

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JULY 2022





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OREGON REGION PORSCHE CLUB OF AMERICA
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JULY, 2022

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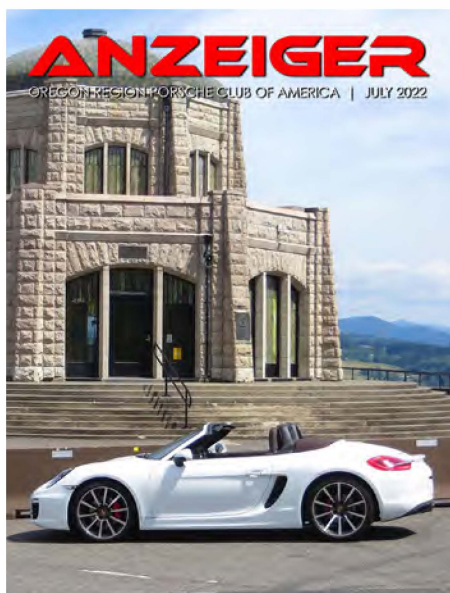
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ON THE COVER

Perfect summer day in the Gorge with a perfect Porsche. Photo by Bob Ellis.

ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 62 | NUMBER 6 | JULY 2022

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[CLICK HERE](#) for June, 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.

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

JULY

- 9-10** **Rose Cup Races at PIR, Car Corral**
- 9** **Arrive and Drive**
- 13** **Board Meeting**
- 17** Forest Grove Concours d'Elegance
- 20** **Dinner Gathering**
- 21** **Midweek Drive**
(Note: New date)
- 23** **SUV Drive**
- 30** Porsche Day at Cars and Coffee, Sherwood
- 30-31** Taste of Motorsports, Los Angeles
- 31** **Autocross #5**

AUGUST

- 7** **Summer Tour and Picnic**
- 10** Board Meeting
- 13** Arrive and Drive
- 14** Autocross #6
- 19** Werks Reunion, Monterey, CA
- 24** Midweek Drive
- 24** Dinner Gathering
(Note: New date)
- 27** SUV Drive
- 27-28** Taste of Motorsports PIR

SEPTEMBER

- 2-4** Indy Cars at PIR
- 10** Arrive and Drive
- 14** Board Meeting
- 17** Garage Visit/Tech Session
- 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** Garage Visit/Tech Session
- 19** Midweek Drive
- 19** Dinner Gathering
- 29** SUV Drive, Oktoberfest

NOVEMBER

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

DECEMBER

- 4** Holiday Party
- 14** Board Meeting
- 17** Garage Visit/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 for directions to post your pictures.



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2018 718 Boxster GTS

Dave Hollandsworth
Forest Grove, Oregon
2006 911 Carrera

Michael Isaac
Portland, Oregon
2022 911 Carrera GTS

Rick Jones
AnnWalker
Portland, Oregon
1987 911 Carrera

Robert McLaurin
Portland, Oregon
1994 928 GTS

Ozgur Yazicigil
Portland, Oregon
2015 Cayman

ORPCA LOCAL SUMMARY

Primary Members: 648
Associate Members: 383
Total Local Members: 1,031

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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JULY ANNIVERSARIES

48 YEARS

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46 YEARS

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Randi Ledbetter

44 YEARS

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37 YEARS

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34 YEARS

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29 YEARS

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26 YEARS

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Linda Heilweck

20 YEARS

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Susan Stirling
Alfred Viado
Pamela cViado

19 YEARS

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Julie Barless

18 YEARS

Mark Bowen
Denise Bowen
Douglas Russell
Paula Russell

17 YEARS

Larry Hannan
Cathy Hannan

16 YEARS

Gary Rall
Julie Rall

15 YEARS

Rafael Sierra
Toni Sierra
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14 YEARS

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Mitch Koyama
Larry Werre
Jodee Werre

12 YEARS

Jeffrey Hornick
Betsy Hornick
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Sarah Bellamy

11 YEARS

Harrison Branch
Jacqueline Branch

9 YEARS

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8 YEARS

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7 YEARS

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6 YEARS

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Kathryn Tucker-Bachelder
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Pam Jones
Ben Tyson

5 YEARS

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3 YEARS

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Terri Skill
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Ken Townsend

2 YEARS

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1 YEAR

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PRESIDENT'S MESSAGE

Peg Ryan

Central WA Drive ... and *Anzeiger* Wins Top Honors!

I have just returned from a week-long journey through Central Washington. My husband Eric and I were exploring the possibility of a club event there. We took our new 911 4GTS with the goal of doing enough miles to break her in. The first day, we took some great roads to Yakima through the town of Bickleton. From Yakima we headed north and explored Wenatchee Lake, Lake Chelan and then up to Sun Mountain Lodge for the night. The lakes were kind of a bust because it is difficult to see the lakes from the roads. We did find a pretty, but small park on the north of Lake Chelan—Willow Point Park. Parking 12 cars would have been very difficult in both lake areas. We also had trouble finding potential rest stops on that day. Sun Mountain Lodge sustained heavy smoke damage last year and had to close for months to renovate from the smoke. Even Floyd the Bison in the front lobby had to undergo some special cleaning! But it is all clean and wonderful now. From Sun Mountain we headed west on Route 20. We stopped at the country store in Mazama—one of our favorite finds from a number of years ago. It is still wonderful. Then we continued on to gorgeous snow-capped peaks and mountains and clear, almost green lakes. This is a great road with lots of curves and views. From there we took some back roads to Route 2 and back across Stevens Pass to spend the night in Leavenworth. We had never spent time in Leavenworth before. It is a picturesque Bavarian Alpine-style village and it lives up to the web description. The next day, we headed back south to Yakima and did a loop out to



Mt. Rainer. Wowie zowie, this was spectacular. We could not take the Stevens Canyon Road to Paradise because it is not open from the east side, but we did find some view points on Route 12 and then spectacular views of Mt. Rainer from the partially open Sunrise Park Road and the recently opened Chinook Pass. We even saw a mama bear with two very small cubs! We did accomplish our goal of breaking in the 911. I don't think we will offer it as club drive, but if you get a chance, there are some spectacular areas in Central Washington. Let me know if you want recommendations.

On our way home, I found out that our *Anzeiger* was selected as the top newsletter for the National PCA Class V group newsletter contest (based on the number of members in the club). This is such an honor. I want to thank the team that helps put this newsletter together: Peter Linsky and Bob Ellis for their editing and Nancy Scott for her design and layout of everything we send her. I also want to thank all of you, our members, for writing great articles and taking great photos. Without all of you we would not have a newsletter!

Please enjoy this month's *Anzeiger*. You can always reach me at: president@oregonpca.org ■



Ross Lake on Route 20.

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PHOTO BY ERIC LEWIS



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

June's SUV Drive Was on "Roads Less Traveled"

Hello fellow club members! The PCA Porsche Parade is the time when PCA announces their national awards. There is very good news for the Oregon Region: our *Anzeiger* won First Place! Congratulations to Peg and her supporting team. Every month a lot of hours go into creating the *Anzeiger*. Volunteers help with proofreading, and members provide articles and photos. Let's give Peg a big round of applause for this great achievement!

Talking about awards, there is another one that Bob Ellis informally received this month. Bob is very well known for his great skills in finding roads less travelled. For the June SUV drive, he broke his own record. The drive he put together was titled "SUV Scenic Drive: It's a Dirty Job, and We Are Going to do It!" A very adequate title for a SUV drive. The tour was advertised as "You can expect to have a pleasant and scenic drive over nice, paved roads, bumpy paved roads, gravel roads and dirt roads past farms, ranches, vineyards and Christmas tree farms. You might see horses, cows, goats, pigs, chickens and sheep." A very good overview and all true, but one thing has to be added: peacocks on the dirt road holding up nine SUVs! What was truly amazing was that we didn't know at least half of the roads, and more than half of the drive was on dirt roads. That led to spontaneously awarding Bob The SUV Drive of the Year! Watch for the full story and photos in next month's *Anzeiger*.

Maybe we should have yearly awards for the Best Arrive & Drive, Best Midweek Drive, Best SUV Drive, and Best Driving Tour. After all, a lot of volunteer time goes into developing a new route, test driving it, and docu-

menting it. And often this effort is invisible to participants of a drive.

A good example is the yearly NW Passage, our premier multi-day driving tour, that is about to start with the June tour (there is a second one in September). The event is organized by a committee of 12 members, who together invest an estimated 1,000 hours on the design of a route, test drives, budget, hotel contracts, lunch, dinner and reception arrangements, websites, online booking and tour book creation. Thank you to all our volunteers!

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



Heinz' SUV shows evidence of June's dirt road adventures!



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ZONE 6 UPDATE

**John P Sommerwerck,
Zone 6 Representative**

3,800 Miles in 65 Hours! And We're only Halfway

Hello from New Hampshire. Nancy and I are a little over halfway through our East Coast tour, with a key stop at the Parade at the Kalahari Resort in the Poconos, PA. We now have driven over 3,800 miles in 65 hours and visited 13 states.

