ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | OCTOBER 2022





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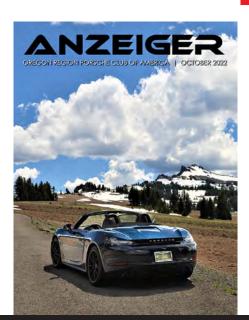
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Sylvia Nessan
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Catherine Smith
Bruce Sweetman

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Sylvia Nessan
Scott Peterson
Rick and
Jennifer Pittman
Peg Ryan
Robert and
Catherine Smith



ON THE COVER

Road trips always provide ways to show off our Porsches. Here's Rick Pittman's ride during a stop during an epic 2,200-mile drive over the summer. Photo by Rick Pittman



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

The ORPCA's Award-Winning Newsletter | VOLUME 62 | NUMBER 9 | OCTOBER, 2022

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CLICK HERE for September, 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

Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 281, Lake Oswego, OR 97034, is published 11 times a year. The ideas, opinions and suggestions expressed are those of the authors and no authentication is implied by the editors or publisher. Editorial contributions are welcomed. By the act of submission, the author expressly warrants that the submitted material is completely original, that all rights are completely available, and that the material in no way infringes on the rights of any other person. The editor reserves the right to edit all materials submitted for publication. The Porsche Club of America, Oregon Region, Inc., has not authenticated claims and guarantees as offered by advertisers in this magazine and cannot assume liability for any products or services advertised herein. © 2022 Porsche Club of America, Oregon Region, Inc. All rights reserved

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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.

OCTOBER

- Arrive and Drive
- 12 Board Meeting, In Person
- 15 Tech Session/

Garage Visit

- 16 Quarterly Mixer
- 19 Midweek Drive
- 19 Dinner Gathering
- 29 SUV Drive, Oktoberfest

NOVEMBER

- Board Meeting, Virtual
- 12 Tech Session/Garage Visit 10 Tech Session/Garage Visit
- **16** Dinner Gathering
- 19 SUV Drive

DECEMBER

- 4 Holiday Gala
- 14 Board Meeting, Virtual

ANZEIGER EVENT AND COVER PHOTO 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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WELCOME NEW MEMBERS!

Ricardo Reyes Camas, Washington 2023 718 Cayman GTS 4.0

George Russell Lori Russell Portland, Oregon 2019 911 Targa 4 GTS

ORPCA LOCAL SUMMARY

Primary Members: 538 Associate Members: 358 Total Local Members: 896

PCA MEMBERS IN OR REGION

Primary Members: 1,188 Associate Members: 703 Total Region Members: 1,891

NATIONAL PCA SUMMARY

Primary Members: 98,913 Associate Members: 52,219 Total National Members: 151,132

ADVERTISER INDEX

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5	Matrix Integrated (Downtown)	503.443.1141
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14	Porsche Beaverton	503.505.6200
44	Stuttgart Autotech	503.635.3098

OCTOBER ANNIVERSARIES

43 YEARS

Donald Palmer JoanPalmer

42 YEARS

John Barnes Christine Barnes

40 YEARS

Andrew Fitzgerald Lori Fitzgerald

37 YEARS

Douglas Muzatko

36 YEARS

Charlie Tragesser Debbie Tragesser

34 YEARS

John Draneas Carlyn Draneas

32 YEARS

Steven Neighorn Ernest Spada Cheryl Spada

30 YEARS

Michael Morris Kim Morris Mark Mueller Cindy Mueller

18 YEARS

Michael Mitchell Leslie Lahaie Rick Pittman Jennifer Pittman Daniel Yaillen Rainey Weeks

16 YEARS

Edmund Frank Eustacia Su

14 YEARS

Gary Goss **Denise Goss** William Kaplan Judy Kraut Scott Wiesenmeyer

13 YEARS

James Hill Anne Hill Jeff Jenne Stacy Benner

12 YEARS

Mark Hanset Jean Hanset

8 YEARS

Gary Nila Nancy Nila David Williams Joey Jun Yin Jing Guo

7 YEARS

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

5 YEARS

Maynard Chambers Claudia Reinhaus Dennis Howell

4 YEARS

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

3 YEARS

Brendon Cheves

2 YEARS

Alex Greening David Marquis Max Shepanek Scott Thran Alan Zucco Nancy Zucco

1 YEARS

Matt Clemo Ian Crisp Scott Gilberti Hammad Khan Claire Porter

PRESIDENT'S MESSAGE Peg Ryan



Part 1 of Our Epic Drive: 1,399 Miles to Pioneer Village

elcome to October. We have a lot happening this month, so be sure to keep an eye on the ads at the back of this newsletter as well as our weekly emails. Please note that we will keep you informed when we add waiting lists for drives or dinners that fill up. We actively manage these lists almost

Above: Front of Pioneer Village. Right: Village green with church, school house and sod house hidden in part by the tree. Notice even the trees are labeled.

every day and many people get in to the drives or dinners off the waiting lists.

In my last message, I mentioned that Eric and I were going to drive to Indianapolis Motor Speedway and then to Ohio to visit Eric's 91-year-old mom! I also told you I would tell you about our trip. It was an epic drive and I am going to divide this into parts because it ended up being about 6,000 miles and there is a lot that happened.

Part I.

Our first two days were long: 740 and 659 miles. We got to Kearney, Nebraska and then took a day off. After sleeping in a bit, we headed south about 40 miles to Pioneer Village in Minden, Nebraska. Eric had been here as a child and wanted to go back. The Village, opened in 1952, was the vision of inventor Harold Warp who grew up in a sod house near Minden. Harold wanted to capture the pioneer spirit of Nebraska and America that he experienced growing up in the



early 1900s. Pioneer Village has 28 buildings and over 50,000 irreplaceable items from covered wagons to 1950's cars, household items and other fascinating things from early America. He found the sod house he grew up in, the original church and school he went to as a kid and brought them all to this location.

As we drove up and parked it looked like an old IGA store. But once we got inside it was incredible. I loved the hand-written descriptions on many of the items and the little-known facts that were included. I included some of those below. If you are in Nebraska, this is a worth-while stop.

Did you know:

- In 1853, the Rockaway carriage (also known as Station Wagons), had coiled springs in the seats. A passenger fell asleep in the rig and he was so refreshed after the ride that he went to the carriage maker and asked him to make enough springs to fit his bed. This was the first spring bed.
- Henry and Clem Studebaker build the first Studebaker wagons in 1857 to transport supplies across the plains - these were known as the Freightliner Wagons.
- From 1860 to 1916 300,000 visitors were hauled through Yellowstone National Park Pioneer Village in what was called the Yellowstone Wagon.
 - In 1895, there was a pneumatic rubber tire that



was the first use of air-inflated tires on a fourwheeled vehicle. An early auto manufacturer saw these and asked the rubber company to make them for his cars. The rubber manufacturer refused, saying they did not think there would ever be enough demand for auto tires.



