

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | AUGUST 2022

*Special Section:*  
**June Northwest Passage  
2022**

*See Page 22*





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OREGON REGION PORSCHE CLUB OF AMERICA  
VOL. 62, NO. 7 | AUGUST, 2022

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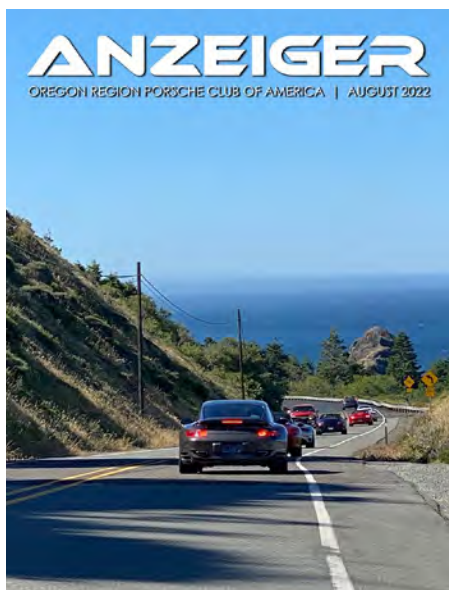
**AUGUST, 2022**

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Tosh Kanno  
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Randy Stolz  
Joe Sweeney



## ON THE COVER

Porsches on Hwy. 101 on a perfect summer day on the Oregon Coast during Northwest Passage 2022. Photo by Mike Madrid.

# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 62 | NUMBER 7 | AUGUST 2022

## Oregon Region Porsche Club of America BOARD OF DIRECTORS 2022

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[CLICK HERE](#) for July, 2022 Board of Directors Meeting Minutes

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## ANZEIGER NATIONAL AWARDS

**FIRST PLACE** 2022 National Newsletter Contest, Class V PCA Region  
**THIRD PLACE** 2020 National Newsletter Contest, Class V PCA Region

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

**THIRD PLACE** 2003 and 2006 National Newsletter Contest  
**PAUL HEINMILLER TROPHY**  
Best in PCA 1971

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# EVENTS, OREGON REGION AND BEYOND

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

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

## AUGUST

- 10 **Board Meeting**
- 13 **Arrive and Drive**
- 14 **Autocross #6**
- 19 Werks Reunion, Monterey, CA
- 24 **Midweek Drive**
- 24 **Dinner Gathering**
- 27 **SUV Drive**
- 27-28 Taste of Motorsports PIR

## SEPTEMBER

- 2-4 Indy Cars at PIR
- 10 Arrive and Drive
- 14 Board Meeting
- 17 Tech Session/Garage Visit
- 14-18 Fall Treffen, Sunriver, Oregon
- 21 Midweek Drive
- 21 Dinner Gathering
- 20-25 Northwest Passage: FULL
- 25 Autocross #7

## OCTOBER

- 1 SUV Drive, Wine Country
- 1 Covered Bridge Tour
- 2 Autocross #8
- 8 Arrive and Drive
- 12 Board Meeting
- 15 Tech Session/Garage Visit
- 19 Midweek Drive
- 19 Dinner Gathering
- 29 SUV Drive, Oktoberfest

## NOVEMBER

- 9 Board Meeting
- 12 Tech Session/Garage Visit
- 16 Dinner Gathering
- 19 SUV Drive, Cape Disappointment

## DECEMBER

- 4 Holiday Party
- 14 Board Meeting
- 17 Tech Session

## ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

### EVENT PHOTOS

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

### COVER PHOTOS

- The cover "bleeds" off the edges, so please leave a good margin on every side of the focal point (most often, a car)
- Make sure there is nothing significant in the masthead area.

### ALL PHOTOS

- Shoot and send the highest resolution possible.



Send an email to Peg at [communications@oregonpca.org](mailto:communications@oregonpca.org) for directions to post your pictures.



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# WELCOME NEW MEMBERS!

Alan Dierickx  
Tonya Staines  
Beaverton, Oregon  
2002 Boxster S

Alan Kovar  
Portland, Oregon  
1977 911S Targa

Tom Adams  
Lake Tapps, Washington  
2003 911 Carrera

## ORPCA LOCAL SUMMARY

Primary Members: 651  
Associate Members: 384  
Total Local Members: 1,035

## PCA MEMBERS IN OR REGION

Primary Members: 1,144  
Associate Members: 683  
Total Region Members: 1,827

## NATIONAL PCA SUMMARY

Primary Members: 95,854  
Associate Members: 51,495  
Total National Members:  
148,349

# ADVERTISER INDEX

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14	Porsche Beaverton .....	503.505.6200
47	Stuttgart Autotech .....	503.635.3098
10	Vintage Underground.....	541.510.5296

# AUGUST ANNIVERSARIES

## 43 YEARS

Rupert Koblegarde  
Bobby Koblegarde

## 40 YEARS

Robert Ames  
Kathleen Ames

## 37 YEARS

Douglas Skinner  
Somludée Skinner

## 35 YEARS

P. Bruce Myers  
Ivy Myers

## 32 YEARS

Michael Criscione  
Linda Criscione

## 28 YEARS

Michael Fleming  
Janet Fleming

## 27 YEARS

Jay Culbertson  
Leslie Culbertson

## 25 YEARS

Steve Wicke  
Rose Wicke

## 24 YEARS

Eric Freedle  
Cheryl Carpentier

## 22 YEARS

Kevin Chapple  
Rhonda Swearingen  
Jim Hanset  
Dee Hanset

## 20 YEARS

William Berner  
Brian Hranka

## 19 YEARS

Bruce Sweetman  
Carmen Sweetman

## 18 YEARS

Edward Clarke  
Deborah Clarke  
Thomas Hill  
Carolee Hill  
Stefan Long  
Christiane Long

## 16 YEARS

William McCabe  
Ursula McCabe  
Norvin Shuster

## 12 YEARS

Jorge Ferro  
Susan Ferro  
Daniel Hein  
Suzanne Creitz  
Niren Lall  
Jennifer Lall  
Bruce Rose  
Kris Rose

## 11 YEARS

EC Mueller  
Kelly Mueller

## 10 YEARS

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Mary Gross  
Brian Schmidt  
Ashley Busby

## 9 YEARS

Michael Volk  
Tal Volk

## 8 YEARS

David Gross  
Robyn Gross  
Jim Hopkins  
Mark Thayer

## 6 YEARS

Teresa Farrell Richardson  
Lance Larivee

## 5 YEARS

Bruce Hoffman  
Erma Hoffman  
Tony Humpage  
Emily Qi  
Fredrick Kinder  
Donna Whitaker-Kinder  
Donald Nelke  
Linda Tracewell

## 4 YEARS

Hayden Price  
Cathie Price  
Mike Stack  
Stacy Stack  
Bruce Warner  
Robert Whitmore

## 3 YEARS

Scott Gratsinger  
Becky Gratsinger  
Nicholas Harter  
Matthew Johnson  
Anh Nguyen-Johnson  
Michael Maloney  
Richard Maloney  
Chris Vacca  
Stephen Zoeller  
Gretchen Zoeller

## 2 YEARS

Ell Rosenthal

## 1 YEARS

Jeff Burlingame  
Danell Burlingame  
Todd Buzalsky  
Brenda Buzalsky  
Christian Davis  
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Lori Fenn  
Dan Thompson



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## PRESIDENT'S MESSAGE

Peg Ryan

# Great Porsche Turnout at Rose Cup Races Corral

**O**RPCA enjoyed a great turnout at July's Rose Cup Races at Portland International Raceway. Our car corral was filled with Porsches of all description. I was thrilled to see the participation from club members on both days of the event. We had over 50 cars in our corral and I only counted the cars on Sunday. There was no comparison to the other car club corrals, which had only a few cars on hand. Thank you to Tom Floyd for organizing the corral and to Stephanie Floyd for all her help and to everyone who came out. Our corral at the Forest Grove Concours d'Elegance was also very successful. We totally filled out 20 slots with all kinds of Porsches. Thank you to Larry Hannan for his effort in organizing this and getting everyone some lunch!

Our new pop-up tents are absolutely wonderful. A big thank you to Steve Miller who had the vision to create these. Take a look at the picture on this page from our Rose Cup Corral. We also used one of these at Forest Grove Concours d'Elegance and the Portland Cars and Coffee at the end of July. These give us a very professional look!

