

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | DECEMBER, 2019



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ON THE COVER

Winter trees beautifully reflected in the shine of Porsche paint. Photo by Heinz Holzapfel.

ANZEIGER

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

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[CLICK HERE](#) for the November, 2019, ORPCA Board of Directors Minutes

PROGRAMS

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EVENTS, OREGON REGION AND BEYOND

JANUARY, 2020

- 8 Board Meeting
- 15 Annual Meeting
and Awards Banquet
- 19 Tours Class #1

FEBRUARY, 2020

- 2 Quarterly Mixer
- 12 Board Meeting
- 19 Social and Dinner
- 20-23 Portland International Auto Show

CONTRIBUTE TO ANZEIGER

We are always looking for articles and photos for *Anzeiger*. Some ideas include travel stories with your Porsche, an interview with a Porsche person, DIY (Do-It-Yourself) articles or "Why I Love My Porsche."

These are just a few ideas; do you have more?

Please send your story idea, or the completed article, to communications@oregonpca.org. Do you have photos only? Send them to photoeditor@oregonpca.org. All photos must be taken by the author and in high resolution jpeg format.

We look forward to hearing from you!

— Peg Ryan, Communications Director ■



Looking for a Unique Holiday Gift?

Our First Edition private wine label is a great gift for those hard-to-buy-for friends—now available online!

The first edition private wine label for Oregon PCA was announced at our Summer picnic. We all got to taste this Stoller Pinot and it is great. The first production Porsche was the 356, so it's appropriately featured on the first edition private wine label for ORPCA.

Get your holiday shopping done now! For your bottle(s) of Stoller 2016 Porsche Club Pinot Noir, go to

<https://www.stollerfamilyestate.com/product/2016-Porsche-Club-Pinot-Noir-750-ML>





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Ed & Phyllis -



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WELCOME TO OUR NEW MEMBERS!

Henry Buckalew
Hood River, OR
1983 911 SC

Ross Eng
Portland, OR
2009 911 Carrera S

Stephen Fraser
Oregon City, OR
1996 911 Carrera 4S

Jim Groves
& Delara Groves
Battle Ground, WA
1988 911 Carrera

ORPCA MEMBERS

Primary Members: 621
Associate Members: 432
Total Local Members: 1,053

PCA MEMBERS IN OREGON REGION

Primary Members: 1,045
Associate Members: 678
Total Members: 1,723

PCA NATIONAL MEMBERS

Primary Members: 86,732
Associate Members: 47,488
Total Members: 134,220



Larry Tracewell
Membership Director
membership@oregonpca.org

Craig Trames & Cindy
Trames
Portland, OR
2009 911 Carrera 4S

ANNIVERSARIES

5 YEARS

Maury Embry

Dr. Roy Johnson & Nancy Long

Michael Prstojevic

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PRESIDENT'S MESSAGE

Larry Hannan



Thanks to All for Support During Time as President

This President's Message is my last. In 2020 I will become the Immediate Past President of the Club and Steve Miller will take the helm, which is an appropriate phrasing since Steve is a retired Navy man.

For me this journey started with my nomination to the Board of Directors in 2016. The year 2017 was the beginning of what I thought was going to be a two-year internship as Vice President. The quirks of real life forced the President at the time to step down and I found myself as the Club President six months into the year.

Being President of this great car club has been a wonderful experi-

ence and I appreciate the opportunity. There have been challenges, some fun to solve and others not so much. One of the best parts of the job has been meeting and working with all the great people that belong to the Porsche Club. I have been awed, surprised and grateful that we have so many passionate Porsche fans that volunteer untold numbers of hours each year to make this club what it is. I would like to list them all, but you can look at the Distinguished ORPCA Volunteers page in this issue and get some idea.

There is one special group that I do want to recognize by name. The current Board of Directors: Steve Miller, Peg Ryan, Randy Homes, Lori Brown, Phyllis Thiemann and Larry Tracewell. Their help and support have been amazing as well a lot of fun. I look forward to working with them in 2020 in my new position. With the addition of Carole Hedstrom and Heinz Holzapfel to the 2020 Board, I know it will be a very dynamic group.

Thank you all for the privilege of serving as the ORPCA President and for the support you have given me over the last two and a half years. ■

Incoming Club President Steve Miller presents a gift to Larry Hannan for his two-and-one-half years as President.





FROM MY PERSPECTIVE **Mike Stack**

Are There Winter Rules— For Porsches?

Golf has “Winter Rules” with things like, you get to move the ball if you are in water on the fairway, improve your lie from a mud pile, and when you land on the green in three and you’re playing with partners you decide if “it’s a gimmie putt.” Isn’t that how that works in winter golf rules?

Now to my question—are there “Winter Rules” for your Porsche? In our household any winter weekend day the sun is shining, Stacy and I are in our Boxster, Pepper. With the top down (which we always do on a sunny day), you need the right gear to drive on a sunny winter day: the cool hat, ski jacket, gloves, glasses, heated seats, and good tunes.

I would guess for most car owners you are probably thinking the same thing—nice day, I’m taking the Porsche—but then, maybe some of you have tires that are not supposed to be driven in cold temperatures. I understand that.

Here is what I’m wondering about for Winter Rules. How often do you start your car to keep the battery charged? How often do you clean your car? If it’s 25 degrees and sunny pulling the hose out to wash the



Stacy ready to ride!

car is probably not going to happen. So, what are the rules for driving in the winter, do you just leave your car dirty? Do you use the Griot’s Rinseless wash? I have only seen it in their catalog; I haven’t used it, maybe that’s the ticket? What are the Winter Rules for keeping your car clean, besides not driving it? For us, that’s not an option.

I know what NOT to do! I got out of my daily driver at Albertsons in Lake Grove in June, looked across the street and was speechless (if you know me that doesn’t happen very often). I had to take this picture because nobody would believe me, a



... Who does this?

newer model white 911 Cabriolet coming out of a public car wash. Gasp!

Why would you take your Porsche through a car wash? Just the harsh brushes and unknown recycled detergent, cleansers, coatings and particles freak me out. (In a deeper check on this car wash, it is touchless with no brushes.) Maybe this car is from out of state? Maybe it's a Ferris Bueller's day off or Risky business kind of thing ... Mom and Dad are gone, the 17-year-old is home alone with a friend, the friend says, "Let's take the Porsche, no one will know."

They get it dirty and say, "Let's take it through the car wash—no one will know!" Possible, I think.

So, what are the Winter Rules for driving and keeping your car clean. I think we do owe it to our brand to keep our cars clean as best we can. We also owe it to our cars as well because we all talk to our Porsches—right? We treat them like they are alive—a long straightaway with some awesome curves and our Porsche becomes a very living thing.

