first: as you may already know, our fearless Communications Director and *Anzeiger* Editor Peg Ryan will be stepping down at the end of the year. The Club is looking for our next communications guru. We are actually looking for several people so that we can divide and conquer and share the fun with as many people as possible. Peg has built the foundation and streamlined the processes; we just need people to pick it up and run. We need you now, and we know you are out there! Please call, text (650-274-4446), or email ([vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org)) me for details. It's fun and does not take as much time as you might think.

**S**ummer in the Pacific Northwest is road trip season, where the roads are seemingly made for long distance driving. The drives of course can vary from half-day quickies out to the coast to multi-day adventures spanning hundreds of miles. Road tripping is one of my favorite summer activities and I look forward to them all year long.

Throughout the years I have learned a few things about creating and completing a successful road trip. I have driven and packed the family wagons (Volvo 240DL & BMW 3 series), the sleek, but very compact 911 coupe (including an extra quart of oil), and a massive Ram 1500. No matter how much space there is, how long the trip is, or the number of people involved, a few truths have surfaced over the years.

- Make a plan
- Be ready to improvise (plan B)
- Join the Club (Porsche Club, awards clubs, etc.)
- Enjoy the perks (friends, discounts, insider tips)
- Travel light (no more than 3 pairs of shoes per trip)
- It's never about the destination (it's the people!)
- Go with the flow

Having just come off Northwest Passage, I can attest that all of the tips just mentioned completely apply. Once again it was a fantastic trip with amazing driving with fun and smart people. My next road trip will be completely different (14 days to Wyoming and back), but the "rules" still stand. I hope your summer road trips will be packed with improvisation, inspiring scenery, and memories. Safe travels!

**In other news:** please be aware that when you check our website, [oregonpca.org](http://oregonpca.org), for events and updates you are enjoying a first-class experience. I want to congratulate our Webmaster, Heinz Holzapfel, on bringing home 1st Place in the Website National Awards! The awards were announced at Porsche Parade in Birmingham. The ORPCA website beat out Hill Country Texas and the Chicago Region among other large clubs in our class. In addition to creating and winning the category for regional websites ([oregonpca.org](http://oregonpca.org)), Heinz is also the creator of the award-winning Zone 6 website ([zone6.pca.org](http://zone6.pca.org)) taking 1st place in that category as well. Double congrats and thanks for all your work, Heinz.

Let's Drive! You can reach me at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org). ■



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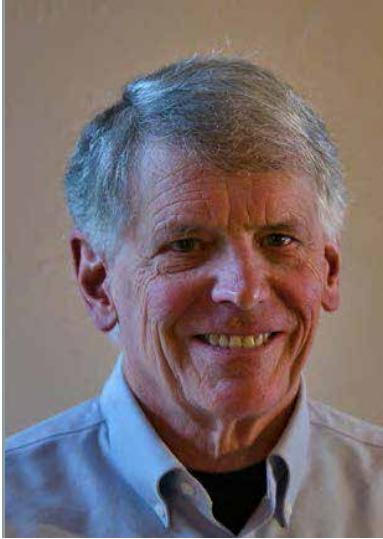


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# ZONE 6 UPDATE

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



## Shades of Stuttgart

**I**t has been a very busy time. First, there was attendance at the 68th Porsche Parade in Birmingham, AL. As always, it was a great time made so by a great venue, much to see and do, and of course, the people. I returned home and quickly prepared for a trip north to Kelowna and a visit to BC Interior Region's Shades of Stuttgart @ KF Centre for Excellence. From their website: *The KF Centre for Excellence unveils the fascinating story of aviation in BC—discover how the power of flight has shaped our province, with roots that run all throughout the Okanagan Valley.* What a great location to view the 'Rennbow' of Porsche colors.

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, NH from Sep. 29th – Oct. 3rd.

The **2025 Spring Treffen** will be held at Omni Homestead Resort in Hot Springs, VA from Apr. 30th – May 3rd.

I would be remiss not mentioning some awards that Zone 6 and its regions received at the 68th Parade: Canada West Region won the PCA National Public Service Award. Heinz Holzappel, President of Oregon Region, won first place for both the Zone 6 website (among Zone websites), and the Oregon website (among Class V – large region websites).

Zone 6 2024 events are filling our calendar. Next up is Treffen at Sea – Cruise to Alaska. Then we will be attending Canada West Region's Planes and Porsches. Cascade Region's Lincoln City Car Show. Zone 6 signature events can be found [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.  
Porsche and  
Plane.



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



## Is Your Porsche Ready?

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.

PHOTO BY ERIC LEWIS



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Performed at Marque Motors



# Regional Dues Changes Going Into Effect

BY HEINZ HOLZAPFEL AND DANIEL MORRIS

In the March *Anzeiger* we informed you about a pending dues increase that will go in effect on July 1, 2024. We need to raise dues by \$15, to \$35 per year. As President and Treasurer, we have the responsibility to operate our club in a prudent and responsible manner. Along with your Board of Directors, we evaluated options from keeping the dues where they have been since 2012 and reducing member services (think fewer driving events and social activities), or even eliminating regional dues altogether and charging for every driving and social event. We decided that the best answer was to bring our dues to where they need to be to operate with a budgeted small surplus, continue to provide an ever-expanding series of varied club events, and make certain our club operates in a sound financial manner.

How will the dues increase work? For new members, the membership fee will be \$35 per year after July 1, 2024, while for current members the fee will increase with your next annual or automatic renewal, with no change in your current membership period.

We are expanding the number and type of drives and increasing the number of groups to enable more members to participate. As we are “a car club”, more drives equal more opportunities to enjoy our Porsches and connect with like-minded drivers, car owners, friends, and families. Our social committee is expanding the number and geography of events. This provides even more opportunities for our members



to “Porsche Connect”. Our award-winning magazine and web site are attracting more advertisers. Advertising revenues help cover club expenses and by extension, reduce the pressure on dues from inflation and natural club growth.

We are a member-managed car club. We realize that no one wants the dues to increase. We don't appreciate it when Porsche increases their prices for new cars, parts, and services. Ultimately, we make an informed decision that we would rather drive a Porsche than an inferior automobile. We provide an outstanding set of Porsche Club opportunities and sometimes we must pay a little more because “we and our cars” are all worth it.

Of course, should you have any questions or comments, please contact us!

Heinz Holzapfel, ORPCA President,

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

Daniel Morris, ORPCA Treasurer,

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



# SPECIAL SECTION: NORTHWEST PASSAGE



## Northwest Passage June 2024: Lakes and Lava

BY HEINZ HOLZAPFEL | PHOTOS BY ROSANNE WOODY, BRAD HEDSTROM, VALERIE MENELY,  
CAROLE HEDSTROM, HEINZ HOLZAPFEL, SANDY WOODLEY, JIM GOETSCH

Enjoy the photos. There are more on Smugmug: <https://orpca-pix.smugmug.com/2024-ORPCS-EVENTS/Spring-NW-Passage-619-232024>

*(Above) Diamond Lake Resort. (Below) Drivers Meeting – Jeff Gretz explaining the day's route.*



This was our fifth Northwest Passage, and for me the fourth one as a Committee member. And yes, it was an adventure again. You may recall last year's fall tour to Walla Walla when we learned a week before the tour that our main hotel, the Marcus Whitman, had to be evacuated and shut down because of fuel in its basement coming from a leak at a gas station across the street. We were able within a few days to find another hotel in Richland, arrange for receptions and dinners and update the tour book. That was only possible thanks to the

hard work of our planning team.

In putting together an adventure like the Northwest Passage there are many things we have control over like selecting a hotel or places to eat, or choosing a route to incorporate into the drives. Then there are things we don't have control over and each of these can have a major impact on our event. Developing a tour like the Northwest Passage is an effort that consumes much of a full year, while the committee meets monthly via Zoom to discuss routes, hotels, lunches, reception menus, social programs, schedule, budget, and organizational details like the route book, door placards, lanyards, and goodie bags. Last year's surprise was the shutdown of our hotel. And this year? Well, we had a few surprises that we managed to overcome!

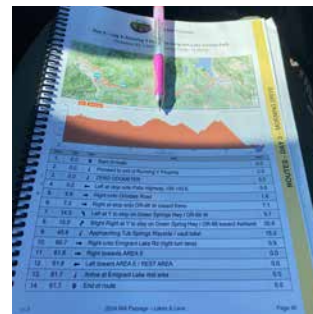
By early May, our committee was finalizing the routes and doing our



pre-trip trial runs when we discovered that we had an issue. When you plan a multi-day trip in the spring or early summer, you never know what the weather will be, especially when it comes to the potential of snow higher altitudes. Our test run of the Day 3 Mt. Shasta route came back with bad news: there was still way too much snow (the Macan bottomed out in the ruts) and a key stretch of the road was marked for complete restoration. Driving that route would have meant unpredictable road conditions at the higher portion of the route, including more than 10 miles on a one-lane gravel road. It was obvious that we needed changes, and we had to find alternative routes. This was not an easy task at a remote location like the Running Y Resort. There were few alternatives and we had to have volunteers drive some parts of the routes more than once. Once we got that done, we were ready for the tour to begin.

We were not expecting another challenge so early in the journey, but on Day 1 as our route took us past the south entrance of Crater Lake, we found ourselves in a massive traffic jam. We learned that it was only the second day that the South Entrance Crater Lake Road was open to visitors and

all other entrances were still closed. It seems that going up to Crater Lake when they first open is on many people's bucket list. This accounted for the traffic mess in the middle of nowhere with a wait of at least an hour to pass the entrance. We had to turn around. That would not have been a huge issue, except for how to find our way to the Running Y? No cell phone reception, no digital navigation, no route in the tour



*(Top to Bottom)  
Group photo  
before start of the  
tour in Lebanon;  
Jim Goetsch ap-  
plying the door  
signs on his car;  
2024 Tour book;  
Rest stop at Lake  
of the Woods.*



# SPECIAL SECTION: NORTHWEST PASSAGE

book. Luckily one of the participants had an old-fashioned printed map of Oregon and guided 37 cars back to the Running Y.

