

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | OCTOBER 2024





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ANZEIGER
OREGON REGION PORSCHE CLUB OF AMERICA
VOL. 64, NO. 9 | OCTOBER 2024

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All coming events are listed on our website at www.oregonpca.org and are emailed weekly to our members.

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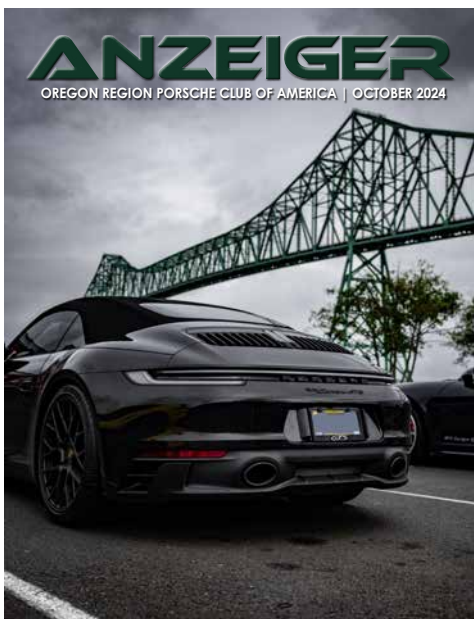
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PHOTOS

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Randy Homes
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ON THE COVER

Saturday Drive.
Photo by Yuzheng Wang

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

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tions and we may include them in a
future Member Gallery.

ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 64 | NUMBER 9 | OCTOBER 2024

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

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ANZEIGER NATIONAL AWARDS

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

National Newsletter Contest
THIRD PLACE 2003, 2006, 2020

Best in PCA 1971
PAUL HEINMILLER TROPHY

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EVENTS, OREGON REGION AND BEYOND

OCTOBER

- 23 Midweek Drive
- 26 SUV Drive
- 27 ORPCA 2025 Planning Meeting
- 30 Fall Afternoon Drive

DECEMBER

- 7 Holiday Gala
- 8 Tour & Drive Training
- 10 Board Meeting
- 14 Goose Holiday Lights Tour

NOVEMBER

- 3 Sunday Drive - Falling for Fall Drive
- 9 ORPCA 2025 Budget Meeting
- 10 Autocross Awards Banquet
- 10 Sunday Drive - Last Call Drive
- 16 SUV Drive
- 20 Happy Hour Gathering at McMenamins

JANUARY 2025

- 14 Board Meeting
- 15 Annual Meeting and Awards Banquet
- 15 Monthly Social Old Spaghetti Factory

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

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Ronald Katz
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 2023 911 Turbo S Cabriolet

Kristopher Johnson
 Portland, Oregon
 2020 911 Carrera

Wendy Wells
 Beaverton, Oregon
 2021 Macan

ORPCA LOCAL SUMMARY

Primary Members:627

Associate Members:408

Total Local Members:1035

PCA MEMBERS IN OR REGION

Primary Members:1270

Associate Members:742

Total Region Members:2012

NATIONAL PCA SUMMARY

Primary Members:106,510

Associate Members:55,801

Total National Members:..162,311

How to Join PCA and ORPCA

WELCOME PORSCHE ENTHUSIASTS!

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16YEARS

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15YEARS

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Anne Hill
Jeff Jenne
Stacy Benner

11YEARS

Derek Naidoo

10YEARS

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Nancy Nila
David Williams

9YEARS

Peter Burke
Diane Scott
Mark Davis
Leigh Anne Rettinger
Pete Libke
Andrea Libke
Greg Peters
Glenn Zirkle
Gabriel Zirkle

8YEARS

Richard Wu

7YEARS

Maynard Chambers
Claudia Reinhaus
Dennis Howell
Scott Williams

6YEARS

Rob Bosworth
Chris Curtin
Carlton Geer
Teri Geer
Brad Saunders
Donna Saunders

5YEARS

Glenn Whitener
Darren Johnson

4YEARS

Max Shepanek

3YEARS

Ian Crisp
Scott Gilberti
Hammad Khan
Claire Porter
Thad MacMillan
J Greg Ness
Jeremy Schroeder
Heather Broshes

2YEARS

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1YEAR

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PRESIDENT'S MESSAGE

Heinz Holzapfel,
President/Webmaster

Are There Still Cliques?

September is the month when hot summer drives give way to cooler, colorful fall drives. We had seven driving events in September, including the Fall Northwest Passage, the last Summer Eve drive for the year and the well-attended Oktoberfest Drive. We had two social events, including a fun event for white Porsches at the Artist Block Winery.

September also saw the roll-out of our re-designed weekly member email. It is now aligned with our website calendar, uses the same event images as the website events calendar and gives a quick overview of registration dates and status. Let us know what you like and your ideas for further improvement!

A shorter version of each weekly member email is now also being sent with a one-week delay to all PCA members in our region that are not yet ORPCA members. We are reaching out to these PCA members in an effort to have them join our club.

Dan Morris, our treasurer, has begun to scan all paper versions of the *Anzeiger* from 1960 to 2009. In 2010 the club switched to readable PDF files; all these

THE POLE POSITION

Recently, I've heard some talk about the club having cliques. Well, any organization has sub-groups. It's unavoidable. People just naturally fall into interest groupings. There are some who like to go out drinking after the meetings; others like to go straight home. Some like to go to events; others don't have week-ends free. Some like parties; others prefer the quieter life.

What is upsetting is the feeling that there are only a select few who run the club. There is no denying that this is partially true. Only a few are involved enough to do the work. But I am disturbed that some think it's a select group. Anyone can help. All you have to do is:

1. Attend as many meetings and events as possible.
2. Volunteer to help stage events.
3. Do the work for which you volunteered.

Any organization has those who volunteer to do the work and those who just sit back. Usually it's those who only sit on the sidelines who are the loudest complainers. Let's hear from the silent majority. We need you.

Gary
President



versions are on our website already. Once finished, these scans together with the PDF *Anzeiger* files will go into a fully searchable repository, a treasure chest for our club and our club historian, Randy Stolz.

While reviewing some scans, I found this president's letter from Gary Ragsdale from the Summer 1970 issue of *Anzeiger*. 55 years and it may seem little has changed. Are there still cliques? Sure, but as Gary writes, this is just normal human group dynamics. But I think the groups became more open to new members and more flexible. A feeling that only a select few are running the club? It may seem so if the same names show up in multiple club activities and operations. This quarter and continuing into Q1 next year you will see the roll-out of a more distributed organization of club programs. Key programs like drives will be managed by a committee with multiple volunteers and managed by a chair

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and a co-chair. This will help to distribute the enormous workload of organizing 60+ drives per year, further scaling up, and allows continuous operation in case a lead volunteer is traveling or otherwise unavailable. Gary's comments about volunteering still ring true 55 years later: We need you, please help. Luckily, we have seen a good number of new volunteers stepping forward and help to organize drives, the Northwest Passage, social events and club operations.