This 2022 Parade did not disappoint. We arrived the Friday before the Sunday official start of Parade for several pre-meetings. As a new Zone Rep, I had not met, in person, most of my fellow zone reps and the national chairs. It is always great to put a name with a face. Zoom is great; however, it does not allow for the same type of interaction that in-person meetings do. We had presentations from the new DE National chair, Mia Walsh, regarding her plans for changes to PCA DE's. Mia noted she will be holding a Zoom meeting on June 28 to discuss changes to the DE minimum standards and other topics. Paul Kudra, new AX National chair, reminded us of the documents available to regions that are holding or will be holding AX events. Ron Gordon, National Parade chair, noted the 2023 Parade will be held in Palm Springs, CA, and the 2024 Parade will be held in Birmingham, AL. For those already calendaring 2023/2024 events, these Parades will be held in June.

I am happy to report that several Zone 6 Regions received awards at Parade for their websites and



newsletters. Oregon Region was recognized for their website and newsletter. Congratulations to Peg Ryan and Heinz Holzaphel. Pacific Northwest Region was recognized for their newsletter and newsletter cover. Congratulations to Doug Andreassen. Vancouver Island Region was recognized for their newsletter and website. Congratulations to Dave Nickel and Steve Fairbrother.

Nancy and I will return to Idaho in late June from our eastern drive. We head out next to Canada West Region's Escape 2022 in mid-July. We hope to see many of you there.

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

Kalahari Resort in the Poconos.





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SPINNEN
Randy Stolz

Great Memories of Past Northwest Passages

By the time you read this, Oregon Region's premier tour, the 2022 NW Passage, will be in the books. We are going this year, and all kinds of memories run through my mind.

This will be the sixth time we've attended. In the past, the tour has led us north into Washington's mountain passes, with—for example—lunch at a place called Whistlin' Jack's Lodge. Sometimes we ate at a forgotten grange hall where locals just wonder at the cars ... and the nuts that drive them. From the Grand Coulee Dam to the North Cascades, Leavenworth, and Winthrop and east to Spokane, our neighboring state has been a favorite playground.

Oregon, though, has been the scene of some memorable drives. A frequent destination has been Baker City, where we pledged to the local press not to exceed the speed limit. We filled whole streets with our cars. Then there was the "roundup" that occurred near the town of Hereford (where else?). At an unscheduled rest stop, we watched cattle herded by too few cowboys and dogs. Avoiding a conflagration of sheet metal and pot roast, we found lots of "trail mix" spattering the cars, some more than others.

This time we head south, another frequent drive that began when the tour was casually known as the "Mille" (after the famed Italian road race the Mille Miglia). Our first tour in 2005 was named the "Seas the Moment Tour." It had a similar route to this year, with a big left turn at the California Redwoods onto route 199 and another lunch at Patrick's Creek Lodge. The tour continued on to the Seven Feathers Casino, but we

made a detour to visit the in-laws in Grants Pass (just now I've forgotten why).

There have been other times when we've strayed from the path taking a bit longer here or there. The last time was in 2016 when we headed into Montana to Missoula; from there to Hamilton and back westward over the Lolo Pass. Doing our own Lewis and Clark thing was fun but more than we could do now in our Boxster as our aging backs would agree. Still, this year the tour ends on our anniversary, so who knows where we'll wind up (?). I want to thank all the folks past and present who put these tours together. So many good times and memories often don't happen by accident.


The tour is at once a fantastic club event filled with all those things that happen when people come together for a good time and yet it's very personal as hours together in a sports car demand. Those hours and destinations are to be savored but as in life, sometimes the route is interrupted.

—KEEP SPINNEN ■



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Two Arrive and Drives on the Same Day = Double the Fun ...

Editor's Note: Two Arrive and Drives on same day! This was an experiment to offer increased participation opportunities for our members. Our thanks to Scott Dual and Tosh Kanno for being willing to do these drives. Hopefully we will get some more drive organizers willing to try this again.

Westside Arrive and Drive: Drive in the Downpour to Si Señor

BY TOSH KANNO | PHOTOS BY TOSH KANNO, RICK AND JENNIFER PITTMAN

We ended up with 12 cars and just one group due to a number of cancellations. This day required dedicated Northwest drivers as the weather did not cooperate. We started out misty with threat of rain. The rain came and went throughout the drive with a total downpour as we got onto Mcnamee Road (you need to drive that sometime if you have not already done so) and at other times, blue sky. Perhaps this is the best drive day, a little of everything to make you appreciate all the changes life gives us.

It is so cool to see so many club members coming out of winter hibernation. I really enjoy this group magic. And there is another kind of magic to be in a Porsche motorcade. It feels like you are right in the center of a Porsche commercial. With twisty backroads on an early morning weekend; quiet beautiful countryside, no traffic, sparse homes and farms—we can for the moment claim the road and countryside as ours. Then in relatively short time, the countryside changes dramatically

to forests and mountain ridge roads. Awesome rural roads—we live in such a beautiful place.

This route has great sections. My thanks to all the prior Arrive and Drive leaders who showed me bits of the drive so I could link them and make it my own. And thanks to all who shared my drive. After the drive we hung out at the Si Señor Family Mexican restaurant for a long time talking. It's a testament to the virtue of the club mantra, "It's not just the cars, it's the people." Wash Porsche and repeat! ■

Tosh kicking us off.

To enjoy more photos of the westside drive, go to: <https://orpcapix.smugmug.com/2022-ORPCA-Events/June-Arrive-and-Drive/>

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

**MORE PHOTOS
ON PAGES 20-21**





Clockwise from above: Our first rest stop; Shooting pics of the beautiful countryside; Cheryl Carpentier, Eric Freedle and Linda Tracewell joined us for the drive; Oregon farm country.





Clockwise from above: A Boxster leads the way. Rick and Jennfier Pittman went ahead of the group and pulled over to take photos of the cars going by; Enjoying chips and salsa appetizers at Sí Señor; Peg Ryan waving as she and Eric Lewis went by; Rocky Point Road provides a great view of the hilly scenery looking toward Portland.



Eastside Arrive and Drive: Enjoyable Adventure to Riverside

BY SCOTT DUAL | PHOTOS BY CASSIE AND ROBERT MCDONALD

To enjoy more photos of the eastside drive, go to: <https://orpca-pix.smugmug.com/2022-ORPCA-Events/June-11-AD-Sat-EAST/>

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

Some of the Boxsters, 911s and Caymans on the drive.

The June 11 Eastside Arrive and Drive was an enjoyable adventure for 29 members in 19 cars. We saw the aftermath of the 2020 Riverside Fire along Highway 224 east of Estacada, as well as the effects of the recent atmospheric river.

Members started the drive with a lot of umbrella-free socializing at Clackamette Park in Oregon City, then journeyed along Clackamas River Road, winding along the flooding Clackamas River. The first rest stop at PGE's Timber Park again allowed for socializing without umbrellas. Then the adventures began on Highway 224 with vistas of the fire zone and dropping down along the river for curves and the occasional

loose rock from the recent heavy rains.

The adventurous crew of 911s, Boxsters and Caymans making the drive started braving raging water falls that one member said "Would make the SUV crew proud." We had anticipated a road work delay, but it was not quite what we thought it would be. The first group, lead by Jim Goetsch and Valerie Menely, turned back and headed to the final destination since the road crews were clearing mudslides instead of installing rock fall measures. The second group was quickly moved through the construction zone, and after a few more loose rocks got to experience some traffic-free curves. The second group stopped at the Ripplebrook





Camp Store for another umbrella-free round of socializing, then headed back down for more traffic free curves and roadside adventures.

As we left Estacada the rains finally came, but did not dampen the joy and spirit of some curvy country roads. Reaching the final destination, after goodbyes to those heading for other adventures a sizable group stayed and partook in the food cart cuisine and libations in the tap room, and to the

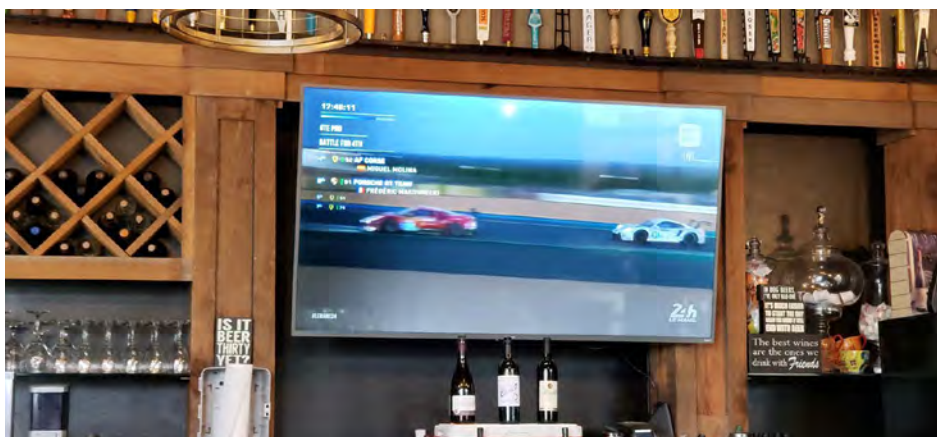
delight of many, coverage of the 24 Hours of Le Mans.