This traffic jam also forced changes to the Day 3 route, as it included passing the South entrance of Crater Lake again. Teamwork kicked in and Bob Ellis back home in Portland developed an alternative route and we were able to update drivers at our daily morning meeting.

The third unexpected driving glitch was that the final stretch of road between Lake of the Woods and the Running Y had one-way road construction along the shore of Upper Klamath Lake. That meant a 10–15-minute delay on a couple of drives. This turned out to be not too bad, as while we waited, we took the opportunity to watch eagles snatch fish from the shallows and fly back to their nests and herons wading near shore.

So much for the insight into the committee's work before and during the tour. Now on to the actual tour experience!

The official start of the Northwest Passage is traditionally a reception at Porsche Beaverton, and all Spring and Fall participants are invited to join. This year Porsche Beaverton moved the reception to the new Porsche Studio in downtown Portland, in the Pearl District. This is the first Porsche Studio in the US, and it is an amazing facility, with a great reception area, bar, conference rooms, and a big event space. In addition, upstairs is another area with a bar and four high end car simulators and two golf simulators. Naturally, most of us tried the car simulators, and while a majority were not going to find ourselves in the winner's circle, but we did have lots of laughs. While we were inside enjoying the food, fun and friends, Porsche Beaverton provided security and reserved space in the parking garage across the street. The staff in the Porsche Studio facilitated a wonderful



*Enjoying the sunset on the patio of the Running Y Resort.*



*Morning line-up at the Running Y.*



*Desserts at sunset after a day of fun driving.*

event. The hors d'oeuvres were outstanding, dinner was delicious, and the dessert buffet was yummy. Porsche Beaverton went all out for us, and we certainly thank them very much for their support in hosting this event.

Official registration Wednesday afternoon was at the Best Western Premier Boulder Falls Inn in Lebanon. This property is lovely and very well-managed. We had a very nice reception for all attendees, followed by two talks, one for First Time attendees, and another about using Digital Navigation. After the reception folks were on their own for dinner. Some of us moved to the patio for great cocktails and delicious food. Two thumbs up for this location, and we will keep this site on our "repeat" list for future drives.

Thursday morning kicked off with the first drivers meeting and group photo. This trip was different from prior events in that we had two groups, each with their own lead, and one sweep. We had an interesting assortment of cars, of course the majority were Porsches of various years and models, mostly 911s and Caymans, one Macan, plus three Ferraris, a Corvette and a Jaguar E-Type V12. The oldest Porsche was a '75 911 driven by Bradley Martin, the youngest participant, age 17, son of Sports Car



*Stretching their legs at Lake of the Woods – Steve and Winnie Miller with Sylvia Nesson.*

Market publisher Keith Martin. The morning route of Day 1 left Lebanon on backroads and wandered towards Eugene through pastoral meadows and small villages. Then we drove up Willamette Pass crossing the Cascades and then ending at historic Diamond Lake Resort for lunch. Along the way, in Oak Ridge, we had an unfortunate incident: a pickup truck with a wide trailer was sitting next to a Ferrari in a gas station,

very close to the car. When the driver stepped out of the car to ask the pickup driver to be careful, the pickup moved forward and hit the driver's fingers and the car door. No significant damage to the car, but a painful hand injury. The drivers exchanged insurance details and other participants provided first aid. The Ferrari was able to continue the tour.

After lunch, the route went from Diamond Lake to Union Creek and then turned east, passing Crater Lake on the south side and



*Edenvale Winery Lunch Stop.*

# SPECIAL SECTION: NORTHWEST PASSAGE



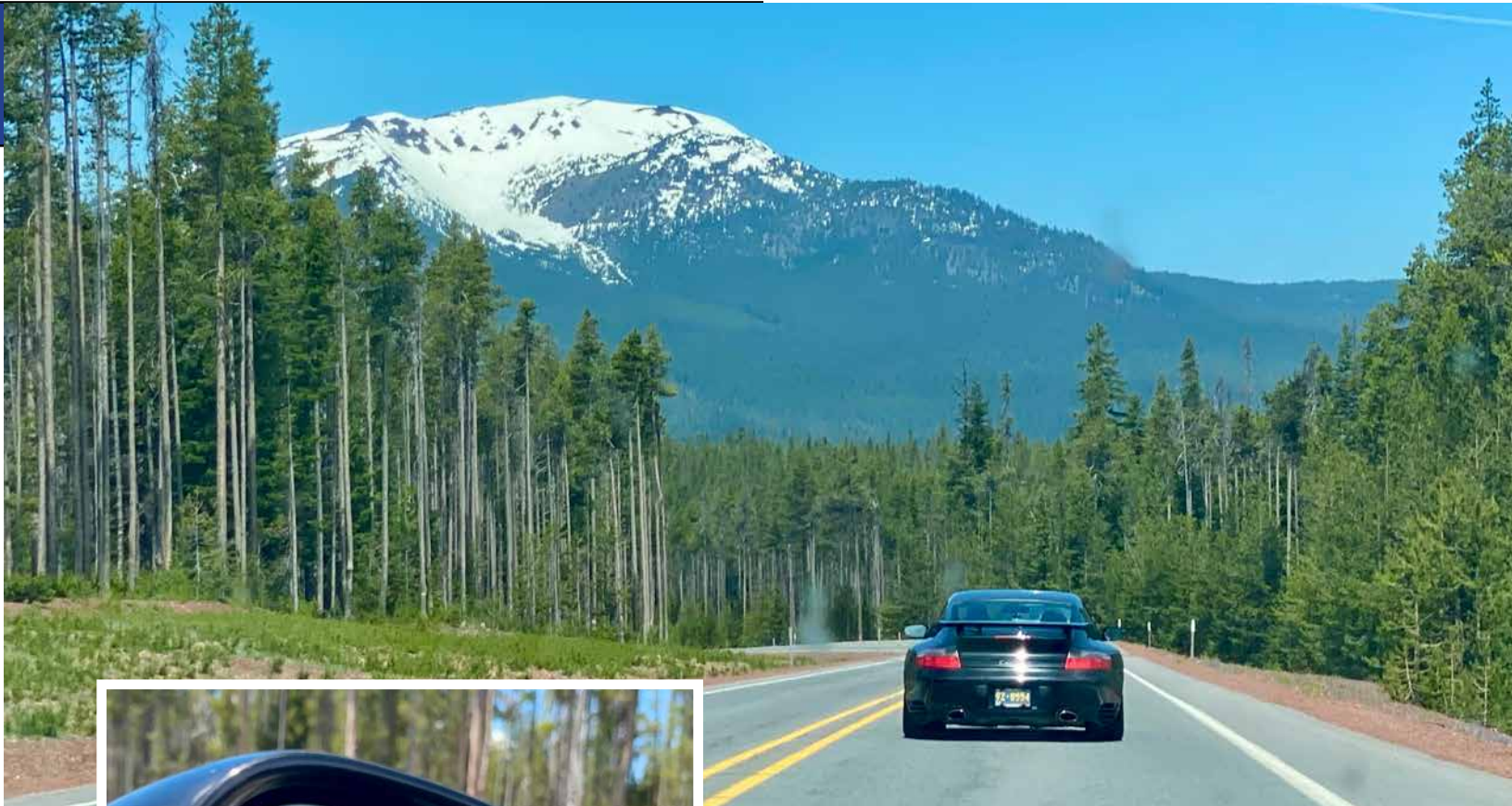
(Clockwise) Reception at the hotel in Lebanon – David and Lisa Burke; Historic Prospect Hotel – our wedding couple, Jim Goetsch and Vallerie Menely; The traditional beer wash. Plenty of beer, not enough hoses! Jacksonville Drinking Hole – Sylvia Nesson and Diane Homes.

stopping at Annie Creek Sno-Park. Only we never made it past the south entrance of Crater Lake, and as you've read, we had to turn around and use the old-fashioned paper map to find our way to the hotel. As we made our way along the road, some of our more spirited drivers (remember, this is a driving tour) began passing to get to the front of the group. (Passing inside of the groups was expressively allowed and in line with PCA minimum driving standards.) One of the cars passed an unmarked police car and got pulled over. We feared the worst, but they got off with a warning and a good conversation. Clearly, the police in the area were already aware of us! After a wonderful day of beautiful vistas, we had dinner together in the hotel



banquet room and then cocktails in the bar and patio.

Day 2 of our tour went back over the Cascades to the Edenvale Winery south of Medford, where we had a wonderful lunch. It was a very hot day, and many of us put the tops up on our Cabriolets. The first rest stop of the morning was Aspen Point at Lake of the Woods Resort. This is a picture-perfect Oregon location, a lake in the middle of an old forest, snowcapped mountains



*(Above) Up the Willamette Pass;  
(Left) Broken Top in the distance.*

over the lake, and kids in waders standing in the water and fishing. We continued to Joseph Stuart Park and on to Medford and the winery. The roads were perfect for Porsche and their passengers, big smiles all around. The winery set up a BBQ for us and thankfully had the seating area covered with sun sails, as the temperature hovered in the mid 90s. The BBQ was very, very delicious. Then on to Jacksonville, one of the most picturesque towns in Oregon. The afternoon route went south to Ashland and then up Dead Indian Memorial Highway, a wonderful curvy back road, passing Howard Prairie Lake and returning to the Running Y from the south, bypassing Klamath Falls.

Day's 3 route was originally planned to pass the south entrance of Crater Lake in the afternoon again. With Bob's alternative route, we avoided that part. The morning drive led us to Emigrant Lake close to Ashland, then on to the historic Prospect Hotel for lunch and then back via Lake of the Woods to the Running Y. Well, the road down to Emigrant Lake is perfect for Porsches, with twisties and banks and wide-open views and no guard rails. I loved it, a little too much. Sylvia, my navigator, almost grabbed the bag from the glove compartment. We made it to Emigrant Lake, thanks to her anti-carsick glasses. We decided to call it a day and went down to Ashland for some shopping (i.e. healing) and lunch. On the way back to the hotel I was very well behaved and did not make her car-sick! Day 3 alternatively offered a golf tournament on the Running Y's award-winning golf course, organized by Winnie Miller.