There have been some date changes for two of our regular events due to scheduling issues. The August Arrive and Drive is now on Saturday, August 20 and our monthly Dinner gathering will be on August 24. Please keep an eye on your weekly email blasts for changes like these and for other events coming.

On August 7 we returned to our annual Summer Driving Tour and Picnic. Because of COVID we held our summer picnic at Steve Millers home, Millerdale, for the last two years. This year we returned to Stoller, but not at the vineyard/tasting room location. We



The new pop ups worked great in the corrals at the Rose Cup and the Forest Grove Concours.

went to the Evergreen Aviation Museum (home of over 100 planes including the Spruce Goose and an SR-71 Blackbird) in McMinnville. Our thanks to Jeff Gretz for organizing this picnic. Look for an article next month on this fabulous event.

My husband and I are in the midst of planning a drive to the Porsche Sports car Together Festival at Indianapolis Speedway over Labor Day. We are excited to see the Porsche Carrera Cup Racing, see the largest gathering of Porsche GT cars and celebrate the 50th anniversary of the RS model. We are driving our Cayenne. There will be some long days on the road to get there and back. I should have a report on the event for the October Anzeiger.

Have a good August. You can always reach me at: [president@oregonpca.org](mailto:president@oregonpca.org). ■



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

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PHOTO BY ERIC LEWIS



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FROM THE VICE-PRESIDENT  
**Heinz Holzapfel, Vice President/  
Webmaster**

## NW Passage Scores High with Attendees

**T**he Northwest Passage is ORPCA's premier driving tour. This year for the first time we are offering the same event twice, once in June and again in September. The June tour was well-attended with 39 cars and 74 people. Afterward we sent a questionnaire to all participants to see how happy they were with the various aspects of the event. Questions included their impression of the tour overall, driving, driving directions, meals, hotels, and socializing. We also asked for feedback on each of these categories to learn how we could further improve the experience.

To measure satisfaction, we used the widely used gold standard in measuring customer happiness, the "Net Promoter Score" (NPS). Essentially the feedback is scored by a number from 0 to 10. The happy customers ("Promoters") are in the category of 9 and 10, neutral customers in the category 7 and 8 and unhappy customers ("Detractors") in the category between 0 and 6. The percentage of happy customers minus the percentage of unhappy customers results in a customer satisfaction number. As an example, Cable companies are typically around 0, iPads & iPhones are around 50. It's hard to get any score above 50.

70% of the attendees answered the questionnaire. The overall rating of the tour was an exceptional 75, showing that the formula of the tour is very well-liked. The drive itself was rated at 89, the driving directions at 91, meals at 51, hotels at 46, socializing at 83. While most attendees were happy with the meals and hotels, there is a wish for improvements, some of which are difficult to achieve given that the tour is going through remote areas with limited options for food and hotels.

We are already planning to implement some of the items mentioned in the feedback, such as better integrating first-time attendees, using a hub-and-spoke route with multiple nights at one hotel, both to avoid packing and re-loading every day and also offering better hotel and food options. Training and a "cheat sheet" on using the Scenic navigation app (around 25% of cars this year used this app) is also in the works.

And on a different note, some additional good news: our website again won second place in the National PCA website contest for a Region our size. This is a very competitive group and we are thrilled to have done so well.

Please reach out to me at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org) for any questions, ideas, proposals or to raise your hand and volunteer. ■



NW Passage featured unforgettable routes.





PORSCHE

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## ZONE 6 UPDATE

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

## Keep up With the Zone on Facebook

**W**e have returned safely to our Idaho home from our trip to Porsche Parade 2022. Our eastern trip took us to 17 states. We drove 6746 miles and clocked 104 engine hours.

Back in April, I commented that we were working to get the Zone 6 website updated, <https://zone6.pca.org>. Unfortunately, we have been experiencing and resolving several technical difficulties. My thanks to Heinz Holzapfel, Oregon Region, for his efforts. With Heinz's guidance we have developed a layout for the updated site and a plan to implement. In the meantime, I have created a Facebook page for Zone 6. Please check it out, follow, and post Zone 6 relevant content. I will be posting from my travels around the Zone.

As I work with the aid of others in Zone 6 on zone social media content, I have found a number of opportunities for change. For example, our zone logo is not readily scalable. Ernie Monroe, Silver Sage region, has offered to help me update our logo so it is more social media 'friendly.' I appreciate the support from across our zone. Proving yet again, it is not the cars, it is the people!

I have been catching up on my Panorama reading, and I usually start my reading in the FROM THE REGIONS section. My thanks to; Steve Fairbrother / Vancouver Island, Peg Ryan / Oregon, Martin Wild /



Pacific Northwest, and Andrew King / Silver Sage, for promoting Zone 6 region activities.

Did you sign up for our 'home' Treffen in Sunriver? Nancy and I are signed up.

We head out next to Canada West Region's Escape 2022. Then over to Oregon for their summer picnic and then up to Coeur D'Alene for Inland Northwest Region's 50th anniversary celebration. We hope to see many of you as we travel around Zone 6.

Stay healthy and we will see you in the Zone. ■



Porsche Parade 2022 was "fueled by volunteers."





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SPINNEN  
Randy Stolz

## Getting The Perle Ready for Concours d'Elegance

**P**repping for a Concours...Work or pleasure? For many years when working as a course marshal during the Rose Cup Races in Portland I was aware of the Concours d' Elegance in Forest Grove west of the big city. In those days it was scheduled for the following weekend, so there was no conflict, but usually, I did not attend. It existed as an after-thought to this young racing enthusiast as another car-related weekend on lower priority than 'honey-dos' promised beforehand.

Now those marshalling days are but a distant memory. Rose Cup, for me, has moved into the realm of traditions to be cherished along with the rest of Rose Festival. And Forest Grove, like the North Star, was known to be there but regrettably seldom seen on my part. That will change this year as I'm an 'entrant'. Well, sort of.

At 87 thousand miles, my 2003 Boxster is no garage queen and I have no illusions anymore about competitive showings. Still she has taken a podium at Parade Spokane and at Phoenix Flight. The last was with 70+ thou on the clock ... not bad for a near 20 year old driver. This time however she and I will relax in the unjudged encampment under those hundred-year-old oaks that grace Pacific University.

The whole idea of relaxing at a Concours will be new to me.

In the past, I would busy myself with last minute details until the judges arrive. Brandishing the lint roller and removing errant compound with a trusty bamboo skewer relieved the pre-judging jitters. I never could just stand around and gab with friends beforehand. You see, instead of farming out the preparation, I do it myself. I know, I know; you're mechanically inclined and hate doing aesthetic things. I used to be that way until I bought this car which pretty much forced me to ignore the engine and farm out mechanicals.

As I write this I'm putting the finishing touches on the 'Perle'. Actually you could say I'm avoiding touches by keeping my grubby mitts off the fresh coat of car-nauba wax and the clean glass windshield. The spot-less interior, now lined with painter's plastic masking was achieved through various contortions rivaling any yoga moves you can think of. Ann won't be in the car 'till after the show which means the passenger side will remain makeup free. OCD? Well, maybe. I just hope the cool morning drive to the campus will be




Ready to go to the show. Photo by Randy Stolz.



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relatively bug-free. If I was headed back to Spokane I would be applying 'Trac-wrap'. I still might to avoid road hash behind the wheels.

This year's theme of the show is 'British Elegance' and of the 299 entries, I counted 84 from the UK. I had no idea there were that many still running (just kidding). A Concours is all about excellence. Not just in the obvious preparation of the cars but in showcasing automotive design. It's a chance to see classic cars but more importantly to see them against other classics and develop an appreciation for what makes various designs timeless as



opposed to forgettable. By extension, along with a souvenir, you can take that appreciation home with you to remember while fulfilling those 'honey-dos'.

—KEEP SPINNEN ■

## Diverse Porsches Represented Club at Concours

BY LARRY HANNAN | PHOTOS BY ERIC LEWIS AND BILL RASNAKE

The 2022 Forest Grove Concours d'Elegance is now history. Randy Stolz and 21 other Porsche Club members met in the Safeway parking lot in Forest Grove at 7:00 a.m. and then drove over to Pacific University together. After getting our participant envelopes and pausing for a picture in our cars we were led to our corral location. After rearranging the area, we were able to comfortably park all nineteen cars. What was great about our corral was the diversity of Porsches that were there. Our corral contained a sample of cars spanning more than 60 years and a variety of the models. Models represented on the field were 356, 914, 928, 912, 911's from 1971 thru 2022, Caymans, Boxsters, Cayennes, and a Taycan Turbo S. Thanks to all our members who participated. ■

To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/2022-ORPCA-Events/Forest-Grove-Concours-July-17/>

*Clockwise from near left: Randy's Boxster lined up with other Porsches; Two 356s joined our corral; Two visitors to Bill Rasnake's Taycan; Stan Dickison, 2013 911 Cabriolet.*







# What a Day at AX 4! Tricky Turns on a Dry Course

To enjoy more photos from this event, go to: <https://orpcax-pix.smugmug.com/2022-ORPCA-Events/AX-4-June-25/>

(NOTE: Download photos with the down-arrow icon.)