Besides not driving, what happens to keep our Porsches clean and running strong? I'm open to any suggestions.

Peg is always looking for additional articles—write one on your Winter Rules for keeping your car functioning and looking good. Contact Peg at: Communications@oregonpca.org. Also check out the articles on our Tech Blog about Porsches in the Winter at: <https://www.oregonpca.org/home/garage/tech-blog/> ■

ANZEIGER PHOTO HOW TO'S

EVENT PHOTOS

- Photos can be vertical or horizontal ... a variety is great!
- 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.*

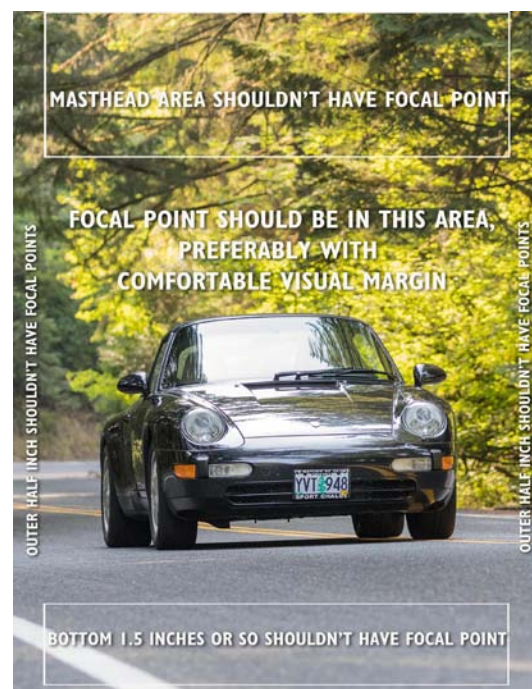
COVER PHOTOS

- 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 your photos to: Peg Ryan, Communications Director,
communications@oregonpca.org





Holiday Party 2019: WOW! What a Night

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY DEAN MONTHEI

We were back at the Portland Golf Club for our Holiday Party this year after a few years at a different venue. Phyllis Thiemann and Cherie Reins did an amazing job organizing this event. Thank you both so much for all your work!

At the Portland Golf Club, we had a large dance floor and two rooms. The second room is a smaller room off the main area where it is quieter and easier to have a conversation! The rooms were set for over 100 people, with lovely red and green napkins and a festively wrapped gift placed at each place setting. It was nice that the party was on a Saturday night, as we could start a bit later and go until 10 p.m. A nice touch this year was the presence of three Marines in their dress blues who were there to pick up all the unwrapped toys that party guests brought and that Heckmann & Thiemann collected at their shop. The Marine Toys for Tots Program has

been delivering toys to less fortunate youngsters since 1947!

The rooms quickly filled with lots of festive dress from bow ties to tuxes, to lovely dresses and of course, Ed and Debbie Clarke in their holiday sweaters.

The music was provided by a new band, the Swingline Cubs. There was music all night long from Christmas carols to great dance music! People started dancing as soon as the music got going.

The hors d'oeuvres started making the rounds in the room about 5:30 and they went quickly. They were fantastic!

By 6:15, we were ready for dinner. As we all sat down, everyone at our table opened our festively-wrapped gift. It was an older Porsche 911 Christmas ornament made from metal. Because of the cut-outs, Christmas tree lights shine through it.

Then the food arrived, starting with a salad with candied pecans and butter leaf lettuce with crumbled

Dancing to the sounds of Swingline Cubs.



Above, left to right: Phyllis and Cherie welcoming us all to the party! Festive place settings.

Below, left to right: Linda Tracewell with Bob and Debora Owen; Overflowing table of gifts for the Marines Toys for Tots.

blue cheese! The salmon was great, as was the Filet Mignon. Dessert was raspberry cheesecake or crème brûlée—I liked the cheesecake the best.

After dinner, we had a special event from the ORPCA Supremes, starring our own Mary O'Connor, Christy Johnson and starring Scheyenne Tunick. They sang a medley of the Supremes' songs.

After this performance, we started

with the door prizes. Lori Brown, our Marketing Director, gave away a number of gifts from our club marketing partners, including gift certificates from Matrix Integrated and Stuttgart Autotech; two gift baskets from Marque Motors; a Porsche carbon fiber pin, key fob and sweatshirt from Heckmann & Thiemann Motors; and a painting of your Porsche provided by Randy Cole Paintings. Check out the picture of the enthu-



siastic Kelly Gossen getting picked for one of the raffle gifts.

At the end of the door prizes, Lori thanked all our generous sponsors who supported this event, and for their sponsorship and support all year long!

Next, the dancing began in earnest and within a minute of the last

door prize, the dance floor was full until we closed down at 10 p.m.

I think I can speak for all attendees in saying was a great party! Our thanks go to Cherie and Phyllis, and to all who attended, for making this such a huge success.

See you next year! Save the date: Saturday, December 5, 2020. ■



Clockwise from top left: 911 Christmas ornament; Peg Ryan and Maynard Chambers; Cathy and Larry Hannan with Joe and Ginny McQueen; Dan Kelly and friend with David and Kim Gibson; Sylvia Nesson and Heinz Holzapfel; Robin Shaughnessy with two of the three Marines; Phyllis and Ed Thiemann; One of the many pictures of couples: Mike Harvey and Kathleen Brown.



HOLIDAY PARTY, CONTINUED



Top right: A table awaiting dinner.

Right: Kelly Gossen enthusiastically winning a gift from the raffle!

Below Right: Larry Hannan thanking the Marine Master Sargent for coming and picking up the toys! Mike Roy, Judi Jennings, Sylvia Nesson and Peg Ryan.



Autocross Awards Banquet 2019

BY PEG RYAN AND ERIC FREEDLE | PHOTOS BY PEG RYAN

The 2019 Autocross season ended with an awards banquet at Ernesto's Italian Restaurant in Beaverton! We had 50 people attend this year's celebration.

Once again, this season was fun, exciting and competitive. But first let's talk about the dinner and door prizes. If you have not been to Ernesto's in a while—you need to go. The buffet was great, with a good selection of culinary options. Then came the door prizes. The door prizes at an autocross banquet are different; one gets to pick from the table of prizes, so you often can get something you might really like to have. There were torque wrenches, battery chargers, various LED work lights, Porsche books and other fun items. Danielle Paulson gave away some SCCA Autocross day passes.

The attendees were very pleased with the broad selection of goodies!

Then we needed to recognize the class champions! Total points possible was 70. Notice how many drivers came really close to this perfect number and how many winners were just a point apart between first and second place! There was also a first-time husband and wife who won their class. Peter Burke and Diane Scott were first and second in their S01 class with Scruffy, the 2002 Boxster. Those of us watching that competition know how competitive those two are!