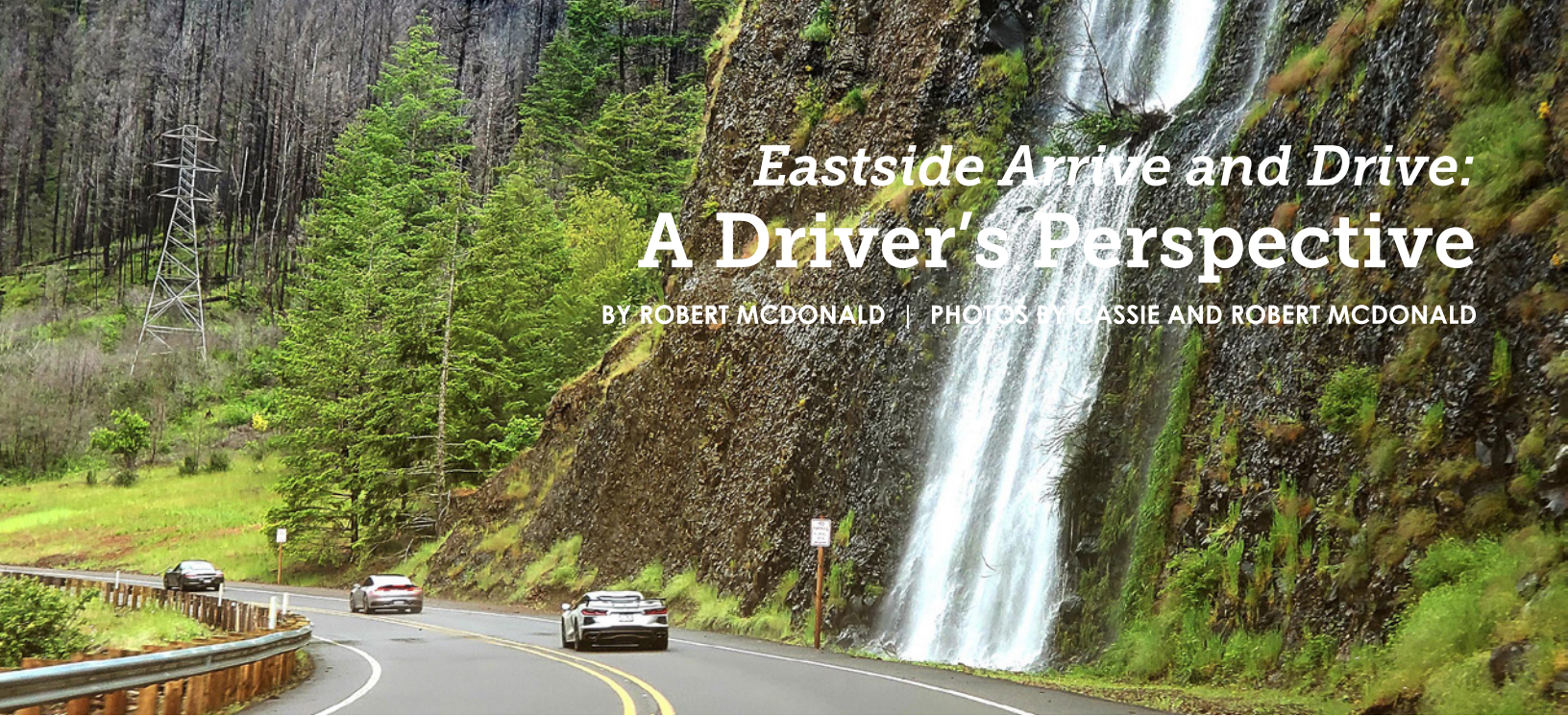
A special thanks goes out to the adventurous members attending and volunteering to help make this drive happen. Also, our thanks to the Molalla River Brewing Company for accommodating us on this rainy, cold June day. If you get a chance, check out this delightful place. ■

Above: Max, the Bernese Mountain Dog enjoying the rest stop; Entrance to Ripplebrook.

Below: 24 Hours of Le Mans at the Molalla River Brewing Company; Nice to see the Ripplebrook Camp Store is back open—but you can see how close the fire came.

**A DRIVER'S PERSPECTIVE
ON THE EASTIDE DRIVE,
PAGE 24**





Eastside Arrive and Drive: A Driver's Perspective

BY ROBERT MCDONALD | PHOTOS BY CASSIE AND ROBERT MCDONALD

Raging waterfall as seen from our car.

June, 2022, provided an Arrive and Drive unlike any of the others I did last year (and I did all of them after I got my car and joined the Oregon PCA).

For my wife Cassie and me, it did not start off auspiciously as we arrived shortly after the scheduled time of the driver's meeting. The one time I decide not to nag is the one time Cassie didn't know when we were supposed to be there!

Scott Dual was leading (with his gigantic fluffy dog Max in the backseat, as always) and warned me that we might not be able to make it to one of our planned stops because of the road conditions. That was certainly not a concern on any of the drives I had been on before!

After we got out of town, we pulled off to the side of the road to allow our group to come back together. It's always nice when the leader of any Arrive and Drive group takes care to keep everyone grouped up. It's all too easy to just focus on the road ahead of you and forget to check your mirrors.

Up to the stop at Timber Park, everything seemed pretty much normal. And for a while, the worst we seemed to be dealing with was a bit of fog and wet pavement. But the 26-mile drive to Ripplebrook in the Mount Hood National Forest quickly became more treacherous. I saw a rather large rock in the road a bit too late and nervously wondered if perhaps my Aerokit and aftermarket sport suspension-equipped 996 Carrera wasn't going to be just a touch lower than the Cayman I was following. Since I didn't hear the sound of my bumper being ripped off, I figured I was going to be okay, but I definitely understood Scott's warning about us not being able to make it to our second stop after that.

I've seen many landslide warning signs in my 39 years, but Cassie and I agreed that we never imagined there would be so many that were so minor. I think it's all too easy to imagine them being gigantic, road-destroying monsters like you might see after a hurricane or volcanic eruption. Instead,

the ones we found on Highway 224 were often dirt and rocks partially covering one lane beneath a small, fledgling waterfall. Or mud washed out across the road with rocks no bigger than a fist. Combined with the generally poor pavement in some sections, it was enough to make me a bit wary (and envious of the magnetorheological suspension on the C8 Corvette in our group) but never enough to do any actual damage to our gathering of sportscars.

Among the green hills, it wasn't hard to see evidence of where all of this detritus was coming from: the charred remains of innumerable trees were proof of the fire that had been so disruptive to the area. I've driven through places that have been hit with wildfire before, but only in Oregon would it become so green while so many charred trees remained.

Our group pulled over when Scott decided to check in with each of us to make sure we were comfortable with all of this decidedly more SUV-appropriate terrain. But all of us were willing to continue. As it turned out, just after he checked in with us, it became clear that the worst of it was behind us. We made it to our second stop at the "Ripplebrook Camp Store," which none of us patronized (if they were even open) beyond the use of their nearby outdoor bathroom. To anyone there and the ODOT workers trying to clean up the road, it was no doubt a strange sight to see our group of vehicles more likely to cross a racetrack than a muddy road.

The road back was the same that took us there, for the most part. But

the worst of the debris was found in the northbound lane, forcing us to cross over to the other side of the road more than once. Fortunately, traffic was understandably light considering the state of the road, the lack of major destinations at the end of it, and the generally not fantastic weather.

The rest of the drive was much more typical of those I've experienced in the little more than one year I've been in the Oregon PCA, if a bit light on tight twisty roads.

In the end, we met up with the first group (or what remained of it) at the Molalla River Brewing Company. I was pleasantly surprised—shocked, even—to find that the bar had a TV showing the 24 Hours of Le Mans. As a Porsche motorsports fan, it was nice to be able to see how the racing 911s were doing at the legendary French endurance race without having to rush home before the French sunset (9:58 p.m. their time but at an all-too-early 12:58 p.m. PDT). I don't think I was speaking for anyone else except me or my dad, but I found it a fantastic way to end a Porsche driving event! ■

Big puddle!





SUV Group on a Rainy Gorge Drive

BY JIM GOETSCH | PHOTOS BY JOE SWEENEY AND ERIC LEWIS

Car and owner photo at Skamania Lodge.

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

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

It was a small group that met in Wilsonville for a rainy, Saturday-morning drive, and was made smaller by a COVID call-out, but our group of just seven people in a quartet of SUVs was determined to enjoy the day nonetheless. Impromptu leaders Peg and Eric led our small crew through the rolling hills east of Wilsonville, including a section of road that I could swear was snipped from a roller coaster track at a Six Flags park. A series of curves, whoop-de-dos, and hairpins kept things lively, and the surfaces were magically dry (for a time)! I solemnly resolve to go back to this route in my 911 for another try on a sunny day....