I mentioned in my introduction the September SUV Oktoberfest Drive. This drive is a good example of progress of the club and the nature of membership. In 2015, then club president Joe McQueen proposed to create events for SUVs. In 2018 a group led by Jeremy Williams organized the first SUV drives, such as a run up to Windy Ridge and the West Cascades Highway. I assumed that role in 2021 after Jeremy moved to Bend, and then Jeff Gasparitsch took charge in 2023. Since the first SUV drives, it has grown into 10-12 yearly events, weather permitting. In 2021 I introduced the Oktoberfest SUV Drive, organized by the SUV team but the route on all paved roads and open to all Porsches. The route always ended at our house for a Bavarian "BBQ": Grilled sausage, sauerkraut, potatoes salad, pretzels and Bavarian beer, all in reference to my hometown of Munich and its legendary Oktoberfest. The hope was to inspire fellow club members to attend similar drive events that end in members' backyards for socializing.

Every year in the past the weather for the Oktoberfest Drive was wet, so we had to use our



garage as a seating area. This year we got lucky, and the weather was glorious, and we could use our backyard patio. We had 27 cars and 49 participants joining, plus six other club members who came directly to the house and a couple of neighbors – a full house / patio! Quite an event for our sleepy street with all the Porsches parked. Unfortunately, Sylvia had to stay in the Bay Area due to family affairs, but I got help from fellow club members and good friends

Diane Homes, Anne and Jon Dantzig and Carlton Geer. It was nice to see the vibrant conversations, smiles, and camaraderie. No signs of cliques. Many of the 55 club members I knew already in person, but we had a good number of new faces and even a new member. Our club is a great opportunity to meet like-minded people and to make new friends. I was happy to see Jeremy Williams, who came with his mom, enjoying the event and seeing how the little group he founded has evolved. This is a great example how anyone of us can volunteer and make a difference and big impact!

I am looking forward seeing you at one of our many October events!

You can reach me at president@oregonpca.org. Together we drive! ■



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FROM THE VICE-PRESIDENT Carole Hedstrom

The Fourth Quarter

Here we are, three-quarters of the way through 2024. For me, the start of fall and the last quarter has always signaled that it is time to start planning for winter and the coming year. It probably helps that fall is my favorite season.

Many of you might soon be tucking your sweet Porsches away for a long winter's nap, while others of you may be

Chance Tops Down drive for early fall.

The Board and committee chairs will be meeting soon to discuss events and goals for 2025. If there are events you would like to see added or subtracted from the calendar, please get in touch with me or any other board member. Your feedback is valuable. What do you like, what events did you most enjoy this year, are there too many events, not enough, what could be improved? As you know, this is a completely volunteer led and run organization. Every event is built on good intentions, but the Board realizes there is always room for improvement and adjustment.

Looking ahead to 2025 gives me pause and makes me give my head a shake thinking we are already one quarter of the way through this century! It seems like just yesterday we were dancing to Prince's "Party like it's 1999" and lamenting the coming chaos of Y2K. While that will not be the case this year, celebrating, planning and anticipation are already on the books for fall of 2024. As always, your input, suggestions, and volunteer hours are welcome and necessary. Call, text, or email me with your thoughts!

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

It seems like just yesterday we were dancing to Prince's "Party like it's 1999" and lamenting the coming chaos of Y2K.

switching out the tires to the all-season variety, checking that wiper blades are in good condition and prepping for the rainy season. Either way, the last quarter still has many fun offerings from the Club. The Covered Bridge Tour is back for a repeat in October, there are more Autocrosses, SUV drives every month, F1 parties, mixers, and dinners to come. Tickets for the annual Holiday Gala go on sale soon too. The Holidays Lights Tour is in the planning stage as is a Last

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



We'll Help You Stay Safe!

PHOTO BY HAROLD KLEIN

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



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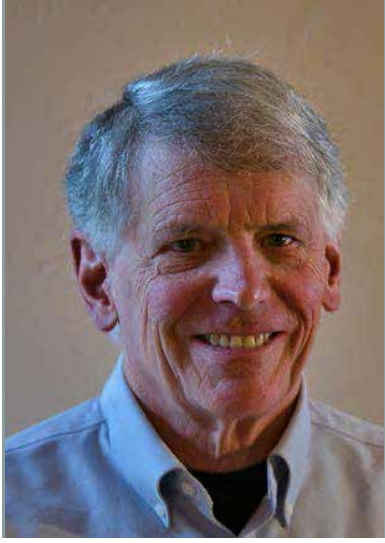


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ZONE 6 UPDATE John P Sommerwerck, Zone 6 Representative



October Signals End of Driving Season

The leaves are starting to turn, the days are becoming shorter and cooler. My driving season will be coming to an end too soon.

Nancy and I are heading out next week to the Fall Treffen Mount Washington at Bretton Woods, New Hampshire.

October holds a couple of trips, but nothing else is on the books.

So, as we reflect on the past driving season, think about those volunteers that made the events – driving tours, Autocross, DE's, etc., you enjoyed so much fun. Volunteers are what make PCA

successful! Maybe you could consider volunteering for your region. This is the time of the year when regions seek officer and director nominations. Region chairs for; tours, safety, insurance, etc. are sought out. Like driving tours, maybe you could step up and lead one. Appreciate the work the region leadership team does? Maybe you could volunteer to help.

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, New York. The **2025 Spring Treffen** will be held at the Omni Homestead Resort in Hot Springs, Virginia from April 30th – May 3rd. Registration opens on February 5th,

2025. **2025 Treffen at Sea** sets sail Sunday, August 30th from New York City, returning on Sunday, September 6th.

Treffen at Sea registration is now open!