The auto manufacturer went ahead and started a tire business for these cars.

• 1n 1907, Childe Harold Wills used his grandfather's stencil set to design the Ford Logo. The logo was not used until the 1928 Model A.

I will continue this story next month with stories about the Porsche Sports Car Together Fest at Indianapolis Motor Speedway as well as the Badlands and Mt. Rushmore in South Dakota.

Thanks for listening. As always you can contact me at president@oregonpca.org with any questions or concerns. P.S. Photos were taken by me! .



Top: Freightliner Wagons by the Studebaker brothers; Above: Eric enjoying the story of the Yellowstone Wagon. Notice the hand-printed description; Left: Rockaway Carriage.

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

We'll Help You Stay Safe!

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

appointment and we'll help prepare it for winter storage.

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&/OR SUBLET PURCHASES. NOT VALID WITH OVER THE COUNTER PARTS.



PHOTO BY HAROLD KLEIN



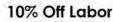
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FROM THE VICE-PRESIDENT Heinz Holzapfel, Vice President/ Webmaster

Northwest Passage Shows Positive Outlook for Club Growth

s I write this monthly column, the September version of Northwest Passage has just departed the Oregon Garden Resort. For the June Tour we sold the maximum of 40 tickets and 39 cars and a total of 75 members were able to join us. For the September tour we also sold 40 tickets, and 36 cars and a total of 70 members were able to sign up. Unfortunately, we had some late cancellations due to medical issues. Still, 75 cars and 145 members is an impressive number; we are truly back on the road! What also makes us very happy is that 27 of 70 members driving the September tour were first timers! This is a very positive sign for the growth and popularity of the Northwest Passage, the premier driving tour of ORPCA.

In the August "From the Vice President" Column, I reported on the questionnaire we prepared after the June Northwest Passage. We got a lot of feedback and I want to report back on our learning. One recommendation was to improve incorporation of "newbies". The evening of the September Northwest registration at the Oregon Garden Resort, Committee Chairman Jeff Gretz, gave an orientation to our first-time attendees, explaining the nature of the tour and the self-navigation of the route described in the tour book. We also marked the name tags of our first-time attendees to make sure they are welcomed and integrated by repeat attendees and invited to lunch and dinner tables to meet other members.

We also incorporated feedback into the planning for next year's Northwest Passage. The 2023 event will again encompass four days with two tour groups, one in June and the other in early October, and will go to

the Wallowas, the Joseph Canyon, the Snake River and the Palouse, with a central hotel location at the Marcus Whitman Hotel in Walla Walla. This addresses one of the feedback items: minimize the hotel changes to reduce loading and unloading of the cars every day. We also learned that one group of attendees prefers shorter drives and more social activities, yet another group wants more and longer drives. For the first time, the 2023 Northwest Passage will offer multiple options to select from. On the first day in Walla Walla, one option will be a leisurely drive to Lewiston and then a jet boat tour through Hells Canyon with lunch on the Snake River, and for our enthusiastic drivers, an 8-hour loop to Enterprise and the Wallowas, through the Wenaha-Tucannon Wilderness to Lewiston and back to Walla Walla. Day two offers a drive to Joseph and exploration of the Wallowas or a morning drive through the Palouse followed by wine tasting around Walla Walla. Both the drive to Walla Walla and to The Dalles, the endpoint of the 2023 tour, are on very exciting twisty backroads.

On a different note: On the Tuesday prior to September's Midweek Drive, I remembered that I forgot to register for it. On Wednesday, I saw that the weather was great and after two weeks on the computer giving a university online lecture, I needed some good driving. So, I sent an email to the tour lead asking if I could join, and he said of course. We had 16 cars, a great show for a midweek drive, and it was a blast (thanks Ravi Rajaram)! While we recommend that you RSVP so the tour lead can plan how many group leads they need, should you make up your mind late, ping the tour lead and there may be a space for you!



Porsche Beaverton



standards that we put our name on it: Porsche Approved.



ZONE 6 UPDATE John P Sommerwerck. **Zone 6 Representative**

High Desert Region Hosts Memorable Bend Treffen

e are now home after enjoying the Treffen Bend. The weather mostly cooperated and the High Desert Region volunteers and the PCA National staff put on a great event. Special thanks go out to Pete Olsen and his High Desert Region team of volunteers for showing all a great time. Mark your calendars,

in 2023, the Spring Treffen will be held in April at the Barnsley Resort in Adairsville, GA. The Fall Treffen will be held in September, in St. Louis. These are great events, and we would strongly suggest you consider attending a Treffen in 2023.

While fall signals, for many of us, that we are nearing the end of our driving season, there are still many great Zone 6 region events; like Oktoberfast, Brian Redman Tech ED, Olympic Peninsula regions' wine tour. See the Zone 6 website for more information.

PCA now has more than 150,000 members! Our Zone continues to grow its membership. Through August, the ten Zone 6 Regions have added 222 new members. There are 6,916 PCA members in Zone 6. Silver Sage region is the 4th fastest growing PCA region in factored growth among the 147 PCA regions!

Nancy and I are winding up our 2022 visits to the Zone 6 regions. As I pen this newsletter, we have been to all but two of the regions. We have been graciously welcomed everywhere we have gone. Thank you.



Zone 6 is spread across a large area three US states and a Canadian province. As we traveled across the zone, we found a shared passion for the Porsche marque and we live up to the PCA mantra: 'It's not just the cars, It's the people'

We head out next to Pacific Northwest Region's North Cascades Highway tour and then to Olympic Peninsula's wine tour. We hope to see many of you

as we travel around Zone 6.

Stay healthy and we will see you in the Zone.











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A Marvelous Midweek Drive

STORY AND PHOTOS BY HEINZ HOLZAPFEL

ur August Midweek Drive was staged entirely on the Vancouver side of the Columbia River and explored roads and areas we "Portlanders" rarely get to, a treat! The theme was "Rivers to Mountains to Lakes".

Blue skies greeted us when we met at the Fred Meyer store in East Vancouver. Ed Frank and Jo Su were the tour leads, and while Jo officially was the navigator, she had significant help from their two sweet Bernese Mountain Dogs, Ajax and Theia. This was the first time Ed was leading a tour, and while he was a little nervous, he passed with flying colors!

After our mandatory safety meeting, we Ideparted Washougal and followed NE 28th Street to Fern Prairie and shortly after turned onto SE Washougal Road, which travels along the Washougal River. The river was running low yet offered beautiful vistas. After passing through Washougal we turned north for a wide loop on twisty and scenic backroads, eventually turning south

again and arriving at the Cape Horn Trail Rest Area.