BY PEG RYAN | PHOTOS BY RICK AND JEN PITTMAN AND DAVE NORMAN

Our June Autocross was dry and by the second run group it was hot. The racing layout was difficult with some tricky turns, but what a great day!

Top Time of Day (TTOD) went to Carl Ag in his 2001 Chevrolet Corvette Z06. I believe this is a first TTOD for Carl.

Behind him was David Kosa in a 2021 Boxster Spyder, Tong Qi in his 2019 GT3 RS, Eric Freedle in his 2016 Cayman GTS and Anson Lytle in his 2014 Cayman S. The difference between Carl and Anson was only .9 seconds. ■



Above: Cameraderie while walking the track. Right: Tong Qi's beautiful GT3 RS creating some dust on a hard turn.







Clockwise: A determined Diane Scott; Cones flying; Mike Stack focused; New member Jackie Ray with Peg Ryan, Roy Johnson and Les Schreiber; Lifting a tire!





## Northwest Passage 2022 Driving "Bridges to Beaches" Tour

STORY AND PHOTOS BY MIKE MADRID

To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2022-ORPCA-Events/North-West-Passage/>

(NOTE: Download photos with the down-arrow icon.)

Summertime and the living is easy", so says the song composed by the great George Gershwin.

I love summertime. As a kid in the 60's I met summertime with great anticipation. Summertime meant fishing at the neighboring lake, camping, and hiking with my Boy Scout troop. Also, flyfishing the Alpine lakes and streams of the Sierra Nevada Mountains with mom and dad. Backyard BBQs and long bike ride with my buddies. Sleeping under the stars and imagining how far away they were. Those summertime memories are forever etched on my mind and at

times, I still dream of them.

I still greet summertime with great anticipation and still experience some of the same activities, however, less often. Less often because summertime means the best driving weather on some of the best roads in the Pacific NW. I love carving curves on roads that seem like they were built purposely for driving Porsches or your favorite sports car. The ORPCA NW Passage Tour is 3 days of driving on some of the best roads, with some of the nicest people, car culture people, Porsche people.

This NW Passage Tour, "Bridges to Beaches" started with a hosted beer,



Left: Mike and Julie's Boxster ready to go; Above: Joe Angel, John Crosley, Steve Miller, Tom Floyd, Larry Hannan enjoying the beach.





wine, hors d'oeuvres reception at Beaverton Porsche. A great time for new and returning tour participants to meet while being surrounded by masterfully engineered beauties from Zuffenhausen. A goodie bag was presented to each participant with fun and useful gifts from tour sponsors, HAGERTY, Porsche Beaverton, Provenance, Morgan Stanly, Farmers Insurance, Taste of Motorsports, and Avant Garde Collection. Thank you all for your generous support.

Wednesday afternoon as we were coming through Silverton en route to the Oregon Garden, we stopped to top off the tank and the young gas attendant said, "man I have never seen so many Porsches in one day, this is cool". Yes, my young friend, it is cool. After registering at the Oregon Garden Resort, we were treated to a hosted welcome reception with beer, wine, and delicious appetizers. A very nice charcuterie spread with assorted cheeses, fruit, veggies, and crackers, but the bacon-wrapped scallops were the stars of the show and so yummy.

The Oregon Garden, located in Silverton, Or. is 80 acres of diverse botanical beauty showcasing species of the

Willamette Valley and the Pacific NW. In the 1940s the Oregon Association of Nurseries was exploring the idea of a botanical garden to showcase the diverse plant species of the Willamette Valley and the Pacific NW. However, it wasn't until June 27, 1997, that the idea sprouted into a groundbreaking event. It's a beautiful display and worthy of a visit. I told my wife Julie, "they must have a lot of green thumbs working here, they would never hire me".

The next morning was all business, with Joe Kelly leading the driver's meeting, safe driving review, and group photo. Then to the casual observer, it seemed like a Le Man's start, as drivers and their navigators, hurried to their cars. Then, with the beautiful sound of 30-plus flat sixes accompanied by a few V8s starting their engines, we were off for our first leg of the tour.

*Above left: Joe Kelly's Drivers Meeting. Above: Driving through the redwoods.*



# SPECIAL SECTION: Northwest Passage June 2022



*Above: Julie Madrid enjoying the Patrick Creek Lodge; Dinner after a long day of driving.*



The first leg from Silverton was nice relaxed motoring past forest and farmland on Hwy 22 and 226 towards Lebanon. From Lebanon, we followed Hwy 34 thru Philomath en route to Alsea. This stretch of Hwy 34 was met with the type of road we long to drive, easy flowing curves that crossed numerous wooden bridges with single-lane traffic, but also offered up nice tight corners that had us searching for the correct corner entries, hitting the apex and exiting while searching for the next corner. We crossed the Hannah Covered Bridge which was worthy of multiple photos. The Hannah Bridge spans 105' across Thomas Creek. A wooden structure built in 1936, the Hannah Bridge has seen 86 years of automotive evolution. What a story it could tell.

We stopped for lunch at the Adobe Resort in Yachats and although normally closed on Thursdays, Joe Kelly used his Irish charm on his exploratory tour to persuade the Chef and Manager to remain open on Thursday afternoon to

feed our group. Thank you, Joe.

With full stomachs and ready for more road ahead, we casually cruised 101 miles of Highway 101 along the beautiful Oregon coastline to Bandon. OR. I had forgotten how this section of the Oregon coast was dotted with huge rock monoliths that jettied out of the Pacific Ocean yet, so close to the shoreline.

Upon arriving in Bandon, we were set up in our comfortable and clean accommodations, half right on the shoreline with ocean views and the other half on the hill just opposite with views of the Pacific Ocean. After a short nap, it was time for dinner at Lord Bennet's Restaurant. After a dinner of either Hazel Nut crusted Halibut or a New York steak, we were quizzed but Joe Kelly on how Bandon got its name. It turned out that Bandon was named by George Bennet, who was a native of Ireland, and in 1873, he named the town Bandon after the Bandon River, County Cork, Ireland. George Bennet was not a Lord, but who



would know, he was 5,000 miles from his native Ireland.

Day two started with our mandatory safe driving meeting but also much-appreciated input on the tour guide's turn-by-turn instructions and road cautions. This leg was 126 miles of scenic driving along the Pacific Ocean, into California, and across the Smith River. A left turn onto US-199 headed us into the magnificent redwood forest where 2000–3000-year-old giants oversee all who pass by. This was a beautiful stretch of road, however, the continuous road construction only allowed for taking in the majesty of the redwoods, and spirited driving was prohibited.

The staff at the Historic Patrick Creek Lodge prepared a BBQ buffet lunch. Originally a stagecoach station in the 1800s, the Patrick Creek Lodge was rebuilt in 1926 as a resting place for travelers making the trip from California to Oregon, and the return trip long before I-5 was the planned interstate.

After lunch and with muscles and legs stretched, we headed up US-199 and continued to Hwy 260 towards Grants Pass. To celebrate General U.S. Grant's 1865 victory at Vicksburg, the road construction crews working on road improvements over the hills north of the city named the area, Grants Pass. To give credit where it is due, all or most of the historical context of this article came directly from the NW Passage Tour guide book that each participant receives. The next 144.7 miles would take us from the Pacific Coast Ranges through the Rogue River-Siskiyou National Forest and into the Umpqua National Forest. US-199

offered up some nice driving roads until our merge onto I-5 toward Roseburg. Upon arrival in Roseburg, we overnigh-  
ted at the Holiday Inn with a view of the South Umpqua River. A hosted reception with beer from Two-Shy Brewing and wines from Cooper Ridge Winery was on hand to complement the hors d'oeuvres. Dinner was on our own and Julie and I found a great little restaurant call True Kitchen and Bar. If you are in Roseburg, give this place a try, it was fantastic.