Day 3 is traditionally the day of the beer wash. The cars are covered in bugs and dust and giving them a rinse and a wash while having a cold beer and a good chat is like therapy. Unfortunately, we

only had one hose, two buckets, and two mitts. That meant trying to be as quick as possible with the rinse and wash while a lot of cars were waiting. Not very relaxing. So, I had my cool beer after!

Day 3 is also the awards dinner and Steve Miller entertained us very well. We had participants that had been on more than 20 Northwest Passages, and other participants who had been PCA members for more than 40 years! Wonderful! That evening the patio was filled with laughter and good conversation, not to mention sharing great jokes. A fitting finale to a great tour.

Day 4 was the final stretch via Lake of the Woods, Eagle Creek, Shady Cove to Canyonville and the end point close to the Seven Feathers Casino. Again, a lovely route. We had some fun with cars blindly following another car and missing a major turn. They all got smiles at the next rest stop!

On a final note: I ran the complete tour using Ride with GPS, a digital Navigation App. It is similar to Scenic but has proven to be less prone to errors. It also allows the automatic generation of cue sheets (the driving directions) and we used that feature for the tour book. In addition, it supports both Android and IOS. The only disadvantage is that it doesn't (yet) support Apple Car Play / Android Auto. We are thinking of making this app our standard navigation app for club drives, including offering a club account to our members.

Finally, a big thank you to the Northwest Passage Committee members for their work to create yet another great adventure: Jeff Gretz (Chair Person), Bob Ellis, Alan Meyer, Steve and Melanie Spahr, Stephen and Winnie Miller, Larry and Cathy Hannan, Ed Frank, Tosh and Wendy Kanno. And thanks to my wife Sylvia for supporting me.

The beauty of the landscape and the great Porsche roads on this tour, as well as the many positive experiences throughout the tour and the camaraderie of the participants, made this trip another wonderful Northwest Passage for us.■



Saturday evening awards dinner.



Awards Dinner – Valery Menely, Jim Goetsch and Jeff Gretz.



Mark and Cindy Newsom.



Sandy and Mike Woodley.



Keith Martin from Sports Car Market.



Awards Dinner – listening to Steve Miller's humorous presentation.



## 2024 Northwest Passage Golf Tournament

ARTICLE AND PHOTO BY DAVID SCHWARTZ



*Front row: Susan Corey, Joe Angel, Winnie Miller, Steve Miller.  
Back Row: David Schwartz, Peter Angel, Connie Tiplady, Ric Tiplady,  
Sandy Woodley, and Mike Woodley.*

**U**nder sunny skies and amidst great company, the 2024 Northwest Passage Golf Tournament at Running Y Ranch celebrated remarkable wins: Connie Tiplady claimed the women's KP, Peter Angel took home the men's KP, Winnie Miller triumphed in the women's long drive, and Dave Schwartz claimed victories in both the men's long drive and one-putt poker hand. For non-golfers, "KP" means "closest shot to the pin" ■

## Northwest Passage: The Youngest Driver in the Oldest Porsche

BY BRADLEY MARTIN | PHOTOS BY BRADLEY AND KEITH MARTIN

*(Right) Bradley and  
co-driver Logan at the  
awards dinner.*



Link to an article by Keith Martin about his NW Passage experience in his Sports Car Market publication.

[https://www.oregonpca.org/wp-content/uploads/SCM2409\\_Shifting-Gears-R1.pdf](https://www.oregonpca.org/wp-content/uploads/SCM2409_Shifting-Gears-R1.pdf)

This was my first long-distance tour driving my own car. I've gone on tours with my dad before, but those were in his cars, with me co-driving. This time I was with my friend Logan Andrade, and we were in a 1975 Porsche 911S. Two 17-year-olds in a 49-year-old car! My dad, Keith Martin, was along as well with his partner in his "non-Porsche", a 1971 Jaguar E Type V12 coupe.

I was really on my own this time; it was like I had been dropped into another world filled with fast cars and fun people. I realized the value of these events: to see these cars being driven with purpose and passion. It is rare to see that people aren't afraid to get their cars a little dirty as they shift through gears collecting bugs on the way.

To experience this as the youngest driver in the oldest 911 was so cool. At times I noted the limitations of the skinny tires and the oversteer-prone layout of the car, but never did I feel like it limited my fun; in fact, I would say it bolstered it. With the lack of power steering and non-power brakes, I truly felt connected to the road at all times. At some points, I had to work

extra hard to get the car to accelerate using the Sportomatic's unconventional three-speed transmission, but keeping up with the newer cars never felt outside of the realm of possibility.

I gained so much car knowledge not just for Porsches but for any car. For example, my father's 1971 Jaguar E type was idling a bit rough due to the altitude (over 4,000 ft), and of course, as his son it was my job to fix it! I opened the front-hinged bonnet and immediately five guys had surrounded the monstrous 5.3-liter V12, in order to help with whatever unknown problem the Jag was having. Within minutes after adjusting the four (!) idle mixture screws on the Stromberg carbs we had the idle smoother than before and we were ready to get back underway.

I would say that having this as my first tour without my father in the seat next to me was an experience I will not soon forget. I had my independence and a chance to be with other great Porsche enthusiasts, all of whom made me feel very welcome.

I plan on coming back next year! ■



(Above) 1971 Jaguar E-Type V12 coupe and 1975 Porsche 911S Sporto. (Left) Bradley applying the door signs on his '75 coupe. (Below) Door signs are on!



(Left) Car wash without the beer!  
(Right) Working on those carbs.





## Porsche Beaverton Cars and Coffee

BY CAROLE HEDSTROM | PHOTOS BY CAROLE HEDSTROM,  
JEANNINE DOWNEY, SHELDON LESIRE



The morning broke sunny and warm on Saturday, June 8. We could not have asked for a prettier day to assemble over 300 Porsches for the Cars and Coffee event at Porsche Beaverton. A dozen or so spots were reserved for Club members, and we filled them with a collection spanning the decades owned by long-time members and brand-new members alike.

New members Devin and Christine Holmes brought their 1959 356 Cabriolet which was named "Smurf". It's as adorable as their two young daughters who also came and introduced themselves. Dave Sievers rolled in with his 1973 914 1.7 with its checkerboard bonnet and racing stripes. Shawn Riley swooped in with a gorgeous Gemballa. It's a looker for sure. Shawn did a wonderful job of parking the cars in a live-action game of Tetris. He took care to align them to show their best properties and create interest as visitors moved from one car to the next while perusing the lot.





*(Top Left to Right) Dave Siever's 1973 914 1.7; Check out the nose on Shawn Riley's gorgeous Gemballa – next to the GT4; Even Rothman's would smile!; 356 named "Smurf" is looking good; Great looking SC.*

The reserved spots were filled in by about 7:30 a.m., and the remaining 250+ spots were full by 8:00 a.m. Many club members brought cars, but there were dozens and dozens of other Porsches proudly displayed, each unique and beautiful. It is always inspiring and somewhat stunning to see so many Porsches gathered in one place.

A handful of members worked the ORPCA membership tent and touted our events to members and non-members alike. The idea was to spread the word about what we do, how much fun we have, and what resources we are to one another. The team there talked to many people and perhaps even recruited a few. Thanks Team!

Porsche Beaverton will be hosting Cars and Coffee events throughout the summer. The next few are July 13, August 10, and September 14 from 8:00am to 10:00am. Although the future events are not exclusively Porsche, ORPCA members are always welcome to attend and show their car at these public events. Enjoy the photos. ■





## June Saturday Drive

(Above) Group at the start! (Below) Tosh (in the middle) kicking off the participants' meeting.

BY TOSH KANNO

PHOTOS BY TOSH KANNO, BOB ELLIS AND VALERIE MENELY

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*It was a group of short, winding curves linked together to maximize the westside backroad experience, mixed with surprises of quick zigzag twists.*

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**W**hat a great turnout! We had 32 cars, for a total of 50 participants on our Saturday Drive last month. A special welcome to Andy and Brody Gilbert, Craig Heath, Alex Nemirovsky, and Yuzheng Wang and Bo Yu, all new members, first-time drivers, and a driver joining with us again after a 5-year hiatus from ORPCA events.

This is one of my favorite drives to lead. It was initially planned to start near a rural parking lot in the outskirts of Beaverton, but we tried to incorporate a Porsche Cars & Coffee event as the start of the event instead. Good intentions but logistically it did not make sense. The Cars and Coffee event was well attended (upwards of 200+ cars). In addition, our Saturday drive had grown from a projected 12 cars to 33. We relocated the start to the Beaverton Fred Meyer parking lot as the best alternative.

I kept as good a watch on our Porsche caravan as possible while getting out of the heavy suburban traffic. We lost a couple of



cars from the tail of our 15-car group but my great sweeps, Derrick and Julie Teal, gathered those separated back to the pack. Once out on the country roads, the drive began. It was a group of short, winding curves linked together to maximize the westside backroad experience, mixed with surprises of quick zigzag twists. We're in farmland, into forests, and then we climbed towards Bald Peak, always a favorite route.

The second part of the drive was the Skyline section, where scenic roads wind up to the West Hills Ridge and down the challenging Rocky Point Road. With very quick and bumpy turns, this part demands close attention to stay on the snaking road while sneaking peeks of the great vistas to the east as views open up.

On our last leg, we danced up McNamee Rd to Skyline and then had a nice relaxing drive to our destination at the Golden Valley Restaurant in Beaverton.

With our larger gathering, the restaurant was now requiring group billing, so we had to break up our crowd. A list of nearby restaurants was provided.

We welcomed the first-time, new, and returning drive participants.

Thank you to our great volunteers:

- Carlos Santayana for your help on the waiver signature
- Our group 1 leader: Jim Goetsch & Valorie Menely
- Great Sweeps: Randi Ledbetter with Bob Ellis and Derrick and Julie Teal

It was fun to see familiar faces of friends again. Thanks to all participants for making this drive such a fun event.

Enjoy the photos! ■

**MORE PHOTOS ON NEXT PAGE**



*What a sight of the Porsches lined up for the drive.*

# JUNE SATURDAY DRIVE continued from page 33



(Top to Bottom, Left to Right) Ted Davis's new Baja 911! Domestic iron, eat your heart out!; Nancy Jo and Rick Clark; Yuzheng Wang and Bo Yu; Derrick Teal; Enjoying lunch at Golden Valley Brewery.