From there, we merged onto Highway 14 East and drove along the mighty Columbia past Stevenson and on to Cook, where we turned left onto Cook Underwood Road along the Little White Salmon River. After some nice twists and turns, we arrived at the Columbia River Viewpoint, with amazing views to Mt. Hood, Hood River on the other side of the Columbia and views to the east over the Columbia.

Everyone was taking pictures and was in awe about the beautiful area we live in. We continued down to Underwood and merged onto Highway 14 West and thence back to Stevenson where we enjoyed a picnic at the Skamania Port Waterfront Park, on the bank of the Columbia with the Columbia Gorge sternwheeler moored right at the pier. A wonderful drive, marvelous scenery, twisty back roads and great camaraderie – a perfect midweek drive in less-known territory.



Above: The lead navigators, Ajax and Theia; Below: Picnic at end—Wendy and Tosh Kanno with Heinz Holzapfel and Deb Pratt; Stopped to view the Columbia River.

To enjoy more photos from this event, go to: https:// orpca-pix.smugmug. com/2022-ORPCA-Events/ MW-drive-824-Rivers-2-Mountains-2-Lakes/





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September Midweek Drive

BY SCOTT LAZENBY | PHOTOS BY SCOTT LAZENBY AND ERIC LEWIS

e gathered for the start of the tour on Wednesday, September 21, at Sandy's Meinig Park, a wooded 10 acres with a stream ironically named (or not named?) No Name Creek. I was Sandy's city manager from 1992 to 2013 and enjoyed many Mountain Festivals in that park (always on the second weekend in July).

Tour leader Ravi Rajaram warmed us up with a leisurely but scenic cruise up Highway 26. My Cayman knows the road well; it has logged many hours there, outfitted with a ski rack and winter tires for spring skiing.

We turned left at Lolo Pass Road and the twisty bits began...and never really ended. We caught our breath at Dodge Park, operated by the Portland Water Bureau. It used to be the place where the huge Bull Run conduits crossed the Sandy River under a bridge, but I think now they're tunneled under the river for earthquake resilience. The park has grass, trees, a restroom block and running water.

Our peloton of 14 Porsches (all sports cars; mostly different flavors of 911s, a 912, Caymans and Boxsters) managed to stay together through several obstacles: a one-lane bridge with two-way traffic, a roller coaster ride on sunken grades, an Asplundh truck parked in the middle of the road with no flaggers, and potholes (a common problem with high elevation roads).

While down in the city it was warming up to 80 degrees, we were nice and cool at 4,000 feet under the firs and cedars for our picnic at Larch Mountain Park. After lunch, Peg Ryan and Eric Lewis led us on a short hike to Sherrard Point at the summit of the mountain. The view was spectacular, Although there were high clouds and haze, we could still see the surrounding volcanic peaks: St. Helens, Rainier, Adams, Hood, and Jefferson.

I think this is the third or fourth drive I've been on that has been designed and led by Ravi, and all have been excellent mixes of great scenery and fun roads. And it's always a pleasure to share a morning with fellow Porsche owners and drivers.

Top: Our starting point was Meining Park in Sandy. Left: A pause at Dodge Park.

To enjoy more photos from this event, go to: https:// orpca-pix.smugmug.com/2022-ORPCA-Events/Sept-21-MidWeek-Drive/

September Arrive and Drive Meets Multiple Challenges

BY PEG RYAN | PHOTOS BY RICK PITTMAN

ur September Arrive and Drive was very challenging. A big thanks goes to Scott Dual for reworking the route the night before because of fire and evacuations on his original route.





To enjoy more photos from this event, go to: https:// orpca-pix.smugmug.com/2022-ORPCA-Events/Sept-10-AD-/





Clockwise from top left: Smoke in the air; Carlos Santayana getting out of his 911; Some fun cars on the drive.









Clockwise from top: Heinz Holzapfel, Sylvia Nessan and Scott Dual, the tour organizer, having some fun; Enjoying the John Deere at Harvester Taproom; Scott's wife, Denise Hipply, waiting patiently; Lunch location— Harvester Taproom.



STORY AND PHOTOS BY ROBERT AND CATHERINE SMITH

The Great Hall at Sunriver Resort.

have always wanted to go to a US-style Treffen but work and other obligations always got in the way. Treffen ("to meet") allows PCA members to meet fellow Porsche enthusiasts in some of the most spectacular locations in North America. Fine hotels and unique driving opportunities set in locations offering unparalleled scenery and experiences. When I read that the next Treffen was going to be in Bend in September, that would be perfect. I knew that these events sell out quickly so I made sure I had the sign-up day on my calendar. Everything worked out and I was so happy when I was able to successfully sign up for Treffen Bend plus I got my top two choices for the driving tours.

On Wednesday, September 14, my wife Catherine and I packed our 911 and headed to Sunriver. We took the Santiam Highway over the Cascades from the Willamette Valley. It was a beautiful drive but it was so sad to see all the devastation from the forest fires

and Mountain Pine Beetles that hit Oregon over the past few years. We arrived at Sunriver around 4:00 pm to find beautiful weather albeit a little smoky. We checked into the hotel and Treffen. We picked up our Goodie bag and our Treffen rain jackets. The weather looked great for the next few days but this is Oregon so you never can be too sure. Our room keys were custom with a nice picture of Porsches on one side and the Treffen, Porsche and PCA logos on the back. Very cool!

Unfortunately, our room was not ready so we wandered over to the Great Hall for the welcome reception. When you attend a Treffen you realize how popular these events are with people from all over the country. We met people from Ohio, Texas, Idaho, Nevada, Washington, California, and Oregon. It is also impressive how the more than 70 volunteers did such a great job planning and setting up this wonderful event.

The Great Hall, which is a grand old

log building, is the only remaining structure from the days when Sunriver was a military training base, Camp Abbot. During WWII the base trained over 90,000 troops. The Welcome Reception had a bar plus plenty of hors d'oeuvres. There were a couple of speeches – one from Alex China (PCA Treffen North America Chairperson) and one from Pete Olson (Treffen Bend High Desert Region Chairperson). They went over the events planned for the week and any schedule changes. Due to a couple of forest fires going on some of the roads are closed and the air was a bit hazy from the smoke. After the Welcome Reception everyone was on their own to get dinner. We decided to check out the lodge restaurant which was excellent.

Thursday started out with breakfast at the Owls Nest in the Lodge and then staging for the driving tours. There were a total of six driving tours to choose from: Crater Lake, Smith Rock, Lake Simtustus, Newberry Caldera, McKenzie Pass and Cascade Lake. Each had a separate staging area and start time.

Our first drive was the McKenzie Pass Scenic Byway tour. We met the other

drivers and navigators and checked out all the cars. The tour directors had the customary drivers meeting and details for the tour. We broke up into two groups to keep the drive manageable. Out of Sunriver, we headed north to Bend then turning off on Highway 20 toward Sisters and then on to Highway 242, the McKenzie Pass Road. This is a great road with 2,100 ft of elevation gain, nice twists and great views. We stopped at the Dee Wright observatory which is constructed entirely of lava stone and at an elevation of 5,100 ft has unobstructed views of 20 cascade peaks across 65 acres of black lava flows. It is an eerie site with lots of lava and very few trees.