The diminutive size of our group made it easy to stay together, and we soon found ourselves rolling into the small town of Willamette, en route to more hills and switchbacks north of Oregon City. The roads were still clear and dry as we crossed the Clackamas River

and wound through verdant farmlands, until we made our first stop at Meinig Memorial Park in Sandy, which at least a couple of drivers did not even know was there, just a block off of Highway 26.

After a quick respite, we crossed the highway for a descent into the Bull Run watershed, marked by a variety of tight hairpins and gorgeous scenery, and soon came to the second stop at Lewis and Clark State Park. Our small group was fortunate to get the required passes to drive the Columbia Gorge Scenic Hwy., and we enjoyed the climb up to Crown Point, followed by the narrow, curving descent into the series of breathtaking waterfalls. Mossy rocks and waterfalls make for spectacular photography, so we stopped at Horsetail Falls to grab some snapshots. We then continued to the Bridge of the Gods and Skamania Lodge and a picture of all of us in front of our SUVs.

Lunch at Skamania was delicious, and our group enjoyed each others' company, our various Porsche (and other car) stories, and the beautiful view of the Columbia River Gorge. As we returned to our SUVs, the weather finally caught up with us (we loved the sun and dry roads for nearly the entire drive!), and we found ourselves quickly drenched in the parking lot.

A fitting end to a drive in the Pacific Northwest! A quick round of hugs and goodbyes saw us back in our snug rides for the rainy drive home, but I know we all enjoyed the time spent with this small group, and look forward to the next drive! I am especially looking forward to sun ... and dry roads. ■

Clockwise from top left: Peg Ryan, Valerie Menely, Jim Goetsch, Sean and Natalie Smith and Eric Lewis; Rest stop at Meinig Memorial Park and yes, one is a BMW (ignore the non-German car); View from our table at Skamania Lodge; Jim Goetsch and Valerie Menely; With all the falls so full, we had to stop at one. We found plenty of room to park here at Horsetail Falls.



Interesting and Informative Visit to the Avant Garde Collection

BY JIM CUMMINGS | PHOTOS BY JIM CUMMINGS, ROBERT MCDONALD AND BOB ELLIS

To enjoy more photos go to: <https://orpca-pix.smugmug.com/2022-ORPCA-Events/May-Garage-Visit/>

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

No one driving along the hidden stretch of North Thompson Street in Portland would ever expect to find one of this area's largest and most valuable collections of "special" Porsches behind one of those nondescript warehouse doors. ORPCA was invited to visit Avant Garde on Saturday morning, May 21. About 60 members came down to browse around the many great cars. Matt Crandall, owner of Avant Garde Collection, discussed the various cars on hand and his model of success as well as the new dry ice blasting process that they are using. There were fabulous morning goodies for us to enjoy as well. Tom Floyd, General Manager, organized the event for the club.

The Avant Garde Collection (A-GC), is a consignment based, collector car dealership specializing in Porsches and other exotic marques. Amongst a preponderance of Porsches in their shop,

you will also see Ferraris, Lambos, race cars, and other remarkable vehicles. The services provided to get cars ready for sales include all mechanical maintenance, restoration and detailing, vehicle value assessment, and consignment sales expertise. Their service staff has two mechanics trained at the Porsche factory. IMS problem? These guys can fix it. V-12 tune up? No problem. Stainless steel exhaust? Done!

The Avant Garde Collection (a-gc.com) occupies two buildings on North Thompson. The first houses the executive offices and the mechanical and detail shop. The second, just down the street, is a large warehouse where they store/display anywhere from 80-100 special cars. These cars, all remarkable, are in transition, in or out of A-GC, after having been sold to collectors around the world or serviced by their staff.

In addition to scores of truly amazing Porsches, A-GC had in their current

'72 911S RSR tribute alongside a 959.





inventory a beautiful white Bentley SUV, a rare factory-built Lotus 3 Eleven race car, several Ferraris, and a Stutz Bearcat! The Porsches, though, were nothing short of spectacular ... every one of them! With dozens of nice Porsches side by side, it could be easy to get jaded ... but not here! Some stand outs included a '72 911S RS tribute, a mind blowing 914-6, and a 959! Two other Porsches that really stood out were painted in very unique "Paint to Sample" (PTS) colors. One was a dark green car, called "Black Olive" on the build sheet. Another, a rare grey-market 911 C4S from France, was resplendent in a pale yellow "Limoncello."

Also on display was a black on black 964, on a lift, to show off the detail work this shop does. The underside of this car was as clean as the day it rolled off the line in Stuttgart. This is due to an innovative new process called "dry ice blasting." This process uses dry ice crystals the size of salt grains to blast off grime, and leaves the clean surfaces unblemished by other, more coarse types of beads.

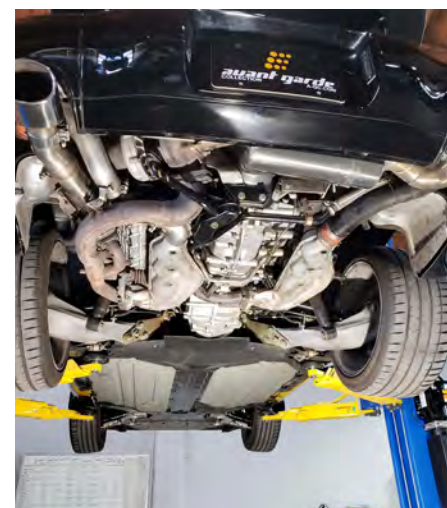
Their consignment/auction expertise comes from years of marketing

experience. That, and a pure understanding of how to manage and run Bring a Trailer (BaT) auctions. A-GC has sold over 650 cars on BaT, and in 2021, accounted for 5% of BaT's total sales! If you have seen their placements, you know why ... their cars are presented like pieces of art!

Josh Bryan, the head photographer at A-GC, brings his gift of artistic automobile photography to the party. This is one reason why they dominate the auction website. Josh has a full-blown automobile photo studio. He can do a beautiful "Boudoir" photo shoot of your car, showcasing every aesthetic aspect of your Porsche.

Josh and A-GC owner Matt Crandall are no strangers to competition. Josh raced motorcycles for years. Matt is a multiple time winner of Rose Cup Races at PIR. Matt finished second last year in a Ferrari. This year, he'll be running a big Mustang. When asked about the number of checkered flags and podium champagne bottles around the office, Josh replies: "Yes ... we are used to winning!"

Check them out more deeply at a-gc.com. ■



Top to bottom: Paint-to-Sample: "Black Olive" at far right and 911 C4S in pale yellow "Limoncello;" Black-on-black 964 with a very clean underside.

**MORE PHOTOS ON
PAGE 30**

AVANT GARDE COLLECTION, CONTINUED



Clockwise from right:
Porsche Cup car; Red
always flatters a 356C; A
handsome 914-6; Goodies
for us.



Midweek Drive With a Great Group

STORY AND PHOTOS BY TOSH KANNO

To enjoy more photos go to: <https://orpca-pix.smugmug.com/2022-ORPCA-Events/May-Midweek-Casual-Drive/>

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

Clockwise from top left: Porsches at the Grain Station; Robert and Mark Wescott; Everyone enjoying lunch; Jeff Gretz, Claudia Reinhaus and Steve Bledsoe.

This was my first Midweek Drive in quite a while, and at the start, I was feeling a bit rusty. But I was excited to get the drive started, wheels rolling, heart thumping, and to clear out the foggy clouds in my mind.

At the start, we met two new members: Jackie Ray, in a bright yellow Cayman, brought along her brother Terry Taylor. Our group was perfect; small and lively. My goal was to make sure everyone enjoyed my favorite drive in the Chehalem Mountain area.

Soon we were surrounded by lush green countryside, riding the rises and dips of sweeping country roads. I forget how awesome these quiet morning roads are. For me, it's very important that all drivers feel the connection to the drive and the group. The pace is individual yet I made sure we kept ev-

eryone comfortable—keeping up with our peloton. I was inspired by two great drivers just behind me: Jeff Gretz and Steve Bledsoe. Behind them were Joe Angel, Dan Kelly and Derrith Lamka, Dennis Howell, Claudia Reinhaus and Andrew Fauntleroy. Mark Wescott and his dad, Robert, did the sweep and made sure no one was left behind. Our overcast morning skies gradually became a glorious blue. After the drive, we had a great lunch at Grain Station Brewworks in McMinnville. It was fun to hang out and talk with everyone.

I am lucky to be able to do these drives, lucky to have great friends join us in our passion for the road and lucky to be in the ORPCA. ■





Treffen '22 in Colorado Springs

STORY AND PHOTOS BY TOSH KANNO

This is our third Treffen and each has offered unique experiences and surprises. I believe the Treffen is limited to 150 cars and this one sold out in 13 minutes. It is a very desirable event and you must be lucky to get registered.