# Eastside Summer Drive and Luncheon at Stoller Estates

Dodge Park.

BY KELLY ORESKOVICH

PHOTOS BY RICK PITTMAN, JEANNINE DOWNEY, KELLY ORESKOVICH, MONTE ALLEN, AND MATT NENNINGER

Enjoy the photos.

There are many more on our SmugMug page: <https://orpca-pix.smugmug.com/2024-ORPCS-EVENTS/Summer-DriveStoller-Luncheon-6152024>

*(Left) Matt Nenninger and his Boxster arrive at Stoller; (Right) Kym and Monty Allen dressed for the occasion!*

**O**n Saturday, June 15, Oregon PCA members met at the Lewis and Clark Recreation Area near the Sandy River east of Troutdale, for the start of the Eastside drive to one of the area's best-known wineries, Stoller Estates. The anticipation of a few hours' drive through the foothills of the Cascades to the Willamette Valley wine country was high. Overhead, the sky was heavy with dark clouds threatening to burst with rain. The weather was not a deterrent; in fact, it enhanced expectations for we hoped would be a perfect day. Spring

showers in the forecast would be no obstacle because this was Oregon at its finest, with short spells of drizzle, sun breaks, cool breezes, lush verdant landscapes, and rivers running high and fast. Everyone arrived wearing smiles, loosely bundled up in sweaters or rain jackets, and prepared to drive. To be sure, the excursion would not be without a customary mis-turn, but this group was generous in their care and effort to put on a fine Porsche parade. At the end of the route, an entourage of fellow Porsche enthusiasts who opted for the Westside drive would be waiting with a





Dodge Park.

lovely Pinot Noir in hand.

Kurt Furstenau and Matt Nenninger teamed up as Drive lead and sweep. As the drivers took their seats and started their engines, passers-by could not help but admire the assembly of Porsches of a variety of models and

colors rumbling against the pavement. That unmistakable growl of a Porsche engine never fails to turn heads and catch the attention of the young men who drove around the group in jealous appreciation. Let us not fail to appreciate what a privilege it is to drive a Porsche.

Arriving at the new Experience Center at Stoller.



Our parade proceeded slowly southeast into the foothills of the mountains near the Sandy River, winding through the lush forests of our beloved Pacific Northwest. Drivers quickly warmed to the road and danced around sharp curves, up hills on narrow roads then down steep

slopes, each car gripping the road with ease. After about half an hour into the Bull Run Reserve, the first rest stop found our group at Dodge Park. I am grateful that the sign entering the park requested drivers to "SLOW DOWN" instead of "BE QUIET". The sound of powerful engines interrupted the quiet of the park, surely waking the resident camp manager in his camper. After an appreciation of the landscape, the river,





The setting for lunch was wonderful.



Brian Clemons, Joyce Kim, Lisa and Dave Burke



Marilyn and Milo Petranovich.

and the adjacent steel bridge, our Porsches dodged some significant potholes before moving on.

Once out of Dodge Park, driving began in earnest as we encountered more challenging turns and intersections. Kurt was up to the challenge and led us onward. My husband, John, trusted his 911 would hold the road through the tight switchbacks out of the hills.

The parade of Porsches passed through Sandy and down into Estacada where we found our first straight-aways.

After leaving the Bull Run area, the road became less winding with broad turns and generous elevation gains. The density of the trees was replaced by the spaciousness of rural hamlets, quiet on a Saturday morning. We slowed when entering the small towns of Colton, Molalla, and Union Mills, just in case the gendarmes were about. Soon the East-side drivers encountered heavier traffic around Canby and Aurora on the way to Champoeg Park. Sweep driver Matt Nenninger paused to assist someone who pulled over for a necessary (too much coffee) pit stop, to remedy Despite the stops and the tangle of traffic encountered at busy intersections, our Porsche caravan arrived at Champoeg Park for a needed break and re-group.



A broad assortment of drinks and many options for lunch to choose from.



It's easy to connect over cars under a pleasant sun and tree shade, asking questions about another driver's experience with one feature or another about their car: how do you enjoy using PDK?; do you miss driving a manual transmission? What else do you have in your garage? What other Porsches have you owned? Which do you love best? Other topics

included how to drive a Porsche safely in a busy world, especially a car that loves to travel long, hard, and fast – answer: there is a track for that!

With only 13 miles to go, the hardest parts were behind us drivers as we anticipated a glass of wine at Stoller Estates in the rolling hills above Lafayette. As the East side group arrived at its destination, other Porsches

appeared from all directions, heading towards the area designated especially for the Oregon Region. Rows of Porsches of all colors, models, and years lined up one next to the other.

A quote from an old Porsche advertisement from the 1980s describes it best: "Porsche - It's like children; you don't know until you have had one."

Thank you to all who play a part in putting these events together, it's awesome to build motoring memories together. ■



# Beginner Drive Introduction: A Tale of Two Dads

BY STEVE WOOD  
PHOTOS BY STEVE AND TAYLOR WOOD

*Bull Run Bridge parking while we stretched our legs.*

I have recently rejoined ORPCA after a 7-year absence, and upon scrolling through the events calendar, I stopped at the June 16th Beginner Drive Introduction. I have been on Porsche drives before, both in southern Oregon and here with Oregon Region. I wasn't exactly a beginner,

but then I noticed that the Drive fell on Father's Day. What a great opportunity to reconnect with my middle daughter Taylor. She's been so busy lately creating her latest video game, that we don't spend that much quality

time together. So, I texted her. "Hey, let's go on a Father's Day drive with the Porsche club," and happily she said "Yes."

When Taylor and I arrived at the Lewis and Clark State Recreational Area near Troutdale, the weather was cold.

Many of us even brought umbrellas. As we both walked up to the group assembled in the parking lot, everyone was huddled in a circle around one couple - who I believed were holding a teacup dog. I initially thought 'how nice is this, they brought their little dog.' I wanted to get a photo of it with my Nikon, knowing I was writing a story for Anzeiger magazine. But, upon entering the circle I realized it wasn't a dog at all, but a tiny 6-week-old baby girl named Laurel. Wow!

My three daughters have been grown, and on their own for so long, I had forgotten that humans could be so small and helpless. It was at that moment I realized that parenthood's journey goes by in an instant. I wanted to tell Trevor Pielstick - the baby's father, "Enjoy raising Laurel, these experiences you are living through go by so fast, they're fleeting."

All my old memories came flooding back, dealing with the trials and tribulations of raising three daughters. I realized that I wished that I could have frozen time back then, so I could fully



*Our starting point.*



*Ready to start.*

appreciate the experience. But as a parent you are so immersed in the milieu of raising children, you sometimes don't take the time to enjoy what's happening right before your eyes. Here we were, two fathers, Trevor and myself, standing on the same ground where Meriwether Lewis and William Clark stood in 1805 - over 200 years ago. The two explorers were nearing the end of their incredible journey across the continent - an unbelievable task back then. That expedition would be extreme even today.

According to the park signage, they still found time to reflect upon their achievements, and their love for this young nation. Trevor and I had similarly been brought together, by the love we have for our daughters. With the catalyst being, the admiration we both shared for the storied car brand of Porsche.

As we left the parking lot and headed out on our own journey, I ruminated how grateful we should all be! We essentially have the privilege of driving race cars through the city streets any

day, anytime we want. Something I don't ever want to take for granted. Most drives start with the cars traveling through the city for a while, and then gradually the landscape turns more remote. But what struck me immediately is that we were into the tall trees right away. Giant firs and immense cedars towered overhead, as we traveled down small two-lane roads.

As the terrain changed again, small meadows, fields, and lush valleys came into view. Following each other, our German race cars held mastery of the asphalt. Remote mountain homes jumped up occasionally, only to be followed by pastoral scenes framed with idyllic wildflowers.

We were held accountable once or twice by 'road work.' It split up our group - as interlopers in regular 'common cars' infiltrated our small line. Kurt Fuerstenau (our fearless leader) stopped by the side of the road, and we were all able to quickly come together.

When our tiny Porsche parade began twisting through the forest once again,

**Enjoy the photos. There are a few more on our SmugMug site: <https://orpca-pix.smugmug.com/2024-ORPCS-EVENTS/Beginner-Drive-6162024>**



*Kurt Fuerstenau leading the discussion at the start of the drive.*



Porsches galore.



Bull Run River

we were all humbled by the magnificence of nature. After sweeping through one seemingly innocuous turn, we were amazed by the magic of the Bull Run River. It's part of the Bull Run watershed which provides the city of Portland, and many other surrounding regions with their pure drinking water. Our little group pulled over to the side, to stretch our legs. Unfortunately, my daughter had

become a bit queasy from my driving. I swear, I was doing my best to straighten out the curves, but they simply weren't cooperating. Natalie Pielstick, the mother of 6-week-old Laurel, had some Jolly Rancher hard candy in her purse. She quickly gave one to Taylor, to sooth my

daughter's aching stomach. Funny thing - Natalie had learned how to be a great mother in just 6-short-weeks. She knew to always have snacks, candies, wipes etc. in her purse at all times. With her as a mother, Laurel is going to grow up just fine.

Our group then walked across the Bull Run Bridge to get a better view of the rushing water. This bridge, which spans the tributary, has a quiet beauty all its own, its green-painted steel pillars offering a quant overlook to the river's churning flow. In the distance, one can see the white poles of the Bull Run River

kayak slalom course, used by many local enthusiasts. Then we were off again, twisting through thickly forested, and then open country roads. The vistas were delightful, with firs looming in the distance. Taylor (as navigator) dutifully checked off our progress as we made our way down the route list. To each road we were on, she gave a mark. As a thoughtful and loving

father, I had provided her with an old clipboard, to make her task less burdensome. Yes, I am that good of a dad.

My Porsche effortlessly continued, following our merry band of adventurers, with Taylor checking off the miles, the stops, the left turns, and right turns. I do visit her more frequently than my other daughters, only because since she's her own boss -

being an online music teacher, and video game composer and developer, she has some off-hours to spend with her old man. We go jogging once a week, catching up on family happenings, movies, and politics. We were deep in one such discussion, when through no fault of my own, we blasted right past one of the left turns, or was it a right turn, I can't remember. There was a bit of lag, before Taylor realized what had happened. It seems that in my haste to catch up with the group, I had missed a turn, and we were now headed straight for Nowheresville.