After a timely break to allow people to wander around, we regrouped to head west over the pass at 5,325 feet, then down the west side on one of Oregon's great twisting roads. This was a narrow road with tight curves. Lots of fun for the driver, not so much for the navigator. The drive wound its way through the region's rivers, forests and lakes on to more lava fields. We climbed over Santiam Pass and then descended

Wizard Island at Crater Lake.





Above and below: Magnificent views of Crater Lake.

back into Sisters. We ended our drive at the beautiful Aspen Lakes Golf club for lunch. Sadly, the haze from the fires blocked the views of the Three Sisters and Broken Top mountains. After lunch we were able to drive back to Sunriver or spend time enjoying Sisters and the surrounding area.

Thursday evening was another cocktail reception and the Opening Dinner at the Great Hall. We had a nice dinner with people from the Sierra Nevada Region and a couple from the Olympia, Washington area. After dinner Alex and

Pete made their opening speeches and then there was dancing and music at the Main Lodge.

We were excited to see Crater Lake on Friday. It has been on our list of places to visit but neither my wife, who is from Oregon, or myself had ever been there. The Crater Lake Rim Drive tour had a very early staging. Similar to our Thursday tour there was a driver meeting and then we broke up into two groups. We headed out southward down Highway 97. We experienced heavy fog in the morning so we missed seeing some of the sights. We did go through Gilchrist, which was the last privately- owned lumber company town in Oregon, until the sale of the company's operation in 1991. The brown color of all the buildings is named Gilchrist brown. We then turned right onto US 138 West. This is an absolutely straight road through the forest. No testing the great handling of our Porsches here. Finally, we turned left into Crater Lake National Park. The Treffen team did a great job in prepaying all our tickets so we only had a brief stop and a wave to the friendly park ranger. From the North Entrance



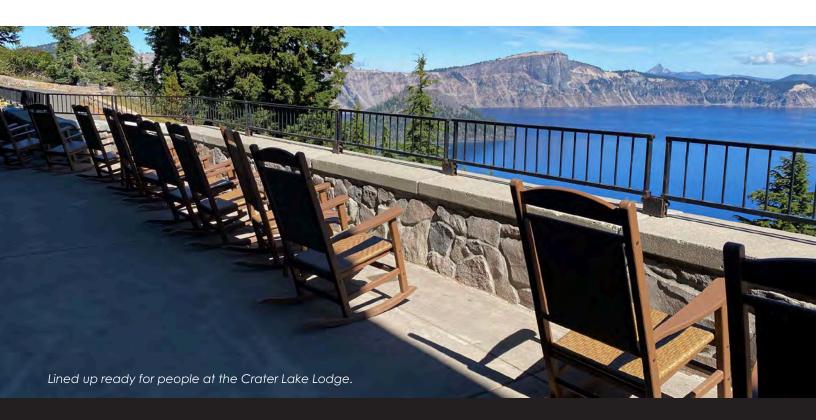
Road, we turned left onto East Rim Drive. This is a nice road with beautiful views of Crater Lake and the surrounding area. We stopped a couple of times to take pictures and enjoy the views. Crater Lake is the deepest lake in North America (1,943 ft deep) and the water is so incredibly blue. Crater Lake was formed after Mount Mazama erupted over 7,700 years ago and it fell into itself and formed a deep caldera which was filled with rain and snow over centuries. No streams run into or out of Crater Lake. Its level remains consistent from a balance of precipitation and evaporation and seepage. We followed the Rim Drive for about 3/4 of the way around and ended up at the Crater Lake Rim Village. There we had lunch at Picnic Hill and everyone was free to explore the area. After checking the historic lodge and hiking around the area we headed back on the West Rim Drive and then continued back the same way we came in, driving along with a couple of other Porsches.

Friday evening was the Party in the Yard (a social hour) outside on the Besson Commons lawn with many great hors d'oeuvres and live music from the Sleepless Truckers. Afterwards people were on their own for dinner so we tried out a nice bistro in the Sunriver Village. Saturday was Navigators Day Off. There were two

planned activities that you could sign up for or do something on your own. The two activities were a canoe adventure and waterfall exploration or a High Desert Museum and local pub tour. We decided to rent bikes and explore the Sunriver area. With over 40 miles of bike trails available, we had a great day biking along the Deschutes River and Newberry National Volcanic Monument.

Saturday night was the closing banquet. We had great weather all week until Saturday night when the sky opened up and it poured. It was perfect that the Treffen jacket was a rain jacket as everyone needed it Saturday night to get to the Homestead Ballroom. The evening started out with a cocktail party then a wonderful dinner in the ballroom. The closing dinner included a raffle and many great prizes were given out. Unfortunately, luck was not with me that night. Afterwards the party moved over to the main lodge with more music and drinks. We partied with some new friends from Seattle until the bar closed down.

We both had a great time in Bend and I highly recommend signing up for a future Treffen. It is a great experience to meet so many people from all over the country, drive some fantastic roads and enjoy some of the most beautiful scenery our country has to offer.



Return to Autocross

STORY BY BRUCE SWEETMAN | PHOTOS & VIDEO BY HEINZ HOLZAPFEL

NOTE: This article first appeared in the Porsche 356 Registry Magazine www.porsche356registry.org

pril 10, 2022 - With eyes iclosed I sat in my 1964 Porsche 356C at the back of the grid at Portland International Raceway. After a couple of tries I managed to squeeze into a borrowed helmet without dislodging

my glasses. And now I was running the circuit through my head as I prepared for my first autocross lap in more than twenty years. I was not only the final competitor on the grid, I was also the oldest: the car, that is.

I first autocrossed in Nashville, Tennessee in the early 1990s in a 1967 BMW 1602. Besides being light, nimble, and low-geared, the bimmer's tall greenhouse provided a panoramic view of the sprinkling of pylons that defined the course. Then, when a new set of Bridge-

stones offered less grip than the tires they replaced, I turned to the Porsche 356 to see how it might fare.

While the BMW's new tires had been disappointing, the Porsche's archaic Michelin Xs weren't much of an improvement and the

356's quirky handling characteristics offered new challenges. I tip-toed around the course at speed and quickly found the limits of adhesion going forward, sideways, and sometimes backwards.

Around this time I began making trips to Road Atlanta to attend vintage races and I got to know some 356 racers including Vic Skirmants and Paul Swanson. The vintage racing spec tire at the time was the Yokohama A008R sized 185x70x15 or 195x65x15. When I noticed Paul Swanson mounting new tires before



Bruce Sweetman in puffy green jacket.







a qualifying run I asked him what he did with the old ones. "They're in a pile over by the tire changing truck," he said. "Help yourself!" I was able to fit a half-dozen used racing tires in the back of the bimmer.

