

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | APRIL 2023





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ANZEIGER
OREGON REGION PORSCHE CLUB OF AMERICA
VOL. 63, NO. 3 | APRIL 2023

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**ANZEIGER
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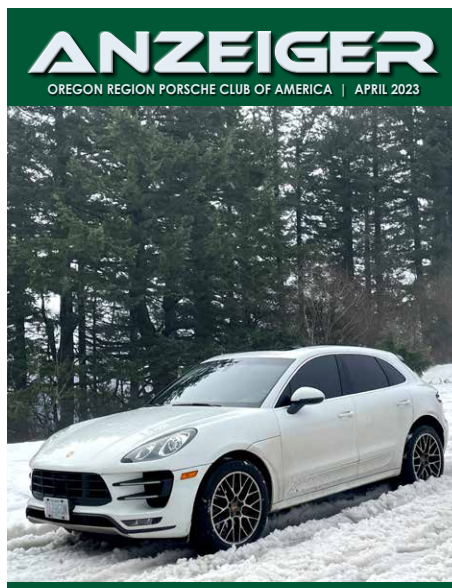
APRIL, 2023

ARTICLES

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John Sommerwerck
Randy Stolz

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Lou Mavor
Rick Pittman
Peg Ryan
John Sommerwerck
Randy Stolz



ON THE COVER

Photo by Bob Ellis. Taken at Bald Peak State
Scenic Viewpoint. Taken soon after the
February snow storm.

ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 63 | NUMBER 3 | APRIL 2023

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Board of Directors Minutes: [CLICK HERE](#) for March 2023

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ANZEIGER NATIONAL AWARDS

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

THIRD PLACE 2003, 2006, 2020
National Newsletter Contest

PAUL HEINMILLER TROPHY
Best in PCA 1971

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EVENTS, OREGON REGION AND BEYOND

APRIL

- 8** Arrive and Drive
- 12** Board Meeting
- 15** Garage Visit:
Steve's Auto Restoration
- 15** Spring Clean
- 16** Autocross #2
- 19** Midweek Drive
- 19** Dinner Gathering
- 19-23** Spring Treffen, Georgia
- 29** SUV Drive

MAY

- 7** Autocross #3
- 10** Board Meeting
- 12-14** Walla Walla Tour
- 13** Arrive and Drive
- 16, 17 or 18** Midweek Drive
- 17** Dinner Gathering
- 20** Covered Bridge Tour
- 20** Garage Visit: Avant Garde
- 24** Women's Only Drive
- 27** SUV Drive

JUNE

- 3** Arrive and Drive
101 Beginners Intro
- 3** Electric Car Drive
- 10** Arrive and Drive
- 11** Autocross #4
- 14** Board Meeting
- 17** Drive, Wine, Dine **CANCELLED**
- 18-24** Porsche Parade,
La Quinta Resort, CA

JUNE ...continued

- 20, 21 or 22** Midweek Drive
- 21** Dinner Gathering
- 24** SUV Drive
- 22-26** Spring Northwest Passage

JULY

- 8** Arrive and Drive
- 8-9** Car Corral at Rose Cup
Races – PIR
- 12** Board Meeting
- 15** Air Cooled Drive
- 16** Autocross #5
- 18, 19 or 20** Midweek Drive
- 19** Dinner Gathering
- 21** Summer Eve Drive
- 29** SUV Drive
- 30** Summer Tour and Picnic

AUGUST

- 5** Arrive and Drive
101 Beginners Intro
- 9** Board Meeting
- 12** Arrive and Drive
- 12** Evaluation of Porsche
Vehicles (by PCA National)
- 13** Autocross #6
- 16** Dinner Gathering
- 17** Summer Eve Drive
- 18** Werks Reunion –
Monterey, Ca
- 22, 23 or 24** Midweek Drive
- 26** SUV Drive
- 26-27** Taste of Motorsports

SEPTEMBER

- 1-3** Indy Cars at PIR
- 8-10** Umpqua Tour
- 9** Arrive and Drive
- 13** Board Meeting
- 20** Midweek Drive
- 20** Dinner Gathering
- 20-24** Fall Treffen, St. Louis
- 23** Drive, Wine, Dine (SUV)
- 24** Autocross #7
- 28 - 1** Rennsport Reunion VII

OCTOBER

- 5-9** Fall Northwest Passage
- 11** Board Meeting
- 14** Arrive and Drive
- 15** Autocross #8
- 17, 18 or 19** Midweek Drive
- 18** Dinner Gathering
- 28** SUV Drive

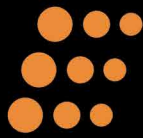
NOVEMBER

- 8** Board Meeting
- 15** Dinner Gathering
- 18** SUV Drive

DECEMBER

- 13** Board Meeting

For the most up-to-date information,
please go to our website at oregonpca.org.
**Events in BOLD RED above are live links
to more detailed information.**



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Tim Frary
 Portland, Oregon
 2022 Macan S

Jim Kelly
 Vancouver, Washington
 2019 911 Carrera 4S
 Cabriolet

Valen Mcnish
Brenda Belden
 Beaverton, Oregon
 2012 Panamera Turbo

Jeff Rhoades
Jerry Rhoades
 Vancouver, Washington
 2017 911 Carrera 4

William Senders
 Portland, Oregon
 2006 911 Carrera S

Bryan Serna
 Gresham, Oregon
 2004 Boxster

Russell Sherrell
 Portland, Oregon
 2003 911 Targa

Josef West
 Portland, Oregon
 1979 924

David Williams
Jennifer Williams
 McCloud, California
 1990 944 S2

Dan Wilson
 Portland, Oregon
 2014 Cayman S

ORPCA LOCAL SUMMARY

Primary Members:561
 Associate Members:379
 Total Local Members:940

PCA MEMBERS IN OR REGION

Primary Members:1,207
 Associate Members:707
 Total Region Members:1,914

NATIONAL PCA SUMMARY

Primary Members:101,646
 Associate Members:53,621
 Total National Members: 155,267

ADVERTISER INDEX

Page	Business	Contact
14	503 Motoring.....	503.469.9821
7	Avant Garde Collection	503.505.6200
16	Grand Prix Motors	503.444.7771
43	Heckmann & Thiemann Motors.....	503.233.4809
10	Marque Motors.....	503.293.5386
5	Matrix Integrated (Downtown).....	503.443.1141
5	Matrix Integrated (Westside)	503.747.5780
12	Porsche Beaverton	503.505.6200
43	Stuttgart Autotech	503.635.3098

APRIL ANNIVERSARIES

43 YEARS

James Flynn

38 YEARS

Bryce Kennedy
Jake Kennedy
Gene Zinda
Carol Zinda

29 YEARS

John Lacko
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27 YEARS

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17 YEARS

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16 YEARS

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15 YEARS

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Dawn Lloyd
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Kent Squires

12 YEARS

Bryce Bederka
Christina Bederka
Aaron Kraljev
Nicholas Kraljev
Robin Shaughnessy

10 YEARS

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James Cummings
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9 YEARS

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Janelle Meyers

8 YEARS

Scott Lazenby

7 YEARS

Joshua Baumgartner

6 YEARS

Michael Burgoyne
Denise Burgoyne
Mike Madrid
Julie Madrid
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Mary Szal
Ken Tracy
Deby Tracy

5 YEARS

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Mark Frost
Carolyn Frost
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Carrie Gates
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Wendy Lee-Kanno
George Lozovoy
Diane Lozovoy
Justin Porterfield
Kelley Porterfield
David Wejroch
Maggie Wejroch

4 YEARS

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Tessa Kerr

David Kerr

Marv La Voie
Karen LaVoie
Jay Mallison
Adam Nimmo
Steve Switaj
Christine Bushick
Ben Zimmer
Jane Zimmer

3 YEARS

Jeff Dorgay
Keith Hill
Robb Hunt
Vanessa Hunt
Michael Isaac
Peter Klein
Ulrike Roeltgen-Klein
Bob Patterson

2 YEARS

Roderick Britt
Sandy Britt
Caleb Hathaway
Jerrick Quinton
Joseph Mackie
Jim Mounts
Mark Westcott

1 YEAR

Bobby Bean
Monika Bean
Tedge Kerns
James Luke
Jackie Ray
Desmond Vu

It's Springtime in the Northwest ... Time to Hit the Road!