We continue to fill our calendar with Zone 6 events. We are home for a few weeks, then resume



Parting shot. Oktoberfest 2023. Credit: Greg Myers

our Zone 6 travels. Next up is Silver Sage Region's Oktoberfest. Check it out at [PCA Zone 6 - 2024 OKTOBERFAST](#). In late October, we head to Seattle for PNWR's Tech Ed with Cameron Healy and Rod Emory. Check it out at [PCA Zone 6 - Tech Ed - Forty Six](#). 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 2025! ■



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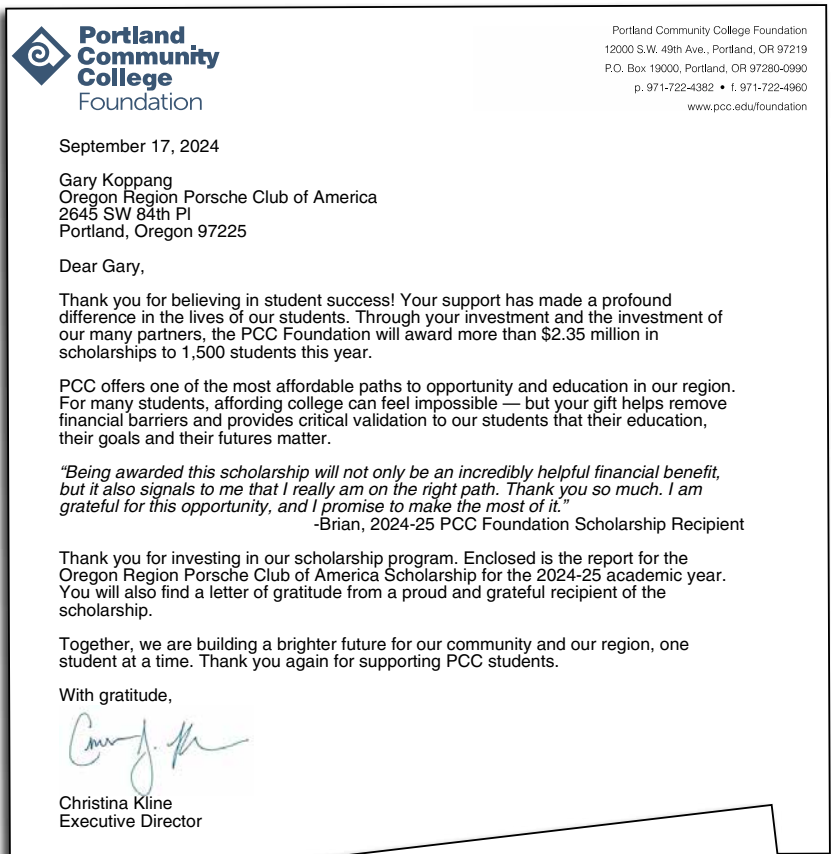
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Automotive Scholarship Awarded

BY GARY KOPPANG/ PHOTO BY PCC FOUNDATION

For the last eight years, the Club has given the Clackamas Community College, Mt. Hood Community College, and Portland Community College foundations money to award a scholarship to one of their deserving Automotive Service Technology students.

Pictured is the PCC scholarship letter from the Executive Director of the PCC Foundation, Christina Kline. Below is the PCC scholarship winner, Salah Malik who is pictured with the Automotive Service Technology program director, Russ Jones. I've known Christina and Russ since the ORPCA first started sponsoring the scholarships and they are both outstanding, stand-up people, dedicated to helping students achieve their very best.



A NOTE FROM AN OREGON REGION PORSCHE CLUB OF AMERICA ANNUAL SCHOLARSHIP RECIPIENT:

Dear Donor,

Thank you very much for the scholarship. This scholarship will be helpful to me because it will help me pay for tools that I need for my upcoming classes. I am grateful for this award because it will help me to pay for tools. I am studying to become an automotive service tech as the first person in my family. I grew up as an older son of my parents with four other siblings, and the first college student to enter the automotive program. I am from Syria and in my home country it is a hard opportunity to get a scholarship, especially during the war that happened in Syria.

Again, thank you so much for the opportunity and for picking me as the scholarship recipient.

Sincerely,
Salah Malki





THE SMUGGLER'S BOX opened by Randy Stolz

I have always been in love with cars, not just the freedom they allow, but also the speed they could achieve. Speed, combined with the adrenaline it would generate, makes it euphoric.

Opening the Smuggler's Box this month finds a story from 1982 by Steve Harsch, a Past President of ORPCA. Like most of us, Steve is a car addict, leading him to racing in his younger days. This story is not really about Porsches but about racing, a VW, and one of our most memorable alumni, Win Casey. The title has nothing to do with a song by Grace Slick and the Jefferson Airplane; though reading this wonderful recollection will ... "feed your head".

Chasing Rabbits BY STEVE HARSCH

I have always been in love with cars, not just the freedom they allow, but also the speed they could achieve. Speed, combined with the adrenaline it would generate, makes it euphoric. The ability to control that euphoria so you can pass everyone in front of you is what racing is all about, or so I thought.

That said, my first car was a '59 VW bug with an unimpressive 36 horsepower, which left me in the slow lane more often than not. Then, two things happened in quick succession, the first was

driving my brother's '53 Porsche roadster, and the second was watching the movie "Grand Prix" on the big screen. I knew I wanted to go racing and preferably in a Porsche.

Many years later, after seeking my need for speed thru a '69 Datsun 2000 and later a 77 Datsun 280Z, I became the victim of a hot shoe in a Porsche 911. It pulled me so bad thru a long sweeping corner, that my search started the next day for my 911. What, you are asking yourself, does this have to do with Rabbit racing?

Well, one thing leads to another, which leads to another and so on. The Porsche led me to Motorsports International which led me to my blue '74 911. After signing the paperwork, Bill Shores suggested I join PCA. This soon led to participating in the club's track days at PIR. Like so many drivers out there, I began pouring money into modifications to the 911 to make it faster.

One day while I was under the car adjusting the rear sway bar, a friend, Lane Sawyer, suggested that I might be doing it all wrong. Instead of pouring all this money into my street car, why not put that money into a race car. I said that

the cost of racing was out of my reach, it was just too expensive. He told me of his experience racing his Rabbit and had me sold when he suggested being partners with his car.

The plan was for me to go thru the training with SCCA and race the SCCA races while he raced Conference. Having the two separate sanctioning clubs with a class for the car in each made it easy. A check to Lane for \$2,500 led to purchases of a helmet, race suit, etc, and then sign up for SCCA's drivers training program. This finally led to my going Rabbit racing.

I was fortunate my first year and finished second in class which led to an invite to the Pacific Coast Regional Championship at Sears Point Raceway. That was an amazing experience ending with me winning the class championship. While this was a weekend worthy of more words, I'll tell you the story about a race I will never forget.

It was the first race of my second year, 1985. It was my year to race in Conference, and run on slicks. I had to run street-legal radials in SCCA. This was during the height of Rabbit racing when we would have race grids of 40 or more cars, and the racing was tight throughout the field. I took the pole in my class and had my race instructor, Win Casey, right behind me.