After a great night's rest, we started day three with, the safe drivers meeting, driving details, and precautions of the route ahead. Onto I-5 for 12 miles and then, 111 miles on Hwy 138W for some of the tours' most beautiful and fun driving roads. Much of 138W is a

*Cathy Hannan, Stephanie and Tom Floyd, Larry Hannan, Julie Madrid.*



very scenic, fun road to drive with the Umpqua River running alongside and crisscrossing the road often. Pfeiffer Winery hosted us for lunch, but no wine consumption was allowed as per PCA safety regulations. However, that didn't prevent the tour participants from purchasing multiple bottles of their award-winning Pinot Noir. The Pfeiffer family originally used the land as a chicken ranch and sheep farm as far back as 1947. In the late 1970s, a French company approached them about purchasing the farm. The Pfeiffer family thought, why does a French company want 70 acres of south-facing sheep meadow? It turns out it was the perfect micro-climate for growing Pinot Noir grapes; the rest is history.

After some time, basking in the noon sun and enjoying the lunch buffet, we drove the 98.5 miles to our final destination, Salishan Lodge. These 98.5 miles were some of the most spectacular roads we drove. The tour just keeps getting better and better. These roads were tight twisty roads that demand your full concentration so you will have to ask my wife about the scenery, but I am sure it was great.

Upon arriving at Salishan Lodge, the much-anticipated beer and wash were in full swing. Thousands upon thousands of bug carcasses and pounds of bug goo were washed off the cars by drivers and their beer-drinking navigators. They needed something to calm their nerves.

Our banquet dinner that evening was at Chinook Winds Resort and Casino with an evening of fireworks complements of Chinook Winds for their 20th anniversary.

On Sunday morning, we gathered for one final meal and handed out awards. The oldest car on the tour was Joe Kelly's 1987 Porsche Targa. Furthest traveled on the tour was James Collin, Tiburon CA. The most attended NW Passage Tours was Brian Hranka, with 16 tours. The longest member of PCA was Steve Spahr. The newest PCA members were Mike and Sandy Woodley. The newest car on tour, Michael Pierce, brought Viola, a 2021 Turbo S.

Lastly, a huge thank you to the NW Passage team, your months of planning and coordination for an event like this is a huge task and a labor of love. Your commitment to the ORPCA is much appreciated. The NWT Team members are Steve and Melanie Spahr, Jeff Gretz, Steve and Winnie Miller, Joe Kelly, Joe, and Ginny McQueen, Tosh and Wendy Kanno, Alan Meyer, Larry, and Cathy Hannan, and Heinz Holzapfel. It was a great success, thank you.

The ORPCA runs on the fuel of volunteer energy. We have so many wonderful people who freely give their time to make this one of the premier Porsche clubs in the country. Please take advantage of all that this club offers and maybe there is a volunteer spot just waiting for you.

Bridges to Beaches was our 2nd tour and it was as great as the first one. Do it if you have thought about going on an NW Passage tour. You will drive great roads, meet great people and see some spectacular scenery but don't wait, because like Warren Miller always said, "If you don't do it this year, you will be one year older when you do." ■

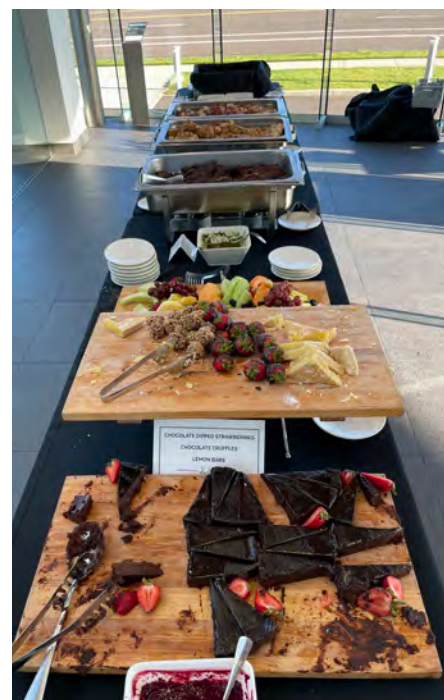


# Northwest Passage Photo Gallery

PHOTOS BY BOB ELLIS, MAYNARD CHAMBERS, GARY FELDMANN AND TOSH KANNO



*Clockwise from left: Beautiful scenery; Pre-drive party at Porsche Beaverton; Made it to the coast; Checking in at the Oregon Garden; Driving through a covered bridge is always a thrill; Tourmeister Joe Kelly.*





SPECIAL SECTION: Northwest Passage June 2022

Clockwise from right: A late afternoon classic coastal sight; One of the Porsches on the tour; Maynard Chamber's 911; Lodging in California; One of the awards at the end at Salishan Resort; Sunset at the coast.





# NW Passage: A New Member Perspective

BY IAN CRISP

For me, car clubs have always turned out to be more about the people, than about the cars. After the experience my wife and I had on the June Northwest Passage (NWP), I remain convinced. The NWP initially interested us because the entire route, accommodations, receptions, and restaurants for lunch and dinner were pre-arranged by the club, thanks to the NWP team. All I had to do was call the selected hotels and book a room. No detailed planning required.

As my wife and I are new members of the club, and new to the Porsche world, we were a bit anxious about spending four days on a 700+ mile road trip with folks we didn't know, on roads and hotels we were unfamiliar with, and in a car we were still getting acquainted with. What could possibly go wrong?! Here's our story ...

The kick off for the event was a 3:30 to 7 p.m. afternoon registration/reception at the Oregon Garden

Resort in Silverton. We opted to leave home a couple hours early. This gave us plenty of time for a side trip to take in the gorgeous landscape views at Willamette Vineyards in Turner, OR, and slight detour for a photo op at Gallon House, Oregon's oldest covered bridge, the first of several we'd pass through on the tour.

On our arrival at the Oregon Garden Resort, we were met by the registration team. Several cars had already checked in and registered, and many more arrived after us. We were provided with a goodie bag, and a route book which included incredibly detailed maps including odometer readings, toilet breaks, rest stops, lunch, dinner and lodging details for every single leg of our journey. It was very professionally done and proved to be an invaluable tool for us.

There is a driver's meeting each morning before launch, where the days route is discussed and we were told what to expect as far as road conditions, and any navigational challenges. We learned that

*Ian's Porsche being loaded onto the tow truck.*



# SPECIAL SECTION: Northwest Passage June 2022

there was a sweep car assigned whose responsibility it was to depart last, lag behind, provide help to anyone that needed it, and to assure that everyone was accounted for. We were provided a mobile phone number to dial along the way if necessary. We were pleased to learn that we could drive at our own pace and still arrive in plenty of time to relax and enjoy lunch or dinner. We found that all of the legs were reasonable in length, and could be completed comfortably, without the feeling that we were in a marathon. None were too long ... which was one of our initial fears. Some of the cars traveled together in groups of two, three, four or five. Others traveled independently.

Each day was wrapped up with a planned reception and/or dinner. These turned out to be essentially social hours where we would meet the other driver/navigator teams and share our experiences of the day. We found everyone to be friendly and eager to engage. We were surprised that so many people could complete the same leg of the drive, but have completely different experiences. We came to look forward to the lunches, receptions, and dinners. They were well planned, generally unstructured, unpretentious and easy to navigate. They actually turned out to be an unexpected highlight. We found all of the hotels to be clean, comfortable, and conveniently located. The restaurants were all well selected, the food was good, and more than adequate.

We weren't the only couple on this type of a tour for the first time, nor were we the only ones attending their first event with the club. There were some who had done it as many as 15 times! We even made new friends that we have seen since. One couple living only a hundred yards away, believe it or not.

After the Oregon Garden Resort, we spent the following night in Bandon, then in Roseburg, and made our way to the Salishan Resort for our fourth night. I

was especially looking forward to that stop as it featured the famous "Beer Wash," an impromptu pop up car wash in the parking lot. Staffed by club members, and with a keg on hand. I was thirsty, the car was dirty, and my wife was anticipating the spa. As luck would have it, it wasn't to be. While accelerating up the grade on Hwy. 20 westbound we heard a loud whooshing sound from the rear, like a quick highly pressurized rush of air. The car immediately began to stumble, lost power, and we slowly limped our way to the side of road. There is a lot of traffic on that road, travelling by at high speed ... not a comfortable

place to be. Less than a few minutes, later, the cavalry arrived. It was club veterans Joe Kelly and Bob Ellis, then followed by the sweep car. They both pulled over and asked how they could assist. The sweep car proceeded on to seek other wayward travelers, and volunteered to cancel our hotel reservations. It took another three hours for the tow truck to arrive!