Photo by Harold Klein

This spring, Marque Motors can provide your Porsche with everything it needs to be ready for twisty roads after a long and cold winter. Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. It's our shop's mission to keep your car in tip-top shape as you hit the road. And remember, we have been working on air-cooled engines since they were new.

If you've been driving all winter, now is a good time to ensure your car is up to date on maintenance, check for stored fault codes (if applicable), and keep your Porsche safe for you, your family and other drivers on the road.

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PRESIDENT'S MESSAGE

Peg Ryan

Wake Up Your Sports Cars: April Is the Start of Driving Season

As you read this, I will have been to the Vancouver, BC area for the Zone 6 President's Meeting. There are a number of new presidents this year and I am looking forward to meeting them. These meetings are always good because of the connections to other presidents in our region.

Eric and I will take some extra time in Canada stopping in Victoria and then a day to look around Vancouver (I have not been there since 1986 when I went to the Expo 86 World's Fair). We will then head east to Hope, pick up Highway 3 known as the Crows Nest Highway, to Osoyoos, crossing the border back into the US south of Salmo and then south to Spokane, Bend and home. Whew!

I will miss our first Autocross of the season but I am looking forward to starting up again with the April 16 event #2. March consisted of a re-scheduled Tech Inspection for Autocross participants and the February SUV Drive which was moved to March 5th. Both were well attended even with the rescheduling. We were hosted by Taste of Motorsports for a Porsches and Coffee on March 11th and from what I can see of the photos and what I heard from folks who were there, it was a great event. I was sorry to have missed it, but I was at the Tech Inspection where I was in charge of the snacks, coffee and tools since Eric Freedle was skiing in Utah!

Our yearly New Members Orientation was great. It is always wonderful to meet new members and help them understand all the events we offer. Many stayed for the Quarterly Mixer that followed. It was nice to see

so many of you joining us for that.

April will be the start of our driving season. We have had our pair of sports cars asleep in the garage and on suspension with State Farm Insurance. We will wake them both up in April. I am glad that State Farm lets us lower our insurance rates when we are not driving those cars. Mike Newby is leading the April 8 Arrive and Drive and Eric Lewis will lead the midweek drive on April 19. Also in April are a couple of great events. If you have not gone to a Spring Clean before, join us on April 15 to get those cosmetic issues taken care of. It is cash-only but has excellent pricing. On that same day, we will have a garage visit to Steve's Auto Restoration. Other events include our usual Dinner Gathering and a SUV Drive.

Thank you for your continued support of the club. I hope to see you at an event or two in April. You can always reach me at president@oregonpca.org. ■



I was at the Tech Inspection where I was in charge of the snacks, coffee and tools.



PORSCHE

Porsche Beaverton

Collect More Memories

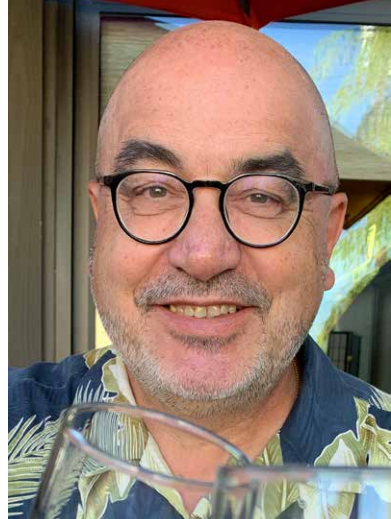
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Membership Benefits



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

Chatting with ChatGPT *ChatBot app Explains the Benefits and Joy of Owning a Porsche*

You may have heard about “ChatGPT” by now, the ChatBot app developed by OpenAI and its amazing capabilities. So, I decided to give it a try. I asked ChatGPT to write a one-page article about the benefits and joy of owning a Porsche vehicle and of being a member of the Porsche Club of America. Here's the result:

“Owning a Porsche car is not just about driving a high-performance vehicle, it's also about being part of a passionate community. And being a member of the Porsche Club of America (PCA) takes that experience to another level.

Firstly, owning a Porsche provides a sense of pride and accomplishment. The brand is known for its engineering excellence, with each model designed for superior performance and handling. Porsche's unique design and style make it a standout on the road, turning heads and garnering admiration from fellow car enthusiasts. But owning a Porsche also means being part of a legacy. The company has a rich history of racing success and innovation, and being a Porsche owner means being a part of that legacy. Driving a Porsche is not just about getting from point A to point B, it's about experiencing the thrill of the drive and the joy of owning a vehicle that embodies the passion and spirit of the brand.

Joining the Porsche Club of America amplifies this experience by connecting owners with other Porsche enthusiasts. PCA members share a common love for the brand, and being part of a community of like-minded individuals who appreciate the same things

can be incredibly fulfilling. PCA membership offers a wide range of benefits, including access to events and activities, exclusive merchandise, technical resources, and discounts on Porsche-related products and services. Members can participate in driving tours, track days, and concours d'elegance competitions, allowing them to fully immerse themselves in the Porsche lifestyle.

Moreover, PCA membership is not just about cars; it's also about the people. The club fosters a sense of camaraderie and friendship among its members, creating a support network that extends beyond the shared love of Porsche. Members are encouraged to share stories and experiences, providing a sense of belonging and connection to a community that spans the continent.

In conclusion, owning a Porsche car and being a member of the Porsche Club of America provides a unique and fulfilling experience. It's not just about driving a high-performance vehicle, but also about being part of a passionate and supportive community that shares a love for the brand. Joining the PCA amplifies the joy of owning a Porsche, allowing members to fully immerse themselves in the Porsche lifestyle and connect with like-minded individuals who share their passion.”

Not bad! Pretty amazing! What do you think? Ok, I will not ask ChatGPT to drive and enjoy my Porsche. That's my fun, but hats down for this powerful tool!

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



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ZONE 6 UPDATE

John P Sommerwerck,
Zone 6 Representative



Trip to Canada for President's Meeting

Nancy and I are beginning to wonder if driving season will come in 2023. The local ski areas have received over 27 FEET of total snow fall this season! Our next drive, in our Macan, will be to the Zone 6 Region Presidents meeting in Vancouver BC. It will be good to see old PCA friends and make new ones. I strive to have one in-person meeting and one Zoom meeting each year to review with the region presidents what their roles and responsibilities are and discuss issues that cross region boundaries.

Each year we are joined at the in-person meeting with a member of the PCA Executive Council.

This year, Aaron Ambrosino, PCA President, will be joining us. Key Zone 6 Topics to be covered this year include: a Zone 6 'Grand Tour'. Paul Kudra, PCA AX National Chair, will be joining us via Zoom to discuss 'Advancing AutoX Across PCA'. The gathering will end with a dinner at the Top of Vancouver with folks from the home region – Canada West. Our thanks to Matt and his region for their hospitality.

The 2023 Porsche Parade will be in Palm Springs, from June 18th to the 24th. There is still time to register. Coming up is Phase 2, opening on April 5th, co-entrants are added, as well as banquets, events and tours selections are made.

Nancy and I continue our planning on 2023 Zone 6 / PCA travels. We are booked for Rennsport Reunion 7. We are planning to join the Olympic Peninsula Region's 20th Anniversary celebration. In addition to the Zone 6 signature events, which can be found at zone6.pca.org, we are looking for unique opportunities to visit your region. Zone 6 abounds in great roads to drive and great automotive venues.