Now Win was a very good driver with years of experience so I was feeling pretty good. This changed with the drop of the green flag. Win immediately passed me in turn one, and the race was on. We were tied together for the next 30 minutes with us taking turns passing each other. I learned the art of 'bump drafting' down the long straight at PIR with our version being a bit more physical. Win's bump drafting included a bump, and sometimes quite hard. His favorite move was a hard bump at the end of the straight as we entered the braking zone. This would get me all crossed up and make for an easy pass for him.

As the race progressed the passes got more physical. The first came after five laps at turn nine.

Win drove to the inside while I tried to take my normal line into the corner. He was a bit late which led to him hitting me in the right rear; sending me off track heading for the turn station. I corrected, keeping my foot into it which brought me back on track right behind Win in the middle of a pack of Rabbits. Why no one else hit me says something about the driving of my fellow competitors.

I proceeded to bump draft Win all the way down the straight, and I do mean bump. It wasn't until turn three when I saw my opportunity to return the favor. I dove inside and proceeded to drift into Win which did two things. One, it kept my car online for the corner and two, punted Win off the track and 'returned the favor'.

The race ended with me ahead of Win for the victory and, surprisingly, no one was mad. In fact, when we lined up for our weigh-in we started re-living the race laughing about each bump and off-track experience. We inspected our cars and the nose of my red car was white while his white car had a red nose. The rear deck lids had a similar treatment while the final modification to both cars was a dent in the right rear of mine and a dent in the left rear of Win's car. It pays to have a body shop sponsor.

While Win and I were thoroughly enjoying ourselves, two very serious race stewards paid us a visit. After confirming that we were the drivers of the two cars in question, they proceeded to inform us that the turn workers reported twelve incidents between us. We tried the best we could to take this seriously, but we broke out in laughter. They wanted to know what was so funny, and all we could get out was that they missed a few. Surprisingly they dropped it.

I raced Rabbits my first two years, those were the most competitive races in over twenty years of racing. And yes, I finally did race a Porsche, a '62 Super 90 coupe. That's a story for another day.

If you have something to contribute to the Smuggler's Box, or ORPCA, contact me at historian@oregonpca.org . ■



Victory in the Vines

BY CAROLE HEDSTROM | PHOTOS BY ARTIST BLOCK WINES

ORPCA Members (left to right) Brad Hedstrom, Bob Ellis, Dan Polidori, Fern Kulpreecha, Joe and Nancy Kelly, Mike and Jan Fleming, Carole Hedstrom

Occasionally worlds collide. In this case, the world of wine collided with the Porsche world. Our club was contacted by a local winery, Artist Block, and asked to participate in an event to launch their new white wine named 0-60. Artist Block is a women-owned-and-operated winery near Dundee. Founder Anna Sweet envisioned Artist Block as a destination for wine drinkers interested in the worlds of wine and art. Part of that art includes Porsche.

Anna is the former owner of a Porsche and Porsche inspired the winery's latest white blend, 0-60, with a Porsche on the label.

For the launch of 0-60, Anna conceived of a day showcasing white Porsches along with a happy group of people dressed all in white while watching more white-clad people fencing! She's a dreamer and a do-er. It came together just as she envisioned. Fifteen white Porsches showed up! Everyone played along, wore white, drank white wine, ate white truffle pizza and watched fencing. This was not an official Porsche Club event, but it was fun to be involved in such a unique event. We signed up a new member simply by showing up and supporting a local business.

If you missed the event, be sure to check out the winery next time you are down around Dundee. <https://artistblockwine.com> and let them know, "the Porsche Club sent me!" ■



In Memoriam

John Joyce • 9/17/1939 - 9/06/2024

John Charles Joyce, a beloved brother, uncle, husband, father and friend, passed away peacefully on Sept. 6, 2024, at the age of 84. Born on Sept. 17, 1939, in Glasgow, Mont., John was the son of John and Margaret Joyce. He grew up in Portland, Ore., alongside his twin brother, Tom; his loving sister, Mary; and his younger brother, Mike. John attended All Saints School, graduated from Central Catholic High School in 1957 and went on to earn a Bachelor of Science in Electrical Engineering from the University of Portland in 1965.



John served as a Naval officer, completing two tours in Vietnam, and retired as a Commander from the Navy Reserves. He worked as an electrical engineer with Bonneville Power Administration. It was during a blind date on New Year's Eve that he met the love of his life, Patty Craven. The very next day they were on a ski date at Mt. Hood. John and Patty were married on Jan. 2, 1971, and shared a life filled with adventure and love.

John's life was characterized by his dedication to both his work and his family. He had a remarkable ability to bring people together, whether it was organizing family board game nights or supporting his children at every sports practice and game. He had great enthusiasm for a full life, including good wine, sports cars, and a fish always on his line. His commitment to ensuring that everyone felt included and enjoyed themselves were hallmarks of his character.

John is survived by his wife, Patty; their children, Brian, Megan (Dan) and Kevin (Alicia); grandchildren, Maggie, Ella and Sonny; and a host of cherished family and friends. He will be remembered for his unwavering dedication, his zest for life, and his profound impact on those around him.

Please contact the family for information regarding the celebrations of life for John. In lieu of flowers, the family requests that donations be made to Blanchet House.

To plant trees in memory, please visit the [Sympathy Store](#). ■

Published by The Oregonian from Sep. 19 to Sep. 22, 2024.



Saturday Drive to Astoria

STORY BY ROBERT MCDONALD, PHOTOS AS CREDITED

(photo by Rosanne Woody)

We began our September 14th Saturday Drive by convening at the Hillsboro Fred Meyer. Fortunately the weather was nice that morning, despite the mixed forecast calling for rain. Our group included several new members who introduced themselves, newcomers both to the club and Saturday Drives.

I was in Group 2, so we headed out

after a short delay. Traffic lights quickly separated us, so I became the head of a three-car chain as we followed the route on the new-to-me Ride with GPS app. Fortunately, once we got out of town, the route was straightforward and easy to navigate; the app performed well as far as verbal directions went. (The default settings for the app curiously have north fixed as “up” and don't keep the screen on — something I found can

be overridden by enabling “handlebar mode” at our first stop. I suppose those defaults make sense if you consider that this app is supposed to be used for cycling not for driving!)

I confess that I had a moment of confusion when I saw a stream of Porsches driving past me in the wrong direction. But I should have known better - it was just Group 1 leaving the first stop and slightly doubling back before getting back on the route.

