

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | AUGUST 2023





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ANZEIGER
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AUGUST, 2023

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Rosanne Woody



ON THE COVER

Ron Gotcher's GT4 on the
July Midweek Drive. Photo
by Rosanne Woody.

ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 63 | NUMBER 7 | AUGUST 2023

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

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ANZEIGER NATIONAL AWARDS

FIRST PLACE 1995, 1998, 2004,
2005, 2008, 2017, 2022, 2023
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

AUGUST

9	Board Meeting
12	Arrive and Drive
12	Tech Session: Nathan Merz, PCA National, Current State of the Porsche Market
12	503 Motoring Block Party
13	Autocross #6
16	Dinner Gathering
17	Summer Eve Drive
18	Werks Reunion – Monterey, CA
23	Midweek Drive
26	SUV Drive
26	Taste of Motorsports

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

SEPTEMBER

1-3	Indy Cars at PIR
9	Arrive and Drive
13	Board Meeting
16	Oregon Festival of Cars (Bend)
20	Midweek Drive
20	Dinner Gathering
20-24	Fall Treffen, St. Louis
23	Drive, Wine, Dine
24	Autocross #7
28 - 1	Rennsport Reunion VII

OCTOBER

5-9	Fall Northwest Passage
11	Board Meeting
12	Midweek Drive
14	Arrive and Drive
15	Autocross #8
18	Dinner Gathering
23	Boxster Only Drive
28	SUV Drive

NOVEMBER

8	Board Meeting
15	Dinner Gathering
18	SUV Drive

DECEMBER

13	Board Meeting
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For the most up-to-date information, please go to our website at oregonpca.org.

ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

EVENT PHOTOS

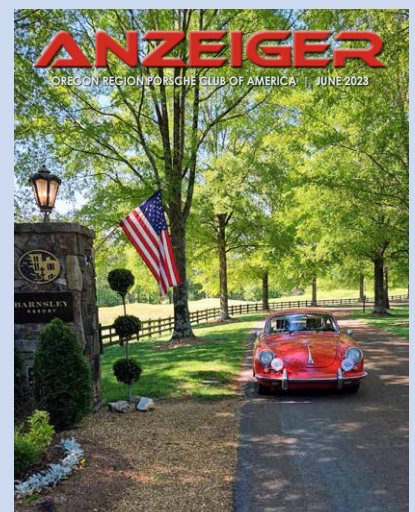
- Photos can be vertical or horizontal.
- When shooting, there should be a comfortable margin around all edges of the focal point (most often, a car). **Do NOT crop!** We will crop your photo to the best proportion for the page. *Photos with the edge of a car clipped off is the most common photo error.*

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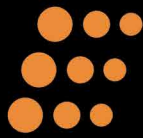
- The cover “bleeds” off the edges, so please leave a good margin on every side of the focal point (most often, a car)
- Make sure there is nothing significant in the masthead area. Vertical photos are best for cover photo options.

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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Louise Barakat
 Oregon City, Oregon
 1999 911 Carrera
 Cabriolet

Patrick Brooks
 Portland, Oregon
 2011 911 Carrera GTS
 Cabriolet

Matt Clippinger
 Creswell, Oregon
 2021 Taycan 4S

Mike Finley
Jill Williams
 Portland, Oregon
 2019 911 Targa 4 GTS

William Fortuny
 Clackamas, Oregon
 1995 911 Carrera

Bryce Harp
 Beaverton, Oregon
 2012 911 Targa 4S

Ryan Hopman
Yuko Hopman
 Portland, Oregon
 2022 911 GT3

Jeffery Larson Erb
Elisa Erb
 Lake Oswego, Oregon
 2014 911 Carrera S

Cyrus Lee
 Lake Oswego, Oregon
 2001 911 Turbo

James Millegan
Debra Millegan
 McMinnville, Oregon
 2011 Panamera 4

Chandra Mouli
 Portland, Oregon
 2018 911 GT3

Vikrum Ojha
 Beaverton, Oregon
 2005 911 Carrera

Thomas Opstad
 Camas, Washington
 2011 Boxster

Warren Pease
 Dundee, Oregon
 2018 718 Cayman

Donna Reno
 Portland, Oregon
 2020 Macan

David Schulberg
 West Linn, Oregon
 2021 Taycan

Jonathan Simons
 Portland, Oregon
 1983 911 SC

Nathan Wasilewski
 Gresham, Oregon
 2003 911 Carrera 4S

Glenn Whitener
Darren Johnson
 West Linn, Oregon
 1990 928 S4

ORPCA LOCAL SUMMARY

Primary Members:573

Associate Members:381

Total Local Members:954

PCA MEMBERS IN OR REGION

Primary Members:1210

Associate Members:713

Total Region Members:1923

NATIONAL PCA SUMMARY

Primary Members:103,088

Associate Members:54,178

Total National Members:..157,266

ADVERTISER INDEX

Page	Business	Contact
16	503 Motoring.....	503.469.9821
7	Avant-Garde Collection	503.505.6200
14	Grand Prix Motors	503.444.7771
54	Heckmann & Thiemann Motors.....	503.233.4809
42	Lucky's Garage.....	503.522.1580
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
54	Stuttgart Autotech	503.635.3098