Parting shot: It will be a while before we can take our 911 out for a drive! Stay healthy and we will see you in the Zone. ■



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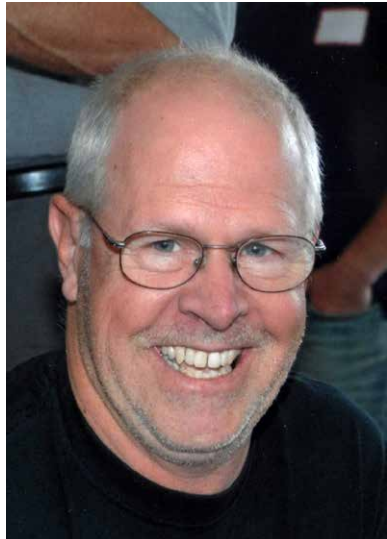


PORSCHE



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SPINNEN
Randy Stolz

French Lessons

*A vaincre sans peril, on triomphe
sans gloire. — Pierre Corneille*

After reading Sam Posey's book *Where the Writer Meets the Road*, I've been thinking a lot lately about the 24 Hours of Le Mans. Not just about Sam's marvelous

was conceived by the *Automobile Club de l'Ouest* (ACO). L'Ouest means west as is Le Mans' location relative to Paris and France in general. Called the 'Grand Prix de l'Endurance', the event was run as an endurance trial

for production cars rather than a race. But the teams went racing anyway and the event quickly turned into a unique challenge that begat many advances in automotive engineering and technology.

Aerodynamic bodies, front-wheel drive, air-cooled engines and four-wheel hydraulic brakes were tried and proven at Le Mans in its first decade. The pace of change saw the fastest average speed jump from 57 mph in 1923 to 75 mph by 1929.

You can spend a ton of time reading about the history of this race and looking at pictures online; another half-ton about the town of Le



Rounding the Pontilieu Hairpin is the #9 Chenard & Walker. The winner in 1923.
– Anonymous

descriptions while driving there but about the upcoming 100th anniversary this June and my fascination with sports car racing. The twice-around-the-clock event



1960 – Up, around and down ... three Ferraris at Tetre Rouge enter the Mulsanne straight.
– The Klementaski Collection

Mans and the nearby Sarthe River. Doing so will alert you to some of the more amusing French words and their pronunciations that I remember from my high school French class. I've discovered that the unique nasal constriction required for proper pronunciation (practiced for many hours in Miss Harper's class) is now more easily accomplished post-COVID. But for now, what is more curious to me is the track. In 1923, it was all public roads that connected three villages.

Le Mans of course is known as the Cité Plantagenet and birthplace of Henry II. The Plantagenets held the English throne from 1154 to 1485 with the death of Richard III. Every Englishman believes his blood can be traced back here which is why they are so keen on the race during holiday and believe they rightfully own the place. Naturally, the Germans have disagreed since 1793; having won a battle here during the Franco-Prussian War.

Mulsanne. Full of fun, the town's coat of arms has the race track (naturally), the Wright Flyer commemorating the first demonstration flights in Europe, August 1908 and bees (?). Windshield

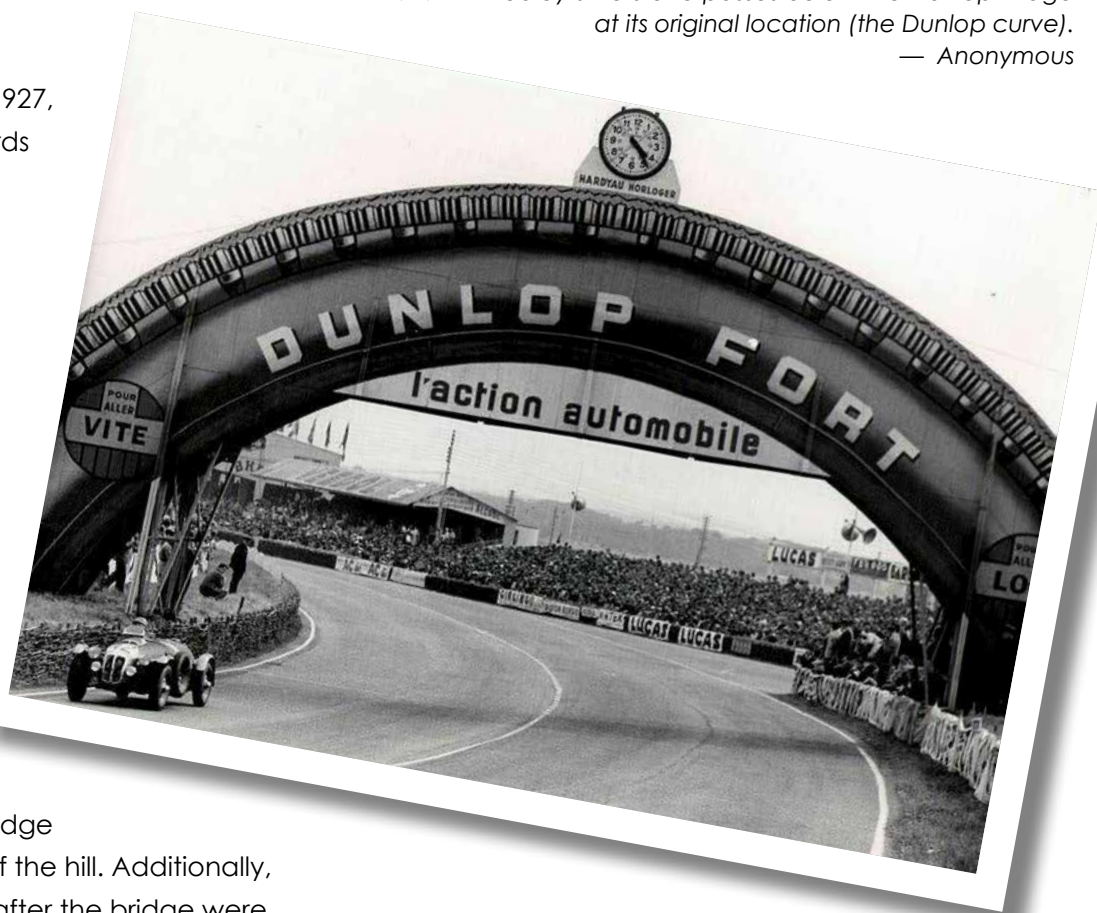
requirements from non-existent to over a foot high have been, like bees, a variable for this race.

Arnage. According to local legend, the city would take its name from a wicked witch. The villagers decided to get rid of it by throwing it in the Sarthe River but seeing it surface again with its powers, they cried "A'rnage!" (It swims!)

From the ramshackle of pits, bleachers and start/finish line left over from the 1921 French Grand Prix, the 10.7 mile 'Circuit de la Sarthe' swept uphill under a pedestrian foot bridge. Constructed by the Dunlop Tire Co., it allowed spectators to move from the stands to what the Brits called, "chip stalls" (aka food vendors). Another was built later after a major course change in 1932.

Continuing over the hill, the course continued north along what is now the Rue de Laigne in the suburbs of Le Mans reaching the old original hairpin corner known as Pontlieue. From there, you headed south onto the old Route Nationale (now D338) to Mulsanne. In the suburbs, that road is now known as Avenue Georges Durand, for the founder of the race.

1949 – A Healey Silverstone passes below the Dunlop Bridge at its original location (the Dunlop curve).
— Anonymous



Complaints by the townspeople led to a brief bypass of the Pontieue. In 1927, it was paved about 500 yards short of the old turn.

Tired of protests by landowners, the ACO purchased a strip of land and in 1932 incorporated what was known as the Dunlop Curve, the Forest Esses, and Tertre Rouge (red mound) corner joining the old highway. That reduced the circuit by some 2.2 miles. Subsequently, this section of the track has seen the relocation of the Dunlop Bridge from the curve to the top of the hill. Additionally, two chicanes, before and after the bridge were added.

Turning right at Tetre Rouge onto D338; you would continue on "Les Hunaudières" which originally referred to the small cluster of old buildings and restaurants through which this public highway passes leading to the village of Mulsanne. Real Le Mans enthusiasts in France refer to this bit of road as the "Ligne Droit des Hunaudières" ... try saying *THAT!* By the way, upon hearing "Hunaudières" for the first time, I thought it sounded like "in your ears". Aptly put for the scream of racing cars.

Nevertheless, "Les Hunaudières" or "Ligne Droit" (straight line) or "Mulsanne straight", as we know it, is of course a huge reason why the 24-hour contest has lasted so many years. Originally, a bit over 3 miles long with a slight right bend or "kink" towards the end. Cars would just about hit top speed before going through it.

In the days of the 'Bentley Boys', Woolf Barnato and Capt. 'Tim' Birkin took it at maximum speed ... maybe

87 mph. During Posey's time it was about 195.