Parking was somewhat

Nice décor for the Red Building. (photo by Anh Le)



Going over the drive route led by Jim Goetsch (photo by Anh Le)



limited at that first stop, but the scenery was quite pretty. We weren't there long before Group 3 arrived.

With the limited parking, I ended up slightly boxed in. Not so much that I wouldn't be able to get out, but enough that it might not have been obvious to our group that I was still there. As a result, when we went to leave, everyone was gone before I could get out of the parking lot!

Thankfully, the newly adjusted settings on the app made following the planned route easy enough. I must have been setting a much slower pace, however, because I never saw my group for the rest of the drive. When I missed a turn and pulled off to make a U-turn, however, Group 3 came up behind me and I slipped into that group's line instead!

We encountered rain off and on after the first hour, but it wasn't ever a problem. Given the forecast, it was about as good as could be reasonably expected.

We arrived at our final destination in Astoria right around 11:30 AM, a bit early for lunch, but not too bad. Speaking of which, lunch was at the Red Building and if the fish and chips that I got were any indication, their food is quite good!

After lunch, the rain *really* decided to come down! It was quite fortuitous that the weather gods decided to withhold that downpour until our drive was finished. ■



Robert McDonald's Red 1999 911 Carrera. (photo by Robert McDonald)



(photo by Valerie Menely)



Group 3 gathering for a photo op (photo by Anh Le)



New member Janine Esdanel in her Red 2011 Panamera 4. (photo by Valerie Menely)

Happy lunchtime diners! (photo by Valerie Menely)

Under the Astoria Bridge. (photo by Yuzheng Wang)



Air Cooled Drive

STORY AND PHOTOS BY RANDI LEDBETTER

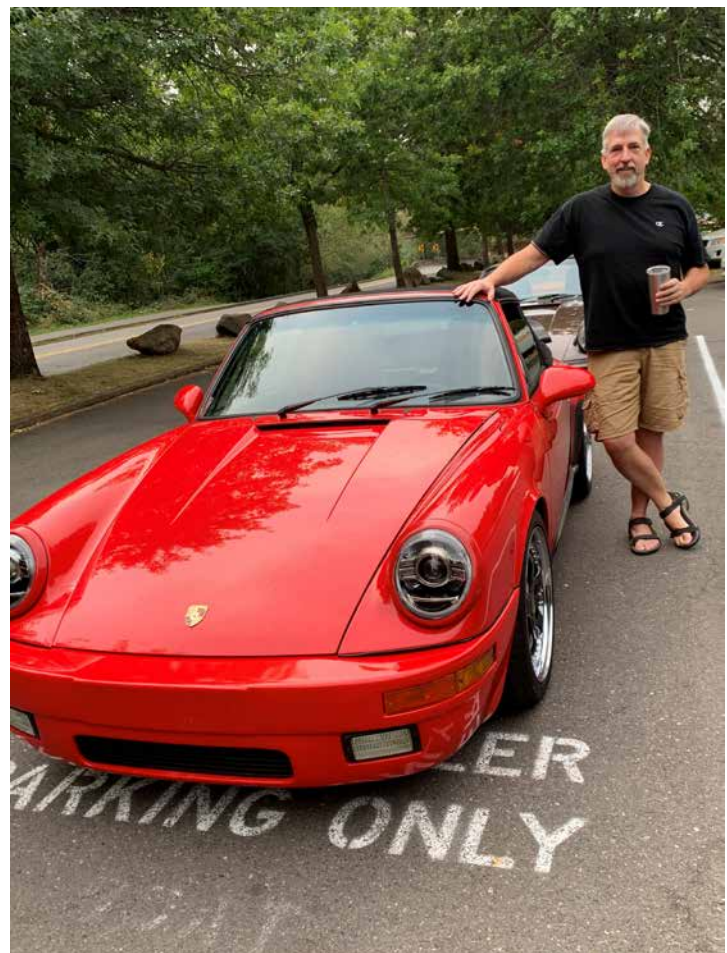
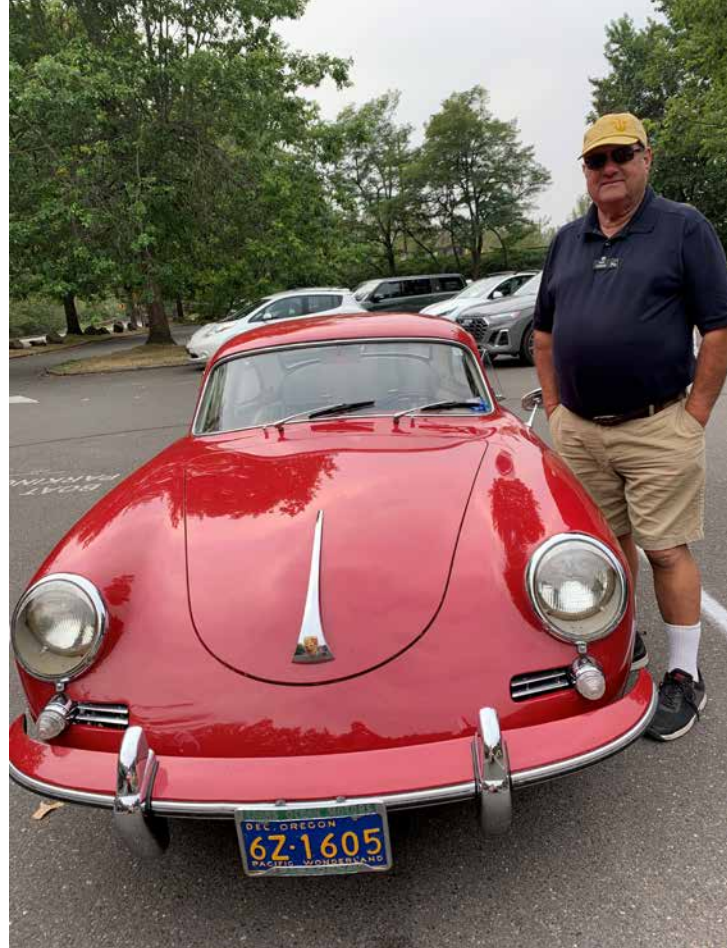
What could be more beautiful than a long string of brightly colored "classic" Porsches galloping along lovely country roads? Tour leader Kurt Fuerstenau found several that had some of the longest continuous right-left esses that I have been on. We had a very good turnout of early model Porsches. We met just east of Troutdale and drove around roads that showed us the Sandy River, the Portland water supply watershed known as Bull Run, and the charming "village" of Troutdale's downtown.