First, I encouraged three other PCA friends to attend this as their first Treffen. I believe this is a good, medium sized event to meet new friends and socialize with other drivers from around the country.

First Surprise

When the registration opened on February 16, I could not get in. I was locked out of the online registration and had to re-sign in several times. After I got online, I tried to select my drive options. Each option was already filled and Treffen Broadmoor was sold out before I completed my registration. My three friends got in but I did not. Okay, I was disappointed but after I thought about it, I've been lucky to get into last two prior Treffens and my friends

Above: Panoramic view of the Broadmoor. Right: Check in at the Broadmoor.





were newbies to Treffen, so I decided it was okay because they got in. Then on March 22, I got an email from someone who was helping with the Treffen registration. It was a month before the event, but they had a cancelation and had an opening if we still wanted it. We were in! Okay, the drives were not my first or second choice but it did not matter. We were in!

Second Surprise

The weather was spooky going to Colorado Springs so I drove my Macan instead of the 911.

I had visions of driving epic scenic Colorado roads and highways. But several issues arose.

The first day, we drove to Ogden, Utah, a long but familiar drive. We had a big decision to make for the next day to get us to the Denver area.

Option 1 was Interstate 80 through Wyoming and bypassing the Colorado Front Range mountains. This is a more open straight road and the shortest distance but prone to high winds and less scenic views.

Option 2 was SR6 to I70 and a scenic drive to our friend's home in Erie, Colorado.

Problem 1—Two days before, I70 was

closed at two points due to wildfires

Problem 2—One day before, I70 was closed at the summit due to a sudden snowfall.

On the morning of our drive into the Denver area, the weather forecast was for high winds, so the Wyoming route prone to higher winds was not good. Colorado weather improved so we took our chances on I70. Driving up was sunny, blue skies to the Front Range, then we met a snow storm at the summit—but the snow did not stick. We followed brisk local traffic back down into sunny blue skies again towards Denver. Roads were a bit bumpy but with amazing views.

We spent the day before Treffen in Erie with our friends (Sally and Gordon) who moved there from Beaverton three years ago. They are recent PCA members and Treffen Broadmoor attendees with a beautiful white 992 S4.

Arriving at Treffen we met our other friends Peg and Eric in their Cayenne at the Registration Event. Great reception and fun socializing with other Porsche owners over drinks and snacks.

Broadmoor is a beautiful facility. It's huge and very opulent in every detail. You feel very, very special staying here. There was an excellent buffet breakfast

Above: Wendy Kanno, Peg Ryan and Eric Lewis at Broadmoor; The main building at Broadmoor overlooks a pond. Below: Gordon and Tosh at start of the first drive.





*Above: Breakfast was lavish.
Below: Another part of the
Broadmoor complex.*

every day where we met our friends and planned out the day. It's fun to see familiar faces and share our tables with new friends.

Drive Surprises: The Drives and Events

The first drive was to an old gold mine town, "Cripple Creek." Initially I was not too excited about this destination but the drive was fun and the town and visitor center presentation turned out to be really interesting. They say that the gold extracted from Cripple Creek financed much of the growth of Colorado, including The Broadmoor.

We had lunch at the Gooseberry Patch. This is a tasty home-cooking type restaurant in Penrose, Colorado. Three of us on this tour decided to double back on our own and revisit the path we drove that morning. Although this turned out to be an epic 220+ mile day (!), I am so glad we did this. There were panoramic views of beautiful open mountain and country roads with a brisk shared ride back "home."

The next day is what Treffen calls the "Navigator's Day Off." My wife Wendy and our friends, Gordon and Sally, hiked to the Garden of the Gods and Seven Falls. I took it easy, fueled and washed my Macan, and explored enjoyed the Broadmoor site with a few beers in hand. We attended a social at the Pike's Peak Hill Climb Museum on the Broadmoor grounds. It was fascinating.

The final drive was to the "Fossil Beds." Okay, there's apparently not much to see at fossil beds according our drive leader, but there were interesting events that occurred on this drive. There is a very narrow, one-lane, three-mile ridge drive called Skyline Road in Canon. It was built by the inmates at a nearby prison in the early 1900s. This road has





awesome take-your-breath away view if you dare to take your eyes off the single track road. Truly a spooky and exciting drive. Happy to report we all survived! Then the fun started. Apparently, we were supposed to regroup at a park off the highway to head towards Fossil Beds. This park was closed by the local police for a private party and our group scattered. There was no place to meet up. One wrong turn and I lost the group. After driving around and waiting in town for several minutes, we decided to head to Fossil Beds, thinking that we were now way behind the main group. Another unexpected brisk country highway drive and we arrived at the Fossil Beds parking lot an hour ahead of the group. A crazy fun drive. Once all the group arrived, we proceeded to our lunch at the Swiss Chalet Restaurant in Woodland Park. Very nice German food.

We had a great closing dinner that night. Great food, better company, Wendy even won her first Porsche event drawing and got a Porsche photo book. Another nice surprise.

We had a late check-out on Sunday and headed back to Erie to plan our route home.

Again, the weather and fires were a concern and again we lucked out. My goal was to experience as much beauty and vast panorama of the Colorado landscape on the route home. We drove south to Penrose, Canon City (again), to Salida, Gunnison, to Montrose, then south to Ouray, took the Million Dollar Highway to Durango, and then finally made it to Moab, Utah, where we spent a day before heading home.

Great epic drives, great friends, great weather, and all the things that seemed to have gone wrong kind of made the trip better. ■



Clockwise from top left: Lining up for the first drive; Pike's Peak Hillclimb museum. That's a Cadillac V8; One of the hillclimb racers on display; Last night together: Gordon and Sally, Wendy and Tosh, Everett and Linda Sheets, Eric and Peg.





Anh Le and Peg Ryan presenting at the New Member Orientation.



Some of our new members enjoying the presentation.



Porsches all over.

Q2 Mixer and New Member Event

BY PEG RYAN | PHOTOS BY RICK PITTMAN

To enjoy more photos go to: <https://orpca-pix.smugmug.com/2022-ORPCA-Events/Q2-Mixer/>

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

We held our first Quarterly Mixer on May 22 with no pre-registration required. I will admit that I was a bit nervous but was overjoyed to see all the members who showed up. Membership Director Anh Le organized both the Mixer and the New Member Orientation, which

was held ahead of the Mixer on the back deck and outside tent of The Garages Eatery and Taphouse in Lake Oswego. Thank you to everyone who came—it was great to see all of you. Thank you to Anh for all her work on these two successful events. ■



Ann and Randy Stolz.



Jennifer Pittman



Roy Johnson, avid Duck fan.



Phyllis and Ed Thiemann joining the mixer.



Jim North in giggles over something Chuck Hervey said.



Robert and Richard McDonald and friends.

June Monthly Dinner Gathering

BY RICK CLARK, EVENT HOST

The rain finally stopped and we had an great June Dinner Gathering at the Oswego Grill in Beaverton.

We had six choices on the menu—everything from burgers and a salmon power bowl to filet mignon. Since my wife, Nancy, and I were hosting the event for our first time, we learned how much work goes into putting these on and we have a new appreciation for it. It was awesome having 31 members show up. The food was super good and we got to see old friends and made some new ones.

New members Scott Closner and Jackie Ray were warmly welcomed to the club. Also, Sponsors Justin Williams and Bryan Farley from Matrix Integrated were there.

We were lucky enough to have a room all to ourselves because there was a lot of talking and it was pretty noisy until the food and drink arrived.

I want to thank Larry Hannan for the welcome



speech, and Steve Miller for keeping me entertained with pictures of his new Porsche, a spectacular car. The time went so fast it seemed like it was over before we knew it. I would highly recommend hosting one of these events as they are a great way to meet the members. I also want to extend a special thanks to Julie Madrid and Judi Jennings for helping guide us through the process and Sylvia Nesson for checking in and keeping me on task. ■

Club Member Scores Big!

BY STEVE MILLER

Recently, I had the opportunity to sit down with Todd Lindsey, Oregon Region PCA member and winner of the Fall PCA raffle. The raffle winner has the option to take delivery of a new Porsche 911 or receive substantial cash. “Which did he choose?” you ask. Drumroll, please! He chose the 2022 911, of course. In our brief conversation Todd said that it is still hard to believe his good fortune.

Since being notified that he was a 2022 prizewinner, there has been much excitement, anticipation, and disbelief in the Lindsey household. Soon after learning of the raffle win, Todd began working with Porsche Beaverton to select his 911. Delivery is expected in August. It was during those negotiations that the



family decided to trade the 911 when it comes in for a Taycan GTS Sport Turismo. Todd is already the proud owner of a 2021 Porsche 911 4S.

Thank you, Todd, for sharing a glimpse of your journey as a Porsche Club of America raffle winner. ■

How to Submit Your Photos for Sharing and Publication

STORY AND PHOTOS BY RICK PITTMAN, PHOTO EDITOR

A big thanks goes out to those who volunteer to take photos and then upload them for us to use. There is no greater feeling for a photographer than to see their works published in our *Anzeiger* or in our yearly calendar.