But here's the amazing part. Joe and Bob stayed on the side of the road with us the entire time, sharing anecdotes from their previous adventures and kept morale high ... until the tow truck finally arrived (far beyond our expectations!), and at last we were on our way home. Alas, no beer wash for me ... until next year.

Once we had arrived home, we were literally overwhelmed by the volume of calls, texts, and e-mails from club members who reached out to assure we were home safely. I was offered troubleshooting tips, tools, assistance and referrals to help get the car back on the road.

Once again, I'm reassured, it's not about the cars ... it's about the people!

Epilogue—Good news! I heard from the shop yesterday. A boost hose had come loose. They'll repair it at no cost ... Phew! ■



Northwest Passage door sticker.



# July A&D: Events Aren't Always Perfect!

STORY AND PHOTO BY TOSH KANNO

Our July 9 Arrive and Drive got off to a very promising start. We had two groups with a total of 21 cars and 37 people of whom 16 were navigators. Eric Lewis and Peg Ryan were leading Group 1 and I was leading the second group.

The drive went well until just before we reached Oregon City. Our first group witnessed a multi-car road rage accident in which several cars flipped, rolled over and blocked both directions of I-205. I can't recall a time when I've seen I-205 stopped like a parking lot in both directions due to an accident.

Eric and Peg, leading the first group, called to warn me about the accident but it was too late to try to correct our second group's path. I tried to work around this massive traffic jam but I ended up on the wrong road. I led my group out of Oregon City and then back again to return to the planned route. I am sure everyone behind me (12 cars) was wondering what we were doing!

Once I was back on the route, I was looking forward to our first rest stop at Meining Park in Sandy. Unfortunately, when we got there, it was occupied by the Sandy Mountain Days Festival and was packed, as was the whole town. This event was not posted the week before when I checked the park on my pre-drive of the route. We passed on this rest stop and continued on. At least the next section contained some of the best roads in the Sandy countryside, which were empty scenic forested roads.

The next planned rest stop was at the Lewis and Clark State Recreation Site. Group 1 and parts of Group 2 were already there when we arrived. Group 1 continued on with the next portion of the drive and our Group 2 reunited and enjoyed the much-needed rest stop and then reviewed our next options. We called the Skamania Lodge restaurant and found that it was unusually booked because of unexpected visitors and their outdoor seating area would not open until 2:00 p.m. We decided to look for alternative

luncheon options and Bruce Wadsworth, who often golfs up in this area, suggested we go to Backwoods Brewery in Carson. A number of cars opted to end the drive at the rest stop and headed home.

Our planned route was to travel up to Skamania by way of the Columbia River Historic Highway, but when we arrived there were only sox passes left for the day. So, we headed up I-84 to the Bridge of the Gods to cross over to Carson and our new final destination.

Fourteen hearty souls made it to the brewery, including a few from Group 1. What a great place it was, with good food and service. This is a hidden gem behind the Carson Post Office. This destination really saved our drive experience!

Thanks to everyone that hung in there on this drive and to all the volunteers that kept the drive going. Thanks to new members/first time drivers Dez and Bruce who came along. I can assure you that it's typically not so crazy.

I've led several drives but this one was a challenge. You never know what will happen but somehow it always seems like an exciting experience when you're leading a line of Porsches.

Thanks to all the drivers on the drive, I really enjoyed your company! ■

*After an eventful day, the group at Backwoods Brewery is all smiles!*



# Midweek Casual Drive Through the Bull Run and Sandy River Valleys

BY SCOTT LAZENBY

**F**irst, a bit of history: Henry Winslow Corbett, a successful East Coast businessman, chartered a boat in 1850 and loaded it with \$25,000 worth of general merchandise. After a long trip sailing around Cape Horn he arrived in Portland on March 5, 1851. Corbett was involved in several enterprises, including the Oregon Iron Company in what is now Lake Oswego, and served the new State of Oregon as a United States Senator from 1867 to 1873 (interesting years when we recall what was going on in the country then). He bought some farmland between the Sandy River and Crown Point where the post office in the unincorporated community was named Corbett in 1895.

We passed through that little town on our June 22 midweek casual drive, but I doubt many of us noticed. We were too busy concentrating on the marvelous winding roads and dodging potholes.

For the first time in my memory, the beginning of summer this year really did coincide with the solstice, and we were treated to dry roads, fine weather, and

beautiful scenery. The route, designed and led by Kurt Furstenau (also our club's Tours Chair) took us in and out of the Sandy and Bull Run River valleys, over ridges and along farmland. Traffic was light, and a Subaru caught in the middle of the group for a while managed to keep up (not so much for a later Prius).

Many of the cars were 911s of various vintages and types, along with Boxsters and Caymans. I had a nice black Panamera in my rearview mirror (my "tagging" car for those who have tours experience).

We ended with a lunch gathering at Pompello, a nice Italian restaurant in downtown Troutdale. Folks came from all over to join the tour: at my end of the table were couples from Woodland WA, Salem, and Wilsonville/Sherwood.

Once again, I appreciated the pleasure of driving my Porsche. It was in its element in the hairpin turns and steep uphill climbs and while I participated, it eagerly took care of the hard work. It was a sensation I'll try to remember when I'm stuck in Portland traffic. ■

*The Sandy River Bridge near Troutdale (Wikimedia Commons).*







# SUV Drive was Great First Club Event

BY JAMES EWING | PHOTOS BY JEFF GASPARITSCH

**A**s a 21-year-old Electrical Engineering student who decided to take a gamble and buy a 2009 Porsche Cayenne from an insurance auction, I was unsure how well I would fit in with the Oregon PCA Chapter.

After my first SUV tour, I don't think I could feel any more welcome! The day started off strong with getting to meet everyone and I was especially excited to see Jeff Gasparitsch's off-road-ready 958 Porsche Cayenne Diesel. I bought my Cayenne for the sole purpose of building it into an off-road machine, so this was expressly cool for me!

The route we drove took me to places that I would definitely never have visited outside of this experience and showed me things you don't often get to see, such as a muster of Peacocks. Mid-way through the event I ended up with a nail puncture in my right rear tire that caused a moderately quick leak. Not only was the group kind enough to pull over, in quite the picturesque spot I might add,

but I had multiple people offer me use of their air compressors.

There was something so special about driving around with a group of Porsches for as far as the eye could see and seeing them all parked together as a group at each of our stops. Each stop I got to learn more about everyone in the group which I found very rewarding. I felt like I could have talked with each and every person on the drive for at least an hour at each stop, but our stops were kept short and sweet thanks to the Swiss watch-like timeliness of Bob Ellis!

Our last stop was a picnic lunch at Metro's newly opened Chehalem Ridge Nature Park near Gaston. I especially enjoyed talking to my picnic table company consisting of Joe Sweeny, Jeannine Downey, Heinz Holzapfel, and Derek Naidoo. It was a wonderful first experience with PCA, and I look forward to attending future events and getting to know more PCA members! ■



Top: SUVs, drivers and navigators. Above: Barn at the Killin Wetlands Nature Park in Banks. Below: Rest stop.

To enjoy more photos go to: <https://orpca-pix.smugmug.com/2022-ORPCA-Events/June-SUV-drive/>





# Tech Session: Ceramic Polish Demo

BY JIM CUMMINGS | PHOTOS BY JIM CUMMINGS AND JOE SWEENEY

Ceramic polishes and procedures are a confusing topic. We all have our favorite methods and products we use when we polish our cars, but ceramic polish products are about to revolutionize the chore.

On June 11th, Oregon Region members were invited to ProTek to witness a thorough demonstration on exactly how these ceramic products work. ProTek is a collector car storage facility, and provides other services. They have 42,000 square feet of storage and some very nice cars stored there.

ProTek owner Mike Christopherson introduced Neil d'Autremont, who is the regional representative for Griot's car care products. Griot's now offers a complete line of ceramic polishing polymers and other products designed specifically for ceramic applications.

Neil had two cars on which to demonstrate these products: a semi neglected BMW 5 series, and a well-cared-for black 964 RS. These two were to show how well ceramics work on a filthy finish and the nicer, well-maintained finish on the Porsche.

Neil started on the BMW. The first step was applying a deep cleaning heavy foam. He pointed out that this deep clean was essential for a neglected paint surface to get to the paint **BELOW** the dirt and road grime. After letting the foam sit on the paint and soak in the dirt, Neil rinsed the foam off with high pressure water.