As he says, "... it can be taken flat out but only with perfect timing." And then at night, "... you turn into darkness, every lap requiring the faith that you will do it at the right instant, and there will be no oil on the track."

As more than half of driver fatalities have happened on the straight it was inevitable that safety demanded slowing the cars. Think about it. They were doing two hundred thirty miles per hour at twilight maybe throw in a bit of mist. Then, in front of you there are two taillights ... two hundred feet ahead or twenty?

For years you could sit and sip Pernod at one of the restaurants trackside and watch the cars whistle by at say, a buck-eighty. You still can chill with a pastis but behind tall barriers before they slow for the first of two chicanes inserted in 1990. The chicanes are removed from the public road during normal use.

At the end of "Les Hunaudières" is Mulsanne corner



1970 – White House (Maison Blanche), white Porsche 917 (Elford/Ahrens), a medical staff in white ... and a brave cameraman. — LAT Photographic

or hairpin; a sharp right turn before they put in a traffic circle due to public traffic 'mishaps' (read: boy-racers driving unsafely). The entry now veers off the public road into an even sharper turn. Since the installation of the chicanes on the straight, this important corner is the start of the third fastest stretch towards the hamlet of Arnage ... and Indianapolis corner.

Barely missing the runoff area on the left out of Mulsanne hairpin and up through the gears you cleared a brow, then bend right. Up to the seventies, the cars would, depending on speed, get light here or worse. In the eighties with higher speed and unique aero design, the GT1 Mercedes CLR would impersonate the Wright Flyer unsuccessfully. The hump has since been leveled off.

At the end of this very fast section was a large white sign replaced by runoff and a clearing in the trees, signaling the entry to Indianapolis which is really two corners. A slight right and short chute followed by a hard left with a mild banking reminiscent of its namesake. Another longer chute leads to Arnage corner. A simple suburban right-hander where once

a year you were allowed to run the stop sign. Unlike Mulsanne, the public road now veers to the left towards a roundabout. The track goes straight to the corner as it always has but instead of a sand bank it has a runoff area. Clearing that, you begin a longish run to what was historically one of the most dangerous corners in racing ... Maison Blanche.

Maison Blanche (White House) corner is so named for the structure at that location. The old white stucco place is still there of course; minus the Martini sign on the roof which is now covered with tile. You get a good look at it as this narrow road bends right on the approach to that sweeping left as it was then. You're doing 40 mph as you casually gaze at this curiosity. To the right is a wall topped with razor wire to keep folks off the new track on the other side. The wall is loaded with graffiti that makes no sense... just awful.

Back in the glory days, it was 170, 180 mph as you clear the apex and drift ever closer to the ARMCO barrier (now removed) at the roads edge. All of that is gone now replaced with a new section of track on the other side of the wall by-passing the old place



1955 – The crash and fire in the distance; a French-entered Porsche 550 and a Triumph TR2 pass between Macklin's Austin-Healy (26) and a Mercedes in the pits at left. — Bert Hardy/Getty Images



The Start/Finish straight today - The pit lane to the left is as wide as the track in '55.

SPINNEN continued from page 21

and the rest of the old road that led up to the stands and Start-Finish.

The modern course dives to the right then left now at the Porsche Curves (1971) starting about a half mile before the old place with runoff area everywhere. At the exit of the Porsche Curves is the new 'Maison Blanche' which is merely a bending fast section before the Ford Chicane (installed in 1968) and the very wide front straight with a separated slow-down lane to the pits. The stands are now much more modern with catch fencing everywhere. All of this safety improvement follows the darkest of days in 1955.

In front of the stands was nothing but a five-foot earthen embankment and the pits opposite on the shoulder of the road just off the racing surface. Understand, after WWII the raised facilities were hastily rebuilt for the race in 1949 and the track was essentially the same when Raymond Sommer's Alfa Romeo won in 1932. Technology and speed had increased greatly since then.

Even before the race in '55 things were dodgy at best. During practice over 3 days Mercedes, Ferrari and Jaguar were hovering near 170 mph on the Mulsanne straight; nearly 50 mph faster than Sommer's Alfa. Amongst the big cars were the smaller Triumphs, MGs and Bristols along with Porsches. Bringing up the rear were the tiny 750cc D.B. Panhards. The smaller cars were about as fast as the aforementioned Alfa and the speed differential between the big cars and smaller ones was and remains a constant challenge at Le Mans.

With two accidents sending one driver to the hospital in practice a third was in the offing for the last session. Alfred Neubauer, team manager of Mercedes, gave the start signal to Stirling Moss to leave the pits just as a DB was coming past at over 100 mph. The resulting collision injured 3 spectators, among them, driver Jean Behra in the pits. The race would start a day later.

During the first hour, Eugenio Castelotti (Ferrari), Mike Hawthorne (Jaguar) and Juan Manuel Fangio

(Mercedes) fought a tremendous duel; swapping the lead and breaking the lap record 7 times. The pace was so fast that a three-liter Maserati lying 9th was now faster than last year's pace by the lead five-liter Ferrari.

Castelotti was the first to give. His foot slipping off the brake pedal due to an errant pad, he took the escape road at Mulsanne at 150 mph. After another 2 ½ hours, the cars were beginning to pit for fuel. Hawthorn's D-type Jaguar slowed suddenly and swerved right into the pits. Lance Macklin's Austin-Healy, caught unprepared; braked and skidded left into the path of a much faster Mercedes SLR driven by Pierre Levegh who was trying pass on the left. Catching the sloped rear of the Austin, the Mercedes was launched up the embankment ejecting its driver. Bouncing along the embankment it hits a concrete structure above a pedestrian tunnel entrance and the magnesium bodywork caught fire. The engine and hood broke free and scythed through the crowd; killing 80+ spectators and injuring many more. The race continued and a courageous decision was made not to stop as a departing crowd would impede first responders from getting to the scene.

At the end, Jaguar had a hollow overall victory on distance. Mercedes withdrew from the race; and, at the end of the year, left racing entirely until 1989. That single day led to racing being banned in some countries and questioned in many others.

Many changes were put in place for the '56 race, held a month later than usual to allow completion. The pits were moved further back and the pit straight widened. On the opposite side of the track, spectator enclosures were moved back and safety barriers were installed, while two new tunnels for pedestrians and cars were put in place. You can see this as it was then in this video [here](#).

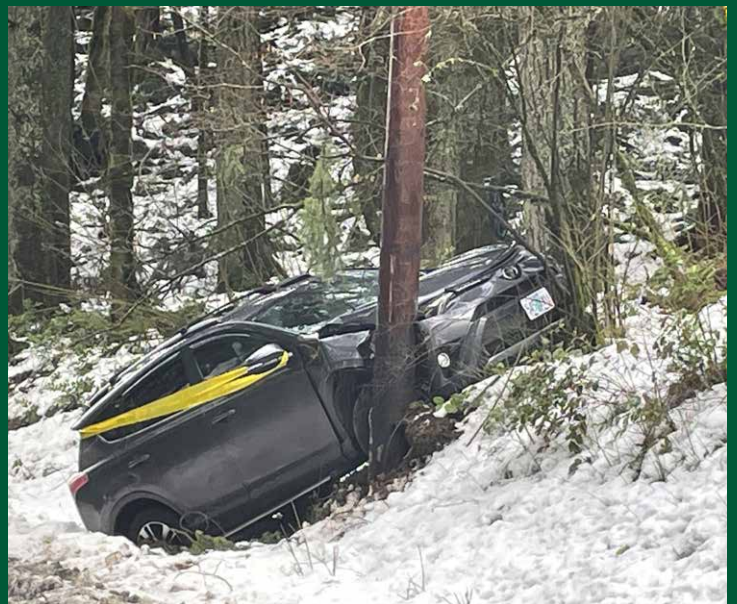
Still, nothing but a painted line separated the pits from the track. For the next 10 years the course was set for the Ford/Ferrari wars while Porsche waits in the wings. I'll talk about that and other 'eras' next time. – KEEP SPINNEN! ■

Member Having Fun in the Snow

Bob Ellis took a trip up to Bald Peak Viewpoint just after all our snow. He had fun, but there were a few others (in black cars) that did not.



