

SPECIAL SECTION: NORTHWEST PASSAGE



Northwest Passage June 2024: Lakes and Lava

BY HEINZ HOLZAPFEL | PHOTOS BY ROSANNE WOODY, BRAD HEDSTROM, VALERIE MENELY,
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Enjoy the photos. There are more on Smugmug: <https://orpc-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!

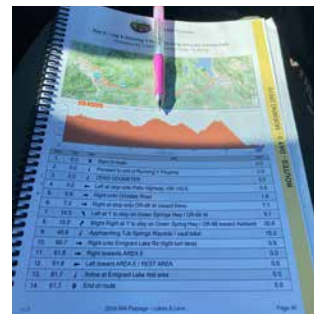
By early May, our committee was finalizing the routes and doing our



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 applying the door signs on his car; 2024 Tour book; Rest stop at Lake of the Woods.*



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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.

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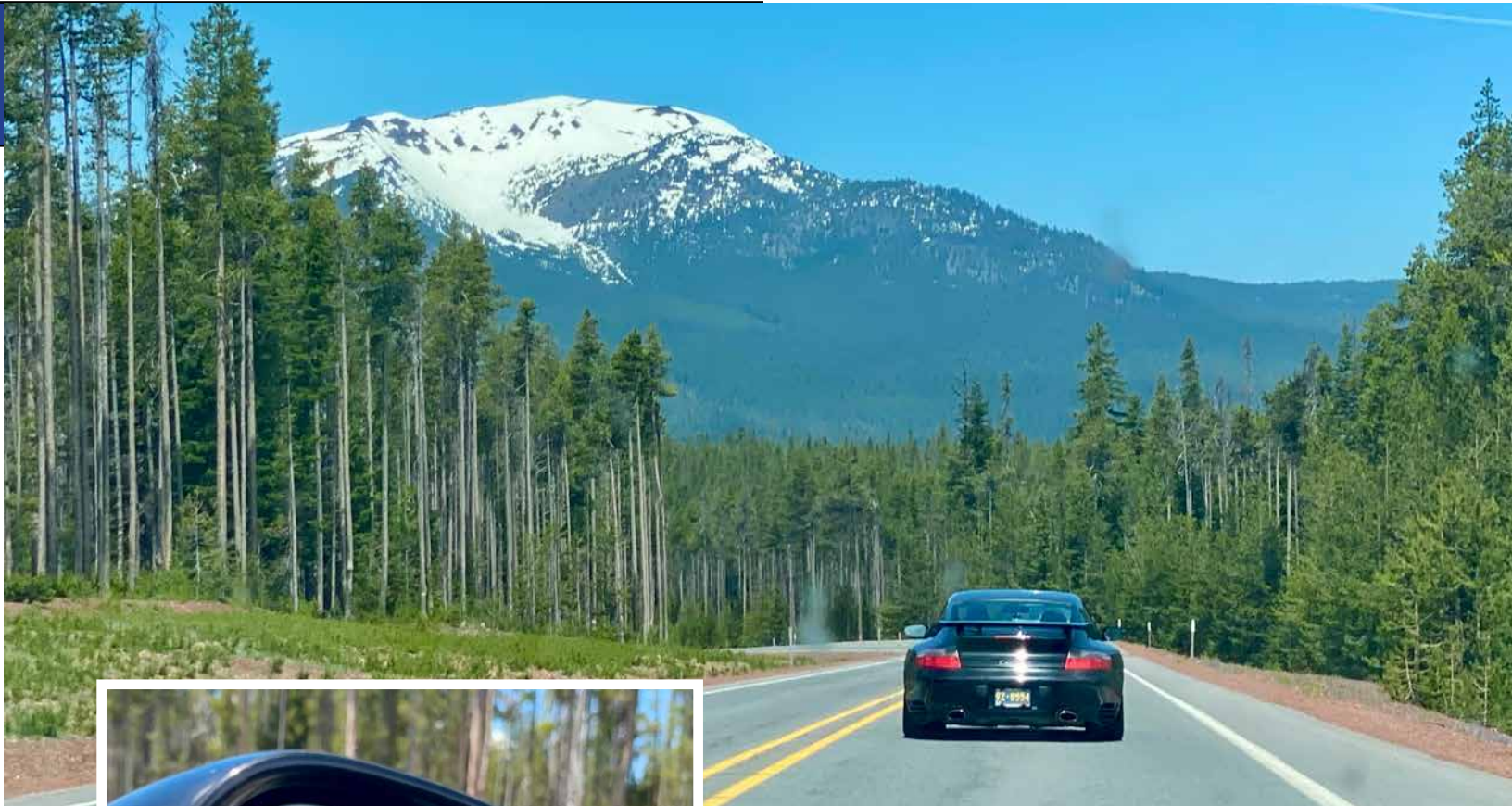
(Clockwise) Reception at the hotel in Lebanon – David and Lisa Burke; Historic Prospect Hotel – our wedding couple, Jim Goetsch and Vallerie Menely; The traditional beer wash. Plenty of beer, not enough hoses! Jacksonville Drinking Hole – Sylvia Nesson and Diane Homes.

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.*

Under 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

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.