This year we split the non-Porsches into four groups to make those classes a bit more competitive. We also added a V01 and a P04 class. V01 includes all stock and prepared vintage Porsches: All 356, 912, 914, 924, 911 (1965-1983). P04 includes GT2,

Below, left to right: Bee Johnson and others getting food; Arron Mauldin looking good! Jon Zweiger looking good!



AUTOCROSS AWARDS BANQUET, CONTINUED

GT3 and GT4, 911 Turbo/S (2006-current), 911 S/GTS (2012.5-current), Boxster Spyder (2016 on) and 718 Boxster S/Cayman S/GTS. We also were stricter about the tires used to run the autocross, making sure

those with R rated tires were in the correct class.

Our thanks to everyone who participated and who helped in the 2019 Autocross season! ■

The 2019 Autocross champions by class:

Class	Place	Driver	Car	Points
Porsche				
I01	1st	Pete Libke	1983 Porsche 911 SC	64
I01	2nd	Cary Cutter	1978 Porsche 911	63
I02	1st	Anson Lytle	2014 Cayman S	68
I02	2nd	Eric Freedle	2016 Cayman GTS	60
P01	1st	Richard Stark	1985 Porsche 911	70
P02	1st	Vadim Gruntkovskiy	1999 Porsche Boxster	67
P02	2nd	Val Gruntkovskiy	1999 Porsche Boxster	48
P02	3 rd	Jeff Gretz	2001 Porsche Boxster S	44
P03	1st	Jon Zweiger	2018 Porsche 718 Cayman	60
P03	2nd	Todd Eddie	2012 Porsche Cayman R	47
P04	1st	David Story	2017 Porsche 718 Cayman S	70
S01	1st	Peter Burke	2002 Porsche Boxster	68
S01	2nd	Diane Scott	2002 Porsche Boxster	52
S02	1st	Chris Riha	1999 Porsche 911 Carrera 2	70
S02	2nd	Charles Jarvie	2004 Porsche Boxster S	53
S03	1st	William Sturgill	2018 Porsche 718 Cayman	58
S03	2nd	Dan Baker	2007 Porsche Cayman S	52
S04	1 st	Tong Qi	2019 Porsche GT3 RS	70
S04	1st	David Kosa	2016 Boxster Spyder	49
S04	2nd	Mark Qandil	2016 Boxster Spyder	49
VO1	1 st	Todd Etchieson	1980 Porsche Targa SC	55

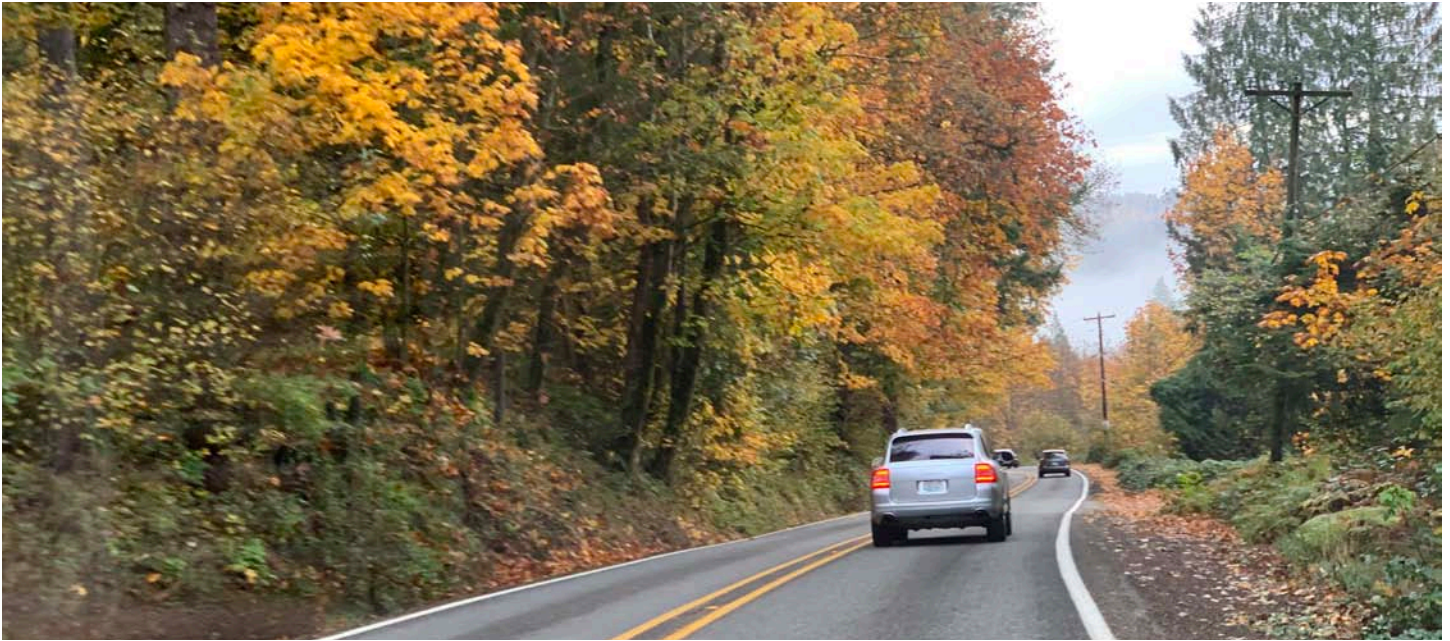
Non-Porsche				
NP FWD	1st	Adam Nimmo	2006 Mini Cooper	38
NP RDW	1st	Dan Bullis	2015 Chevrolet Corvette Z06	50
NP RDW	2nd	Joshua Baumgartner	2016 Mazda MX-5 Sport	50
NP AWD	1st	Jon Steeves	2016 Ford Focus RS	62
NP AWD	2nd	Nathan Waldbauer	2017 VW Golf R	46
NP Mod	1st	James Paulson	2018 Ford Mustang GT	55
NP Mod	2nd	Arron Mauldin	1997 Honda Del Sol	54



Clockwise from top left: Bryce Bederka ready to eat; One of the tables enjoying dinner; Danielle Paulson giving away one of the SCCA day passes; Aaron Mauldin with his award with Diane Scott; Peter Burke and Diane Scott with their awards; Another table enjoying their food.

Oktoberfest: "SUVs & Schnitzels"

BY HEINZ HOLZAPFEL | PHOTOS BY BOB ELLIS HEINZ HOLZAPFEL, SYLVIA NESSAN, AND PATTY SOMDALEN



Lovely day for a SUV drive!