Bob's Macan.



Three black cars did not have great luck with the snow.



Second SUV Drive of the Year

BY HEINZ HOLZAPFEL, PHOTOS BY JULIE MADRID, RICK PITTMAN, JEANNINE DOWNEY, LOU MAVOR AND BOB ELLIS

Enjoy a few of the photos. There are more on our Smugmug site: <https://orpcapix.smugmug.com/2023-ORPCA-Events/Feb-SUV-Drive/>

Enjoy the video that Jeannine Made of the Drive: <https://orpcapix.smugmug.com/2023-ORPCA-Events/Feb-SUV-Drive/i-hQLRdSq/A>

(Below) Participant Meeting.

Our second SUV Drive of 2023 was originally scheduled for Saturday, February 25th, but on the Wednesday before, Portland received a record snowfall of 10.8 inches. By Friday, most roads were open again, but icy spots remained in shaded areas throughout the Willamette Valley. For drives during the winter months, we also have a Plan A and a Plan B route. The Plan B route was low elevation, but with the prospect of ice in north-facing and shaded areas, we decided to postpone the drive to Sunday, March 5. Of the original 14 registered cars, eight were confirmed for the unusual Sunday

drive, and two additional cars signed up. So, we had a sweet group of 10 cars and 18 attendees. Cars included a Dodge SRT (700 Hp!), a pair of Audi Q7s, and one Jeep.

We met at 9:00 am at a Starbucks parking lot on TV Highway in Hillsboro. After the waiver sheets were passed around and the obligatory safety meeting, we saddled our horses around 9:30. Eric and Peg were sweeps in their Cayenne GTS that was back to full functionality (details in Peg's President message in the last month's Anzeiger), while Sylvia and I were leading the pack. The first leg of our route led us

south to Farmington, east to the Lone Owl Farm, then west to Scholls, south to the Alpacas of Oregon Farm. We continued south down into the Willamette Valley north of Newburg, then west to Highway 240 and south to Lafayette and on to Dayton for a rest stop at the Courthouse Square Park. Lots of chatting and laughing and catching up during our 20-minute stop. All the roads were free of snow and ice, but some of the higher elevation stretches still had white stuff on the side of the road.





Look at all those SUVs at the Courthouse Square Park in Dayton.

After our rest stop, we continued south to Hopewell, towards Zena, and then swung west to Bethel. We avoided the higher elevation roads of Amity Hills and Bethel Heights, sticking to the lower on the south side of this great wine area. Our next planned stop was at the Briggittine Monastery, where they have produced delicious chocolates and truffles for decades. Unfortunately, due to Sunday mass, the shop would only open after 1pm, which would have required us to wait for almost an hour. We decided to skip the stop and continue on to McMinnville, to the Golden Valley Brewery where a table was waiting for all of us. We had a great lunch and many good conversations. Some of the participants returned after lunch to the monastery to get their fill of chocolates, and the rest of us drove home with a smile on our faces. Good decision to postpone the drive, safety first. We got rewarded with a wonderful late winter day in the gorgeous Willamette Valley. ■



Doug Naef, Heinz Holzapfel, Gary Feldmann.



*Jeannine Downey and Sylvia Nesson
at the Golden Valley Brewery.*



*Jeannine Downey and Peg Ryan
dressed for the cold morning.*



ORPCA Tours Class

BY PEG RYAN, PHOTOS BY RICK PITTMAN



On Sunday afternoon, February 19, Eric Lewis provided detailed instructions and hands-on help for creating a drive/tour for the club. Nine club members joined Eric at Heckmann & Thiemann Motors in Southeast Portland to learn about designing an Arrive and Drive, a Midweek Drive, or a Multi-Day Tour. The first section of the class covered Tour Leader responsibilities. The next covered designing new routes and the third section covered overnight requirements.

A big thanks to Eric for teaching the class and to Phyllis Thiemann for letting us use her space. ■

Eric Lewis instructs a classroom of attendees at Heckmann & Thiemann during an ORPCA Tours Class.

Don't Just Attend Porsche Parade... ...Be a Part of It!



The objective of a PCA Rally is to follow a course from point to point, usually on public roads, to the precise detail specified in the rules - it can be competitive or for fun. Competitive Time Speed Distance (TSD) Rallies dictate a certain time schedule for the checkpoints along the way. Points are deducted by arriving at the checkpoint either early or late. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). Part of the challenge with a Gimmick Rally is to discover the intended route, which may require other skills such as solving a puzzle. PCA Parade TSD Rallies use the Richta app for scoring and no expensive rally equipment is necessary ... all you need is a mobile phone. New to Rallying? Parade is a great time to give it a try!



June 18-24, 2023
La Quinta Resort & Club
Palm Springs, California
www.porscheparade.org



Autocross Tech Inspection

REPORTED BY PEG RYAN, PHOTOS BY ERIC LEWIS AND PEG RYAN

(Above) Pete Libke's 911SC is almost ready for his sticker. (Below) Pete and Chuck Jarvie; Jeannine Downey's Macan, ready to try Autocross.

About 35 cars rolled into Matrix Integrated on Saturday morning, March 11, for ORPCA's Autocross Tech inspection, which had been rescheduled because of February's poor weather. After each car was carefully checked to ensure that their tires, brakes, steering, and suspension were all in good working order, new annual inspection stickers were issued. A big thanks to Matrix for letting us use their garage. ■