AUGUST ANNIVERSARIES

44 YEARS

Rupert Koblegarde
Bobby Koblegarde

41 YEARS

Robert Ames
Kathleen Ames

39 YEARS

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36 YEARS

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33 YEARS

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28 YEARS

Jay Culbertson
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26 YEARS

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Rose Wicke

25 YEARS

Eric Freedle
Cheryl Carpentier

23 YEARS

Kevin Chapple
Rhonda Swearingen

21 YEARS

Brian Hranka

20 YEARS

Bruce Sweetman
Carmen Sweetman

19 YEARS

Edward Clarke
Deborah Clarke
Stefan Long
Christiane Long

17 YEARS

William McCabe
Ursula McCabe
Norvin Shuster

13 YEARS

Niren Lall
Jennifer Lall
Bruce Rose
Kris Rose

12 YEARS

E Mueller
Kelly Mueller

11 YEARS

Mary Gross
Allan Gross
Brian Schmidt
Ashley Busby

9 YEARS

David Gross
Robyn Gross

7 YEARS

Bradley Bell
Dana Bell

6 YEARS

Erma Hoffman
Bruce Hoffman
Fredrick Kinder
Donna Whitaker-Kinder
Linda Tracewell

5 YEARS

Hayden Price
Cathie Price
Mike Stack
Stacy Stack
Bruce Warner
Pamela Warner
Derrick Whitcraft
Julie Whitcraft
Robert Whitmore

4 YEARS

Eric Forkner
Scott Gratsinger
Becky Gratsinger
Nicholas Harter
Andy Kappler
Danylle Kappler
Michael Maloney
Richard Maloney
Chris Vacca
Stephen Zoeller
Gretchen Zoeller

3 YEARS

Eli Rosenthal
David Shaw
Melissa Shaw

2 YEARS

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

1 YEAR

Tom Converse
Michael Hoffman
Patrick Moran
Yu-Hsuan Pan
Steve Rusconi
Davis Schulberg
Davie Sprigg
Kenney Thacker
Dan Wilson

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

Is Your Porsche Ready?

Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. 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 the vehicles safe for you, your family, and other drivers on the road.

PHOTO BY ERIC LEWIS



Valuable offers for ORPCA Members!



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PRESIDENT'S MESSAGE

Peg Ryan

Busy with "First-Time" Drives in June and July

When June and July were busy with a number of "first-time" drives along with our standard drive offerings. The Air-Cooled Drive was terrific as was our visit to Ken Wright Vineyards. Check out the coverage of those two events. Our Porsche Corral at the Rose Cup Races at PIR, as well as our dinner gathering in Happy Valley, were very successful.

August has some exciting events on tap including Porsche Day at Portland Cars and Coffee on August 5 and a Show and Shine at one of our sponsors: 503 Motoring on August 12. Plus, we have our second Arrive and Drive Introduction, as well as the Arrive and Drive, Dinner Gathering, Midweek Drive and SUV Drive. Check out all these great activities in the Events Section of this magazine.

We are very excited to be able to offer another Tech Session, this time featuring Nathan Merz on the State of the Porsche Market on Saturday, August 12 starting at 10:00 am. This is being held at Attention 2 Detail NW located in Vancouver, Washington. Nathan is the PCA National Tech Committee Valuation expert. He will talk about the current state of the Porsche Market and tips on what to look for if you are considering a vehicle to purchase. Please don't miss this chance to connect with fellow Porsche enthusiasts, expand your knowledge, and deepen



On the bus to the vineyard at the Ken Wright event. Jeannine Downey took this of herself with Eric and me.

your passion for these remarkable vehicles. All the information and registration is on page 49.

Keeping the wheels on all of these events takes many volunteers. Please thank any that you meet at any event that you go to. Speaking of volunteers, we are in need of a number of board members for 2024 please see the ad for these roles on page 48. We also need someone to take on the Anzeiger or at least some of it as well as the role of drive coordinator (2 roles that I currently do).

On another topic, I recently had a question about the Waitlists. Part of the role of the drive coordinator is to help manage the waitlists. If there are enough people on the list, we work with the organizer to see if they can find someone to lead another group as long as that works for the lunch. We also fill in cancellations from the waitlist. We also see if the organizer is willing to add to the original number of cars in each group but that depends on the number of cars that can fit at the rest stops. Please know we are managing these and we do the best we can.

I have also noticed that some of the emails from our Weekly Member Emails that usually go out on Wednesday are ending up in Junk/Spam folders. Please check there for these. I am working with Heinz Holzapfel to figure out how to fix this. You can always reach me at president@oregonpca.org. ■



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Membership Benefits



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

Scenic Updates and Hints

When we joined the club five years ago and partook of our first drive, the 2018 Cabin Fever Tour, we experienced a marriage-challenging situation.

When we joined the club five years ago and partook of our first drive, the 2018 Cabin Fever Tour, we experienced a marriage-challenging situation. Sylvia, my wife, easily gets motion sickness and cannot read directions while driving. So, I researched iPhone navigation applications that could provide point-to-point navigation in hopes I could quickly convert driving directions into a route in the app and maintain a happy domestic relationship. I tested four of the apps available then and settled on Scenic, an app focused on motorcycling. It had the most advanced features and an easy-to-capture user interface. After a summer of exploring and using this app I began evangelizing its use for club drives. Of course, there was originally some resistance to provide anything but written driving directions. But more and more members asked for and began using the app, and Drive and Tour planners began to accept the app as an addition, rather than a replacement for written driving directions.