Our Oregon Region PCA has a traditional last Arrive and Drive event of the year in October, called the Sausage Run. As this marks the Oktoberfest season, the tour ends in the German-inspired village of Mount Angel south of Portland, in a German-style restaurant called Glockenspiel (Ring of Bells), hence the name Sausage Run. Perfect!

Well, this year the plan for October was not to have a Sausage Run, but instead have the last Arrive and Drive end in an American restaurant in a different town. Some nicknamed this event the Vegan Run. Maybe not so perfect for Oktoberfest!

One afternoon in early October, Jeremy Williams, the head of our club's SUV group, and I exchanged emails about upcoming club events and, in a side note, we moaned

about the lack of not having a Sausage Run this year. We felt October without an Oktoberfest event with good-old German food like sausages or Schnitzels was missing the spirit of the season. So, the idea of a SUV Group Tour themed SUVs & Schnitzels was born. I volunteered to create a route, Jeremy got the okay of our Tours Director Eric Lewis, and after some minor route optimizations we settled on a route starting in Oregon City and ending in Keizer at the Bargarten Restaurant with two rest stops between. Bargarten belongs to the group operating the Gustav's restaurants in Portland and has excellent Schnitzels. Perfect!

Between the idea of the Schnitzels run and the actual drive, another lucky event happened. My wife's 14-year-old BMW 530xi Sports Wagon reached a level of aged-related illnesses that would require repairs

To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/2019-Events/SUVschnitzels>

(NOTE: Download photos with the download arrow icon.)



Left: Gathered for our participants meeting.

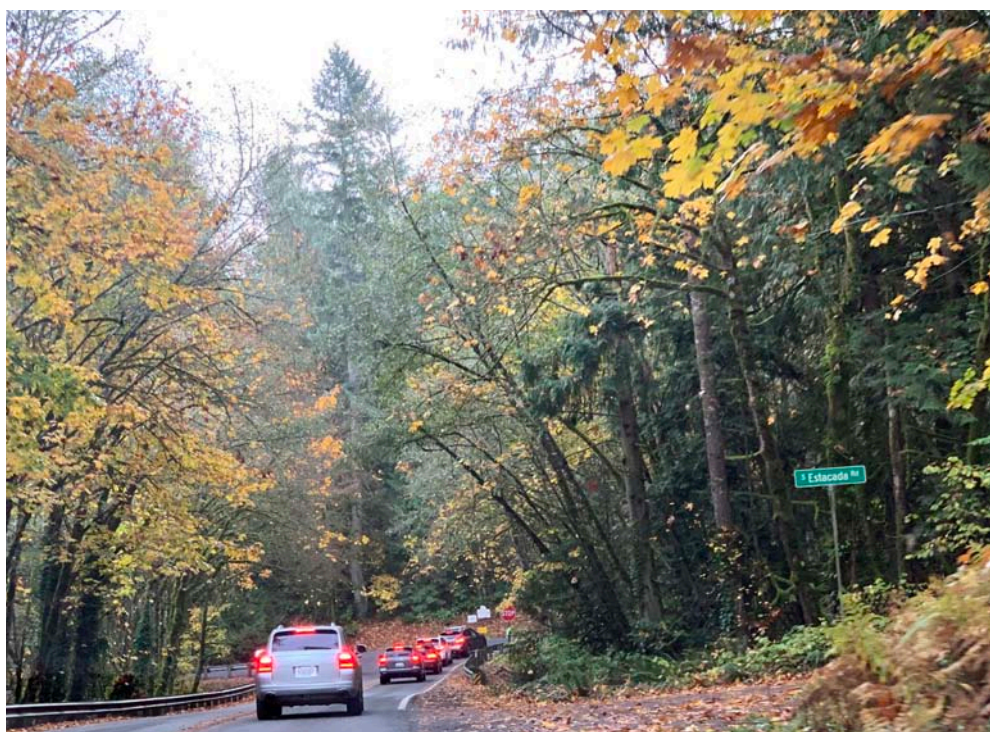
close to the market value of the car. We decided to donate the car to OPB and replaced it with a one-year-old Macan. So now Sylvia and I actually could attend the SUV tour. And Sylvia could drive her first club tour. Perfect!

After a rainy Friday, we met on a beautiful fall Saturday morning in Oregon City next to a Starbucks (so everyone could have a morning coffee and facilities). Seven SUVs had signed up—six Porsches and a lonely BMW (okay, but they are OR-PCA members, and they offered to be the sweep vehicle). Unfortunately, Sylvia still was suffering from the aftermath of pneumonia and could not drive herself, but instead was my co-pilot. Not perfect for her! But every bad thing usually has a positive side effect, in this case, I could drive her gorgeous car. Perfect!

Jeremy collected the signatures on the waiver form and did the participants meeting, making us pay attention to a few spots in the route where limited visibility required

extra care. On we went with Jeremy leading the pack and David and Deidre Lee in their BMW being the sweepers. We maneuvered our way through Oregon City, shortly stopped at the End of the Oregon Trail parking lot to reassemble the group that was divided up through left turns and red lights. Then on towards Redlands, Viola and Springwater.

Below: Lined up ready to turn.



SUVS AND SCHNITZELS, CONTINUED

Right: Clackamas River is beautiful!

Below: What a view!



At the intersection of Hayden Rd. and Hwy. 211, the route called for a left turn towards Estacada, but an actual right turn was executed towards Molalla (the navigator needed their glasses at the time, oops). In good group discipline, all the lemmings followed. My Scenic Navigation App called for a u-turn, I was flashing my high-beams, but to no avail. The whole group motored for quite a while away from our route. I eventually pulled off to the side and communicated with David right behind me. He went off to chase the group and bring them back while I was waiting. Sure enough, 10 minutes later the group reappeared

honking and waving. Perfect!

The rest of the route turns were all executed correctly—so not so bad after all. Near Estacada we met Hwy. 224, where we turned (correctly) right and followed the Clackamas River to our first rest stop in Ripplebrook. The colors along the Clackamas River and up the mountains were amazing, with a few clouds hanging in the hills. At the North Fork Reservoir, the water was like a mill pond, with wonderful reflections of the trees. We had taken that part of the route in an earlier Arrive and Drive in our 911. The pace in the SUV group was much more leisurely, and Sylvia was happy to have a chance to actually see the amazing vistas, and not to have them fly by in a whirlwind. Surprisingly, along Hwy. 224 we saw a total of five sheriffs, police cars and police motorcycles. They must have been disappointed to have a group of Porsches come by without any violation of the speed limit. Perfect!