I wanted to share with you my vision of the process for ORPCA events. No big changes, anyone who wants can shoot, but I want to streamline who, what, when, where and how.

Here is what I am hoping to achieve:

- We want to know who is responsible for photography at any given event.
- We want the photos uploaded to the Dropbox link provided by the Club Photographer as soon as possible after the event.
- We want the photos posted to SmugMug within a week after an event.
- We want good pictures for our *Anzeiger* newsletter and yearly calendar

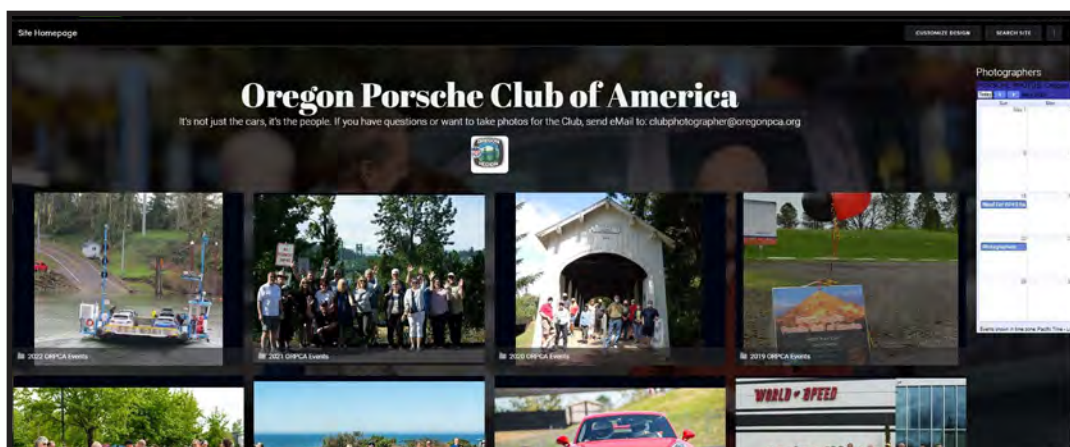
You may have noticed a new entry on your event registration form

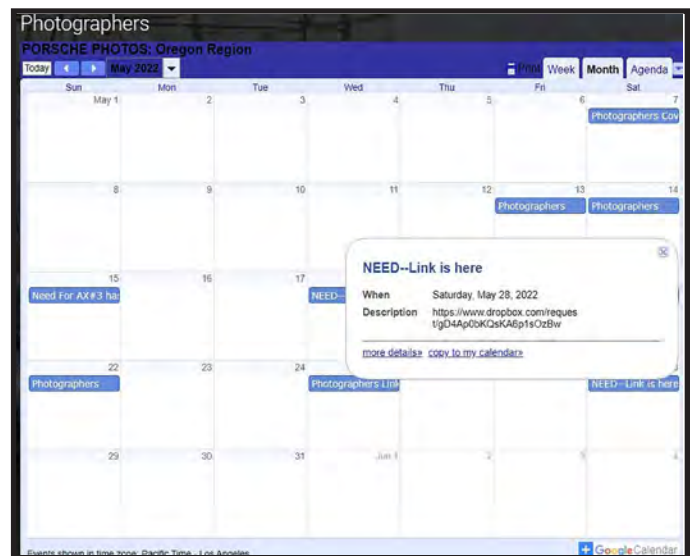
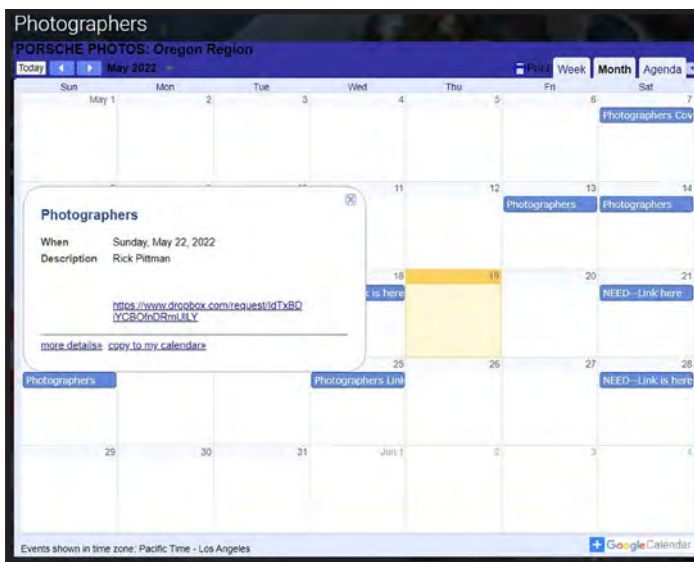
asking if you would volunteer to take photographs at that event. We are working to get this on all our events that you register for.

Here is our process:

1. Volunteer photographers should be identified early in the registration process. I will notify the photographers and schedule them. If there are more volunteers along the way, they will be contacted. The photographers are provided an upload link for their photos.
2. The names of photographers are posted on the SmugMug Calendar for the event, in case anyone wants to know.
3. Photographers should use the upload link for the events. If you do not have the link, you can find it on the Photographer calendar on Smugmug (<https://orpca-pix.smugmug.com/>.) Please look there if you don't have the link.
4. Once the photographs are uploaded to Dropbox, I will be notified.
5. The photographs will be edited and uploaded to SmugMug.

Smugmug.com screenshot showing calendar to the right.





Above: Smugmug.com screenshots. Left: Rick is taking the pictures at this event. Link to upload the pictures is there. Right: Photographers are needed for this event.

Here is a question I got from one of our members who has posted pictures before: "Is there a link to the ORPCA Dropbox account that would allow someone to create a new folder whenever they want to submit a group of pictures to you?" The easy answer is no. I would prefer that other people do not create folders, as it generates more work for me. The way it is now set up anyone can upload photos for a single event (or multiple events) anytime they want to by just going to the link that has already been published and which can be found on the Calendar embedded in our SmugMug website.

It will take some time to streamline this process. Please give it time. If it is too confusing, then we can change it next season. In the meantime, bear with me.

Here is a step by step: Suppose you are a photographer not assigned to take photos at an event and therefore did not get my upload link but you want to upload your images.

1. Go to SmugMug Oregon PCA <https://orpc-pix.smugmug.com>
2. Scroll to the calendar on the right

3. Chose the event, open it
4. Left click on the upload link. DO NOT COPY AND PASTE, go directly to where the upload link sends you FROM Smugmug. Once there, merely drag and drop your photos. The speed at which your photos are uploaded depends on each household's internet speed.

In summary, each event for 2022 has a Dropbox upload link that the photographers are to use to upload their artwork. Each link can be found on the calendar embedded in our SmugMug site. NOTE: If the event says NEED, it means no one has been assigned.

Notes:

- Apple HEIC format photos are not accepted
- iCloud, Google, etc. downloads to the Club Photographer are not accepted.
- All photos are to be uploaded via the upload link supplied.
- Questions? Please contact Rick at: clubphotographer@oregonpca.org ■

COMPOSING PHOTOS FOR PUBLICATION

Tips from Nancy Scott, ORPCA Graphic Designer

Anzeiger covers are vertical, and calendar pages are horizontal.

We generally avoid photos of people on covers, focusing on the beauty of the Porsche.

When shooting a vehicle, make sure there is ample background around the edges of the car; a common mistake is cropping too close to the car's edges or cutting them off. We will crop if needed.

For covers, consider the placement of the masthead and avoid important elements in this area.

The focal point should be in the bottom half of the photo, commonly about 2/3 from the top, with a comfortable buffer at the bottom, left and right, as well. See this month's cover for an example.

Be creative! We love to get close ups of Porsche elements (wheels, instruments) and seasonal Porsche pics as well.



Sim Racing
The cars aren't real, but the racing is.™

Spring 2022 PCA Sim Racing National Newsletter Update

BY DAVID K. PALMER, ALLEGHENY REGION AND PCA SIM RACING STEERING COMMITTEE

As Sim Racing is the newest of the vast array of activities that PCA offers, we on the administration side of it thought that a periodic update that could be distributed to newsletter/magazine throughout the Club would be beneficial to the membership.

Series 8 of the PCA National Sim Racing calendar has just been completed, with close and competitive racing throughout the four driver classifications. Our drivers were challenged with a wide variety of racing circuits the world over: from a little-known track in Australia (Winton), to one of the most famous and long-established in Italy (Monza). I'm pleased to present the Series 8 champions in each class:

Pro: Christopher Paiz, Lone Star Region
Club: Garrett Taylor, Kansas City Region

Sport: Jake Geiger, Pacific Northwest Region

Challenge: Mark LaCombe, Pacific Northwest Region

Congratulations to these four and everyone who participated in the eight events that made up the Series! As a reminder, all our National Series events are broadcast on our YouTube channel that can be found here: <https://www.youtube.com/pcasimracing>.