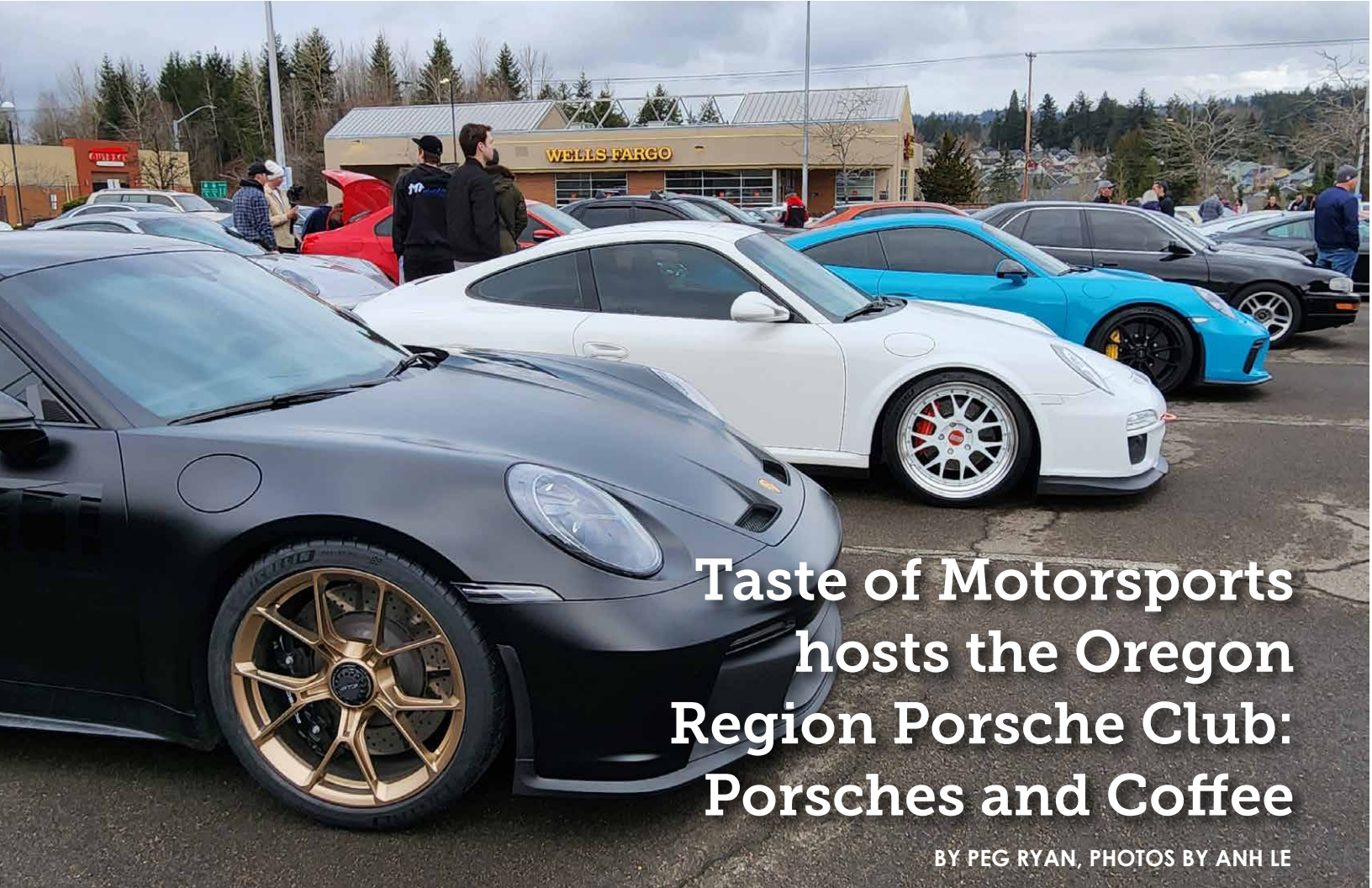


(Top to bottom, left to right) Roy Johnson's Cayman GT4. Guess where he went to school?; Joe West's 944 race car. Note the trick rear spoiler; Tom Boulac's 911 ready for inspection; Anson Lytle's new Gentian Blue Cayman GTS; David Story's Carmine Red Carrera GTS

Enjoy the photos. There are more on the web here:

<https://orpc-pix.smugmug.com/2023-ORPCA-Events/AxTechInspection/>





Taste of Motorsports hosts the Oregon Region Porsche Club: Porsches and Coffee

BY PEG RYAN, PHOTOS BY ANH LE



On March 11, Tom and Stephanie Floyd and Taste of Motorsports hosted the ORPCA for a "Porsches and Coffee". Everyone was encouraged to stop at Sunrise Bagels in the Peterkort Towne Square for a bagel and a cuppa Joe, and then enjoy the cars in the Towne Square. Anh Le and Carlos Santayana represented Oregon PCA. Thank you to Tom, Stephanie, Anh and Carlos for putting this one together! More than 60 cars showed up! ■

Here are a few pictures of the event (see next page too); find some more on our SmugMug site: <https://orpca-pix.smugmug.com/2023-ORPCA-Events/Taste-of-Motorsports-ORPCA-Porsches-and-Coffee-March-11/>

Anh Le and our great banner.





(Above) A warm welcome to At The Garages. (Right) New members Barry Berkowitz, and Chandra Rajaratnam.

Enjoy the Photos. There are a few more on our SmugMug site here: <https://orpc-a-pix.smugmug.com/2023-ORPCA-Events/Sunday-Mixer-either-Mar-5-or-Mar-12/>



New Member Orientation and Quarterly Mixer

BY CARLOS SANTAYANA,
PHOTOS BY ANH LE

It was Sunday, the 12th of March – the beginning of Daylight Saving Time, but the loss of one hour that morning derailed neither Oregon Region's New Member Orientation nor the Quarterly Social Mixer that followed. Both events stuck to their schedules without skipping a beat, and guests arrived right on time, if not a bit early!

Hours before the scheduled 1:00 PM start, directional signs were strategically placed by Dr Roy Johnson and Carlos Santayana around the parking lot of our venue, At The Garages in Tualatin. The damp weather did not seem to dissuade members who proudly displayed their Porsches driven through the rain to the event. Even the owner and operator of At The Garages, Kent Drangsholt, brought his white 986 Boxster that morning. Among other notable cars on hand were a 718 Boxster GTS 4.0 and a Cayman GT4 RS.

New members were welcomed by Oregon Region's Social Media Specialist Jeannine Downy, who delivered newly minted club name badges. This made it easy to identify Tom Adams, Barry and Phyllis Berkowitz, Alan and Tonya Dierickx, Silvan Goldenberg, Bill Hunt,



(Top, Left to Right) Our area at At The Garages; Phyllis Berkowitz, Larry Hannan, Eric Freedle and Barry Berkowitz; Dan Morris, Carole Hedstrom, Jeannine Downey and Randy Stolz enjoying some drinks and conversation.

Patrick Moran, Chandra and Holli Rajaratnam, and Mike Russell; and helped everyone else associate their names with their faces. We will be seeing each other on many occasions in the coming year!

After settling in and grabbing a bite to eat, Membership Director Anh Le opened her presentation on the history and current leadership positions of the PCA, as well as that of the Oregon Region and how we fit into Zone 6 (Pacific NW Regions). Anh and Oregon Region President Peg Ryan discussed print and electronic communications, Club events, member benefits, dues, and other aspects of membership. Other directors and board members spoke about our busy autocross program, tours and drives, tech sessions, and national events such as Treffen, Werks Reunion, and Porsche Parade to name a few.

Toward the end of the presentation, as new members asked questions and got answers from various chairpersons like Carol Hedstrom, Eric Lewis, Eric Freedle and Cheryl Carpentier, Larry and Cathy Hannan, Dan Morris, and Jeff Gasparitch, a few more members started appearing in time for the registration-free Quarterly Mixer. Chuck and Judi Hervey were in attendance and offered cling stickers and grille badges at reduced prices. Also



among the crowd were the familiar faces of Ted Ciochon, Ron Gotcher, Eric and Amity Peterson, Jackie Ray, Randy Stoltz, and club photographer Rick Pittman, who ably snapped terrific photos despite a broken rib.

All the At The Garages management and staff, from Kent and his wife Jami, Jerome behind the bar, and McKenna replenishing the buffet spread, to Luke and Max in the kitchen, made sure we all had a great time. This is the second consecutive time in as many years that the live music venue and taphouse, with its patio, pool tables, dance floor, and concert stage, was chosen for the New Member Orientation. I'm sure we'll be back! ■

March Dinner Gathering at Café Murrayhill

BY CASSIE MCDONALD

PHOTOS BY JULIE MADRID AND ANH LE



Larry and Cathy Hannan with Janis and Todd Hess.

Club members gathered on March 15th at Café Murrayhill in Beaverton, which turned out to be a great event for all who attended. The dinner was hosted by Robert and

Cassie McDonald, with special thanks to Julie Madrid and Anh Le for their contributions to the success of the evening. With a turnout of around 30 people, the dinner was a great opportunity for car enthusiasts to come together and enjoy good food and company.

While most guests arrived in their Porsches, a few folks could not bring their vehicles due to dead batteries from the winter months. However, this didn't dampen the spirits of those in attendance.

The menu for the evening included a variety of delicious dishes, with standouts being the chicken quesadilla, fish and chips, great burgers, and

salads that were met with sounds of appreciation from the attendees. The beer was also received with high praise.

The wait staff at Café Murrayhill was attentive and thoughtful, making sure that everyone had an enjoyable time. The cozy and welcoming atmosphere of the cafe made for a perfect setting for the gathering. With great food, good company, and a welcoming atmosphere, it was a good excuse to get out of the house on a weeknight. ■



Richard McDonald and Donna. Richard is Robert's dad. Porsches are a fun hobby to share.



Cassie McDonald (dinner organizer), Anh Le sneaking behind Cassie, Richard and Robert McDonald.



Don Crawford, Gayle Kovacs, Bob Ellis, Karen and Marv La Voie, and Peter Linsky. Bob and Peter are editors for the Anzeiger.