It's common for us on the tour to grumble about not going much faster than the speed limit, and, of course, we are not going to pass. But we had all the speed we needed to drive the challenging curves, and we were mostly a parade of Porsches, so passing wasn't needed.

We ended our drive at Pompello's for lunch, where a whole room was made available for us while we recovered from the business of turning, braking and shifting. Pompello's food was delicious, and service to our large group went smoothly.

Another great summer drive in the books. ■

Member cars span the generations...





Touchmark Car Show

A lovely lineup of Porsches.

STORY AND PHOTOS BY BRAD HEDSTROM

The weather was perfect and the cars on display, including many Porsches, sparkled in the sun.

Past ORPCA President Larry Hannan arranged a car show at the Touchmark senior living complex in Portland's West Hills on Friday, September 13, and fortunately, it turned out to be a very lucky Friday the Thirteenth! The weather was perfect and the cars on display, including many Porsches, sparkled in the sun.

Although not an official club event, a group of about a dozen members met at a nearby parking lot, drove together to Touchmark, then did a parade lap through the property. This allowed all the interested residents to see the cars as they passed through. The cars

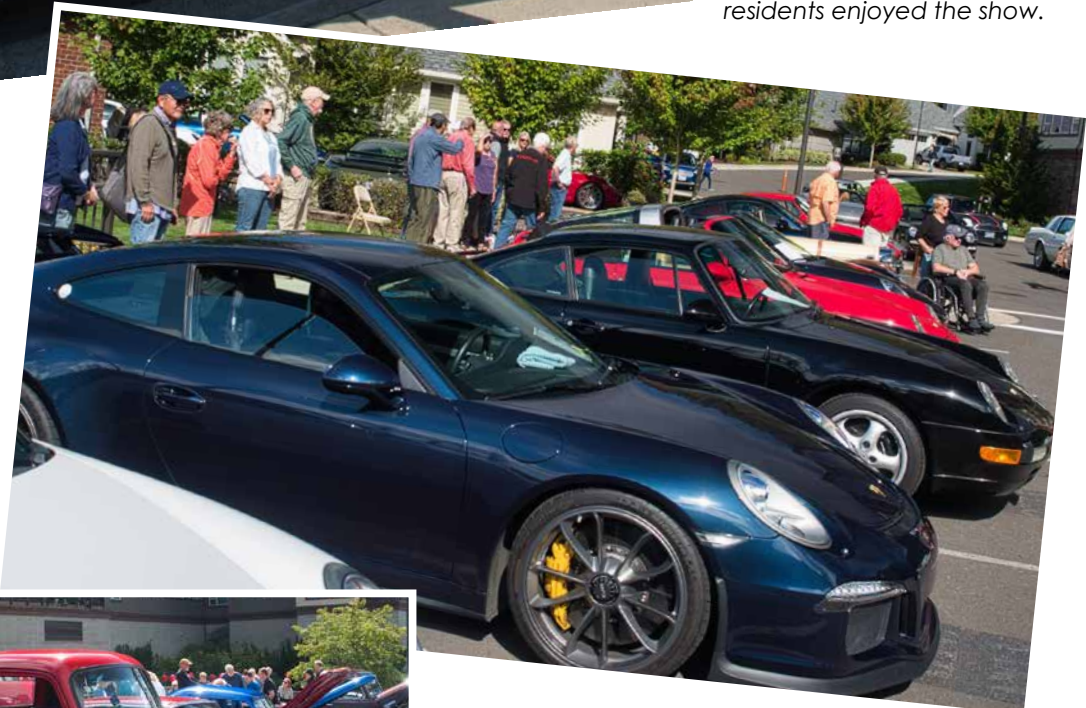
were then parked in a central lot near the facility's health and fitness club where the Kansas City Rhythm Kings were playing.

Between club members and some of the residents' adult children, we fielded a nice collection of Porsches. Several of the residents were petrol heads and enjoyed viewing the cars and chatting with the owners. A few of the residents were hot rodders and showed some excellent restorations and restomods.

The show wrapped up with a nice informal lunch allowing everyone to enjoy the sunny afternoon and the shiny cars. ■



...and more Porsches...and even more Porsches! The residents enjoyed the show.

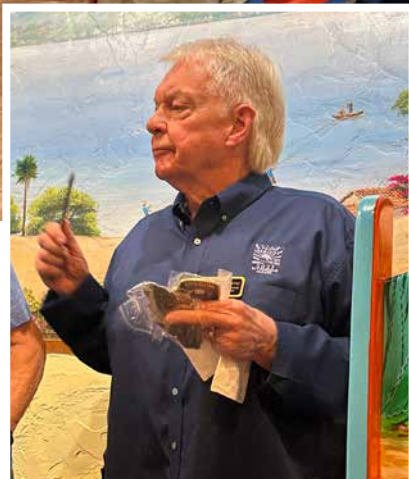


A number of older Chevys



September Dinner Social – Casa Colima

STORY AND PHOTOS BY HARRY AND STEPHANIE DANBERG



Special thanks to Chuck Hervey for making the Club announcements.

In September, we had our ORPCA monthly dinner social at Casa Colima in Hillsdale. Stephanie and I were pleased that everyone enjoyed our favorite Mexican place.

We were provided a separate room which was perfect for the 35 attendees to socialize and enjoy their meals. The restaurant was busy, but the hard-working and exceptionally friendly servers made sure everyone was taken care of quickly. We ordered from the regular menu, which had a great mix of fantastic Mexican dishes.

We welcomed two new members. Wendy Wells, who recently became the proud owner of a 2021 Volcano Grey Metallic Macan, and David Zygmunt, who also joined us for the first time with his 2025 Shade Green Metallic Taycan.

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

Thanks to Casa Colima for their great service and to everyone who came to make the evening special. ■



Rupert and Bobby Kobelgarde share a table with Don and Joan Palmer.

ORPCA HOLIDAY GALA

Early bird tickets on sale now!

Saturday, December 7

6:00 pm - 10:00 pm

Fabulous venue - Portland Yacht Club

In-demand DJ - Greg Pressler

Dancing

Delicious Food

Toys for Tots

Check your Lighting

BY PETER LINSKY

It's that time of year once more. Our clocks have shifted into reverse by an hour, and we're all getting ready for fall and winter. Check, check, and check....but one more item requires attention. Have you inspected all the lights of your daily and weekend drivers for proper function? Headlamp, tail light, brake light, side marker, back-up, and turn signal bulbs are not immortal, and the onset of earlier dusk and inclement weather make it even more imperative that you can both see and be seen in traffic.