The complete Series 8 is here: <https://pcasimracing.com/series-8/>

As our National Series racing begins its "summer holiday," there are plenty of other opportunities for those interested in either starting with PCA Sim Racing or to maintain your competitive edge in the long and warm days of summer. In what we call our "Summer Fun League," we are offering three ways to begin racing with us, or keep your virtual driving skills honed:

- The Entry-class League for those new to PCA Sim Racing
- The Summer Fun League, administered by our friends on the West Coast



Zone grid.

- The Arrive & Drive League, a more casual series utilizing both traditional and not-so-traditional racing circuits.

Information on all these Leagues, as well as anything concerning PCA Sim Racing can be found on our website: <https://pcasimracing.com/>. There is an entire section devoted to those who have no prior experience or understanding of what is required

to get involved in what is one of the most challenging, fun, and rewarding of all the activities that PCA offers for its members. There is also a contact us page: <https://pcasimracing.com/contact-us/> on the website to ask us any questions that you have after reviewing the material available. We are looking forward to doing whatever we can to have you join us at PCA Sim Racing! ■

Members Having Fun!

Member Peggy Walker snapped this shot of a future Porsche owner admiring a 356 Speedster at the 30th Annual Cruisin' Sherwood.



Members Having Fun!

Taste of Motorsports POP-UP Hosts the Oregon Region Porsche Club: Porsches and Coffee

Our June 4 Porsches and Coffee was a big success in spite of the rainy weather. It was fun to see so many club members and their cars as well as future club members! We hope to do this again in September!



To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2022-ORPCA-Events/June-4-Cars-Coffee-Peterkort-1/>

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



Clockwise: Cars lined up by our tent; Two very nice older 911s; Yes, three McLarens showed up. They were fun to see. The one above belongs to member Joe DeCarlo.

Our Porsche Stories

We would love to hear your Porsche story for this ongoing feature. Send your stories and photos to Peg Ryan, communications@oregonpca.org.

NORBERT PAWELZICK—A SPECIAL 2004 GT3

After a hiatus from OPC for ten years, I am back. I bought my GT3 18 years ago with 3 thousand miles on the odometer, I now have almost 13 thousand miles on it. As a child I never took my matchbox cars outside to play like the other kids. I liked the way they looked on the shelf in my room. Clean and perfect. My GT3 reflects my past. I worked at a Porsche dealership in Sunnyvale California in the 1980's. I caught the Porsche bug, but my wallet said no till 2006, when I sold my 1999 C4, and bought the 2004 GT3.

I wanted to make this car like no other GT3. It is interesting to note that UNSTOCK is the new norm for older Porsches. My car is different though. It is virtually brand new with Porsche parts added when the budget would allow. 17 years later, my car has been completed. The only non-factory parts used were the JRZ shock towers, and an intake plenum. My GT3 is a race car build for show. I know a lot of folks want to throw something at me for saying that, but there are a few oddballs like me in the Porsche world. I made my car into the GT3 Porsche should have built (well they did a GT3RS), but USA never got to see that one due to federalization.

Highlights of my build (all factory parts):

- CUP car headers, muffler (built in cats) (now obsolete)
- CUP car rear bumper (now obsolete)
- RS front bumper
- RS seats (NOMAX) Europe only (now obsolete)



Above: Nomax bucket seats from Germany. Not available on US cars. Below, bottom: Only silver steering wheel on a GT3 in the world.

- RS Wing
- RS lightweight flywheel
- RS wheel

uprights (extremely rare, now obsolete) Note: These keep your car from trailing on the road

- RS roll cage
- Interior in Silver:

Steering wheel, tunnel, door pulls, horseshoe vent bezels

- Stainless steel GT3 door entry plate

• 997 GT3 throttle body: only difference between a 997 and 996 motor! ■



Our Porsche Stories

We would love to hear your Porsche story for this ongoing feature. Send your stories and photos to Peg Ryan, communications@oregonpca.org.

TONG QI—AVID AUTOCROSSER

I had always been a car enthusiast, but not necessarily of Porsches. When I got my first sporty Nissan 300ZX hatchback at the age of 19, a buddy asked if I wanted to try autocross with him. Not knowing what it was but having been assured that it would not break the wallet (I was a starving college student at the time), I ventured out to a local airport where the event was hosted. I would not say that I was a natural talent, and struggled with finding my way around the sea of cones. After several runs, I started to get a feel for things and achieved quicker times. By the end of the day, I finished in second place in my class and was awarded a T-shirt—not bad! I knew from then on that I would be back for more, budget permitting.

After graduating from college and relocating for work, I began more actively autocrossing. By this time, I had acquired my first Porsche: a 2006 Carrera S. It was a daily driver and I autocrossed it for around three years, with track days sprinkled in here and there. Impressed with the performance of the car and wanting to improve as a driver, I went to a Porsche Track Experience program in Alabama. While it was a lot of fun, a lot of the things you learn on the track do not necessarily transfer over to autocross. Rather I found the opposite to be more apt—car control skills learned in autocross were immediately useful on the track. On the track, while features do not come at



Tong moving quickly!

you as quickly as that next set of cones in autocross, if you are pushing hard, then you are traveling at higher speeds, so you have less margin of error. But in autocross, you are able to explore the limits of your car at lower speeds, and exceeding them is generally less risky than on track, so you have more opportunities to safely understand the dynamics and limits of your car setup. And that is one of the reasons why I enjoy autocross so much. I can continue to push and refine my skills without worry. In (extreme) contrast, when I was at the Nürburgring for track days, there was always that little bit of doubt in the back of my mind saying “What if there’s a bit of oil around that blind corner?” or “If I runoff the track anywhere I’m likely headed into a wall” which prevented me from pushing as hard.

Initially, my Carrera S performed better than I could, although as I improved, I could tell that there were some challenges with the front-end grip of the 997 generation of 911s. Wanting more, I had my sights set on the next goal: a 991 GT3. I was fortunate to be able to secure one in 2015. It was around this time that I moved to Oregon and I have been actively participating in various autocross events and track events since. In 2018, I moved on to a 2019 GT3 RS and am currently still driving it. Those that race with me know that I like to go fast, but for most days and commutes I stick with my daily: a 2016 Mazda3 6-speed. Perfect for not getting into trouble on public roads; balance is key. ■

Tong's 2019 GT3 RS.



Porsche Club of America

ZONE 6 REGIONS



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



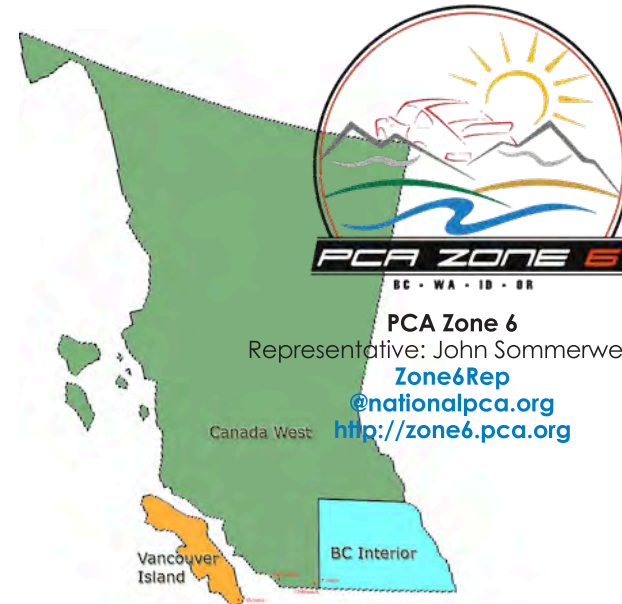
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Porsche Club of America
September 3, 2020

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e-Brake News

Dear e-Brake News subscriber,

Porsche Club of America delivers e-Brake News to your inbox every Tuesday. This is the August monthly recap.

Check out the [August issue of Porsche Panorama](#) and scroll down for the top e-Brake articles of the month.

Scroll to the bottom to vote for the Porsche of the Month, and to see July's winning photo.

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V1 for 2025 is here!
All-new, engineered for RANGE SUPERIORITY



1. Six rare and special Porsches you can still afford (for now)

PCA—The Porsche market led the big 2011-2015 resurgence in the collector car market, setting trends that continued over the next slightly cooler five years.

[Read More](#)



2. Here are the Spring 2020 Member Only Raffle winners of a Taycan 4S

PCA—Meet the members who won and find out whether they chose the car or the cash prize.

[Read More](#)





Griot's Garage e-Brake Photo of the Week contest

Are you a member and took a stunning photo you want to share? Submit your pictures to potw@pca.org. Be sure to include your contact information, your Region name, and a few sentences about your picture.

Please note: You must have taken the photo and possess full copyrights to the image. We do not accept photos taken by non-PCA-members.

[Visit GriotsGarage.com](#)

[Vote for your favorite Porsche Photo of the Week](#)

Each month, we will feature the Porsche of the Week photos from the previous month. Then we will tally the votes and crown a new Porsche of the Month winner. PCA, in partnership with [Griot's Garage](#), will be giving away a Concours Lawn Kit to contest winners and a PFM Speed Shine Kit to randomly selected voters.