Enjoy the photos. There are some more on our SmugMug Site: <https://orpcapix.smugmug.com/2023-ORPCA-Events/March-15-Dinner-Gathering-/>

Porsche Club of America

ZONE 6 REGIONS



British Columbia Interior
President: Oskar Ciejek
info@bci.pca.org
<http://bci.pca.org>



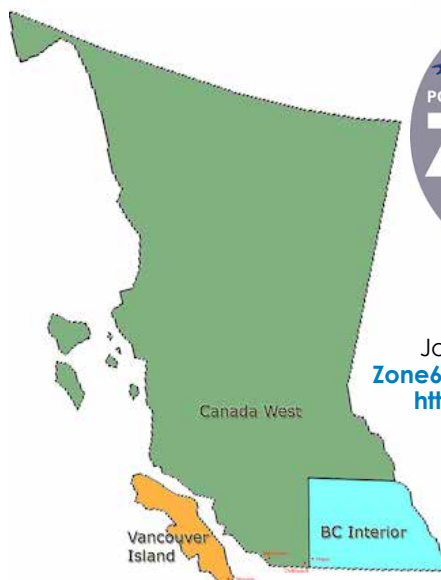
Canada West
President: Matt Stogryn
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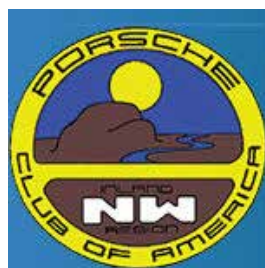
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Gear Up for the 2023 ORPCA Autocross Season!

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/club-events/autocross/orpca-autocross/>

Car classifications have changed a bit this year. We removed the S04L and P04L classes. Cars in those classes are now part of S04 and P04 respectively. We added 2 Electric Vehicle classifications: PEV All Porsche Electric Vehicles and NPEV Non-Porsche Electric Vehicles.

Please check to make sure you're registering your car in the correct class. We do 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're 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 waitlist 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. We look forward to seeing you on March 26 for Autocross #1. Check out the links on the following page for all the Autocross events in 2023. 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 2023

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

Autocross #2 | April 16

<https://www.oregonpca.org/event/autocross-2-2023/>

Autocross #3 | May 7

<https://www.oregonpca.org/event/autocross-3-2023/>

Autocross #4 | June 11

<https://www.oregonpca.org/event/autocross-4-2023/>

Autocross #5 | July 16

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

Autocross #6 | August 13

<https://www.oregonpca.org/event/autocross-6-2023/>

Autocross #7 | September 24

<https://www.oregonpca.org/event/autocross-7-4/>

Autocross #8 | October 15

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

AUTOCROSS #2

Sunday, April 16 | 7:30 a.m. to 2 p.m.

Portland International Raceway | 1940 N Victory Blvd. | Portland, OR 97217

Join us for Autocross #1 on Sunday, April 16, 2023, in the South Paddock of Portland International Raceway. Here is the link to Motorsportreg with all the information on this event: <https://orpca.motorsportreg.com/events/orpca-ax-2-04-16-2022-portland-intl-raceway-pca-oregon-467911>

For other information on Oregon PCA Autocross please go to: <https://www.oregonpca.org/home/club-events/autocross/orpca-autocross/>. General Autocross Questions: Eric Freedle: axchair@oregonpca.org. Registration Questions: Anson Lytle: axregistration@oregonpca.org



2023 Drives and Tours

This new section will include a 2-month rolling list of Drives and Tours to help you plan for your driving season. We will continue to advertise drives opening up for registration and tours with early sign ups in our weekly Emails.

APRIL

8	Saturday	Arrive and Drive
19	Wednesday	Midweek Drive
29	Saturday	SUV Drive

MAY

13	Saturday	Arrive and Drive
16, 17 or 18	TWTh	Midweek Drive
19-21	Fri-Sun	Walla Walla Tour
20	Saturday	Covered Bridge Tour
24	Wednesday	Women's ONLY drive

ARRIVE AND DRIVE: AMITY AND EOLA HILLS

Saturday, April 8

This drive is full. If someone cancels, we will reach out to the waitlist to fill in.

The first Arrive and Drive is scheduled for Saturday, April 8. Mike Newby is organizing this drive. This is a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA.

We will start from Wilsonville and head into the Amity and Eola Hills. You will enjoy some spectacular scenery on this drive. We will head towards Newberg along the Willamette River, and drive around Newberg towards Dayton for a first rest stop. From there we will do a loop through Amity Hills to a second rest stop close to Hopewell. The third leg loops through the southern Eola Hills to Bethel and from there to McMinnville for lunch.

All information and a link to get on the waitlist are here: <https://www.oregonpca.org/event/april-arrive-and-drive-2023/>

Note: Next Arrive and Drive is Saturday, May 13. ■

APRIL BOARD OF DIRECTORS MEETING: VIRTUAL

Wednesday, April 12 6:30pm – 8:30pm

The April 2023 Board Meeting will be held on Wednesday, April 12 from 6:30pm – 8:30pm. This will be a virtual board meeting using the online meeting tool, Zoom. 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: May Board Meeting is Wednesday, May 10 – In-Person

SPRING CLEAN

April 15 | 9:00am -1:00pm

Matrix Integrated, 4000 SW Macadam Ave, Portland

Join us for the 12th Annual Spring Clean at Matrix Integrated, located at 4000 SW Macadam Ave in the South Waterfront District. Matrix Integrated is a sponsor of the club and they have graciously allowed us to use their garage on this Saturday. Experts will be on hand to take care of all those nagging cosmetic issues that have been eating at you for who knows how long. Get them all taken care of at once, and at a great price, from our team of pros. Crack open your piggy banks or stop at the ATM, as all services are for cash. Sorry, no plastic is accepted at this event!

To see the vendors that will be there and to register, please go to: <https://www.oregonpca.org/event/2023-spring-clean-event/> ■

GARAGE VISIT: STEVE'S AUTO RESTORATION

April 15 | 9:00 am – 11:00am
4440 SE 174th Ave, Portland

Join us for a Garage Visit to Steve's Auto Restorations at 4440 SE 174th Ave in Portland. Steve's Auto Restoration has been bringing family heirlooms back to life since the 1970s. They have restored many vehicles that have been passed down from generation to generation. From bare metal restorations to body restorations to mechanical restorations to upholstery restorations, they do it all. You can check out their website at <https://www.stevescollisionrestoration.com/restoration/>. You will need to register for this event.

Complete information and a link to register are here: <https://www.oregonpca.org/event/garage-visit-steves-auto-restoration/> ■

APRIL DINNER GATHERING

Wednesday, April 19 | 6:00 – 8:00 p.m.
Location: Golden Valley Brewery and Restaurant,
1520 NW Bethany Blvd., Beaverton, OR 97006

Please join us for the April Dinner Gathering on Wednesday, April 19 from 6:00 – 8:00 pm at the Beaverton Golden Valley Brewery and Restaurant. We will order from a limited event menu and pay when registering. Drink orders will be taken and paid for at the restaurant. We have room for 40 attendees in a private room. Registration opens on Saturday, March 25 at noon. Please have your dinner selections ready when registering. Full Information and registration are here: <https://www.oregonpca.org/event/april-dinner-gathering-2-2/> ■

Note: May Dinner Gathering is Wednesday, May 17.



APRIL MIDWEEK DRIVE

Wednesday, April 19

*This drive is full. Please register for the waitlist if you want to try to get in.
If someone cancels, we will reach out to the waitlist to fill in.*

Come join us for a wonderful drive through some of Oregon's best Porsche driving roads. We will start in Hillsboro, drive to Vernonia via Scappoose, stop in at the Jewell Meadows Wildlife Area for a rest stop and finish in Astoria, Oregon.

The drive ends at the Bridgewater Bistro around 1:00 PM but lunch is on your own, so if you want to eat in Astoria please make reservations, there are a number of fun places to eat in Astoria. If you would rather picnic, bring your own picnic lunch and enjoy the beautiful views from the Astoria Column (weather permitting of course) (\$5/vehicle parking fee) or go out at the coast somewhere! Information and Registration are here: <https://www.oregonpca.org/event/april-midweek-drive/> ■

APRIL SUV DRIVE

Saturday, April 29

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

Note: The next SUV drive is Saturday, May 27.

2023 NORTHWEST PASSAGE FALL TOUR

OCTOBER 6-9

The Spring tour is sold out with a waiting list, but we still have a few spots available on the Fall tour, October 6 – 9. You really don't want to miss out on the Club's premier driving tour! The 2023 tour will visit the Columbia River Gorge, the canyons of the Columbia Plateau, the rolling hills of the Palouse, the Snake River Canyon on a Jet Boat, the majestic Wallowa's, and premier wineries in Walla Walla. For the complete description of the tour and to register visit <https://www.oregonpca.org/2023-nw-passage-reservation/>.