Over the last four years the use of this app has grown significantly, and most of the drives and tours are now in Scenic. There are currently about

60 drives and tours in the active club account and about 200 in the backup account. In the last five years more and more point-to-point navigation apps have been released, and some of the originally-tested apps like Rever are now at the same or even better capability level as Scenic. Scenic now supports Apple Car Play, but it still doesn't provide support for Android, and while it was promised for several years it is not yet available. Other apps do provide support for iOS and Android.

Almost all these navigation apps allow the import and export of GPX files. Some of you may have seen that I started to add to my drives not only the written driving directions and the link to Scenic, but also a GPX file that you can import into your Navigation App of choice. In the Scenic App you can export a GPX file or share a link to the Route I Scenic App Space (Picture below). From there you can upload the route into your private Scenic, download a GPX file or share it via social media, email or URL.

I repeatedly get questions for Scenic setup help and how to use information. We have a club account that can be used by all club members. The Drive

CONTINUED ON PAGE 15


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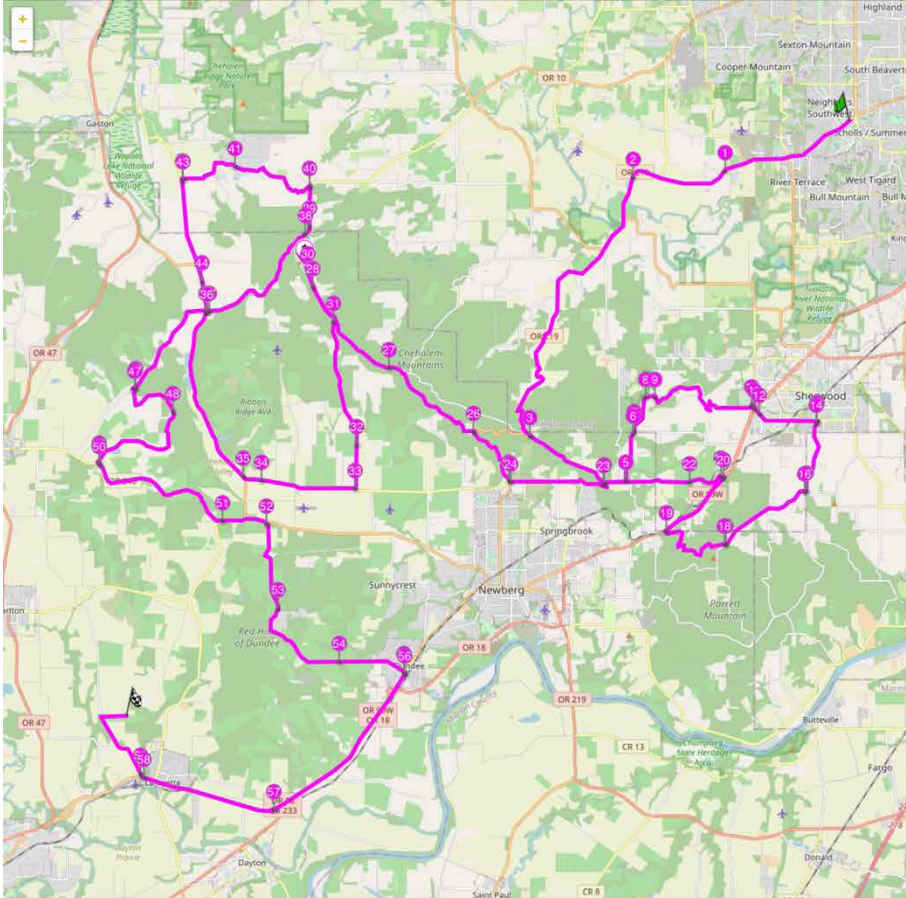
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7-30-23 Summer Picnic


Motorcycle Route shared through Scenic - Motorcycle Navigation App

Route shared by:
 ORPCA
 United States


 Explorer Extraordinaire





84 mi
136 km





3hrs 14min



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<https://scenicapp.space/route/>


Library page on our website provides user email and password for the club account (or just send me an email). For training and information, the Scenic home page contains a rich set of help topics: <https://scenic.app/help/>. There are several good videos and training pages that help you to understand and get the most out of Scenic:

Overview of features: https://www.youtube.com/watch?v=uZLa_6_lanQ

Power Planner for Routes: <https://scenic.app/help/power-planner-tutorial/>

Detour Behavior: <https://scenic.app/help/detour-behaviour-when-deviating-from-your-route/>

I'm working on a short cheat sheet for Scenic and will also work with our tour leaders to make adding GPX files a standard for our drives in addition to the printed driving directions. The objective is to enable our members to use the navigation app

they prefer. As an iPhone user, I personally prefer Scenic for a variety of reasons, as it supports Apple Car Play, it allows creation of routes that are resilient to GPS accuracy changes, allows the fine tuning of detour behavior, has good offline maps, provides an easy-to-read route screen and more. Every app is different in that regard, so be mindful that uploading a GPX file alone does not guarantee a good route navigation. But GPX files allow our members to use navigation apps on their Android phones. These point-by-point Navigation maps have made huge progress in the last four years, and coming years will bring more changes. Expect Artificial Intelligence integration, off-road support, street view integration like Google Maps, and consolidation of this market segment.