Next step, dry the car. For this, Neil used a special towel, available from Griot's, called the PFM Towel (Pure F Magic). This towel is oversized and feels kind of like micro fiber, in a way. It absorbs water much better than a chamois.

Neil then divided the hood of the car into three areas. In the first two, he applied some competitors' ceramic waxes. He hand rubbed them into the surface with a Griot's surface mitt and let the waxes film up. In the third section, he applied the Griot's product. Hand buffing with a clean microfiber towel produced a nice shine with the first two. The third Griot's wax section was nothing short of amazing. The Griot's wax produced the best deep shine of all. This was a very impressive demonstration.

Next, Neil wheeled the 964 into the wash bay and hit it with the foam and dried it with a PFM towel, and the results were evident: Shiny black paint like it is supposed to look.

Neil did mention that after you have polished the ceramic waxes off with a microfiber towel, that towel cannot be washed out and used again.

All of the Griot's products Neil used in the demo are available at ProTek. ProTek head detailer Ian Anderson agrees that they are the best. Stop by ProTek at 1625 E Sandy, and have Mike show you the complete line of Griot's ceramic polishing products. ■

Photos from ceramic polish demonstration at ProTek.





# Meet a Porsche Junior!

*From the Editor: The Porsche Junior program is a program for Porsche enthusiasts under age 18. The program was created so kids can learn about Porsches and build the enthusiasm for the marque. Any child under age 18 can be registered for the program by a current PCA member. Kathryn McDonald joined her mom and dad, Robert and Cassie McDonald, for the Rose Cup Porsche Corral. Kathryn brought a friend with her. I asked Robert to ask his daughter a few questions about the program, Rose Cup and Porsches.*

**Q: What did you get when you joined the PCA Juniors?**

A: I got a drawstring bag, a PCA junior member badge, and a letter explaining what the PCA juniors are.

**Q: What have you done with the PCA Juniors program?**

A: Unfortunately, I haven't done any PCA Junior events. I was going to go to the PCA corral at Laguna Seca but my family got COVID-19 so we couldn't go. We were able to go to the Porsche Corral at the Rose Cup Race this year. That was definitely fun.

**Q: What do you think of your Dad's 1999 996 Porsche 911 Carrera coupe? As an almost 13-year-old who is almost 5'3", do you enjoy riding in the backseat? Would you recommend it to a friend?**

A: I like it, it's cool. I like the color of the car. However, I absolutely hate being in the backseat. It crushes my neck and hurts my back. I do not recommend it to anyone, unless you're under 5'0".

**Q: What would your ideal car be?**

A: A Porsche Taycan, Porsche 918 Spyder, Porsche Cayenne, or a Tesla Model Y.

**Q: What do you think of Porsche?**

A: I like it, it's fancy. My dad LOVES them. I don't have as much of an obsession with them as he does. However, I still like them. I really want one as an adult.

**Q: How was the 2022 Rose Cup? What did your friend think of it?**

A: My friend and I both really enjoyed it. Although it was really warm and sweaty, we had a lot of fun watching all the different races with the huge variety of cars.

**Q: If we ever visited Stuttgart, Germany, is there anything you would like to do there?**

A: Eat! ■

*Kathryn McDonald and her friend Madelyn.*

*Note: Here is a link to a video that Robert recorded from onboard his car during the Parade Lap at the Rose cup with the girls in the back. You can hear the girls in the background: <https://youtu.be/eaKa8xvGX9s>.*



# Counting them Up

STORY AND PHOTO BY PETER LINSKY

**P**orsche is justifiably proud of the fact that its annual sales of new vehicles to American customers continues to grow, thanks to robust demand for new Macans, Boxsters, and the all-electric Taycan. The company's US importer, Porsche Cars North America, has changed both its location and management several times over the past few decades, and while it once was happy to reveal sales data, that's not the case today. If we're lucky, and I wasn't when I asked recently, PCNA might tell us how many new vehicles were delivered to each state for a given year, but I was informed that the company considers that proprietary information, along with how many are delivered to individual dealers.

## Insights from 1982

The preceding is only to provide a little context to what we learned 40 years ago, when Oregon Business Magazine decided to get a handle on Porsche popularity in our state by asking a Portland data-gathering firm that keeps track of such things just how many Porsches were registered here, suggesting that owning a Porsche was a measurable mark of success. The answer might surprise you. While the actual number of Porsches wearing Oregon license plates might not have been that impressive when compared to neighboring California, when it came down to per capita Porsche registrations in the early 1980s, Oregon's Willamette

Valley led the pack. In the magazine's November 1982 issue, author Stephen Beard noted that while Oregon was home to just under 1.2 percent of the nation's population, it boasted about five percent of Porsche's total US sales total. In fact, he wrote, that while "One of every 1000 new cars sold in the US was a Porsche ... one of every 300 new cars sold in Oregon was a Porsche." Beard continued, "Proportionately, that means Porsche outsells every other imported and domestic brand in the state ... Not bad for a car whose base model was priced at about \$20,000." This during a period when unemployment was high and the economy was moribund as the tech sector experienced a severe contraction. Credit the fact that Porsche had a very efficient distribution network in the Northwest, at that time operated by Porsche-Audi Northwest in Hillsboro under the Riviera Motors banner and then managed by Hugh Springer. There were also more dealers. Today, we have only a few statewide, as PCNA closed under-performing franchises. Back then, Sunset Imports in Beaverton—now Porsche of Beaverton—was among the survivors. Then-owner Larry Meyers knew his target demographic, declaring that his clients tended to be higher-income professionals who appreciate well-made products and knew what they want when they come in. Meyers noted that many of his customers pay cash, but leasing was becoming more common. Today, of course, leas-



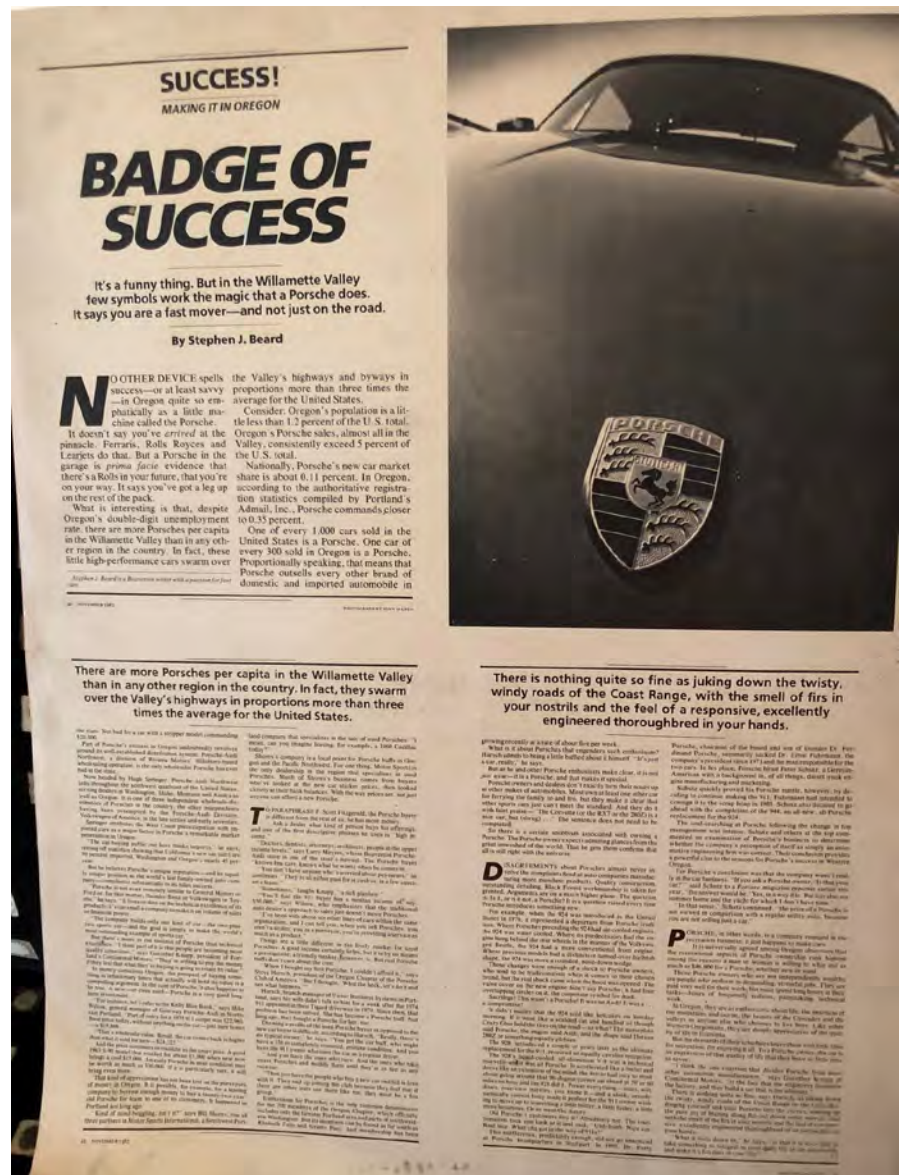
ing has become commonplace among corporate types, and Porsche has not been immune to that trend as sticker prices hit stratospheric levels. That trend has created a very strong secondary and tertiary re-sale market, and today a large percentage of "first Porsches" of all types are pre-owned.