NW Passage Recap

BY STEVE FERREE | PHOTOS BY TOSH KANNO AND MATTHEW NENNINGER



It was time for Southern Oregon to hear the roar of those beautiful Porsche engines, with a Corvette and a Jaguar F-Type thrown in for a bit of variety.

Oregon Region's Fall 2024 Northwest Passage "Lakes and Lava" tour was staged across beautiful southern Oregon. Wow, what an event! The first night was a kickoff reception in the city of Lebanon.

The following morning, we headed south to Klamath Falls and the Running Y Ranch, with a stop at gorgeous Diamond Lake for lunch, and then it was on to more twisting turns and outstanding scenery.

The next three days provided

everyone with several drives out of the Running Y Ranch that included challenging roads and breathtaking landscapes, a trip to the Edenvale Winery and lunch at the historic Prospect hotel, located just before the entrance to Crater Lake.

The group had great camaraderie, so in the evenings, everyone shared their stories and the passion for these iconic cars, bonding over horsepower and hairpin turns. There were new friendships formed and existing ones rekindled.

It was an enjoyable event, with excellent cuisine, scenic splendor, and a chance to make new friends and enjoy these cars we love – Porsches. ■



Gary and Ina Feldmann with Wendy Kanno.



Volunteer Julie Madrid checking on the dinner display.





Last Summer Eve Drive of the Season

(Above) Leader Jim Goetsch and flag bearer Valerie Menely.

(Middle) Carole Hedstrom and Dan Morris going top down.

(Below) Perfect top-down weather.



STORY AND PHOTOS BY HEINZ HOLZAPFEL

We started our Summer Eve Drive last year to see if there was a demand for such an event and received a lot of positive feedback. The idea was to give members an opportunity to leave the office early and attend a short two-hour drive and then get together for dinner. Those drives in July and August were very well attended. So this year we planned three Summer Eve Drives and I volunteered to organize the first as well as the last drive of the season on September 5th. We had 16 cars signed up and of those 12 showed up. We typically have 10-20% no shows or cancellations in our events, and due to the shorter sun light in September the drive started at 4 PM instead of 5. A good lesson. We split into two groups of six cars each and it turned out to be incredibly fun and very easy to keep the group together while we maintained the pace.

Our starting point was the Jessie Mays



Park in North Plains. While this location is further out than our typical Fred Meyer start on the west side, it avoids dealing with rush hour traffic and has direct access to back country roads, increasing the fun factor. The first part of the drive went from North Plains on the flats west over to Roy, Greenville and Kansas City, then turned south to Dilley and Laurelwood with a rest stop on familiar Bald Peak.

The second leg went southeast through the Chehalem Hills, crossing 99 and into the Parrett Hills and ending at the RAM restaurant in Wilsonville, where we enjoyed a cold beer and good food over lively conversations.

Next year? We are thinking of five summer eve drives! Keep the good stuff coming! ■





Throwback to Traditional Arrive and Drive

STORY BY RANDY HOMES | PHOTOS BY BOB ELLIS

July 28th was throwback Sunday. For the first time in four years, the Club held a traditional no-reservation, no-limited entry Arrive and Drive. No stress of signing up before you even know you'll be free the day of the drive. No guilt from signing up and then dropping out because of a last-minute conflict. Nope. Just show up and drive. In my case, I didn't even know until the day before whether or not I would be able to attend due to family visitors. (More about that below.) So, a big thank you to President Heinz Holzapfel for sanctioning it and being the Tourmeister.

Although the sky was heavily overcast, 15 of us in nine cars met at the Hillsboro Fred Meyer. In the pre-drive meeting, Heinz described the course and explained it would be a leisurely drive through the West Hills to Chehalem Mountain and ending with lunch in Gaston. Perhaps the definition of "leisurely" to lead driver Jim Goetsch and his navigator (and new bride) Valerie Menely differs somewhat from Heinz because their pace was quite spirited in the traditional manner.

After covering some familiar twisty roads of the West Hills such as Logie Trail and Pumpkin Ridge (and also observing that Multnomah County's pothole repaving budget is still non-existent) we arrived at Jessie Mays





Park for our first pit stop. From there we proceeded west through the flat farm country between Banks and Forest Grove which to my surprise contains the unincorporated community of Kansas City. I'd never heard of it despite my growing up in the Portland metro area.

After circling west of Forest Grove, we headed through Laurelwood to our second pit stop at Bald Peak State Scenic Viewpoint. At an elevation of 1,639 feet the views were truly stunning. At least they were 50 years ago before the trees grew to their present height. Nevertheless, if any park in the metro area can be called a traditional ORPCA pit stop, this one is it.

From Bald Peak, we proceeded down the Newberg side of Chehalem Mountain and hoofed it to Gaston via North Valley Road ending at The One Horse Tavern in Gaston. This restaurant is a favorite stop for club member Carlton Geer whenever he is in the area

which, based on his familiarity with the entire menu, is quite frequent. All 15 of us sat around the same giant round table with a couple of expansion tables which added to the camaraderie of the event.

My wife Diane's brother-in-law, Ted Olson, was with us over the weekend which explains why I didn't know until the last minute whether or not I would be able to attend the tour. Lucky for me Ted jumped at the opportunity to fulfill a bucket list item of being the passenger in a car with (according to his telling of the story) no functional brakes. Probably due to his trying to read the driving instructions while simultaneously keeping a grip on his seat, his tummy decided to revisit his first day at sea in the navy. Despite his discomfort he said he had a wonderful time and more importantly was struck by what a wonderful group of people we were. He truly agreed with the phrase that it's not just the cars, it's the people too.

So, thank you Heinz, Jim, Wendy, and Carlton along with everyone else on this tour, namely Randi Ledbetter, Bob Ellis, Jerry and Deborah Goldstein, John and Rosanne Woody, Dan Kelly, and Steve and Kristin Moody.

Also, a special note to all navigators: Based on my experience with Ted, I now have a greater appreciation of just how difficult it is for you to keep us going in the correct direction while maintaining your equilibrium. ■



Scan QR Code to
see the Spring
2024 Winners



Win a Porsche with PCA's member-only raffles!

Twice a year, many PCA members get a surprise announcement!

Discover an incredible benefit of PCA membership: the opportunity to take part in PCA's semiannual raffle. Members can buy entries for a chance to win a brand-new Porsche. The fall raffle is on the horizon, with the anticipation of multiple winners.

Stay tuned to pca.org for raffle dates and details!