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



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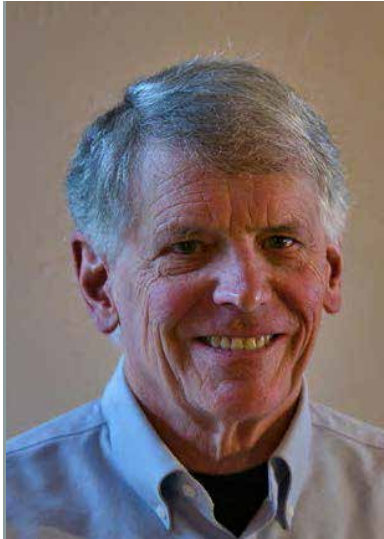
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TO SCHEDULE YOUR APPOINTMENT

CONTACT US



ZONE 6 UPDATE

John P Sommerwerck,
Zone 6 Representative



Summer Travels to Southern Oregon Coast

Our summer travels to the Zone 6 regions continued this month with a visit to Cascade Region and participation in their Southern Oregon Coast tour. One of the perks of being a Zone Rep is getting out to new areas and meeting great people. As part of these travels, we enjoyed the company of several of Cascade Region leadership team members (president, treasurer, secretary, and tour chair), and enjoyed a jet boat trip up the Rogue River. We highly recommend traveling to this part of our Zone and Jerry's Rogue Jets. Next up is a trip to Sisters, Oregon, and High Desert Region's Annual Picnic.

When you are leading and / or participating in PCA activities, please remember you are a brand ambassador for PCA. Please act accordingly. We want others to want to join with us, not be upset by our actions.

UPCOMING TREFFENS

Fall 2023 Treffen: Gateway to the West in St. Louis, Missouri. Registration is now open at [Treffen North America \(pca.org\)](https://www.pca.org/treffen-north-america). This promises to be yet another memorable Treffen. The host hotel is the luxurious Ritz-Carlton in the trendy suburb of Clayton (located about 10 miles south of St Louis). In addition, a new lower rate of \$235/ night has been recently negotiated. At this Treffen, ten participants will be selected

for early registration to Spring 2024 Treffen. **Treffen at Sea 2023:** December 9th – 16th. You can register now via [PCA Treffen at Sea Cruise: Western Caribbean \(medallionclassmarket.com\)](https://www.pca.org/treffen-at-sea-cruise-western-caribbean). **Spring Treffen 2024** will be held in Sonoma, California, at the Mission Inn. Stay in touch with all things Treffen at: [Treffen North America \(pca.org\)](https://www.pca.org/treffen-north-america)

In addition to the Zone 6 signature events, which can be found at [zone6.pca.org](https://www.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. Rogue River

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





July 8 Arrive and Drive PART I

BY ROBERT MCDONALD | PHOTOS BY ROBERT MCDONALD AND MONTE ALLEN

(Above) Rest Stop at
Ripplebrook.

Enjoy the photos. There are a few more on our SmugMug site: <https://orpca-pix.smugmug.com/2023-ORPCA-Events/July-Arrive-Drive-7823/>

Our Arrive and Drive began this month at a familiar location: Clackamette Park at the edge of the scenic Willamette River. This seems to be a popular launching point not just for boaters, but also for our club's expeditions into the eastern side of the Portland Metro Area.

We had a very good turnout this time, but not enough to justify the three originally planned groups. Instead, we would be split into two rather arbitrarily by who lined up first behind the Group 1 leader.

As we were signing our waivers, an Oregon City police officer pulled into the parking lot. Perhaps he was just there to check out the cool collection of cars? I never did find out the answer to what was going on there. Maybe this was the officer's normal patrol route? Maybe he caught the scent of the box of donuts some kind soul brought to the park that morning?

After Scott Dual completed the morning briefing, half of our group set

out at around 8:15. The rest of us waited a bit and then set out about 10 minutes later in the second group with Scott's 996 Turbo Cabriolet in the lead.

Not six minutes into the drive, we pulled off to the side of the road. I saw Scott go running by us and then return to his car. After that, we were out on the country roads, but it wasn't long before traffic split our group. During the morning briefing, Scott had mentioned a stop we would *not* be taking because it would've cost \$8 just to visit a bathroom. He correctly assumed that most of the group would not be keen on such a thing. So when I got to a tollbooth for one of the parks, I knew we'd made our first wrong turn.

Some 10 minutes later, following Google Maps (which generally was out of sync with the route, but at least Scott knew where all of the major pit stops were), we came upon four Porsches in a dirt lot. I pulled into the lot and figured this would be a good time to at least partially re-form our group.

All of us set back out together (except for one 928 - see John Joyce's accompanying story), but traffic once again split our group pretty quickly. Still, we managed to make it to our first stop at West Cascades National Scenic Byway Estacada Portal Park at 9:00 without any real issues. There, we met a gentleman who was quite impressed with our collection of Porsches and hoped to recruit our cars into his car show just down the road.

Scott reassured me that it would be very hard to get lost in the next leg of our route, given that there were no real turns ahead. And, indeed, the route delivered. A straightforward path through the fire-damaged woods followed. The roads were in much better condition than the last time we went through them over a year ago (we didn't have to cross any running water!), and I believe the forests looked a bit healthier. Certainly, there was plenty of green beneath all of the blackened trees and plenty of shrubs and healthy-looking trees between the patches of recovering forest.

Around 9:30 AM, blue skies started to show themselves as the overcast weather began to clear. Around 15 minutes later, we reached the Ripplebrook General Store and our second pit stop. This stop lasted no more than 10 minutes, and then we were on our way again.

Unfortunately, it wasn't long before a trio

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A visit from the Oregon City Police!