[Click here to vote for your favorite photo](#)

August 4



August 11



Want to stay up-to-date on all the latest PCA and Porsche news?

Subscribe to the club's weekly email newsletter, e-Brake News, which includes news articles, exclusive stories, and video from all over the internet.

e-Brake News has a bit of everything, from tech to road tests to motorsports — and you don't have to be a PCA member to subscribe! Every Tuesday evening, e-Brake will have the latest on PCA National events and club programs and entertaining, informative content.

SIGN UP TODAY AND VIEW PAST EDITIONS: pca.org/e-brake-news



PORSCHE CLUB OF AMERICA



Gear Up for the 2022 ORPCA Autocross Season!

Autocross 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 #5 | July 31

<https://www.oregonpca.org/event/autocross-5-3/>

Autocross #6 | August 14

<https://www.oregonpca.org/event/autocross-6-3/>

Autocross #7 | September 25

<https://www.oregonpca.org/event/autocross-7-3/>

Autocross #8 | October 2

<https://www.oregonpca.org/event/autocross-8-3/>



AUTOCROSS #5

Sunday, July 31 | 7:30 a.m. to 2 p.m.

Portland International Raceway

1940 N Victory Blvd. | Portland, OR 97217

Join us for Autocross #5 on Sunday, July 31 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-5-07-31-2022-portland-intl-raceway-pca-oregon-507694>

For other information on Oregon PCA Autocross please go to: <https://www.oregonpca.org/home/autocross/>

General Autocross Questions: Eric Freedle: axchair@oregonpca.org

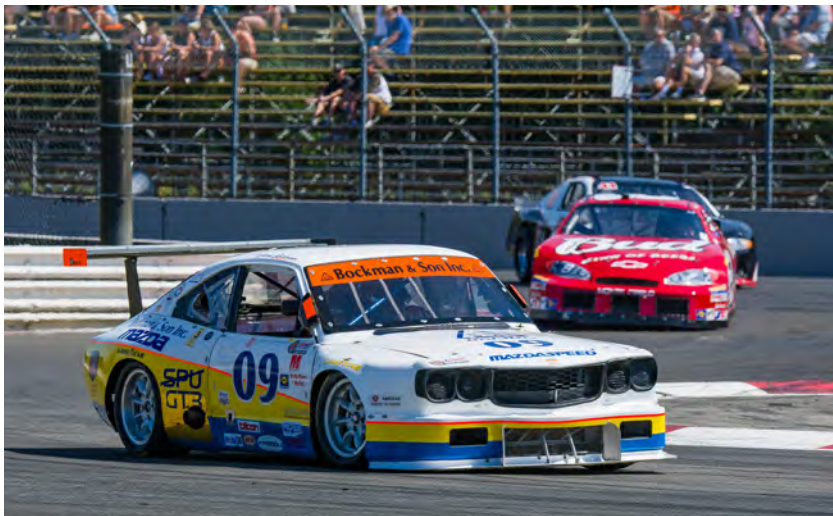
Registration Questions: Anson Lytle: axregistration@oregonpca.org ■



PORSCHE CORRAL AT THE ROSE CUP RACES

Saturday, July 9 to Sunday, July 10
Portland International Raceway
1940 N Victory Blvd. | Portland, OR 97217

Come and support PIR and the racing community and bring your Porsche to the Oregon PCA Corral at the Rose Cup Races Saturday, July 9 and Sunday, July 10 at Portland International Raceway (PIR). Gates open at 7:30 a.m. daily, with cars on course by 8:30 a.m. on Saturday, and 9 a.m. on Sunday; races run until late afternoon. Fans can look forward to qualifying and races on Saturday and a full day of featured races, celebrations and ceremonies on Sunday.



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

More information is here: <https://www.oregonpca.org/event/2022-porsche-coral-at-rose-cup-races-save-the-date/> ■

JULY ARRIVE AND DRIVE

Saturday, July 9

Update: There is only 1 opening in Group 2. Group 1 is full. To get on the waitlist if Group 2 is full, please contact Kurt at tours@oregonpca.org.

The July Arrive and Drive will leave from Wilsonville and finish at Skamania Lodge. We will follow the Willamette River backroads to Goldstone and Sandy. We will then head to the historic Columbia River Highway and then cross the Columbia River to Skamania Lodge. Total distance is 86 miles with an estimated drive time of 2.5 hours with two rest stops along the way. Lunch at Skamania Lodge is on your own. Tosh Kanno is our Drive Organizer.

All the information and link to registration is here: <https://www.oregonpca.org/event/arrive-and-drive-saturday-july-9-2/>

Next Arrive and Drive is Saturday, August 13. ■

JULY BOARD OF DIRECTORS MEETING: VIRTUAL

Wednesday, July 13 | Meeting 6:30 to 8:30 p.m.

The July 2022 Board Meeting will be held on Wednesday, July 13.

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 with your name and email address.

All members are welcome! ■

Note: June Board Meeting is Wednesday, August 10

JULY DINNER GATHERING

Wednesday, July 20 | 6:00 to 8:00 p.m.

Clancy's Pub and Restaurant

16066 SW 1st St. | Sherwood, OR 97140

Located in the center of Sherwood's historic Old Town shopping and arts district, join us at Clancy's for our July dinner gathering. Clancy's Pub & Restaurant serves up Sherwood's finest home-cooked classics and comfort food. Every dish is created using only the freshest ingredients. Choose from pub fare and 20 beers on tap. Mike & Julie Madrid will be hosting you for this month's event.



We have 40 spaces available. There are public parking lots nearby and parking on the street. You can order from our limited menu and pay individually at the restaurant. Please have your dinner selections ready when registering for this event. Order your appetizers, drinks, and dessert the night of the event at the restaurant.

Registration is open here: <https://www.oregonpca.org/event/july-dinner-gathering-2/>

The next Dinner Gathering is Wednesday, August 24—Please note the new date. ■

JULY MIDWEEK DRIVE

Thursday, July 21
Start Time: 8:30 a.m.

Join Daniel Morris, our tour organizer and leader for a south Washington drive! We will leave our Battle Ground start location and follow backroads past Lucia Falls, through Yacolt, and onward to Cougar. After Cougar we climb further into the foothills with views of Mt. Saint Helens before turning south towards Stevenson, WA. We will have a great photo opportunity from McClellan Viewpoint. We will finish at Skamania Lodge where lunch will be available. Please Note: There is about a five mile stretch of rougher road where with careful speeds even GT and lowered versions will have no issues. We are planning on 1 group of 14 cars. Please arrive by 8:30 a.m. We will have a participant meeting at 8:45 a.m. and a start time of 9:00 a.m.

Registration is now open: <https://www.oregonpca.org/event/july-midweek-casual-drive/>

JULY SUV SCENIC DRIVE

Saturday, July 23

Join us for an SUV drive. More information will be available in the weekly emails in a week or so. The next SUV Drive is Saturday, August 27. ■

ORPCA DRIVING TOUR AND SUMMER PICNIC

Sunday, August 7 | Meet at 9 a.m.

Please join us on Sunday, August 7 for what is sure to be another great ORPCA picnic! The event starts off Sunday morning at 11100 SW Murray Scholls Place in Beaverton (24 hour Fitness parking lot). Please be at the meeting place by 9:00 a.m. We will have a participant's meeting at 9:15 and begin leaving in small groups at 9:30 a.m. The driving tour will wind its way through some great Washington & Yamhill County rural roads (all paved!) and end at the amazing Evergreen Aviation Museum (home of over 100 planes including the Spruce Goose and an SR-71 Blackbird) in McMinnville. We'll have an exceptional catered gourmet lunch in a private room overlooking the Museum exhibits with wines from Stoller Winery. Lunch, wine tasting plus wine with lunch and Museum admission is included in the price. You must register yourself and then register your guest if you are bringing one. Cost is \$65.00 per person. Registration will close on July 15th. This event is limited to 100 people and sells out quickly so please register early! Registration is open here: <https://www.oregonpca.org/event/2022-orpca-summer-picnic/>. It will close on July 15.



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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. Ads will run for at least three issues and may be renewed upon request, space permitting. **If your item sells prior to renewal, please notify us at classifieds@oregonpca.org.**

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

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

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

VEHICLES FOR SALE

2015 Macan S for Sale. One owner. 79000 miles. No accidents. All services with complete records. New tires, brakes (pads and rotors). Oil changed every 5000 since new. Immaculate inside and out. \$31,000. Please contact Greg Anderson at: anderson-gla49@gmail.com or 541 974-6155 (7/22)



PARTS FOR SALE

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 (6/22)



Macan Floor Mats. Brand new carpet floor mats from my 2018 Porsche Macan. I replaced these mats with all weather and they have been sitting in my garage since 2018. \$75 or best offer. Bob Brown, pdxbrokerbob@gmail.com (5/22)