## Oregonians Embrace Porsche

Beard's article from nearly 40 years ago included interviews with long-time OR-PCA member Bill Shores, who along with business partner Wayne Ditsworth operated Motorsports International on Canyon Road, and former member Steve Harsch, who discussed how Oregonians, especially those in the Portland metro area, embraced the Porsche brand. At that time, the Portland-based Oregon Region of PCA was the only game in town, the Cascade Region in Eugene had only a handful of members and there was not yet a new region serving owners in central and eastern Oregon. The author noted that by the early 1980s Shores' company had become a focal point for local enthusiasts to gather and talk about their cars. The article also noted that in spite of Porsche's announced plans to phase out the rear-engined, air-cooled 911 in favor of the new water-cooled "Transaxle" family, potential customers, especially Americans, still saw the 911 as aspirational. Porsche's newly-named and very present CEO Peter Schutz, quickly ordered its development and production to continue. His vision remains with us today, with the newest 911 variants still displaying a closed family resemblance to their predecessors and are admired as the best sports car in the world.

## Porsche People Remain Strong

So, what was the best-selling new vehicle in Oregon at the end of last year? In terms of real numbers, it's the Toyota Tacoma pickup, while the venerable Ford F150 pickup is the best-selling used vehicle. As far as Porsche goes, we don't have any hard sales numbers, but Oregon today has three thriving PCA regions, suggesting that the state's Porsche population remains strong. ■







## July Dinner Gathering at Clancy's

BY JULIE MADRID | PHOTOS BY ERIC LEWIS

*Above: One of two tables of guests; More happy members. Below: Peter and Terry Sternkopf; Dinner organizers Mike and Julie Madrid.*

**W**ith temperatures in the 90's on July 20th, 28 Oregon Region Porsche Club members gathered in an outdoor tent at Clancy's Restaurant and Pub in Sherwood, Oregon. Boy, were they glad when the sun dipped behind some trees and a breeze finally came through.

Our amazing server, Jessica, took drink orders as people arrived and were checked in by hosts Mike and Julie Madrid. The top menu selections were fresh Pacific Halibut Fish & Chips, Halibut Fish Tacos, and Cheeseburgers - cooked your way. Attendees took the pre-dinner time to check out each other's cars in the parking lot and on the street.

ORPCA President Peg Ryan shared

the news about the summer calendar and reminded us to please check the website for updates. She officially welcomed newer members Rod and Sandy Britt who were attending their first dinner gathering and sponsors Ed and Phyllis Thiemann of Heckmann and Thiemann Motors.

Laughs around the table were heard and Porsche stories told, including discussing the 2023 Porsche Rennsport Reunion and Goodwood Festival of Speed as well as hopes for upcoming drives and gatherings. Our members really enjoyed their time together and commented on what a great club we have. They also remarked that Clancy's was a favorite spot of theirs and thanked the Madrids for hosting. ■

To enjoy more photos go to: <https://www.smugmug.com/app/organize/2022-ORPCA-Events/July-Dinner-Gathering>





# Members Having Fun!

A small group of Porsche SUV owners got together for a July Drive. Our route started in West Linn and crossed the Willamette River via the Canby Ferry en route to the first rest stop at Champoege State Park. From there we meandered over back roads through Donald, where we saw some great fire hydrants, to our second rest stop at Feyrer Park in Molalla. We ended the drive at Clackamas Metzler Park close to Estacada for a picnic lunch. Thanks to Heinz Holzapfel for designing the route and to Tosh Kanno for leading it.



To enjoy more photos from this event, go to: <https://orpcsa-pix.smugmug.com/2022-ORPCA-Events/SUV-Drv-July-23/>



For all of you members who dutifully enter the Publishers Clearing House contest year after year, but haven't ever won diddly, this is a story about one of our members who actually did win a prize (and what a prize it is). Les Schreiber recently reported the following fantastic news:

"I've been entering the Publishing Cleaning House contest on my computer and cell phone (more recently) since 1972 and hoped to win, but really never expected to.

"I was really surprised this morning when the representative from Publishing Clearing House was at my doorstep introduced herself, asked me my name, and then told me I had won. I had a choice of a Ford 150 Lightning XLT or cash. They also included a dozen red roses and a bottle of Champagne.

"I chose the money, so I could share it with my family and I shared the bottle of Champagne over dinner with my neighbors who joined me in my celebration."





# Porsche Club of America

## ZONE 6 REGIONS



**British Columbia Interior**  
President: TBD  
<http://bci.pca.org/>



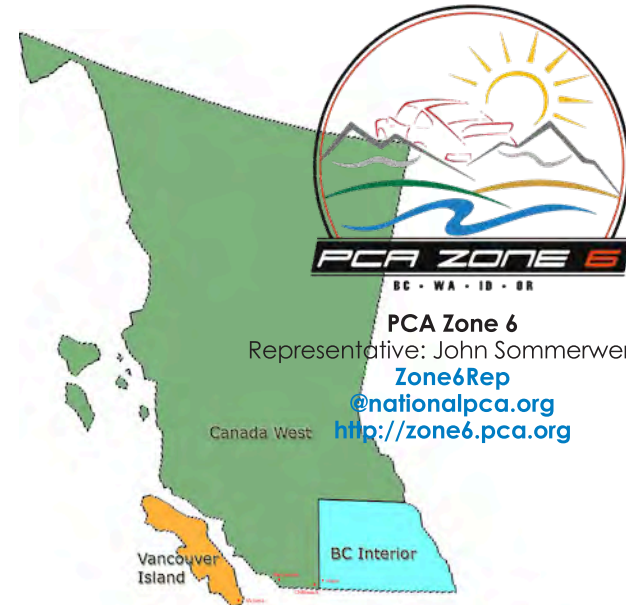
**Canada West**  
President: Jeff Rebiffe  
[president@pca-cwr.org](mailto:president@pca-cwr.org)  
<https://www.pca-cwr.org>



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



**High Desert**  
President: Joe Mansfield  
[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: Garth Webber Atkins  
[president@virpca.org](mailto:president@virpca.org)  
<https://www.virpca.org:452/>



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



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



**Inland Northwest**  
President: Dennis Garrood  
[presidentinwrpca@gmail.com](mailto:presidentinwrpca@gmail.com)  
<https://inwr.pca.org>



**Olympic Peninsula**  
President: Bill Elwell  
[president@opr-pca.org](mailto:president@opr-pca.org)  
<https://opr-pca.org>



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





## See Thousands of Porsche Images in over 500 Colors.

Rennbow, the Porsche Color Wiki, is the largest collection of Porsche images on the Web, all organized by color. It's interactive too, you can upload images of your car and make them part of a database of over 4,000 images that grows every day. Each color has commentary about the color and a rareness rating. Rennbow is also the home of Porsche Color-centric content that is updated regularly.

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SEE ALL THE COLORS: [Rennbow.org](https://rennbow.org)



## PORSCHE CLUB OF AMERICA





## Gear Up for the 2022 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/autocross/>

Car classifications remain similar to 2021 with the new S04L and P04L classes for the latest-generation, high-horsepower Porsches (All 718 Cayman/Boxster models (2017-current) and 992 911 base models (2019-current)). Please check to make sure you're registering your car in the correct class. We will 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 are 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 wait-list 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 individual health.

Check out the links on the following page for all the Autocross events in 2022. 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 2022

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

**Autocross #6** | August 14

[https://www.oregonpca.org/event/  
autocross-6-3/](https://www.oregonpca.org/event/autocross-6-3/)

**Autocross #7** | September 25

[https://www.oregonpca.org/event/  
autocross-7-3/](https://www.oregonpca.org/event/autocross-7-3/)

**Autocross #8** | October 2

[https://www.oregonpca.org/event/  
autocross-8-3/](https://www.oregonpca.org/event/autocross-8-3/)



## AUTOCROSS #6

Sunday, August 14 | 7:30 a.m. to 2 p.m.