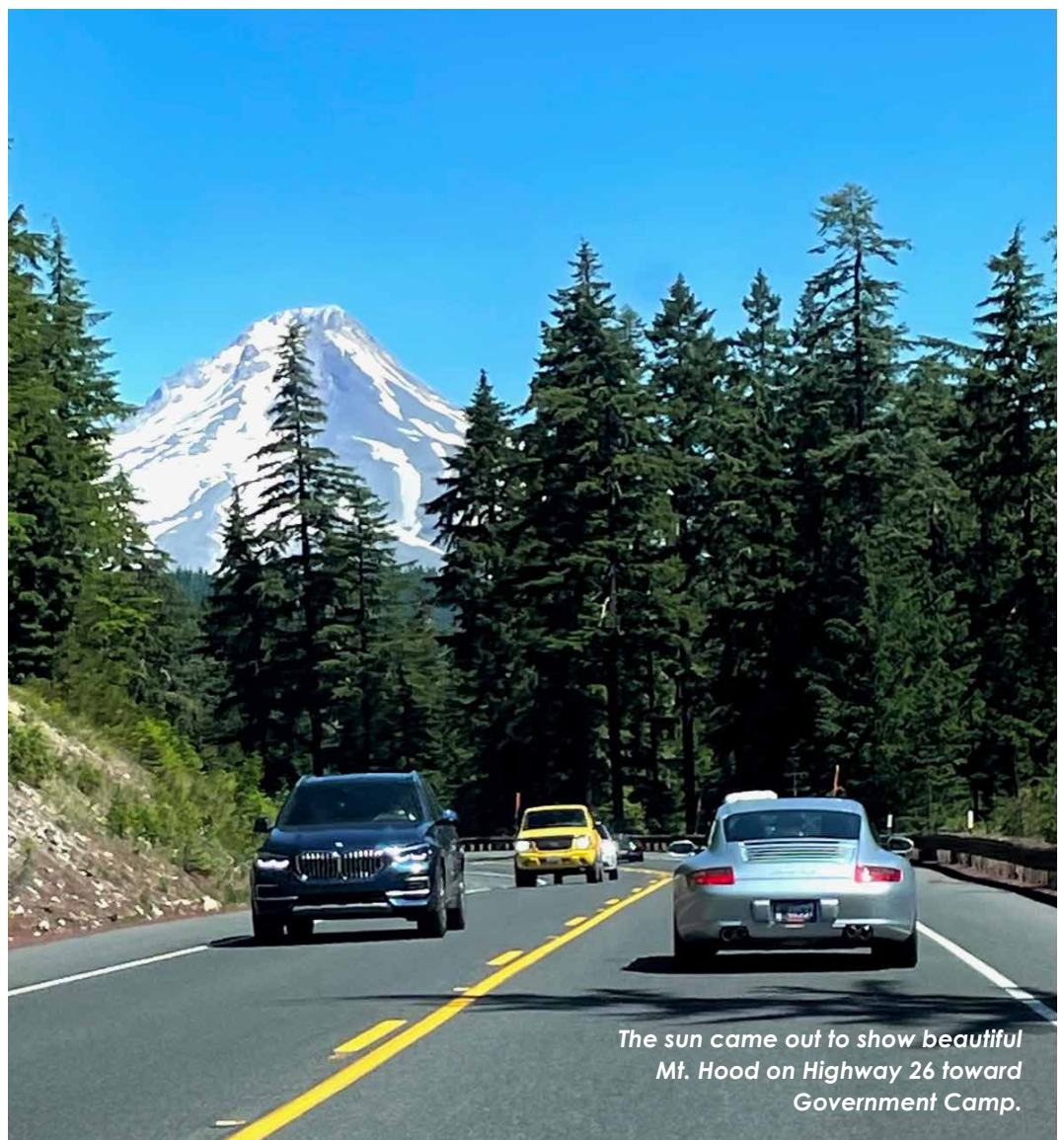


Scott Dual (in the middle) leading the participants' meeting



Rest stop at West Cascades National Scenic Byway Estacada Portal Park.

*Fortunately,
NF-46
finally gave
way to NF-
42, the road
we were
supposed to
have been
on in the
first place.
“Oh, thank
God—
pavement!”
I exclaimed.*



of us, with myself at the back, managed to miss the turn onto NF-46. Thus, we began a long trek south rather than going north as we were supposed to. About the third time Google yelled at me to make a left turn onto a dirt road, I noticed that the map seemed to loop back on itself on Android Auto. That, combined with the fact that every “missed” (ignored) turn was adding more and more time to our ETA, I realized that it wanted me to turn around. Zooming Google Maps out, I confirmed that we were essentially on a route heading to Salem rather than Mount Hood! On the plus side, the roads were nice and the scenery was

beautiful, but our detour had taken us far afield.

Unfortunately, I wasn’t able to flag down the two cars ahead of us and to coordinate turning around. At 10:35 AM, we finally gave up and decided to turn back, surrendering ourselves to the mercy of Google Maps’ route to our destination. Unfortunately, Google had already shown a predilection for routing us onto unpaved roads. I had avoided them up to this point, but I wasn’t certain how much more I could do that without going all the way back to our last stop.

Thus, when Google pointed me to “National Forest Development Road

46" at about 11 AM, I decided to see how far the dirt road would take us. I didn't think it would take us *all the way* to our destination—which was many, many miles ahead—but I was definitely envying the truck ahead of us once we crossed into that dirt. Certainly, I was acutely aware that Michelin Pilot Sport 4S summer high-performance tires were not developed with driving on dirt in mind. I figured that, as long as I kept my speed very, very low, I should be okay.