A Nashville shop-owner mounted and balanced the Yokos on my skinny, stock wheels and the difference was dramatic. The A008Rs may have been past their prime but they were grippier than anything I had experienced. From the get-go I was much faster, seconds came off my run times, and people took notice. Between 1994 and 1997 I won two regional SCCA E-stock championships and was once runner-up. That was a long time ago. The Yokohamas have long since expired and the old 356 now runs on street tires albeit on 6-inch wide Fuchs. And what about the driver. Does he still have it or is he past his sell-by date as well?

The Porsche Club of America has a long tradition of organizational efficiency and the Oregon Region was living up to the legacy. Having registered online a couple of weeks in advance I

was one of the first competitors at the track for the requisite tech inspection. The car passed muster and I headed to the paddock where I made a pile of loose items pulled from the car's interior, trunk, and glove box. Then I applied my assigned racing number, 25, with borrowed painter's tape.

The organizers must have arrived before the 6:30 a.m sunrise because the course was already set up. As I joined the slow flow of competitors walking the circuit someone handed me a track map that defined the course through the cones. At the driver's meeting I was assigned to run with the second group and work first. I spent the next hour and a half standing outside turn 3 observing the different lines racers cut through the cones and running out on course to reset pylons that had been nudged or knocked over. As the racers in the first group made their final runs the wind picked up—spitting rain sideways and giving the chilly morning a special edge.

After a short break, during which I inflated my tires and wolfed down half



a sandwich, I scooted over to the grid and was directed to the end of the last row. I had walked the course and watched the first group of racers; now I envisioned running the circuit at speed. Engines roared nearby as cars in the first couple of rows finished their first runs. Even as I fired up my cold engine and began revving it to bring it up to temp, the white 997 [911] in front of me began moving forward. I buckled my belts, tightened my gloves, and inched forward—revving as I rolled. I approached the start line at an angle—mimickina the car in front of me—and stopped when the starter's hands came together. Revving...

"Go!" said the starter as he made tight circles with his index finger. I pulled strongly in first, grabbed second early as I approached the first right-hander, and carved the corner until I could feed power onto the short straight. As I approached the first 90-degree corner, I downshifted to first as I braked, then powered through and shifted up again for the mid-speed sweeper that followed. From then on I kept it in second, playing the throttle to control the car's attitude through corners: backing off to tuck the nose in, feeding power to stabilize the car, and flooring it as each

turn opened up. It wasn't graceful but I didn't hit any cones. It made for a good beginning.

As I pulled back into the paddock the driver of a 1973 911T, the only other entrant in my class, Vintage Open, walked up to my open window and said, "You got a 47.5." I asked, 'Is that good?' Apparently I had beaten him because he replied, "I need to go faster."

For the second run I made a commitment to stay in second gear, thinking that momentum and uninterrupted acceleration would more than make up for losing the first-gear boost of acceleration. Overall, the run was more controlled. I spent more time going forward with less yawing back and forth and later learned that I had cut 0.7 seconds off my first run time.

About this time I noticed a digital read-out near the starter that clocked each competitor as he or she finished. As I sat in my car quietly thinking about where I could improve I remembered something I had read the night before in my autocross bible, Secrets of Solo Racing by Henry Watts, who wrote, Be early with steering . . . during a slalom you will need to turn the wheels just a little before you think you need the car to turn. I kept that thought fixed in my

mind during my third run and found a straighter, faster line through the row of cones that made up the slalom. Glancing at the digital readout as I pulled back onto grid I noted that I had clipped off another 0.66 seconds.

The guy with the 911T approached me again. He reported on his improvements (he was winning) and offered to ride with me and "give me a few tips." Thinking that his mass would add at least 10 per cent to my overall weight, I declined. Still, he offered some advice: "You're braking early for turn two." And, "You can brake later at the end of the straight before the sweeper." During my next run I followed his advice at turn two—which worked. Then I braked later before the sweeper and wound up scrubbing off speed in the corner which didn't help. The clock confirmed it. My fourth run was 0.6 seconds slower than the previous one.

Before my next run I accepted an offer from my self-appointed mentor to ride shotgun in his 911T. His car felt stiff and punchy, and he carved a nice line through the cones. Impressive, I thought, until a small mistake had him slewing sideways in the final corner.

I went for it in my fifth run. After dispatching the first few corners well, I braked later and harder for the right hand sweeper. The car became unsettled and quickly rotated beyond correction. I swapped ends and came to a stop with my brake and clutch pedal pressed firmly to the floor and the smell of burning rubber coming through my open window. I slowly looped around then continued at speed through the remainder of the course. DNF.

The rain began as I sat in line on the grid for my sixth and final run. My best time was behind me but the wet run gave me an opportunity to work on being smooth. With my feeble wipers scraping across the windshield I made a clean run that didn't break any records.

I turned in my borrowed helmet then proceeded to repack the car with the stuff I had left in the paddock: air tank, spare tire, jack, tools, lunch box, etc. I had been the last guy on grid and I was one of the last to leave—savoring my return to autocross.

I waved as I drove past my racing rival who was chatting with the autocross chairman saying, "See you next time," and thinking, "Next time I'll prevail!" ■









August Dinner Gathering at Charbonneau

BY SYLVIA NESSAN | PHOTOS BY ERIC LEWIS AND SYLVIA NESSAN

t was a steamy August evening and the perfect time to gather and celebrate the gifts of summer. Judi Jennings, Mike Roy and Bruce Myers hosted the August 24 social for 52 club members at Charbonneau Golf Club in Wilsonville. Dinner was in the Pavilion overlooking the beautiful Golf course. The music entertainment was provided by Rebecca and Ray Hardiman. They have a play list that was just right for our diverse and fun-loving attendees. If you missed them at our social you can catch them at Langdon's Grill in Aurora from time to time.

Nicole, the food and beverage manager, and her crew prepared an amazing meal for our group. They provided beverages before, during and after dinner, as the warm night required lots of hydrating. There were a couple of short "speeches" noting all the hard work that Judi Jennings, co-chair of the Social Committee and organizer of this dinner gathering, put into planning and delivering an amazing evening for all

Top: Our great location for our dinner; Cars in the parking lot! Below: Mike Roy, Phyllis and Ed Thiemann and Judi Jennings; Anh Le, Muriel and Alan Meyer, Bruce Myers and Carlos Santayana; Our entertainment for the evening.

in attendance, as well as acknowledging Mike and Bruce for all their support.

ORPCA President Peg Ryan welcomed Steve and Susan Rusconi, our newest club members, and we also got to meet a newly recruited, soon to be member, Norm Noakes, who shared a great car story, and also credited Mike and Judi with encouraging him to join us for the social and sign up as a member.