Troutdale mural.

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*I had never before realized the power of the 'sweep' to follow and locate stragglers.*

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(Above) Dining at Ristorante Di Pompello. (Left) Trevor and Natalie Pielstick, with 6-week-old Laurel.

We traveled aimlessly through the forest for a moment, as I frantically contemplated what to do next, all the while casting ridiculous aspersions on my daughter's ability to navigate.



Then suddenly, in my rear-view mirror, a pair of tiny headlights appeared. As it got closer, (much to my delight,) I recognized the blue 911 from our morning safety briefing.

It was the 'sweep.' It had followed me through the intersection, as I traveled in the wrong direction, much as a mother duck follows one of her errant ducklings. I had never before realized the power of the 'sweep' to follow and locate stragglers. At this same moment, Taylor realized her mistake, which is fortunate because it certainly wasn't my mistake. You know - for driving too fast, and not paying attention to the road signs. At any rate, I waved to acknowledge the 'sweep' and we turned around and corrected her, I mean, my driving error.

As we caught up with the group, they were just entering Troutdale, a lovely place with a rich and varied history. You can see that past illustrated on a beautiful mural, painted on the side of a building near the city center.

Because of Kurt Fuerstenau's foresight, Ristorante Di Pompello (or in the vernacular for non-native Italian speakers - Pompello's restaurant,) was ready and waiting for us, ushering

our group quickly upstairs to a private room for our lunch. My daughter had the pesto pasta, and I had half of a fish sandwich with fries. Very delicious.

Sitting at our large communal dining table, I watched the Pielstick family, care, nurture and feed their tiny baby girl. I realized how true the Latin term *tempus fugit* is. Because time flies, it makes it even more important to rise above the day-to-day existence of life. To live for the moment, enjoy our children, and be truly happy. It all goes by in an instant. I vividly remember holding my 6-week-old daughter Taylor, in the same way Trevor is now holding Laurel. But that was 30 years ago.

I tried to make sense of the fleeting nature of time, but couldn't. However, I was sure of one thing. That at least for today, the Pielstick family and my family, had an experience to remember. And thank you, Taylor, for putting up with me for several hours – confined to a small German luxury car. ■



# June Midweek Drive: From Forests to Falls, Fields to Farms

*Porsche driving line with a tree farm on the left.*

**BY STEVE WOOD | PHOTOS BY STEVE WOOD, ALLEGRA WOOD, AND JOE SWEENEY**

**Enjoy the photos.**

**There are more on our**

**SmugMug site here:**

[https://orpca-pix.](https://orpca-pix.smugmug.com/2024-ORPCS-EVENTS/June-Midweek-Drive-62024)

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[Drive-62024](https://orpca-pix.smugmug.com/2024-ORPCS-EVENTS/June-Midweek-Drive-62024)

**W**e gathered near the river. The sun reflects on the water. Bright streaks of light danced across shiny metal skin, accentuating the varied colors of the Porsches parked nearby. We arrived at 9:15 am at Clackamette Park, which is where the Willamette and Clackamas rivers merge in Oregon City.

As soon as my daughter Allegra and I got out of our car we could tell there was something different, something special in the air. All the white fluff ("Manna from Heaven"?) was everywhere. People think it's pollen but it's really seed-clusters from nearby Poplar and Cottonwood trees. It floats on the wind like snow, yet it was already 82 degrees in the shade.

We were split into two groups. Group One obviously leaving first, and then came the rest of us - departing soon thereafter. Daniel Morris organized the whole drive and was in charge of our group, flanked by his trusty sidekick Roy Johnson. These two are inseparable, and easy to spot since they both own

matching Racing Yellow (Speed Yellow has more orange in it) Cayman GT4's.

When it came time for our group to head out, I mentioned to my daughter that I was going to hang back, and not follow directly behind the two yellow Caymans. I wanted the obvious shot - of all the little Porsches lined up in unison going down the highway which Allegra (manning my Nikon) accurately captured. I can't stress enough how wonderful it is for me to spend the day with my youngest daughter, and how grateful I am to ORPCA for providing the venue to us.

We ducked under a shadowy overpass, blissfully cool air washing over our cars. As we left Oregon City, we picked up a few "common cars" trying to infiltrate our line. But the further out of town we got, the more those vehicles started to disappear. We were leaving civilization behind, now maneuvering our German machines down country roads instead. We passed through a 'one-horse' town that was having some sort of gathering. Locals





(Left) Participants meeting – Daniel Morris in the middle with the blue and gray vest. (Right) Jerome Deluz at the rest stop.

were lined up waiting to get into a local establishment. As we drove by, we could tell by their flummoxed expressions - that seeing so many Porsches together at one time, in one place, was something that didn't happen there very often. I think the other drivers wanted to sneak through quietly, arousing as little attention as possible, but I alternatively honked my horn, drawing even more curious stares. Onlookers waved and cheered, many taking out their iPhones to capture our parade.

With Mount Hood looming in the distance, we started to enter Christmas tree farm territory. I was amazed at the non-uniformity of the pines, ranging from tiny sprouts to trees over 40 feet tall. Allegra commented, "I get the small or medium Christmas trees. But who is buying the really tall ones?"

The undulating, twisting asphalt gradually gave way to the rustic town of Molalla - which means brushy prairie, or meadow-like land. This idyllic rural community was nestled deep within

the quiet splendor of its surrounding landscape. After many left, right, left, and right turns through the city streets we eventually arrived at the Molalla Public Library. Yes, this was our 'potty' stop, much to the chagrin of the ever-watchful librarians. They observed us with uneasy eyes, as we filed one-by-one into the small restrooms. Their demeanor told me, that they probably don't see a dozen members of a Porsche club show up at the same time to use the facilities. Tipping my hat as I left (as a gesture of thanks,) I still felt eyes upon me, as I walked out through the electric sliding glass door.

As we left Molalla, it didn't take long for the topography to change. In short order we found ourselves climbing again, as we made our way over narrow mountain roads. We were shaded by the dark forest canopy; the hot summer sun unable to reach us. Our cars were now in old-growth forests - filled with lush ferns, giant cedars, and thick underbrush. We were nearing Silver Falls State Park.

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*Bright streaks of light danced across shiny metal skin, accentuating the varied colors of the Porsches parked nearby.*

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(Above) Walk to the fall at Sliver Falls State Park. (Below) Rest Stop.



After we regrouped in the parking lot, Daniel told us we should pay the \$5.00 day-use fee, because even though we weren't going to be staying long, it is a good idea to support the Oregon State Parks. Daniel reminded us that the park system holds many marvelous outdoor activities throughout the year. Their programs cater to those who want to experience the great outdoors. Plus, nobody wanted to get a ticket from the ever-present park rangers. We then all got out of our cars and marched off toward South Falls, the closest and easiest to reach from the parking lot. It's just a quick five-minute walk, passing by restrooms, a restaurant, a gift shop, and even more restrooms. The Oregon Parks and Recreation Department really does know their customers.

The unique thing about this particular park is that it has 10 active waterfalls, each with its own character. You can walk directly under the turbulent waters, although we didn't, because of time constraints. As we walked back to our cars, my daughter and I overheard many tourists proclaiming, that they were going to complete the entire seven-mile loop of falls. What a grand day to do that feat, especially in this heat.

Back in the cars, we worked our way down from the steep mountains. Our group started to encounter endless farmlands. At every turn, there was a different field, and a different crop. I realized how much I missed Germany, because as one drives through Bavarian farmland, there are wooden signs telling passersby which crop is planted – usually its beer related -



*Mt. Hood.*

wheat, hops, or barley. However, with Oregon farmlands, I could only guess at what we were seeing. Some of the crops looked like wheat, potatoes, onions, alfalfa, hay, or garlic. There were also endless acres of wildflowers – white, purple, red, yellow.

We were warned during our safety briefing to “be careful”, that we might encounter farm machinery on the roads during this part of our journey. We did slow down once or twice waiting to pass tractors, which were also working their way down these same country roads. Sometimes we would hit a grand straightaway bordering newly-ploughed acreage. For the record I was not traveling 75 mph down a two-lane farm road next to an open field. But if I had, it would have been an exhilarating experience.

We then rounded a sharp corner and slowed down to a meager 35. As we drove through the corner, we spotted a white County-owned pickup truck parked on the right shoulder. A man wearing a fluorescent safety vest was talking on his cell phone. As he saw us pass, he immediately turned, and made the universal slow-down gesture with his left hand, moving it up and down. I quipped to Allegra, that he's probably calling his police buddies to meet us at the next intersection.

Thankfully, at the next intersection, there were

no police. But, as luck would have it, that's when our Porsche group got stuck behind a gigantic road-striping truck. The universe runs on Karma, and all of us knew immediately that this was payback for our too-quick drive through the open farmlands. We slowed down again, this time to just 12 mph. We poked along at this speed for the next thirty-five minutes on our way to Silverton. My daughter joked “Don't worry Dad, they're spraying white paint, and your Porsche's white! So, if they get some on your car, no problem.”

There is something to be said for being trapped in a car together.

My daughter lives in Portland, and I do see her fairly regularly, but not as much as I'd like. It always seems as if we only talk about our general day-to-day existence. It's difficult to find the time, and the occasion, to bring up topics with a more profound meaning. But being here, stuck in traffic behind a line-painting truck, that opportunity presented itself. We had a substantive conversation about her hopes, dreams, and plans for the future. I am again grateful to ORPCA for providing the line-painting truck.

Our merry band of wanderers finally made it to the drive's final destination - Silverton. After noticing that all the on-street parking was filled, we suddenly came upon a wide-open asphalt



(Above Restaurant at the park. (Right) The Gallon House restaurant at the end of the drive.

lot, so we quickly parked our cars there - and headed for the restaurant. Happily, lady luck was still with us. A woman from our group came running back, to tell the club that this particular lot was not for parking cars. What it was for, and why it was empty, we never found out. She went on to say that it carried a \$100 fine, and a tow truck charge if we were caught. You never saw so many Porsches move so quickly.