Still, it was agonizingly slow, crawling through the dirt with no idea when—if ever—the road would become paved again. My cigarette lighter adapter USB came loose, so my GoPro stopped recording and I cannot say exactly how long we spent on that dirt road. But it certainly felt like a long time!

Fortunately, NF-46 finally gave way to NF-42, the road we were supposed to have been on in the first place. "Oh, thank God—pavement!" I exclaimed.

At that point, the rest of our group was long gone. But Google Maps was able to faithfully take us the rest of the way down the one-and-a-half lane road to Mount Hood Brewing Company in Government Camp. We arrived, the car covered in dirt, at just around noon. I gather everyone else had gotten there over an hour earlier.

The moral of the story? Pay close attention to those printed directions! Missing a turn could well put you in the dirt! ■



Robert McDonald's dirty 911 after all the dirt roads.



Scott Dual on NF 42.



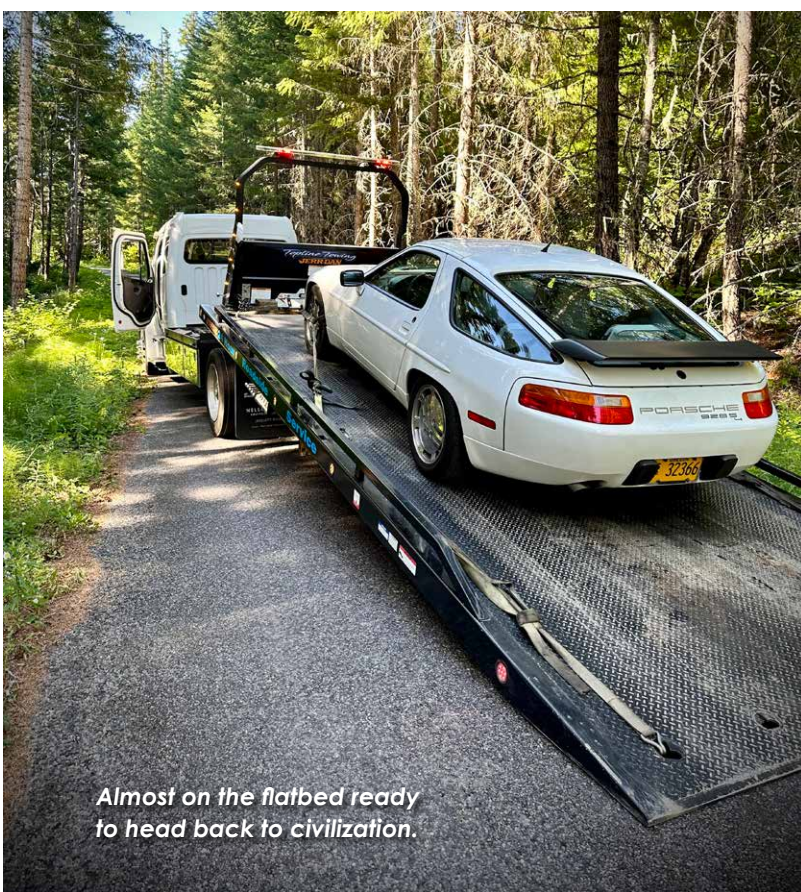
Mt. Hood Brewing Company's lovely covered outside area for our lunch.

Arrive and Drive

Part II

AN AFTERNOON ON FOREST SERVICE ROAD 4210

BY JOHN JOYCE, PHOTOS BY PEG RYAN
AND JEANNINE DOWNEY



*Almost on the flatbed ready
to head back to civilization.*



*Jeannine Downey, the tow truck
driver, and John Joyce.*

There is a Public Service advertisement on TV encouraging visits to the forest and enjoying the flora and fauna. Sometimes unplanned events turn out to be a good opportunity and that was our experience on Oregon Region's Arrive and Drive on Saturday, July 8. Through no fault of our drive leader Scott Dual, my wife Patty and I in our Porsche 928 became stranded on a remote Forest Service Road, number 4210 to be precise, between Estacada and Government Camp. After completing Instruction No.27, we experienced severe overheating and loss of oil pressure. We shut the car down, and tried to coast out to US 26 for cell coverage, but had to pull off to the side of the road before we made it to US 26. This provided an opportunity to enjoy the Mt. Hood National Forest on a delightful summer day at about 4,000 ft. The road is a narrow single-lane paved affair with a pullout about every half mile. It has a narrow-cleared right of way in second-growth fir and cedar with some original old-growth trees. The trees provide spots of shade as the sun moves across the Mt. Hood National Forest.

The 928 was pulled to the side of the road with a patch of wild daisies and on occasion, the daisies were visited by dozens of butterflies. They appeared in different sizes and spectacular colors. During my 5 ½-hour adventure on FS 4210, I read the Owner's Manual from start to finish looking for towing instructions, but none were to be found. The 928 comes with a very complete tool kit but the location for connecting the tow hook to the body was a mystery.

The sweep car, Neil Ward, and Heather Stanley were with us and departed toward US 26 in their Boxster with one of our AAA cards to find cell service, arrange a tow truck, and send back help. Unfortunately, AAA would not accept a second-party order and required the policyholder to make the reservation. Two hours later, Neil and Heather brought back Peg Ryan and Eric Lewis in their Boxster, and Carlos Santayana, and Jeannine Downey in Carlos's Carrera 4S. Patty climbed into the back seat of the 911 and off they headed to again find cell service to arrange for AAA towing. During the next two hours Peg, Eric, and I became closely acquainted, swapping stories and shared interest in our cars. Around 3:00 pm, Peg and Eric headed back to US 26 to find a bathroom and the tow truck. I continued to explore the old-growth trees along the road.