There were lots of familiar faces, but lots of new ones as well, which is always a wonderful sign of how well we are doing reaching out to our membership. There were attendees from Wilsonville, who arrived with time to spare, and those who drove from as far away as Richland, WA battling the crazy traffic that is now the "new normal". We are so lucky to be able to get together outdoors, with Porsche lovers, and share great food, conversation, music, laughter, and friendships. Can't wait for our September event.

To enjoy more photos go to: https://orpca-pix. smugmug.com/2022-ORPCA-Events/August-Dinner-**Gathering**







September Dinner at Rock Creek Tavern Starts with Gathering at the Ledbetter's Home

BY SCOTT PETERSON | PHOTOS BY BOB ELLIS, RANDI LEDBETTER, ERIC LEWIS, SYLVIA NESSAN, AND SCOTT PETERSON

Editor's note: Those of us who signed up for the Dinner Gathering at Rock Creek Tavern on Wednesday, September 21 were invited to Gordon and Randi Ledbetter's home prior to the dinner. They live about five minutes from where we were having dinner. About 20 of the 30 people who were going to attend the Dinner came to the Ledbetter home. We learned some interesting things from Gordon and had a lot of fun at their home and at the dinner. Thank you, Randi and Gordon for having us over and thank you Gordon for sharing your knowledge with us.

hen you least expect it, you learn of a standard option that came with your car, but you had no idea it existed and you have no knowledge of how to turn it on or off.

I attended a social gathering prior to our monthly dinner. A very observant club member there pointed out something he had seen on a drive earlier in the day: what looked like an additional tail light on a 992.

What is it? Can you turn it off? No one in the immediate group knew. Then Gordon Ledbetter walked out of the garage, and this question was asked of him. He knew immediately what we all were chattering about!

Previously there was a small square red light installed under the driver side rear bumper. It was a rear fog light. The original light was approximately 3 x 3 square under the driver side rear bum-

per. Gordon thinks the head light switch was altered around 1980. All German vehicles from approximately that date have designed the head light switch to include this option when the driving/ fog lights are turned on. The setting is the fourth position when head lights are turned on to the far right. Once there, pull the switch out, and the rear fog light will activate.

Everyone went to their cars to try out this new feature! What fun this was. To think that our Porsches have a feature that most of us we don't realize is there.

Gordon also had a useful suggestion -Have a tire repair kit in the car. The cost at Harbor Freight is \$5.95. Gordon said you never know when or where a flat tire might occur. He told us that he and Randi had one on an Arizona Freeway caused by hitting a large bolt that embedded in the tire. He used the repair kit to repair the damaged tire and then they were able to drive back to their home approximately 40 miles away. I went out and bought two of these repair kits!



Cheap insurance: A tire repair kit from Harbor Freight.

MORE PHOTOS ON PAGE 32



SEPTEMBER DINNER GATHERING, CONTINUED













Clockwise from top left: Porsches gather at the Ledbetter home; Sylvia Nessan and Terri Geer at the dinner; Scott Peterson and Linda Tracewell enjoy dinner; Heinz Holzapfel having fun with a knife.



See and Be Seen

BY PETER LINSKY

Fall is upon us, soon winter arrives, and if we have our P-cars out in traffic, this might be a good time for a quick safety check. When's the last time you eyeballed your car's exterior lighting? While many newer cars have "Bulb burned out" warning systems, older cars do not, and I am beginning to see more and more vehicles of all types on the road with non-functioning headlamps, tail lamps, brake lights, and turn signal lamps. Before you head out again, start your car, turn on its various light switches, and see if any bulbs have died over the summer and if that's the case, replace them.

Thank You, Nancy, for 17 Years of Anzeiger

INTRODUCTION BY PEG RYAN | BY NANCY SCOTT

Nancy Scott has been designing our Anzeiger as well as our yearly calendars for 17 years. After this month she will retire. Thank you, Nancy, for all your work over the years. Our newsletter has won numerous PCA awards and you have been instrumental in those awards. It has been a joy to create this publication with you and see how it looks every month. Our calendars are a treat to look at every day and I know these bring smiles to so many of us. We will miss you but I think we are in good hands with Liz Hunnicutt and Lisa at Millennium Graphics.

y initial contact with the club was when Chris been the Anzeiger designer and photographer was leaving his role; it would likely have been in 2005. Thus, 2022 marks my 17th year with the club!

In those early years, Anzeiger Editor was a volunteer position appointed by the Board, and I worked with several different individuals over the years. Until June, 2011, we published a printed glossy monthly magazine with full color covers and greyscale interior

pages. When we converted to digital only with the July, 2011, issue, it was fun to design in full color and to have no restrictions on magazine length.

Everyone I have met through the club over the years has been enjoyable to work with, and helpful to me as I learned about Porsches without actually ever owning one (don't hate me, but we do have a Miata to enjoy curvy roads with!).

When Peg Ryan came on board as Communications Director in 2016, my job became at once a bit easier, more fun, and also more challenging (which is part of the "more fun!"). Peg is a person full of enthusiasm and optimism and it was great to see her set goals for the magazine and become an integral part of its production. She has not been content with the status quo and really cares about telling the story about the club.



Nancy Scott

Over the years, ORPCA projects (Anzeiger, along with the yearly calendar, and in past years the Anzeiger Annual), have been a solid part of my freelance design career. Since my husband, Steve, retired in March, I've decided I, too, want some more of that relaxed time, so I am cutting back on some of my client work. It was not an easy decision to retire from my work with ORPCA; club projects have been consistently rewarding (who wouldn't want to work with photos of gorgeous Porsches?) and the people have been great.

Just for fun, here are some stats about my time with the club:

- * Produced approximately 204 issues of Anzeiger
- * Designed approximately 8,000 pages of the magazine! I had to check my math but that's pretty close. The first six years (when it was printed) we averaged 30 pages, and since going digital in 2011 it's averaged around 50 pages (leaner issues in the winter, and some very large issues in summer months).

I will truly miss the time I've spent reading the stories of club activities and designing pages with the beautiful photos of your Porsches. The club has a lot of fun! Many thanks to all of you with whom I've had the pleasure to work for all of these years. Wishing you all wonderful times with your Porsches and with your Club friends.

Members Enjoy Special Tour of PT 658

BY HEINZ HOLZAPFEL* | PHOTOS BY HEINZ HOLZAPFEL AND LARRY HANNAN

To enjoy more photos from this event, go to: https:// orpca-pix.smugmug. com/2022-ORPCA-Events/ Tech-Session-PT-Boat-658-Museum/

aturday, September 17, a small group of ORPCA members met on Swan Island for a special Tech Session. Entering always-busy Swan Island from North Going Street off I-5 North, we drove up North Lagoon Avenue to Gate 10. On our arrival, we were directed to a secure parking lot to keep our cars safe. Two volunteers and veterans from Savethe-PT-Boat, Inc. greeted us and led us down a ramp to a boat house sheltering PT 658, there we began a very special tour.