We made a careful exit of the Ripplebrook parking lot, one of the low-visibility points. Shortly after





Ripplebrook, Hwy. 224 turns into NF-46, a narrow, windy single lane road along the river. Along the upper Clackamas River are a number of hot springs, easily recognizable by the columns of steam rising from the riverbed. Several of the spots had people soaking in the hot water while the air temperature was 39 degrees Fahrenheit! Eventually NF-46 leaves the Clackamas River and heads southwest to Breitenbush, a hot spring resort. From there it's a short drive along the Breitenbush River to Detroit, where we had our second rest stop at the Detroit Ranger Station.

The final leg of the tour led us from Detroit Lake on Hwy. 22 to Salem, then a short distance on I-5 north to

Keizer for the well-deserved lunch at the Bargarten Bavarian Social Haus. The restaurant was very busy, but Jeremy had a table reserved for us. Perfect!

Wyn and Linda Robertson joined us for lunch. They joined PCA in 1964! Wyn told us about his racing history, starting with an original Porsche Spyder and then vintage 911s. Fifty-five years of Porsche history and driving experience and still going strong!

You can find more details about this tour in the Tour Library on our website at <https://www.oregonpca.org/home/tours/route-library/>. The drive is also in the Scenic App OR-PCA Route Library. ■

Clockwise from top left: At our Ripplebrook Rest stop; Great shot! Yummy dessert; The group at lunch: Wyn and Linda Robertson on the left. Steve and Winnie Miller on the right. The rest of the group behind! Sylvia, Heinz and Jeremy! Here's to a successful drive.





Club Members Enjoy Fun and Educational Driver Skills Class in Bremerton, WA

BY MIKE ROY | PHOTOS BY ZACH H (ZHOFFNER.COM), ERIC LEWIS AND PEG RYAN

Cars lined up for inspection. Beautiful Olympics in the background. Note the rubber from the drag strip on the edge.

On Saturday, September 29, Judi and I participated in the Driver Skills Course at Bremerton Motorsports Park. The course, hosted by the Pacific Northwest Region of the Porsche Club of America, was a one-day clinic on the fundamentals of performance driving. Other participants from ORPCA included Eric Lewis, Tom Boulac, Peter Burke and Diane Scott.

We checked into the Bremerton Fairfield Inn the night before and kicked off the event with a group dinner at Anthony's Seafood Restaurant. This is a really good seafood restaurant with lots of ambience, overlooking Bremerton Harbor and the adjacent sound.

The next morning, we headed out to Bremerton Motorsports Park. It was a little quirky getting into the park because the entrance gate was chained shut. Apparently, someone who was not supposed to be in the park the night before attempted a quick exit ramming the closed gate from the inside and knocking it off its hinges. No worry, we simply detoured the gate via a dirt road (first one for my Porsche) and still arrived on time for the start of the 8:00 a.m. ground school classroom instruction.

There were a variety of cars participating that included Porsches, BMWs Corvettes, a lone Cobra and other makes.

A total of 30 cars were divided into three groups of ten and escorted to the first of five challenge courses. Our group, number two, contained all the ORPCA participants—which was cool, because we got to experience the day together.

We started with the Slalom course. Each driver, accompanied by an instructor, made three to four runs. From there we proceeded to the next four challenge courses: Wet Skidpad, Autocross, Threshold Braking/Accident Avoidance and the Handling Oval to further hone our performance driving skills.

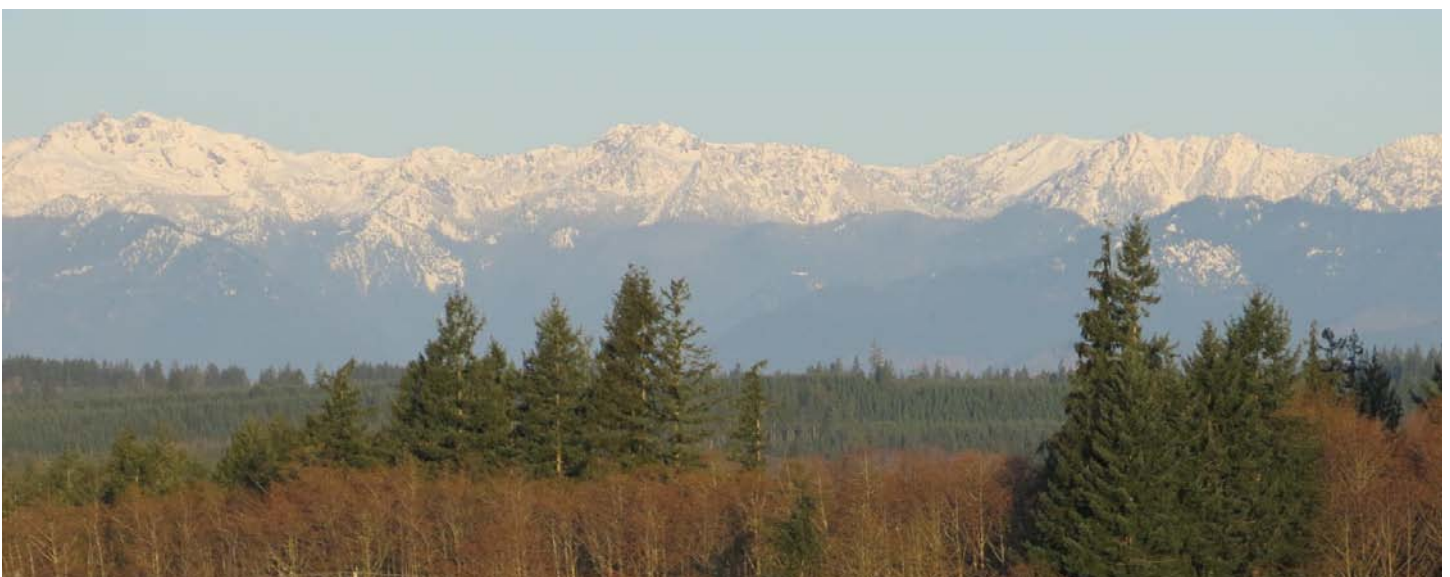
The Wet Skidpad taught drivers how to maintain control of their car during periods of oversteer and understeer while driving in tight symmetrical circles both clockwise and counterclockwise. This course was especially challenging, because in addition to being very wet, a portion overlaid a drag strip starting line that was heavily coated with rubber from racing starts. The combination gave us the sensation of driving on an ice rink.



Threshold Braking/Accident Avoidance demonstrated how quickly a Porsche can come to a complete stop from an approach speed of 50 miles per hour, allowing us to experience the sensation of slamming on antilocking brakes. The accident avoidance portion demonstrated the importance of expanding our scope of vision, looking toward the horizon beyond objects that are directly in front of the car. This chal-

Above: Tracy Andrews enjoying a fancy cocktail the night before the class at Anthony's Seafood Restaurant.

Below: Beautiful view of the Olympic Mountains from the entrance to the Bremerton Motorsports location.