PORSCHE CLUB OF AMERICA

Porsche Club of America

ZONE 6 REGIONS



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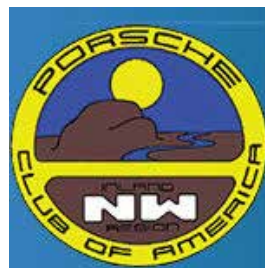
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Photos from Autocross #7

PHOTOS BY MONTE ALLEN



ORPCA HOLIDAY GALA

Early bird tickets on sale now!

Saturday, December 7

6:00 pm - 10:00 pm

Fabulous venue - Portland Yacht Club

In-demand DJ - Greg Pressler

Dancing

Delicious Food

Toys for Tots



A TIRE RACK STREET SURVIVAL SCHOOL IS COMING TO YOUR AREA!

"IT'S ABOUT MORE THAN DRIVING. IT'S ABOUT LIVING."

Location:

Saturday, November 2nd, 2024
Portland International Raceway
1940 N Victory Blvd
Portland OR 97217
8:00AM- 5:00PM

Host:

Tire Rack Street Survival -
Oregon Region SCCA
Local Contact: Michael Posner
503 929 5985
Tire Rack Street Survival office:
864.438.2060

The **Tire Rack Street Survival** school is a safe teen driving program designed to go beyond today's required driver education and give teens across the U.S. the driving tools and hands-on experience they need to become safer, smarter drivers. The school provides trained and qualified in-car driving instructors as well as a valuable classroom experience for each student.

[REGISTER FOR STREET SURVIVAL](#)

This school is open to permitted or licensed drivers ages 15-21.

ANZEIGER MARKETPLACE



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

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

VEHICLES FOR SALE



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



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

ANZEIGER MARKETPLACE



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



For Sale: 2017 Porsche Cayenne S e-hybrid Platinum Edition: Calling all Porsche enthusiasts looking to step into the hybrid/ electric world! Presenting the exceptional 2017 Porsche Cayenne S e-hybrid Platinum Edition. This meticulously maintained SUV delivers a combination of power, efficiency, and opulence that sets it apart from the rest. With its striking design, advanced features, and low mileage (less than 33,000), this is an opportunity you don't want to miss. 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: 2012 Porsche 911 Carrera S VIN # WPOAB2A99CS120539. Black leather Interior/ Guards Red Exterior Color. Low mileage; 14,060 miles. 3.8L H6 Gas FI DOHC 24V. 408 HP. Sports Spoiler (newly replaced). 20" Carrera S Wheels. New Michelin Cup 2 tires (minimal use). PDK Automatic. Rack and Pinion Steering/ Power steering. Coupe Body Style. Electric Slide Tilt. Mint Condition. Maintenance by Marque Motors in Portland, Oregon (records available upon request). Purchased from Kendall Porsche dealership in 2016; second owner. Always garaged. Highway Mileage 25 mpg / City 18 mpg. No accidents. Asking \$78,000. Please contact Val King at valkingkelley@gmail.com (7/24)

Have you taken some great photos on your recent drives?

Share them with your fellow members!

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

ANZEIGER MARKETPLACE

PARTS FOR SALE

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

Porsche 18" wheels and winter tires for Boxster and Cayman:

Pirelli Winter Sottozero Serie II 240 NO tires, 235/45R-18 and 265/45R-18. New in September 2023, used less than 800 miles. Date Codes: 2123, 2223, 2623, and 2623. 18" Ronal wheels: 8J x 18 ET57 front, 9J x 18 ET47 rear, with Porsche center caps. TPMS sensors installed. Front wheels weigh 19 pounds each, and Rear wheels weigh 21-22 pounds each. (Tire weight not included). Fit all Porsche 981 Generation; will also fit 982 Generation (718) but TPMS sensors are not compatible. No curb rash. The previous owner lightly sprayed the wheels black. (Car not included). \$1000. Free delivery in the Portland area. Please contact Chris at Ccurtin@rockisland.com (8/24)



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

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

For Sale: OEM Standard Headlights From a 1999 C2 cab:

Up for sale are my OEM standard headlights from a 99 C2 cab. They are in excellent exterior condition. No fogging or discoloration at all. There is a h7:S-V.4LED bulb installed on both sides and will be included in sale. The seals need to be replaced and the passenger side does have some worn wires – currently the turn signal wiring likely needs to be redone. Price is \$650 OBO. These would be a perfect setup for return to OEM or mod job. Also for sale are a stock stereo and trim pieces for \$200 and \$125 respectively. Please email Matt Smith at marosmith@gmail.com about these items. (12/23)



Wanted: Boxster Spyder or Cayman R Forged Alloy Wheels...

for a 2006 Cayman S. Front-235/35ZR19. Rear-265/35ZR19. Please contact Phil Dollar at dollarphil58@gmail.com. (2/24)

ANZEIGER MARKETPLACE

For Sale: Porsche Boxster OEM Hard Top:

Like new, Porsche Boxster OEM hard top in Basalt Black Metallic. For reference, the top that is for sale is pictured on a polar silver Boxster. Included with the sale is the rack.

If interested, please contact Neil Ward at porschegerman914@gmail.com. Thanks for looking. (9/24)



For Sale: 19" Kinesis Forged Wheels and Bridgestone RE-71R tires

that will fit Caymans and Boxsters. They are in excellent condition with absolutely NO curb rash. They will be provided in the original boxes.

Specifications: Fits Porsche lug patterns Fronts – 19x8.5, offset +50 Rears – 19x10 width offset +36 Porsche center caps. Price: \$2,595 Please contact Barry Cogut at Barry@cogut.com (9/24)



For Sale: 19" Cayenne
Wheels with 265/50 R
19 Bridgestone Blizzak
Winter Tires: Wheels are
in excellent condition with
colored Porsche center
crests. Tires are used and
good for one more season.
Price \$600. Contact Stu
Moss @ (503) 310-7258 or duetto430@gmail.com



The Anzeiger Marketplace has a track record of sales and is a free service provided to members. We are now including your listings in the Classified section of the Club website as well. To submit, update or renew an ad, email classifieds@oregonpca.org. Ads will run for at least three issues and may be renewed upon request, space permitting. **If your item sells prior to renewal, please notify us at classifieds@oregonpca.org.** Up to three photos may be submitted, and will be featured if space permits. Items offered for sale must be the personal property of the member; services are not eligible for advertising in Marketplace. Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue and are subject to space availability. Make checks payable to Oregon Region PCA and mail to PO Box 281, Lake Oswego, OR 97034. n



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