The Gallon House was not expecting us, and certainly not in such numbers. They seemed a bit miffed at first, but then as the gravity of the situation sank in, they became much more accommodating. The staff originally told my daughter that it would be a long wait. But they must have wrapped their minds around the problem, because we got served fairly quickly. Allegra had the Portobello mushroom sandwich, and I got a simple plate of Mac & Cheese - not wanting to make things any more difficult for the cooks. As I sat at the table chatting with my daughter, I also listened to the others in the group speak eloquently about their machines. The engines, exhaust, tires, fuel management systems - it was all in play. How does a car company inspire such devotion from mere transportation? Porsche inspires people to be more than they are, to reach higher. Is it a combination of technological superiority and



emotional excitement? And if it is, where does it come from? If other companies could bottle that, they would make a fortune. Whatever the 'secret sauce' is, it gets into your blood. I could never go back to driving just a normal car. If someday I can't drive a Porsche anymore, I think I'll just take the bus.

As we left the restaurant, I asked my daughter if she wanted me to sign us up for any more Porsche club drives. She said "Yes, in about a decade. It'll take that long for this to wear off."

Nice,' I thought, 'Mission accomplished.'

One final note, in case anybody's still reading this. I have a great tip for you. On the way back to Oregon City (the non-longer way) Allegra and I went again to Molalla. Las Delicias Bakery has the freshest doughnuts, Mexican pastries, coffee, and cakes in the area. My wife would have scolded me if I hadn't returned home with some. ■



## The 24 Hours of LeMans

PHOTOS AND ARTICLE BY DAN MORRIS

**B**ucket list adventures are wonderful to achieve, a joy to experience, and when surrounded by car and race enthusiasts an adrenalin-filled opportunity to celebrate the joy of Porsche (and those other fun brands).

Over Father's Day weekend, I had the privilege of attending this year's 24 Hours of LeMans with my son, William. This 101st year of the endurance classic was spectacular, and I will admit that I look forward to at least one return journey. Attending LeMans is complex; the sheer travel distance involved, arranging tickets, lodging, and local transportation. Once there, the overall event requires almost an entire day to comprehend. Television is excellent at demonstrating the driver's view; yet it pales to the thunderous vibrations of speeding Hypercars, experimental cars, and GT cars as they zoom by along the nearly 8.5-mile country-road-influenced track.

The administrative coordination

including tickets, lodging, and VIP services were outsourced to a race tour company called *The Grand Prix Club*. Our LeMans journey began in Paris at Charles de Gaulle Airport where approximately 70 enthusiasts met up for our four-hour bus ride to Tours. While en route, the conversation next to me mentioned Arizona Porsche Club drives. I interjected and introduced myself. When I mentioned being the Treasurer

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*This 101st year of the endurance classis was spectacular, and I will admit that I look forward to at least one return journey.*

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for the Oregon Region, the gentleman across from me said “well, if you are the Treasurer, then you must know Peg. He quickly introduced himself as EC Mueller and explained how his affiliation with ORPCA was instrumental in introducing Peg to our club. We must certainly thank EC for that. Of course, I snapped a photo and texted Peg (at about 3 AM her time) and soon thereafter she replied, with a smile, and even texted EC. The Porsche family is certainly special and we share a common bond - our enjoyment of our cars and our collective friendships of fellow club members.

The next morning, we boarded our buses eight hours before the start. Traffic to any race can be miserable, but traffic to a race that has 300,000+ spectators is a new experience. The French countryside is always pleasant as we passed family farms and watched all types of supercars pass by.

Once inside the official track area, we found ourselves just above the famed Porsche Curves. With a trackside private viewing area along with our official seats just on the other end of the Curves, we were never far away from the action.

Just outside our hospitality tent was the Porsche center (imagine – they are in the middle of their own curves) and with a PCA Membership or a key fob, Porsche owners were

admitted, provided some swag, access to the Porsche store, food, and new models, yet most importantly to me, nice, clean, and available restrooms. When 300k + people are all seemingly standing in line for facilities, it is nice to have options.

Prior to the race we were able to participate in the famed "grid walk". Now I have been to pit lanes, paddocks, and the like, but I have never been on a track among 90+ cars, and likely 100,000+ people all enjoying the opportunity to look, touch, and photograph their favorite cars and frequently even the full racing teams. I focused on enjoying each type of car and specifically the various Porsche versions. Although I will say the Aston Martin and BMW GT3 cars were also not only beautiful up close, but they were also fun to watch as they attempted to keep up with the 911 GT3 that ultimately won the GT3 division.

The race itself is a complete experience. It begins with the French Special Forces rappelling from helicopters with the French Flag prior to their national anthem and highlighted by their flyover with Red/White/Blue trailing smoke from supersonic Mirage jets. This flyover is impressive on TV – it is thunderous and bone-rattling in person.

Once the flyover departs, it is "start your engines" time and the (of course) 911 pace car sets off for a couple of warm up laps. The race focuses on the Hypercars – these are the technological marvels that are pressed to survive the grueling 24 hours of racing. Along with the Hypercars, this year also included the famed LeMans Prototype group

(these look a lot like a Hypercar) and this year the GT3 class. For 2025, I understand that the Prototypes will not participate, and they expect upwards of 40 entrants in the GT3 division.

Weather at LeMans plays an important role. If you think about France, this part is a lot like our Willamette Valley during our late spring. We frequently have three if not four seasons in a day. Add to that the extreme distance of this race circuit and there can be a torrential downpour on one side, extreme winds and cold on another, and yet on the third side, it can be sunny and bright.

While my son and I had the opportunity to spend the night at the race, it turned cold, windy, and rainy and we departed around six and a half hours into the race, returning to our hotel for some much-needed sleep. We returned about 12 hours later to much





improved weather as there were still nearly seven hours to run in the race. Overnight we missed four hours of the pace car leading under a yellow flag as fog and rain made it too dangerous for unfettered racing. Thinking about this, the 911 GT3 safety car not only drove so long it had to be relieved in the middle of the night as it was almost out of gas, but from a time and lap standpoint, likely led the LeMans race for more laps than any other car.

Once the weather cleared, racing began again with full throttle. The leading Porsche Hypercar drove hard against Ferrari and Toyota. In the end, Porsche #6 missed its place on the podium by less than two seconds after 24 hours of racing. The final 10 laps were simply thrilling as everyone's favorite cars were doing their best to outperform their opponents. On the GT3 side Porsche GT3 91 prevailed and won its class.

To provide perspective, during the race, the winning Hypercars completed 311 laps or approximately 2,650 miles whereas the winning GT3 completed 281 laps for about 2,390 miles. The Hypercars were simply that much faster.

Along with the race there are plenty of opportunities

to shop your favorite brands and I even was able to ride the iconic Ferris wheel that is just before the Porsche Curves and that provided excellent racing perspective. Music and entertainers were common and if you got tired of your current trackside view, you could hop a shuttle to the Indianapolis Curves and Mulsanne Straight. At each location, LeMans maintained trackside viewing for all ticketholders, nearby food and facilities, and an overwhelming opportunity to enjoy the race.

Finally, LeMans is famous for its trackside camping. From tents on top of 911s to classic motorhomes, to thousands of homogenous nylon tents, some of them with supercars alongside, LeMans provides ample opportunities for all enthusiasts to experience the 24 hours of racing in a time and place unlike any other.

My parting thoughts include 1) I will definitely return, 2) I will arrive earlier and stay longer, and 3) I will happily join other sportscar enthusiasts by fully immersing myself into this two-day extravaganza known as the 24 Hours of LeMans.

Here are some photos from Dan's time at LeMans. ■





# June Dinner Gathering: We Packed the House!

BY PAUL KUST

PHOTOS BY ANH LE AND MONTE ALLEN



(Above) Our restaurant for the evening! (Below) Paul Kust (Host), Ina and Gary Feldmann, Carlos Santayana, Anh Le, Ming Kust (Host)



Region Region PCA held its monthly dinner meeting on June 26, a week later than usual, to accommodate the start of the Spring Northwest Passage. It was worth the wait as we packed the house at Los Portillo's Camas location on the east side of Clark County, Washington.

Even though the dinner usually starts at 6:00 pm with cocktails and the usual small talk about our favorite mode of transport – Porsches - when I arrived at 5:30 to get ready to greet guests, the room was already near capacity. I was hoping for a good turnout and had half of the connecting room reserved for us. Sergio, the owner, was very accommodating of our large group of over 50 members attending!

It had been a while since my wife Ming, and I had been to a club event, (although I did make it to the Porsche Beaverton Cars and Coffee), it was wonderful to see so many members we had not seen in a while. I was glad I got Ming to take an evening Dragon Boat practice off. I will admit, it was easy for us to get to this event because it is only a mile and a half from our house!

Seeing Steve and Winnie Miller, who



Heinz welcoming everyone to the dinner.



(Above) Tables for our dinners.



(Left) New members, Walter Schwidetzky and Karen Goodson; (Right) Carlos enjoying the food.

drove from outside Oregon City made me smile. It proved how determined some of us are. But it is easy when you consider such a fantastic group of people who love to share their enthusiasm for the marque.

About halfway through the night, President Heinz Holzapfel welcomed everyone to the dinner and introduced several new members: Connie and Chris Bentley and Walter Schwidetzky and Karen Goodson. He also previewed upcoming events, of which all seem worthy of attending..... make sure you check the web page for updates.

Anh Le was gracious enough to print out the attendee list and check people in. I just went around and chatted with nearly everyone. I do think everyone had a good time. Next time you see Heinz, ask him just how big the Margaritas were!

See you all at the next one! Keep it right side up! ■



Anh Le and Ming Kust.

Enjoy the photos. There are more on our SmugMug site here: <https://orpca-pix.smugmug.com/2024-ORPCS-EVENTS/June-Dinner-6262024>



## June SUV Drive

BY RANDI LEDBETTER

PHOTOS BY JEANINE DOWNEY AND RANDI LEDBETTER

Our June SUV drive took us over some challenging mountain roads in the farm country north and west of Beaverton. There were six cars with 11 participants. Three people had joined ORPCA in the past year and one had never done a drive with the club. Our group consisted of two Macans, a pair of Cayennes, a BMW, and an Audi Q7. It's nice that our club encourages our members to drive any SUV on our inclusive SUV drives.