Water truck wetting down the Skidpad.



lenged and ultimately improved our ability to react more quickly and precisely while swerving to avoid an accident and simultaneously standing on the brakes to make a quick safe stop.

While all were excellent training experiences, my personal favorite was the Handling Oval because it simulated a race track driving experience on a figure eight course. The key to this exercise was learning how to properly exit a tight corner turn while positioning the car to enter the next turn at a higher rate of speed without spinning out of control and/or off the course.

Halfway through the event we stopped for lunch, and the opportunity to share driving stories and course experiences with drivers in the other groups. Lunch exceeded my expectations with a Mexican buffet offering chicken tacos, beef tacos, rice and beans. Oh yes, can't

overlook the dessert brownies.

The course was over at 3:00 p.m., unless you wanted to hang around for a couple of autocross runs participating with instructors and event volunteers. From there some participants headed home while others stayed Sunday night in Bremerton celebrating with libations and dinner at a local pub.

All and all, it was an awesome driving/learning experience and an enjoyable weekend getting better acquainted with other ORPCA members. The Driver Skills Course was well organized and the instructors were both helpful and encouraging. Judi and I both are thankful to Eric Lewis and Peg Ryan for encouraging us to attend.

If you are interested in more information on these weekends reach out to Peg at communications@oregonpca.org. ■



*Clockwise from above:
View down the area where
four of the five exercises
are located. Skidpad is the
one closest; View of the
Slalom course; Eric Lewis
getting directions from his
instructor on the Skidpad; A
Cayenne on the Skidpad!*





Rick Stark Takes Honor Flight to DC with His Father, WWII Vet

STORY AND PHOTOS BY RICK STARK

Veterans at the WWII memorial in Washington, DC.

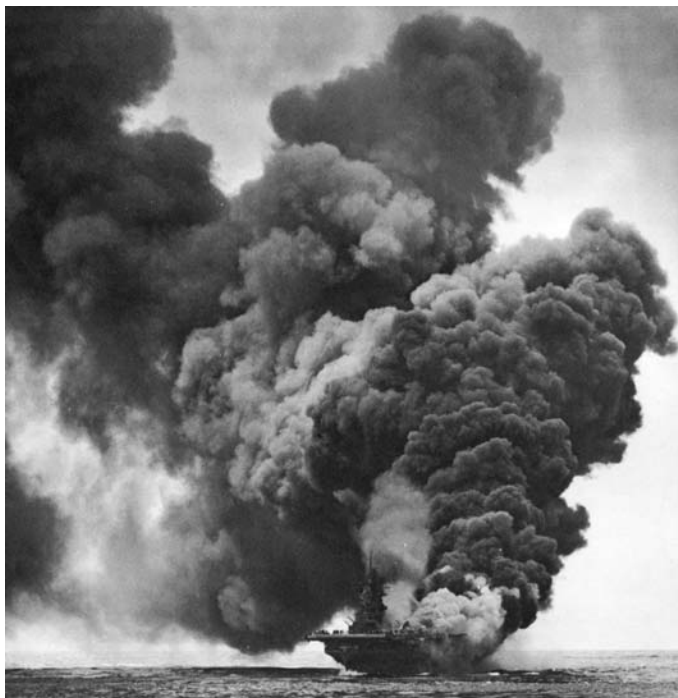
In late September I traveled with my father as his guardian to Washington DC on a trip organized by Honor Flight Oregon. Honor Flight is a nationwide organization that was created in 2005 to help provide transportation for veterans to view the newly dedicated WWII memorial in Washington. As of May 2019, Honor Flight has transported over 225,000 veterans from 40 states, free of charge, to see the memorials. Honor Flight Vets are accorded expedited entry in airports by the TSA. The older travelers are encouraged to use wheelchairs to move through the

long walks at airports and while touring in DC. This helps them conserve their energy so the whole experience is a memorable one. As a guardian, I was the person pushing the wheelchair and helping my father with meals and everyday tasks.

My father, Richard A. Stark, joined the Navy in 1943, completed boot camp and was assigned to the Essex Class aircraft carrier USS Bunker Hill as a Pharmacist's Mate (medic). The ship participated in numerous operations in the western Pacific, accumulating 11 Battle Stars by the end of the war.

On May 11, 1945, the Bunker Hill was struck by two Kamikazes within 30 seconds of each other while supporting operations off Okinawa. Almost 400 sailors died. Dad was trapped below decks and suffered near asphyxiation from the smoke. He was pulled to safety and transferred to a cruiser. Since he was listed as MIA for several days, my grandparents received a dreaded telegram. He was finally accounted for, and was awarded a Purple Heart Medal. His rank at the wars end was Pharmacist's Mate Third Class (PhM3c).

As a guardian of my father, I helped my dad get on the plane to Washington D.C. I pushed the wheelchair, helped with meals and anything else he needed. Our first full day in the Capitol started with breakfast, then boarding the bus for the WWII memorial. Dedicated in 2004, the Memorial is centrally located on the Mall between the Lincoln Memorial and Washington Monument. It is a beautiful design, a fitting tribute to all that served in the Pacific and Atlantic theaters. A color guard representing the four services was present, as our group laid a wreath. All of the Vets received a flag that had been raised over the Capitol building by Senator Ron Wyden's office. We then boarded the bus and went to the Capitol, where we had lunch in a reserved room. Sen. Wyden's young and enthusiastic staff gave us a tour of the building. It was great. From there we went to Arlington National Cemetery. This is a somber, sacred place, where we witnessed the changing of the



Above: USS Bunker Hill.

guard at the Tomb of the Unknown Soldier. Taps was bugled while four of our group laid a wreath. All were quiet with due respect.

Below: Richard A. Stark.

The second day, we toured the Korean War memorial. Unique in execution, it is a wonderful design. An easy walk nearby was the Vietnam memorial, which was incredible to witness, and the FDR monument, one of my father's favorites. Next box lunches were served and then we loaded up onto the bus to the Marine Corps



HONOR FLIGHT, CONTINUED

Memorial. This is the huge statue of the flag raised over Iwo Jima, based on the photograph taken by Joe Rosenthal. It was one of my favorites. Next, we went to the latest memorial, the Air Force Monument, dedicated in 2006. We spent a lot of time just looking up. Comprised of three spires into the sky, one 270', they depict contrails. The three memorial spires range from 201 feet to 270 feet high and appear to be soaring as if "contrails" jets. It is stunning.