Eventually, Peg, Eric, Carlos, Jean, and Patty appeared with a flatbed tow truck from Estacada. I suggested he use the tow hook from the 928 tool kit, which he did, and he located the connection point. The threads on the body were protected with a plastic plug with a 1/4-inch square socket receptacle. The tool kit included a light-speed wrench for removing the plug. The driver attempted to remove the plug, but the 50-year-old plug won and the square fitting sheared off the speed wrench. The tow truck driver was very experienced and he figured out how to load the 928 on the flatbed without damage. We climbed into the cab of the tow truck and two hours later dropped the car off inside Heckmann & Thiemann, thanks to Ed and Phyllis. Jim and Donna Schmidt picked us up and delivered us safely home. *(Later the damage was limited and reported to be a failure of the heater control valve and a damaged oil pressure switch, with no loss of oil or oil pressure.)*

ORPCA is a successful region due to the quality of the members and their willingness to support stranded strangers on a remote Forest Service Road in the middle of the wilderness. More than the support, we enjoyed getting to know new region members, new to us, and all are incredible people. Sometimes unplanned events turn out to be a welcome opportunity.

Editor's note: You may never need it, but do you know how to install the factory-provided towing hook that came with your car's tool kit? Early cars usually have an under-body tie-down hook in front and a square or round plastic plug in the rear bumper trim or fascia that can be carefully pried out allowing access to a threaded receptacle. ■



Patty in the back of the 911.

*Sometimes
unplanned
events turn
out to be
a good
opportunity...*



Our First-Ever Air-Cooled Drive

BY TODD ETCHIESON, PHOTOS BY KAYLA MORRIS AND RAVI RAJARAM

Enjoy the photos. There are more on our Smugmug here: by <https://orpc-pix.smugmug.com/2023-ORPCA-Events/Air->

(Above) Start location.
(Below) Admiring a 550 Spyder replica.

On Saturday, July 15, Kurt Fuerstenau organized ORPCA's first-ever air-cooled-only tour. I was excited when I saw the announcement for this event - as much as I enjoy seeing all types of Porsches, it can sometimes be a bit harrowing to drive the older, more finicky, less powerful air-cooled cars when mixed in with newer *wasser-kühlt* models with a lot more horsepower. And I'm guessing it can be frustrating for a driver of a newer model to sit on all that

horsepower while the air-cooled car in front of you gets up to speed. It was not a long event, just about 90 minutes of driving, starting and ending in Troutdale.

We had a great representation of

the air-cooled universe:

- A 356 replica and a 550 Spyder replica (this car is worth a chat with the owner - it actually has all Porsche internals, including a Super 90 engine)
- A beautiful 914-6
- Various 911 models - SCs, Carreras, 964s, and a 993
- A gorgeous 930.

We also saw many of classic air-cooled colors - silver, maroon, white, Guards Red of course, and even four shades of blue (Maritime Blue, Gulf Blue, Petrol Blue, and another shade close to Petrol Blue). We even covered all body styles - coupe, cabriolet, Targa, and Spyder.

The route itself was great, incorporating parts of the historic Columbia Gorge Highway, but we also went further south into the hills and crossed both the Sandy and Bull Run Rivers, including a stop near the historic Bull Run Powerhouse, where we took a break, checked out the cars, and took



in the beautiful view upriver from the bridge. I was the third car in line, so I often got the thumbs up from oncoming drivers when they realized a long line of classic Porsches was coming towards them. We ended the drive with lunch at Ristorante di Pompello in the center of historic Troutdale, giving us a chance to get to know each other better (and even talk about non-Porsches, like Caterham and Spec Miata race cars).

Two thumbs up to Kurt for a great event. I'm sure everyone else who was there is looking forward to the next air-cooled-only event as much as I am! ■



Over the Sandy River.



356 Replica.



914-6.



930 Cabriolet.



1980 911 SC Targa.



A Ken Wright Winery Experience

BY HEINZ HOLZAPFEL | PHOTOS BY JEANNINE DOWNEY AND MONTE ALLEN

(Above) The view on the way up to the vineyard for Ken's talk.

Enjoy the photos. There are many more on our SmugMug web site at <https://orpca-pix.smugmug.com/2023-ORPCA-Events/KenWrightVineyards/>

On July 22, a wonderfully clear and warm Oregon summer day, a group of 18 members in 10 cars ventured out for a drive through our beautiful countryside west of Portland and into our justly-famed Willamette Valley wine country, followed by a visit to the Ken Wright Cellars in Carlton that included wine tasting and lunch. We met at 9:00 am and after some catching up and chatting and the obligatory safety meeting, we had wheels rolling at 9:30 am. Our drive led us through Helvetia, up to Skyline Boulevard, then back down to North Plains and through Verboot to Forest Grove's Thatcher Park for a short rest stop. The route carried