Yes, big horsepower numbers are involved, but also an amazing example of American history.

Here is the history of the boat and how it got to Portland:

PT stands for Patrol Torpedo Boat. This boat type was used by the US Navy during WW II in the Pacific Theatre. They had plywood hulls, powerful Packardbuilt V12 engines, were heavily armed with machine guns, cannon, and torpedoes, and were very fast. Nicknamed "the mosquito fleet" and "devil boats" by the Japanese, the PT boat squadrons were hailed for their daring and earned a durable place in the public imagination that remains strong into the 21st century. A total of 199 were constructed by Higgins and ELCO. Lieutenant JG John F. Kennedy was the commander of PT 109, heroically saving several of his crew members after his boat was rammed and sunk by a Japanese destroyer.

PT 658 is a PT625 class-Higgins motor torpedo boat, commissioned in July 1945, shortly before the end of WW II, too late to be assigned to a squadron but was used by the US Navy at the

Picture of the PT 658 smashed against the rocks in California, circa 1994.





Left: Engine compartment. Note the huge water-cooled Packard V12s. Below: Armament and U.S. Flag with only 48 stars.

Point Mugu Pacific Missile Test Range until 1958. It then was acquired privately and was located in Oakland, California as a sports fishing boat after some modification. Eventually it fell into disrepair and after a long period of neglect, it broke loose during a storm and smashed against rocks that punctured the wooden hull.

In 1994, soon after it was damaged, a group of 11 grey-haired US Navy veterans was looking for a PT boat to restore but didn't have the funds to acquire other boats that were in better shape. The group acquired this boat for a small amount and with the help of Navy buddies got the battered hulk barged up to Portland. They founded the non-profit Save the PT Boat, Inc., with a mission to restore PT 658 to her "as-built" condition and then use the boat as a living history display. As much as possible, the PT 658 was restored with historically authentic items and into a configuration that was used on PT boats during WWII. Some modern-day items have been included to meet current safety regulations for

an operating wooden boat. It is currently the only completely authenticallyrestored operating (floating) US Navy PT boat in the world.

In June of 2004, after countless volunteer hours and donations from a wide range of supporters, the boat was towed to Tomahawk Island Moorage during an Antique & Classic Wooden Boat Show and reintroduced to the







Above: Life boat and emergency provisions; On the Willamette River. Below: Heinz and Jeff walking off the boat. in the boat house.

public as a proud Higgins motor torpedo boat, PT 658. Restoration work continued and in mid-September 2004, under clear 70-degree skies, the boat cast off from the dock at the Swan Island Navy Operational Support Center at 1300 hours (1 PM). Bob Hostetter, a former PT Executive Officer, stood at the helm as 658 headed out for the Willamette River. He later turned over the helm to former PT 231 Skipper, Ed Jep-

sen. Also by the helm was former PT 150 Skipper, Russ Hamacheck. For approximately 45 minutes the boat patrolled the river, escorted by Portland Fire Boat 6. Aboard the PT 658 were the Save The PT Boat, Inc. crew members and a few Navy visitors.

Since those early trial runs in 2004 the boat has undergone many additional restoration projects including but not limited to complete rearmament, deck





rebuilding, engine overhaul and frame and hull reconstruction to mention a few. She now moves about the Willamette River under her own power with three great growling Packard engines. These engines run on high-octane aviation gasoline and deliver a max power output close to 6000 HP! At 70 feet length and about 50 tons weight, these engines can push the boat to a max of 70 mph while consuming up to 500 gallons of fuel per hour. Today PT 658 goes much slower, too minimize her wake and possible riverbank damage. In 2012, PT 658 was named to the National Historic Register by the National Park Service.

OUR TOUR OF THE PT 658

We climbed into the engine compartment, the crews' quarters, the officers' quarters, learned details about torpedoes and smoke generators, mortars and rocket launchers. It was a fascinating few hours on board this historic boat.

FINAL NOTE

The heat, noise, chemicals, close quarters all made for a very challenging working environment. Looking at the pictures of the boat in disrepair and now fully restored makes you wonder how after so many years these dedicated volunteers found all these engines, transmission, guns, cooking equipment, communication gear, down to the original coffee cups in the officer's mess and handbooks in the captain's quarters. These original 11 volunteers and the countless others who have followed and that still work on the daily upkeep and maintenance of this historically significant boat deserve the utmost respect and thanks. Men that served and gave their youth to this country and after their service committed themselves to preserve a memory that represents the values this country stands for. True patriots, true Americans.

*Note: Some of the history here was taken directly from the PT Boat web site: https://www.savetheptboatinc.com/history.htm

View looking forward. Armament included torpedoes, a pair of twin .50-caliber machine guns, and a 20mm cannon.



PCA members make a difference in their community!

Porsche Club of America Regions create fantastic opportunities to give back and support many different aspects of their communities.

Every year across Porsche Club of America, members are making a difference with many amazing, heartwarming, and thoughtful acts of kindness. PCA is continually collecting stories of member's community contributions, and publishing articles for all to read in an effort to highlight what our club is doing and inspire other regions to help in their own way.

READ ALL OF THE HEART-WARMING MEMBER STORIES: www.pca.org/members-making-difference OR SUBMIT YOUR REGION'S CONTRIBUTION: www.pca.org/contact-members-making-difference



PORSCHE CLUB OF AMERICA

Porsche Club of America

ZONE 6 REGIONS



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High Desert President: Joe Mansfield president@highdesertpca.org https://highdesertpca.org





Inland Northwest President: Dennis Garrood presidentinwrpca@gmail.com https://inwr.pca.org



er Sag

Olympic Peninsula President: Bill Elwell president@opr-pca.org https://opr-pca.org



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Silver Sage President: Andrew King president@silversageporsche.com https://silversageporsche.com



Pacific Northwest President: Doug Andreassen president@pnwr.org https://pnwr.org/



Oregon President: Peg Ryan president@oregonpca.org https://www.oregonpca.org

OCTOBER BOARD OF DIRECTORS MEETING: IN PERSON

Wednesday, October 12 | Meeting 6:00 to 8:30 p.m.

■he October 2022 Board Meeting will be held on Wednesday, October 12.

This meeting will be in person at Dang's Thai Kitchen in Lake Oswego. Food will be available for purchase starting at 6:00pm. Meeting will start at 6:00 p.m. Please let Heinz know if you want to attend. The number of people will be limited by the size of the room. Contact Heinz at vicepresident@ oregonpca.org

All members are welcome!