**Portland International Raceway**

1940 N Victory Blvd. | Portland, OR 97217

**J**oin us for Autocross #6 on Sunday, August 14 in the South Paddock of Portland International Raceway from 7:30 a.m. to 2:00 p.m. Here is the link to Motorsportreg with all the information on this event: <https://www.motorsportreg.com/events/orpca-ax-6-08-14-2022-portland-intl-raceway-pca-oregon-451525>

For other information on Oregon PCA Autocross please go to:

<https://www.oregonpca.org/home/autocross/>

General Autocross Questions: Eric Freedle:

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

Registration Questions: Anson Lytle:

[axregistration@oregonpca.org](mailto:axregistration@oregonpca.org) ■



# AUGUST BOARD OF DIRECTORS MEETING: VIRTUAL

Wednesday, August 10 | Meeting 6:30 to 8:30 p.m.

**T**he August 2022 Board Meeting will be held on Wednesday, August 10.

This will be a virtual board meeting using the online meeting tool, Zoom. The Zoom meeting is from 6:30 p.m. to 8:30 p.m. If you are interested in attending on Zoom, please send an email to Heinz at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org) with your name and email address.

All members are welcome! ■

*Note: September Board Meeting is Wednesday, September 14*

## AUGUST ARRIVE AND DRIVE

Saturday, August 20

**Start Time: 8:00 and 8:45 a.m.**

**J**oin us for the August Arrive and Drive. To attend, bring your favorite Porsche (with plenty of fuel), and ideally, a navigator, picnic lunch and chair(s) to sit on. The drive starts in Wilsonville and will end at Marys Peak.

Marys Peak is southwest of Corvallis. It is the highest peak in the Oregon Coast Range at 4095 ft. The road to Marys Peak is a five (5) mile, wonderful twisty, paved road up to the Marys Peak parking lot. On a clear day the view of five (5) mountain peaks is spectacular. A half-mile hike, with 300+ft of elevation gain, will take you from the parking lot to more views at the top of Marys Peak.

**Please note this drive is full. Please send an email to [tours@oregonpca.org](mailto:tours@oregonpca.org) to get on the waitlist.** Complete information is here: <https://www.oregonpca.org/event/arrive-and-drive-saturday-august-13-2/> Next Arrive and Drive is Saturday, September 10. ■





## AUGUST MIDWEEK DRIVE



Wednesday, August 24

**Start Time: 8:30 a.m.**

**C**ome join us for the August Midweek Drive. We will start in Vancouver, Washington and head for a picnic lunch in Swift Forest Camp in Cougar, Washington. We will end at Horseshow Lake Park in Woodland, Washington. Total distance is 133 miles with drive time of about 3 hours 20 minutes. There is room for 14 cars. Bring your chairs and picnic lunches. Please arrive by 9:30 a.m. We will have a participant meeting at 9:45 a.m. and a start time of 10:00 a.m. **Please note this drive is full. Please send an email to [tours@oregonpca.org](mailto:tours@oregonpca.org) to get on the waitlist.** Complete information is here: <https://www.oregonpca.org/event/august-mid-week-casual-drive/> The September Midweek Drive is Wednesday, September 21. ■

## AUGUST DINNER GATHERING WITH LIVE MUSIC

Wednesday, August 24 | 6:00 to 8:00 p.m.

**Charbonneau Golf Club**

32020 SW Charbonneau Dr | Wilsonville, OR 97070

**J**oin us for a fun evening on Wednesday, August 24 for dinner in the Pavilion overlooking the beautiful Golf Course. If you've not heard Rebecca Hardiman and her husband, Ray Hardiman (acclaimed jazz pianist) play, you are in for a treat! Rebecca is a jazz vocalist reminiscent of Ella Fitzgerald, Nancy Wilson, June Christy and Karen Carpenter all rolled into one. Bring your dancing shoes!

Nicole, food & beverage manager for Market Café Catering, has prepared an amazing casual summer dinner menu for us - including her Grandmother's prized potato salad recipe! The

all-inclusive meal includes gourmet burgers (beef and vegetarian available), boneless chicken wings, salads galore, dessert, and cold drinks. You are guaranteed not to leave hungry. The meal, gratuity, and entertainment is only \$27.00 per person.

Judi Jennings and Mike Roy will be Co-Hosting with Bruce Myers for this month's dinner. Register here: <https://www.oregonpca.org/event/august-dinner-gathering-2/> The next Dinner Gathering is Wednesday, September 21. ■



# AUGUST SUV SCENIC DRIVE

Saturday, August 27



**J**oin us for the August SUV drive and enjoy a full day tour to the coast. We will start in NE Hillsboro and end the morning at the Nehalem City Park for a picnic. The Nehalem City Park has covered picnic tables in the event that there is rain. Bring your picnic lunch and chair(s) if you wish to be socially distant from one of the tables. We have room for 14 cars. Any SUV is welcome. This also could be driven by your sports cars.

Registration is open and will close on Sunday, August 21 at 5:00 p.m. if not full. Complete information and a link to register is here <https://www.oregon-pca.org/event/august-suv-drive/>

The next SUV Drive is Saturday, October 1. ■

## Nominations Open for Board of Directors Positions

**P**ursuant to the Club Bylaws, the ORPCA nominating committee is pleased to announce that nominations for the 2022 ORPCA Board of Directors are now being accepted. You can nominate someone, or yourself, for a position on the Board of Directors by sending us the candidates name and the position for which you are nominating them.

Positions open for nominations are:

**President**

**Vice President**

**Secretary**

**Treasurer**

**1 Board Member at Large**

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

Eric Freedle: [mmooter@aol.com](mailto:mmooter@aol.com)

Jeff Gretz: [jgretz@onlinenw.com](mailto:jgretz@onlinenw.com)

Chuck Hervey: [cjchervery@sbcglobal.net](mailto:cjchervery@sbcglobal.net)

Larry Hannan: [lhannan@comcast.net](mailto:lhannan@comcast.net)

Steve Miller: [SMi8541125@aol.com](mailto:SMi8541125@aol.com)

**Nominations will close September 20, 2022.**

For detailed information on the elections process, see the ORPCA bylaws posted on the ORPCA website. ■







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# ANZEIGER MARKETPLACE

The Anzeiger Marketplace has a track record of sales and is a free service provided to members. We are now including your listings in the Classified section of the Club website as well.

To submit, update or renew an ad, email [classifieds@oregonpca.org](mailto:classifieds@oregonpca.org). Ads will run for at least three issues and may be renewed upon request, space permitting. **If your item sells prior to renewal, please notify us at [classifieds@oregonpca.org](mailto:classifieds@oregonpca.org).**

Up to three photos may be submitted, and will be featured if space permits.

Items offered for sale must be the personal property of the member; services are not eligible for advertising in Marketplace.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue and are subject to space availability. Make checks payable to Oregon Region PCA and mail to PO Box 281, Lake Oswego, OR 97034. ■

## VEHICLES FOR SALE

**1996 Carrera 4 Cabriolet.** Well maintained, Condition 2. Clear Title. Midnight Blue Metallic w/cashmere interior. 6-sp. 59k miles, \$75k includes over \$5k in extras. Passes DEQ tests w/o issue. Oil analysis w/all oil changes Upgrades. I hope to sell to a club member that will appreciate driving a desirable air-cooled Porsche. More info via email to [joekelly@earthlink.net](mailto:joekelly@earthlink.net). (8/22)



**1989 Porsche 911 Cabriolet—** excellent condition—approximately 39,000 original miles. Located in Brookings Oregon. \$50,000 firm. Walter Seput, 541-891-0020.



## PARTS FOR SALE

**Gently used Porsche 997 cover** that was on my 997 only once inside my garage, gray color on the outside and white on the inside. Cover comes with bag and the cover has mirror pockets. Original price \$257.99. Asking \$150.00. Please contact Larry Were at 503-320-8187.

**Floor mats for Type 958 Cayenne, Never used.** Free to first text, Jim Flynn, 503-789-8472 (6/22)

**Radio Support Shelf-Cassette Storage.** Part No. 9965522530301C New. \$25. Contact Bill Kaplan at [wsk2715@verizon.net](mailto:wsk2715@verizon.net) (6/22)