Contact Jeff Gretz at jgretz@onlinenw.com or 503.915.2364 with any questions.



INAUGURAL RALLY: JULY 19-23, 2023 800 BREATHTAKINGLY BEAUTIFUL, UNFORGETTABLE MILES.



Our first Rally will take place over 4 days launched each day from Lewiston, Idaho, covering approximately 800 miles of driving. The Clearwater River Lodge will act as our home base, with Lewiston's surrounding topography and roads providing a dynamic mix of rich scenery, history and wildlife.

Each day will present a curated experience, blending unforgettable drives with a historical examination of the Nez Perce Native American tribe, their interactions with the Lewis and Clark Expedition and deep dives into the local geology.

Visit WesternStatesRallyClub.com or email John Payne at john@westernstatesrc.com or Erik Swensson at erik@westernstatesrc.com to learn more.

The logo consists of a stylized, golden anchor with a flame-like top, positioned to the left of the text 'VINTAGE UNDERGROUND' in a serif font.

Northwest Classic Car Challenge

Rally & Tour

August 3rd - 6th, 2023

An Alfa Romeo Owners of Oregon Event

A circular logo with the Alfa Romeo emblem in the center and the text 'ALFA ROMEO OWNERS OF OREGON' around the perimeter.

SAVE THE DATE!

Known for more than 34 years as the Northwest Classic Motor Rally, with its longtime presenting sponsor Monte Shelton, we have a new name: Northwest Classic Car Challenge. This year's event will continue to be a rally and tour with added automobile challenges and a new title sponsor, the renowned Vintage Underground.

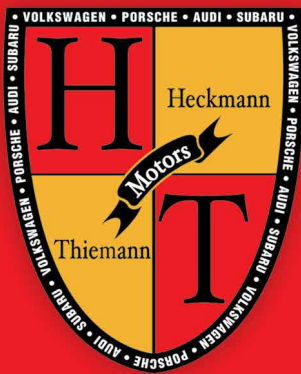
Join your hosts, the Alfa Romeo Owners of Oregon, August 3 - 6 and enjoy a summer weekend of friends old and new, exceptional cars, stunning routes, awards, food and events! Starting in Portland, and winding through the Southern Willamette Valley, your team can drive one of the longest running TSD rally's in the US or take a more leisurely tour run. See you there!

RESERVE YOUR SPOT TODAY

northwestclassicroally.org

Questions: 503-421-9388
Donald & Leslie Jackson, Chairs





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ANZEIGER MARKETPLACE

VEHICLES FOR SALE

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



For Sale: 2013 Boxster S. Always garaged and covered. Has 27,800 miles. Serviced at Sunset Porsche. \$48,000 OBO. Additional equipment: Porsche Doppelkupplung (PDK) Dual clutch transmission; Heated steering wheel; 20" Carrera S wheel; Seat Ventilation; Bi-Xenon headlights Porsche dynamic Light System (PLDS); Park Assist; Power Steering Plus; Leather interior with Espresso brown natural leather; Mahogany interior package (with leather interior with PDK); Automatically dimming interior and exterior mirrors with integrated rain sensor; Infotainment Package with BOSE Surround Sound System; Convenience Package. Please contact Wade Peterson at wadethetrade@comcast.net or call or text him at 503-781-3432. (11/22)

For Sale: 1970 Porsche 911T: Pastel Blue, black interior, 4-speed transmission; 101,000 miles. A nice original car that was garaged for 20 years by its prior owner. In 2020 an extensive service was performed by Marque Motors and the car is now in very good mechanical condition. There are some cosmetic issues that still need to be addressed. Asking \$75,000. Please contact Ben Henzel at (503) 888-9510. (12/22)



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. ■

ANZEIGER MARKETPLACE

PARTS FOR SALE

For Sale: 4 Snow Tires — 4 snow tires for \$350 – Used but should last 3 seasons. Size: 295/35r21. Please contact Keith Doty at doty1000@me.com (11/22)



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)

986 Boxster Tonneau Cover by

California Car Cover - asking \$55.00. To purchase new ones now would be \$149.99. Fits 1996-2004 but it might fit 987 2004-2012. Picture shows the cover draped over a 981 Boxster which it does not fit. Contact Bob at: 503-539-3242. (11/22)

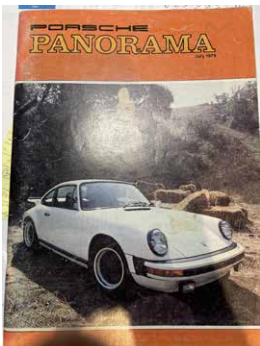


Early Boxster Hardtop. Silver, near perfect condition. With perfect condition stand and poor condition cover. \$1500. John Draneas (503) 780-5362 (12/22)



Panorama Collection For Sale:

4 boxes of Panorama magazines. The oldest Issue is from July 1979 and the newest issue is from June 2013. The majority are in excellent condition with the 1979 and 1980's editions looking a little faded. One issue has a torn front page. If you are interested, please make an offer. You will need to pick up the boxes at the seller's location. The boxes are quite heavy. Please contact Alex Guletsky at jo_alex@comcast.net. (3/23)



986 Boxster Aero Kit For Sale:

I replaced my front Aerokit bumper on my 2001 Boxster S and had to purchase the entire Aerokit from Suncoast. The remaining OEM Porsche parts are side skirts,



rear deck lid, and rear spoiler (with wiring) from the kit. All of these are brand new and never used and ready for painting. The full kit is \$4900 (including freight). I would prefer to sell these all together, but I will consider splitting them up. The rear deck lid has a small scratch from shipping. I am asking \$2000. Please contact Dez at 541-390-3786. (1/23)

For Sale: Complete Weber Carburetor Induction System for 1969 or 1970

911: Removed 30+ years ago and stored since. Includes: 2 Weber 3-bbl carbs, 40IDTP.3C, 2 intake manifolds, linkage and crossbar, air filter housing. Asking \$3495. Call/text Pete K 703-772-5515 or email, pkurzenhauser@icloud.com (1/23)



ANZEIGER MARKETPLACE

Two 3-Day Porsche Rennsport Reunion VII

Tickets For Sale: General admission and paddock tickets. September 29th – October 1st. Paid \$370, make me an offer. Jeff 503.915.2364 (4/23)

FOR SALE: Porsche Design P'6612 Dashboard Le Mans 1970 Limited Edition chronograph.

#563/917 made. Finished in polished titanium, the case is 42mm wide. It's water resistant to 100 meters and has front and rear sapphire crystals. The strap is calf leather and meant to look like the steering wheel from the 917 car – complete with red stitching. Comes with a wood box containing a 1/43 model of the 1970 Le Mans winning 917 Porsche. The list price from Porsche Design was \$6,500. Make me an offer, Jeff 503.915.2364.. (4/23)



Help Needed - Assistant for Sales and Marketing

We are in need of an assistant for Tom Floyd, Sales and Marketing Director. Includes visiting with current sponsors as well as potential new sponsors. Please contact Tom at: salesandmarketing@oregonpca.org if you can help us.

Have you taken some great photos on your recent drives?

Share them with your fellow members! Just email them to Peg Ryan, president@oregonpca.org and we may include them in a future Member Gallery.

ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

EVENT PHOTOS

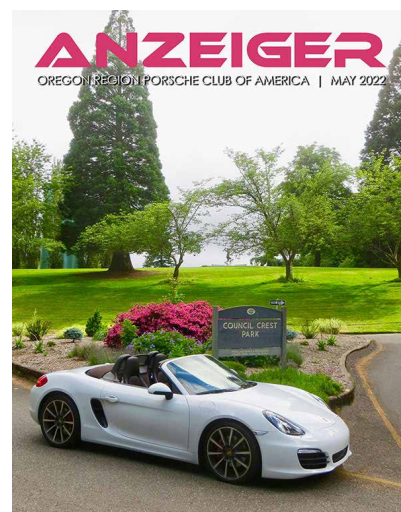
- Photos can be vertical or horizontal.
- When shooting, there should be a comfortable margin around all edges of the focal point (most often, a car). **Do NOT crop!** We will crop your photo to the best proportion for the page. *Photos with the edge of a car clipped off is the most common photo error.*

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.