The route was laid out by Bob Ellis, who chose a few gravel segments because the scenery and corners were fun or connected to other roads on our route. Many of them had areas of irregular pavement, dips, and some potholes that would be hard on our usual sports cars, but were well suited for SUVs.

The route was very twisty and included loops

Enjoy the photos. There are more on our SmugMug site here: <https://orpca-pix.smugmug.com/2024-ORPCS-EVENTS/June-SUV-Drive-6292024>

where we were on the same road again; sometimes going in the opposite direction. We had two rest stops including the Jesse Mays Community Park, a new facility in North Plains; and the second was at Killin Wetlands Nature Park, a Metro facility past Banks with hiking trails specially designed for bird watchers.

The weather was just right. We saw a lot of bicyclists, farm equipment, and even a couple of tractors. That was surprising to Bob, our tour leader, because he had driven these roads many times in the past few years and had often passed bicycles but had never seen a tractor on any of them before.

We finished up with a great lunch at the Smokehouse Chicken and Guns Café on Highway 6 near Gales Creek. We all had a good day. Thanks to Bob Ellis for organizing and leading the drive. ■





"Top Time of Day" went to James Paulson in his 2020 Camaro SS 1LE.

# 2024 Autocross #4

BY ERIC FREEDLE / PEG RYAN  
 PHOTOS BY RICK PITTMAN AND MONTE ALLEN

Finally, on Sunday, June 9, we were able to enjoy some warm and dry spring weather that allowed us to properly exercise our cars! Sunscreen was also mandatory. Autocross #4 came off without a hitch. About 70 avid AXers showed up to mount their tires – if they had them – to test and do some cone dodging. Because of the dry conditions, times and competition were much closer. The two-wheel drive vehicles seemed to have the upper hand this day, claiming the top four spots, with three Caymans in the second through fourth spots. Top

time of day went to James Paulson in his 2020 Camaro SS 1LE with a time of 32.15 seconds, followed by Jeff Reece in a 2007 Cayman S with a time of 32.30, followed by Steve Savas in a 2020 Cayman GT4 who filled out the podium with a time of 32.61 seconds. Five other Porsches filled out the top ten. Thanks to all who attended our June event and the autocross team for again putting on a great show, with everyone getting seven runs! We actually had people cooling their tires with water sprayers – which points to warmer times to come in 2024. See you at the next one! ■



Eric Hoff helping one of the drivers with the course.

## AUTOCROSS #4 - TOP DRIVERS BY CLASS

TTOD	James Paulson	2020 Camaro SS 1LE	32.15
I01	Noah Swenson	1967 912	39.92
I02	Eric Freedle	2016 Cayman GTS	32.67
P02	Jeff Gretz	2001 Boxster S	35.01
P03	Jeff Reece	2007 Cayman S	32.30
P04	Jay Gaines	2018 Boxster GTS	35.35
S01	Bryce Berderka	1999 Porsche Boxster	34.99
S02	Chris Riha	1999 Porsche 911	34.01
S03	Peter Burke	2013 Porsche Boxster S	33.26
S04	Steve Savas	2020 Cayman GT4	32.61
V01	Harry Danberg	1973 911T	38.60
NPEV	Leif Johansen	2023 Tesla Y	33.07
NPA	Jon Steeves	2023 Audi RS3	32.84
NPF	Heidi Baer	2014 Nissan Altima	39.34
NPM	Brian Ferdinand	2022 Subaru WRX	32.84
NPR	Sean Funk	2004 Nissan 2004	33.00

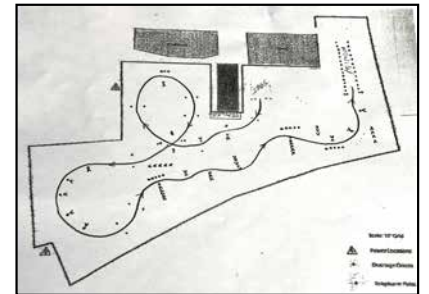
Enjoy the photos. There are many more on our SmugMug site here: <https://orpca-pix.smugmug.com/2024-ORPCS-EVENTS/AX-4-6092024>



(Above) Lined up on the grid.  
 (Left) Setting up the cones and timing lights. It takes a village to put these events on!  
 (Below) Course layout.



(Above) Rick Pittman found a great place to shoot!  
 (Left) Monty Allen having fun with Rick Pittman. Many thanks to both for taking photos.



Moses Qandil in his 2020 Porsche GT4.



Jay Gaines in his 2018 Porsche Boxster GTS.



Justin Hampton in his 2000 Porsche Boxster S.



Chris Jeans in his heavily modified 1974 Porsche 914.

## The *Anzeiger* Needs a New Guiding Hand

**H**ere 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](mailto:pastpresident@oregonpca.org). ■

## Drives Web Assistant Needed

**D**rives 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. 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](mailto: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.

**SIGN UP FOR MART FRESH NEWS TODAY: [www.pca.org/newsletter-signup](http://www.pca.org/newsletter-signup)**



## PORSCHE CLUB OF AMERICA

# Porsche Club of America

## ZONE 6 REGIONS



**British Columbia Interior**  
 President: Oskar Ciejek  
[info@bci.pca.org](mailto:info@bci.pca.org)  
<http://bci.pca.org>



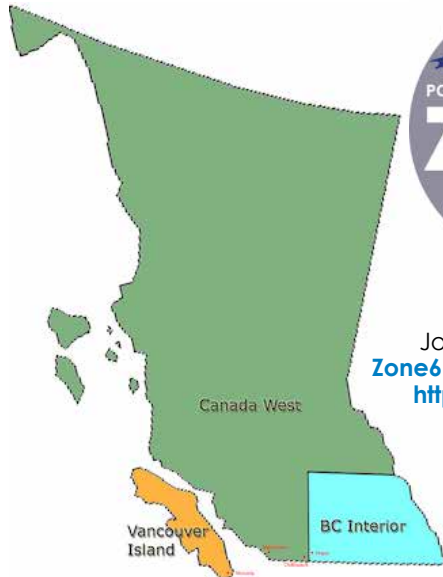
**Canada West**  
 President: Brad Bushel  
[president@pca-cwr.org](mailto:president@pca-cwr.org)  
<https://www.pca-cwr.org>



**Cascade**  
 President: Greg Dino  
[president@cascade-pca.org](mailto:president@cascade-pca.org)  
<http://cascade-pca.org>



**High Desert**  
 President: Fred Nielsen  
[president@highdesertpca.org](mailto:president@highdesertpca.org)  
<https://highdesertpca.org>



**PCA Zone 6**  
 Representative:  
 John Sommerwerck  
[Zone6Rep@nationalpca.org](mailto:Zone6Rep@nationalpca.org)  
<http://zone6.pca.org>



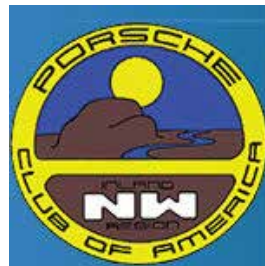
**Vancouver Island**  
 President: Paul Rossmo  
[president@virpca.org](mailto:president@virpca.org)  
<https://www.virpca.org:452>



**Silver Sage**  
 President: Vicki Pentecost  
[president@silversageporsche.com](mailto:president@silversageporsche.com)  
<https://silversageporsche.com>



**Pacific Northwest**  
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[president@pnwr.org](mailto:president@pnwr.org)  
<https://pnwr.org>



**Inland Northwest**  
 President: Tim Hagner  
[president@inwr.pca.org](mailto:president@inwr.pca.org)  
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**Olympic Peninsula**  
 President: Jill Diefenderfer  
[president@opr-pca.org](mailto:president@opr-pca.org)  
<https://opr-pca.org>



**Oregon**  
 President: Heinz Holzaphel  
[president@oregonpca.org](mailto:president@oregonpca.org)  
<https://www.oregonpca.org>



## Gear Up for the 2024 ORPCA Autocross Season!

**A**utocross 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 #5 | July 21**

<https://orpca.motorsportreg.com/events/orpca-autocross-5-7-21-24-portland-intl-raceway-pca-oregon-601828>

## **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 #5**

Sunday, July 21, 7:30am - 2:00pm

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

**T**he next Autocross of the season will be on Sunday, July 21. 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-5-7-21-24-portland-intl-raceway-pca-oregon-601828>.

*Note: Autocross #6 is on Sunday, August 11. Please register quickly as this is sure to fill up: <https://orpca.motorsportreg.com/events/orpca-autocross-6-8-11-24-portland-intl-raceway-pca-oregon-991844>*

## JULY BOARD OF DIRECTORS MEETING – VIRTUAL: NEW DATE

Tuesday, July 9 | 6:30 pm - 8:30 pm

The July 2024 Board Meeting will be held on Tuesday, July 9 from 6:30 pm – 8:30 pm. This will be a virtual board meeting on Zoom. All members are welcome!

*Note: August Board Meeting is Tuesday, August 13, 2024.*

## JULY SATURDAY DRIVE: FULL, WAITLIST CLOSED

Saturday, July 13

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 August Saturday Drive is Saturday, August 10.*

## OREGON PCA CAR CORRAL AT THE ROSE CUP RACES, PIR

Saturday and Sunday, July 13 and 14

Come and support Portland International Raceway (PIR) and bring your Porsche to the Oregon PCA Corral at the Rose Cup Races on Saturday, July 13 and Sunday, July 14 at Portland International Raceway (PIR). Gates open at 7:30 a.m. daily, with cars on course by 8:30 am on Saturday, and 9 am on Sunday; races run until late afternoon. Fans can look forward to qualifying and races on Saturday and a full day of featured races, celebrations, and ceremonies on Sunday.

Parking for the ORPCA Corral will be in the South Paddock across from the South Staircase for the bridge. Your \$40 Car Corral registration fee includes two 2-day admission tickets, special parking and a parade lap on Saturday and/or Sunday. Make sure you pick the Car Corral Option and put in Oregon Porsche Club as the club name. Go here to buy the ticket: <https://rosecup.com/tickets/>.