Sunday was our travel day back to Portland. After landing, our aircraft taxied to the terminal and was given a water cannon salute by the firefighters at the airport. We deplaned and started entering the concourse. A cordon of men and women from the armed services and law enforcement, wearing their best uniforms, stood at attention while a bagpiper skirled. What a greeting! Strangers approached the Vets, welcoming and thanking them. As we proceeded toward the exit, applause continued. After leaving the secure



area and entering the ticketing section the greeting and applause repeated. I saw some tears shed by Vets and family alike.

If you know a Veteran that served during these conflicts please let him or her know that Honor Flight is there for them. If you would like to participate as a guardian for a Veteran please contact Honor Flight for information. If you can't do either, Honor Flight is a nonprofit 501(c)(3) and can always use financial support. Check out www.Portlandhonorflight.org for more information. ■

Above right: Wreath laid at the World War II memorial.

Below: Welcome Home!



Bucket List Item Checked Off! A Trip to the UK's Goodwood Revival

ARTICLE AND PHOTOS BY STEVE MILLER, ORPCA VICE PRESIDENT



Steve and Winnie Miller.

Almost everyone has a bucket list and mine is rather lengthy. Recently, however, I have checked one item off the list! Last month, Winnie, my wife, and our son, Scott, attended the Goodwood Revival at the 12,000-acre Goodwood Estate north of Chichester, West Sussex, United Kingdom. (One interesting fact, is that the Estate is located not far from the training and staging areas for the allied assault on D-Day World War II.) Charles Gordon-Lennox, the 11th Duke of Richmond (and many more titles) is the owner of the estate. Motorsports at Goodwood was started by his grandfather, Freddie Richmond, who opened the Goodwood Motor Circuit in 1948. The Duke is the founder of the Goodwood Revival, started in

1998, and the Goodwood Festival of Speed, started in 1993. Both events have since become recognized as some of the most unusual, exciting, and creative events in the world.

The Goodwood Revival is a multi-layered, three-day festival held every September for the types of road racing cars and motorcycles that would have competed during the circuit's original period 1948—1966. It is one of the world's most popular motor race meetings, and the only United Kingdom event which recreates the 1950s and 1960s era of motorsport. It is known for period theme and most people dress in 40s, 50s, or 60s clothing in anticipation of winning the daily prize for best outfit. The Revival is a showcase for exceptional wheel-to-wheel racing around



Above: Steve Miller dressed for Goodwood!

Below, left to right: Entering the Motor Circuit; Cars racing!

a classic circuit, untouched by more modern developments, and relives the glory days of Goodwood Circuit. The festival includes Grand Prix cars from the 1950s and 1960s, sports and GT cars, as well as historic saloon cars and little-seen Formula Juniors. Many of these important historic racing cars are driven by famous names from motorsport past and present. Apart from the inclusion of a chicane on the start/finish straight, the restored circuit is unchanged from its heyday. No modern vehicles are allowed within

the circuit perimeter throughout the weekend, except for modern race fire and rescue vehicles. There are also theatrical sets that bring the past back to life, as well as many historic aircraft. There is even a pedal car race for youngsters called the Settrington Cup, featuring Austin J40 pedal cars.

We boarded our direct flight on a beautiful fall day in Seattle bound for Gatwick Airport. A short ten hours later we arrived in the UK. With much anticipation and a sense of adventure we rented a Mercedes





Above left: View onto the racing circuit

(German, of course) and with the aid of a couple of electronic devices we were on our way south. It's about a two-hour drive to Chichester and Emsworth, near the Goodwood Estate. Thank God, my son volunteered to pilot the left-hand drive car. We arrived at Emsworth just in time for lunch. After walking about for a while, we found a local pub. Later we located our Airbnb house, about a mile away, and relaxed for the afternoon.

The next morning, we ate breakfast and we were off to our first day of the Revival. The drive to Goodwood Estate took about a half hour on narrow, hedgerow-lined country roads. About halfway to the property we began seeing huge signs directing traffic to huge grassy fields of event parking with tractors pulling wagons used as people movers. We

made our way to one of the many access gates and with a sense of relief we realized that we had finally arrived. It was a carnival atmosphere, but it was like we stepped into a time machine back to a time of our parents and grandparents. Young and old alike were dressed in period clothing, babies in strollers from the fifties. I saw one that looked

Below: View of the Porsche Classics pavilion.





Above right: Beautiful Porsches lined up ready to race.

Below, left and right: Beautiful to see the old cars and the site set up to resemble the 1950s and 1960s!

like my stroller in family photos my mother took! The first thing we saw was a Ferris wheel, so there really was a carnival located outside the track area. There were hundreds of vendors in a tent city selling everything. There were food and alcohol tents everywhere. They even had a movie theater showing vintage movies and a Gooding Automobile Auction. These activities were all outside the main automotive venue. We spent most of our first day there.

Second day we ventured into the fixed structure area. It was like Disneyland. There was a Porsche

restoration garage complete with a factory metal worker actually doing metalwork on a vintage 356 coupe. There were lots of other vendors including British oil companies, vintage clothing stores, beauty shops, souvenir shops, and more places to eat and drink. They even had a record studio on site with Beatle impersonators and screaming girls running around and through the crowds, screaming, "Have you seen the Beatles?"

On day three there was a lot of activity on the track. There was a parade of WWII military vehicles



commemorating the 75th anniversary of D-Day. The staging and training areas for D-Day was not far from Goodwood Estate. As a matter of fact, there is an aerodrome located right next to the racetrack that displayed dozens of vintage aircraft. We spent most of day three walking around the track looking at the cars. Watching racing was somewhat difficult as we did not have grandstand seats; however, there was so much to see it really didn't matter. I have not seen so many Ferrari 250 GTOs and pre-war Bentleys in one place in my entire life. There

were Porsches, also, RSKs, Spyders, Speedsters. I could go on and on here, but suffice it to say, we had a great time! The next day we made our way back to Gatwick Airport and then off to the next chapter, scotch tasting and golfing on the old course at St. Andrews!

To attend the Goodwood Revival, you need to make your reservations for hotels at least a year in advance. If you want more information on how Steve was able to get this off his bucket list, email him at vicepresident@oregonpca.org or after January 1 at: president@oregonpca.org. ■



People dressed in period costumes were a highlight of the experience!



November Social and Dinner at the Reserve

STORY AND PHOTOS BY CRISTY AND STEVE JOHNSON

The November Social and Dinner was held on November 20. Hosted by Steve and Cristy Johnson, the venue was the Vintage Room Restaurant located at the Reserve Vineyard in Aloha. Forty-four people attended, included members who have not joined us for awhile, so that made it very fun.

The dinner was a buffet that included sliced roast sirloin, herb roasted chicken, grilled portobello mushrooms, sun dried tomatoes and parmesan in penne pasta, steamed vegetables, garlic mashed potatoes, and tossed green salad.