Note: The November Board Meeting is Wednesday, November 9

OCTOBER LAZY DAY ARRIVE AND DRIVE

Saturday, October 8

Tot quite an Oktoberfest drive, but we will drive in fall conditions through Oregon farm country from the east side down to Marion County ending at Please arrive by 9:30. We will have a Drivers' Meeting at 9:45. We will divide The first group has wheels rolling at 10:00 a.m. and the secc cars with 20 in each group **REGIST** rioximately 10:15 a.m. There is room for a total of 40 auon is open here: https://www.oregonpca.org/event/arrive-anddrive-saturday-october-8-2/

Note: This is the last Arrive and Drive for 2022.

TECH SESSION/GARAGE VISIT AT FINN'S

Saturday, October 15 | 10:00 a.m. to 12:00 noon

roin us at Finn's Restoration & Custom for a look at what is in the in the shop and to hear from Denny about the process that they use to restore the cars. Located at 310 Broadway Street in Woodburn, this should be fun! We have room for 40 people at this event. Please register for the event here: https:// www.oregonpca.org/event/garage-visit-tech-session-5/

The next Tech Session / Garage Visit is Saturday, November 12..



Q4 MIXER

Sunday, October 16 | 2:00 to 5:00 p.m.

Oven and Shaker

4055 Mercantile Drive Suite 100 | Lake Oswego, OR

lease join us at Oven and Shaker located at 4055 Mercantile Dr Suite 100 in Lake Oswego on the outside heated patio! This is located in a recently updated area in Lake Grove at the corner of Kruse Way and Boones Ferry Rd. Come check it out. Please come when you want and leave when you want. No registration, totally up to you.

This event is dedicated to Larry Tracewell, our past Membership Director who passed away about a year ago. His wife, Linda Tracewell, will be there.

This is a no-host event with food and drinks available to purchase. Please note that no one under 21 can attend.



OCTOBER MIDWEEK DRIVE: WAITLIST AVAILABLE



Wednesday, October 19

ome join us for the October 19 Midweek Drive. The route will take us from Oregon City, along the Clackamas River valley and portions of the historic Barlow Road with a break at Milo McIver Park. Driving distance is 56 miles on lightly traveled rural roads, giving us plenty of time for a nice lunch at the Stone Cliff Inn. There will be 1 group with approximately 12 cars. For complete information and to get on the waitlist, please go to: https://www. oregonpca.org/event/october-midweek-casualdrive/

Note: This is the last Midweek Drive for 2022.

OKTOBERFEST DINNER GATHERING

Wednesday, October 19 | 6:00 to 8:00 p.m. **Gustav's**

1705 SE 164th Avenue | Vancouver. WA

Steve and Winnie Miller will be hosting the October 19 dinner gathering at Gustav's, 1705 SE 164th Ave, Vancouver, WA. The restaurant is able to accommodate up to 50 in a reserved private room. Attendees will order from a limited menu and pay individually with cash or a credit card.

Authentic Bavarian recipes have been developed and perfected by chef Marcus Stolpp and everything is prepared fresh. The bier, cocktails, and wine menu is very extensive and will have something for everyone.

Bring your Christmas Toys for Tots gifts if you have them ready for our collection for 2022.

Registration is open. Full information and a link to registration is here: https://www.oregonpca.org/
event/october-dinner-gathering-2/

Note: The next Dinner Gathering is Wednesday, November 16.

SUV DRIVE: OKTOBERFEST

Saturday, October 29

Save the date for the SUV drive on Saturday October 29. Please check your Wednesday email blast for the details and registration information.!

HOLIDAY GALA

ORPCA Holiday Gala - December 4th

*New Venue - Oregon Golf Club in West Linn
*AWESOME New Band - Lisa and the Hitmen
*Toys for Tots again this year

Signups will begin in mid-October.

Get involved by volunteering. Here are some fun volunteer
opportunities...

Love meeting new people? - Be a greeter as guests arrive
Like to be creative? - Help with decorations and table centerpieces

Reach out to socialevents@oregonpca.org if you'd like to help make this the best holiday event yet.

TOYS FOR TOTS COLLECTION EVENTS

ne club continues its long-standing tradition of collecting Toys. Toys for Tots is a program 🖶 run by the United States Marine Corps Reserve which distributes toys to children whose parents cannot afford to buy them gifts for Christmas.

We look forward to increase the clubs participation this year and will begin our collecting of unwrapped toys at the ORPCA Dinner, October 19 at Gustav's, 1705 SE 164th Ave, Vancouver,



WA. Additional locations to drop off gifts will be announced at the dinner and posted in future weekly email blasts. Of course, you are also welcome to bring gifts to the Holiday Gala, December 4, at the Oregon Golf Club, 25700 SW Pete's Mountain Road, West Linn, OR 97068.

SAVE THE DATE FOR THE 2023 NORTHWEST PASSAGE!

he 2023 NW Passage will be a four-day drive event. The final tour details are still in planning, but here's the outline:

Day 1 we will start at the Columbia Gorge Hotel and drive on scenic and twisty backroads to Walla Walla where we will stay at the Marcus Whitman for three nights.

Day 2 will have two options: a drive to Lewiston followed by a jet boat tour on the Snake River in Hells Canyon, or for our more enthusiastic drivers, a seven-hour drive going from Walla Walla to Enterprise, then on a very scenic and twisty mountain road to Lewiston and back to Walla Walla

Day 3 will have a morning drive followed by a winery tour in the afternoon



Day 4 we drive on backroads to The Dalles where the tour officially ends

We will again offer the same tour twice, in June and in early October, with 40 cars each. The final tour program will be announced in December on the ORPCA website, in the Anzeiger, the weekly Member email and at the ORPCA Holiday Gala. The cost will depend on the selected options and will be included in the announcement in December.

Reservation will be online, and with the announcement in December you will be able to subscribe to an email notification informing you when the reservation opens.



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ANZEIGER MARKETPLACE

he 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

1988 Porsche Targa in good condition with ~136,000 miles. Driven very little over the last ten years. Always garaged. \$32,500, Portland OR. Contact Steve at stevblanton@gmail.com. (9/22)



1996 Carrera 4 Cabriolet, Well maintained, Condition 2. Clear Title. Midnight Blue Metallic w/cashmere interior. 6-sp. 59k miles, \$75k includes over \$5k in extras. Passes DEQ tests w/o issue. Oil analysis w/all oil changes Upgrades. I hope to sell to a club mem-



ber that will appreciate driving a desirable air-cooled Porsche. More info via email to joekelly@earthlink.net. (8/22)

PARTS FOR SALE



Wheels and Tire set from a Porsche Boxster 981

18" OEM Porsche Wheels and Pirelli Sottozero - Winter 240 235/45 R18 Tires - \$1000. Wheels are mint condition, Tires have 90% tread life left. Chains in great condition - \$200. Local Sale Only. Please call Ron: 971-266-9755 (10/22)



Macan weather tech floor mats almost new. \$50.00 plus shipping takes them. Greg Snyder, snydercabin2012@gmail.com (10/22)

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