On the day of the event, enter through the main gate and let the parking staff know paid to park in the Porsche Club Corral. They will direct you. If you have questions about the event, please contact Tom Floyd at [tgfloyd@comcast.net](mailto:tgfloyd@comcast.net)

## JULY DINNER GATHERING

Wednesday, July 17

**J**oin us at Thai Bloom in Beaverton at 3800 SW Cedar Hills Blvd, Beaverton, OR 97005 for our July dinner gathering. Thai Bloom brings the delightful aromas, distinct flavors, and welcoming hospitality of the "Land of Smiles" straight to the Beaverton area. Serving authentic Thai cuisine and specialty dishes crafted by their native Thai chefs. You'll appreciate the elegant yet cozy atmosphere as you enjoy some of the finest Thai food in Portland! And a night out with your Porsche friends! We will have a limited event menu. We will order and pay at registration with room for 40 guests. Vegan and gluten-free options available. No MSG added.

Registration is open here: <https://www.oregonpca.org/event/july-dinner-gathering/>. Please note there are no refunds after July 10.

If you have questions, please contact the Social Committee at [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org)

*Note: The August Dinner Gathering is Wednesday, August 21*

## BOXSTER ONLY DRIVE

Sunday, July 21

**T**his drive features the car that saved Porsche in the late 90's, the Boxster. We will start in the Oregon City area, driving east along the Clackamas River to Sandy for our first rest stop. We will then travel north along the Sandy River and on to Cascade Locks for lunch at the Bridgeview Restaurant. There is a \$3.00 fee to cross the Bridge of the Gods with cash required. All Boxsters are welcome. There will be two groups of 15 cars. Complete information and registration are here: <https://www.oregonpca.org/event/boxster-only-drive-sunday/>

## FOREST GROVE CONCOURS D'ELEGANCE

July 21 | 8:30 am - 4:30 pm

**C**heck out the ORPCA special section with a number of member cars and all the other cars at the yearly Forest Grove Concours d'Elegance. For complete information go to: <https://forestgroveconcours.org/>

## JULY MIDWEEK DRIVE: DRIVERS SPECIAL - FULL, WAITLIST OPEN

Wednesday, July 24

**J**uly's midweek drive is designed for those who like to be up early to hit the road and have a driving experience. We will begin in Sandy and end up in The Dalles. This is a nearly 200 mile drive (excluding returning from The Dalles and traveling to the start in Sandy) and includes plenty of opportunities for changing landscapes and long sections of quiet roads. Because of the distance, this is designed as a limited group-size drive. It is designed for experienced driver/navigator teams.

This drive is full and a waitlist has been added. We will use the waitlist to fill cancellations. Go here for the waitlist: <https://www.oregonpca.org/event/july-midweek-drive-2/>

*Note: The next Midweek Drive is Thursday, August 22*

## JULY SUV DRIVE: PLANES, TRAINS AND AUTOMOBILES

Saturday, July 27

**S**pend a day on the Planes, Trains, and Automobiles SUV Drive organized by Jeff Gasparitsch. The route is about 150 miles including some out-of-the-way, back-country experiences. This drive will be considered CAT 1 (unpaved but well maintained roads) so there will be some dust. We will meet in Sandy. In your RSVP, please indicate if you plan to join the breakfast before the drive. The route is exploring the area and towns south and east of Mt Hood. The day will conclude with a picnic and a guided tour of the Western Antique Aeroplane and Automobile Museum (WAAAM) located in Hood River. Food will be available for pre-order from the Twin Peaks Drive-In which is adjacent to the museum, and consumed picnic fashion prior to our museum tour.

For complete information please go to: <https://www.oregonpca.org/event/july-suv-drive/>

*Note: The next SUV Drive is Saturday, August 24*

## SUMMER EVE DRIVE

Thursday, July 25 | 5:00 pm - 8:00 pm

This Summer Eve Drive is set up to be a leisurely summer evening drive starting after work and ending before the sun sets. We will leave from Hillsboro and end at Helvetia Tavern. Organized by Heinz Holzapfel, this is sure to be a fun drive.

We will all gather at 5:00 pm with a Participants Meeting at 5:15 pm. There will be one 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 opens on Thursday, July 11 at 7:00 pm here: <https://www.oregonpca.org/event/summer-eve-drive/>. We need a Sweep for the drive, so please volunteer when you register if you are willing to do this.

## PORTLAND CAR AND COFFEE – PORSCHE DAY

Saturday, July 27 | Starts at 8:00 am – cars in at 7:30 am

Our Portland Cars and Coffee has featured themes all summer long. Saturday, July 27 is Porsche Day. Bring your washed and shined Porsche down to Langers Fun Center located at 21650 SW Langer Farm Parkway, Sherwood, OR. Directions indicate to enter from Tualatin Sherwood Road via SW Century Blvd. The event opens at 8:00 am. Please note that there are only 65 spaces in the Featured Lot, so if you want to try to be there, please show up early. (The line for Mustang Day started at 6:30am). The organizers will bring in the first 65 Porsches in line starting at 7:30am and get them parked before the 8:00am start time. Last year they had over 275 Porsches. There are an additional 400 parking spaces for the rest of the cars.

For more on Portland Cars and Coffee go to: <https://www.oregonpca.org/event/porsche-day-at-cars-and-coffee/>

## QUARTERLY MIXER

Dub's Tavern, 2509 SW Borland Road in Tualatin

Sunday, July 28 | 2:30 pm – 5:00 pm

Join us for our third Quarterly Mixer of 2024 at Dub's Tavern located at 2509 SW Borland Road in Tualatin. Come gather with other fellow club friends and meet new members. The restaurant has reserved their covered patio exclusively for us from 2:30pm – 5pm. While registration is not required, it will help us with planning purposes if we have a rough headcount. Please kindly email [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org) if you think you may stop by.



## CASUAL DRIVE TO MIXER

Sunday, July 28 | 12:00 pm - 2:30 pm

Come and enjoy a leisurely afternoon drive before the Mixer at Dub's Tavern. Starting in West Linn, the drive will traverse the Willamette Valley towards Newberg, north towards Beaverton Area before returning east to join our fellow club members for the Mixer at Dub's Tavern. Lots of twists and turns are planned. We will have three groups of 10 cars. Please arrive by 12 noon to sign waivers and mingle. We will have a participant's meeting at 12:15pm. The groups will leave in increments of 10 minutes after 12:30pm.

When you register, please volunteer to lead or sweep. We may be able to add more groups if we have more volunteers. Registration is open here: <https://www.oregonpca.org/event/drive-option-to-mixer/>. Please register by car.

## OLD FASHIONED ARRIVE AND DRIVE

Saturday, July 28 | 9:00 am - 2:30 pm

This is an "Old Fashioned" Arrive & Drive event. No Registration is needed, just mark your calendar and show up if you are in the mood for a nice drive. The drive will start at the Fred Meyers Parking Lot, 7355 NE Imbrie Dr, Hillsboro, OR 97124. Please arrive by 9:00 am to sign the waiver and have a good chat. Safety Meeting 9:15 am, wheels rolling by 9:30 am. The first part of the drive will go up and down the West Hills with a Rest Stop in North Plains. The driving distance for leg one is about 34 miles and the driving time is about 1 hour. The second part of the drive leads us from North Plains east on backroads to Gales Creek, then south to Dilley, then east up to Bald Peak and down on the south side and circling north to Gaston for lunch at the One Horse Tavern. Driving distance for leg two is about 55 miles and driving time is about 1 1/2 hours.

Then there is a third optional leg from Gaston heading east to Laurelwood, on to Scholls, south to Chehelam, bypassing Willsonville, and reaching Dub's Tavern in Tualatin for the Club Mixer event. The driving distance for leg three is about 37 miles and the driving time is about 1 hour.

## WEST CASCADE SCENIC BYWAY DRIVE

Saturday, August 3 | Start time is 8:00 am

Come join us for a “kool” wilderness drive through the Clackamas, Willamette, and Mt Hood National Forests. The 95-mile journey begins in Oregon City and follows the Clackamas River venturing through the Riverside Fire Burns then miles of paved narrow forest and riverside roads passing Breitenbush Hot Springs and then back to “civilization” in Detroit, Oregon for a picnic and food carts lunch. The drive will finish in Detroit, providing opportunities for afternoon adventures if you want. We have two rest stops planned: the first includes a flush toilet and the second is a pit toilet.

This tour will start with 3 groups of 15 cars, but since we keep selling out, please sign up for waiting list once all groups are full. If you can Lead or Sweep a group, please sign up for that during registration as this will allow for inclusion and participation of more members. The route allows for additional groups if we have more leads and sweeps. Plan to bring a picnic lunch or patronize one of multiple food carts available for outdoor lunch since Detroit is still rebuilding from the 2020 wildfires.

Please arrive by 8:00am to sign waivers and mingle. We will have a participant’s meeting at 8:15am. The groups will leave in increments of 15 minutes after 8:30am.

Registration is here: <https://www.oregonpca.org/event/west-cascade-scenic-byway-drive/>

## NORTHWEST PASSAGE 2024: FALL IS OPEN FOR REGISTRATION

September 18-22, 2024

The NW 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 (1987)** 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)



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

## Ultraleggera 20" wheels for 911.1 widebody (C4S):

I have a set of 4 wheels that are ideal for track or winter tire setups. \$500. Please email [arthung@yahoo.com](mailto:arthung@yahoo.com) (6/23)



**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)

# 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:** 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 \$65K. 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](mailto: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](mailto:communications@oregonpca.org) for directions and we may include them in a future Member Gallery.



# ANZEIGER MARKETPLACE



**For Sale: 2003 Porsche Boxster S:** 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 \$16,500. Please call or email Mike Harvey for more information: (503) 887-1604 or [mikeharvey45@comcast.net](mailto:mikeharvey45@comcast.net) (7/24)

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**For sale: 1999 Boxster – asking \$13,000.** This is a great little car with lots of upgrades for \$13,000. 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](mailto:wilson2.rick@gmail.com). (4/24)

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**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](mailto:valkingkelley@gmail.com) (7/24)

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**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](mailto:davehanning@aol.com). (3/24)

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# 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](mailto:keithhill1@mac.com). (7/24)

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