Larry Hannan and Steve Miller brought in a list of possible club activities for 2020, developed at their event planning meeting. The board was looking for volunteers to lead or assist in those activities. If you are interested in seeing the list and/or volunteering for an event please contact Larry or Steve Miller at: President@oregonpca.org or Vicepresident@oregonpca.org.

Our thanks to Steve and Cristy for hosting this great Social and Dinner event. ■



Clockwise from top left: Set up and ready to talk and dine; The beautiful location (photo courtesy Trip Advisor) Talking! Dining and drinking!



Distinguished ORPCA Volunteers 2019

This club would cease to function without the contributions from our long list of volunteers. They create, staff, and operate all our events. We are an organization of volunteers who labor to bring the membership a steady offering of events that keep us linked to the fun aspect of Porsche ownership. You got to drive them to appreciate them, but most of all it's about the people you meet and the friends you make. Find time to seek these folks out and offer them your thanks—they will appreciate it.

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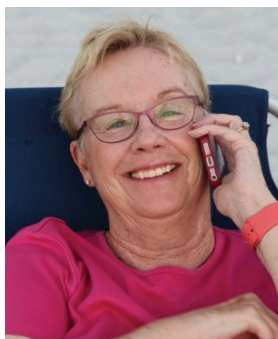
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The ORPCA Nomination Committee is Pleased to Announce the

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DECEMBER BOARD OF DIRECTORS MEETING

Wednesday, December 11
Dinner 6:00 p.m. | Meeting 6:30 to 8:30 p.m.
Dang's Thai Kitchen | 670 N. State Street
Lake Oswego, OR 97034

All members are welcome to join us!

ANNUAL MEETING AND AWARDS BANQUET

Wednesday, January 15
Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.
The Old Spaghetti Factory | 0715 SW Bancroft Street, Portland, Oregon 97239

Hosted by Cheri Reins

Join our Annual Meeting and Awards Banquet and get in out of the winter rain! Meet the recipients of our 2019 Volunteer Awards and meet the new 2020 Board of Directors. The banquet, hosted by Cherie Reins, will be held at the downtown Old Spaghetti Factory located at 0715 SW Bancroft Street, Portland, Oregon 97239. Options for your meal include: Chicken Caesar Salad, Spaghetti & Meatballs (with sausage), Lasagna and Spaghetti with Mizithra. RSVPs are open. For the first time you will pre-pay for your dinner. We are taking credit cards for the payment for the dinner orders. For more information: and to register: <https://www.oregonpca.org/event/2020-annual-meeting-and-awards-banquet/>



TOURS TRAINING CLASS

Sunday, January 19 or Sunday, May 31
10 a.m. to 5 p.m.
Heckmann & Thiemann Motors | 3220 SE 19th Ave., Portland, OR 97202

ORPCA is offering Tours Training Classes. The class is required for any member who wants to lead one of our drives or tours this year due to new requirements for 2020 ORPCA tours. It is also open to other members who want to learn about leading and/or designing an Arrive & Drive, a Midweek Casual Drive or a Multi-Day Tour. Each class has a limit of 15 people. Click one of the two links below for all the information and to register for a class:

Sunday, January 19: <https://www.oregonpca.org/event/orpca-tours-training-class-2020/>

Sunday, May 31: <https://www.oregonpca.org/event/orpca-tours-training-class-2020-may-31/>

FIRST QUARTERLY MIXER

Sunday, February 2

2 p.m. to 5 p.m.

Location TBA

Our first Mixer of 2020 will be on Sunday, February 2, 2020 from 2 p.m. to 5 p.m. Location will be announced soon. Please watch your email blast for the location. You do not have to register! Just show up. These are no-host events with food and drinks available to purchase. If you have questions please email Cherie at: socialevents@oregonpca.org. ■

PORSCHE DISPLAY AT THE PORTLAND AUTO SHOW

Thursday, February 20 to Sunday, February 23

Oregon Convention Center



The Portland International Auto Show has moved their dates this year to the end of February.

This is the largest auto show in the Pacific Northwest. With more than 480,000 square feet of exhibit space you will find over 600 vehicles from 35 manufacturers, the latest in car design and technology plus exotics from around the world. Get behind the wheel in one of our many Ride & Drives, watch live custom car builds, explore the latest advancements in electric vehicles and autonomous technology that will be here before we know it. There is truly something for all ages including a kids zone, virtual reality simulators, motorcycles and so much more.

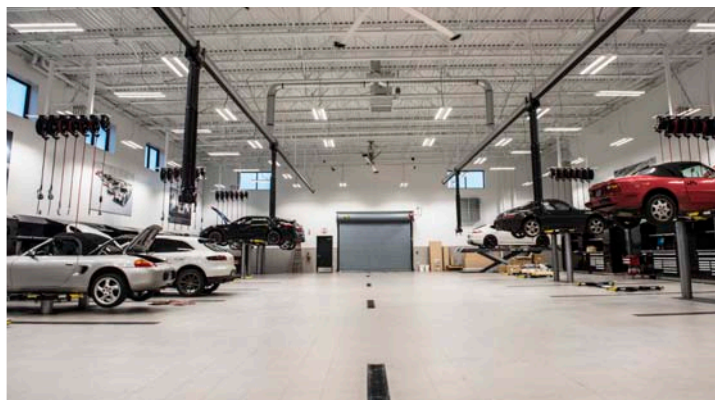
The Oregon PCA has been invited again to display five of our members' unique Porsches as part of the show. Look for information in our email blasts with information on how to show your car and how to volunteer to help at our display. ■

SAIL THE BEAUTIFUL DANUBE RIVER

October 21 to October 28



ORPCA member Julie Madrid has arranged an eight-day river cruise from Nuremberg to Budapest in October of 2020 for Oregon Region members. For more information, go to <https://www.oregonpca.org/delightful-danube-2020/> ■



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MISCELLANEOUS

3 volume set "Porsche: excellence was expected" by Karl Ludvigsen. This is the 2003 edition that has 1574 pages and covers Porsche history through 2002. This set is in "as new" condition with dust jackets and hard case included. Volume 1 was signed by the author on Sept 16, 2003. Asking \$400.00. Bob Ellis bob@kelandscape.com (12/20)



Porsche 911 GT3 Cup Car racing game. Porsche number WPA 026 601 08. New price was around \$300. Like new condition with instructions, in original box. \$125. I'll deliver it. Great Christmas present. Joe Kelly, 562-587-3090 or joekelly@earthlink.net. (10/19)



Custom Oregon plates, perfect for your 550, 917, 914, or Boxster. Immaculate condition - always garaged, never raced. \$250/pair. Don, BarkerInstitute@gmail.com. (11/19)

The Anzeiger Marketplace has a track record of sales and is a free service provided to members.

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

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