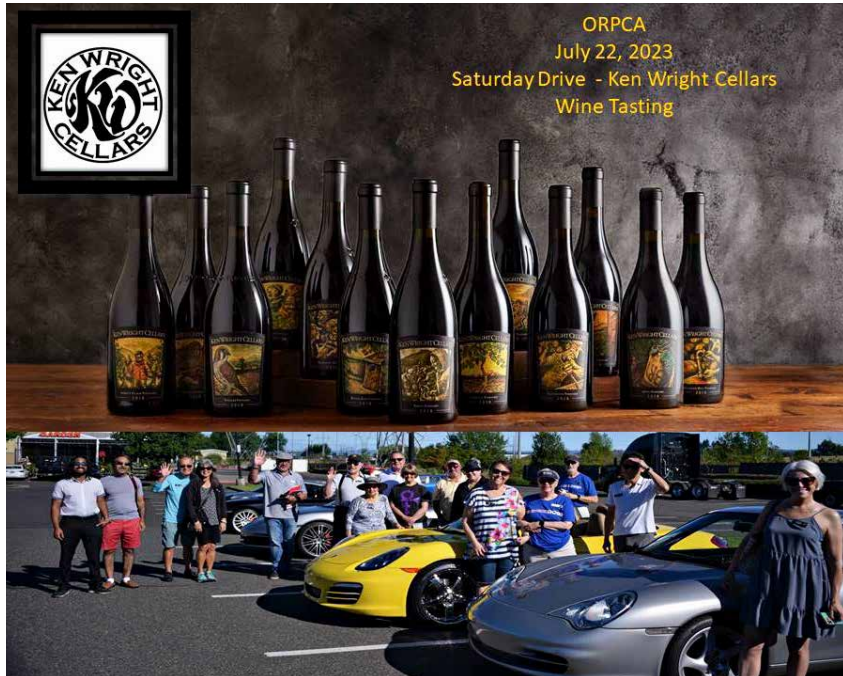
on through Watts and over to Dilley where we crossed busy Highway 47 and continued on backroads to Carlton, where we arrived at 11:00 am, right on time, at Ken Wright Cellars. Parking had been reserved right in front of the winery. We were greeted by our host J'Aime, who helped organize the visit.

Soon after arrival, we were bused up to one of the vineyards high above Carlton with marvelous views of the Dundee and Chehelam Hills. Here, we were greeted by our host, Ken Wright. After pouring everyone a glass of his marvelous Pinot Blanc, Ken gave us an hour-long talk about the geology of the Willamette Valley and how it enables winemaking in our

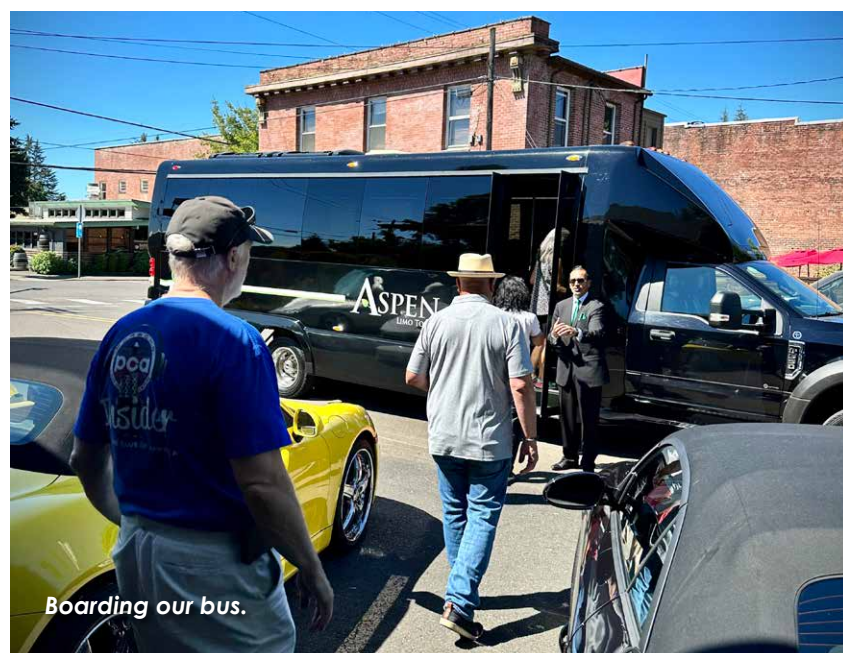
region. He went back 200 million years, when the Juan de Fuca tectonic plate lifted today's northwestern Oregon out of the Pacific, forming the sedimentary Willamette Valley and coastal mountain range. Then 150 million years later, the most violent volcanoes in North America's history exploded with massive lava flows. They filled the valley where Bend now is with more than a mile of lava, the Columbia Gorge with half a mile of molten rock, and also filled what is now the Willamette Valley with a few hundred feet of lava. The remains of these volcanoes are now the Blue Mountains. Over the following millions of years continuous lifting and erosion from the massive Missoula floods formed today's Willamette Valley, with hilltops like Dundee Hills and Eola Hills still showing volcanic lava tops, with lower hills having a mix of eroded volcanic and sedimentary soil. This combination gave rise to the unique wine-making character of the Willamette Valley. He vividly explained how the wine develops that character once it hits the "motherlode" about 10-15 feet down.

Ken Wright and his wines are a legend worldwide. So I asked ChatGPT to give a summary of Ken Wright as a winemaker and the reputation of his winery. I became a fan of ChatGPT and I heavily included it in my recent university lecture on digital strategies. You can use ChatGPT as a mere search engine extension and just ask a single question, or you can give her a more detailed explanation of what you are looking for. This is where ChatGPT really shines. So, I asked her: *"You are an expert in winemaking and also an expert in wine reviews. I will tell you the winemaker and the name of the winery. You will deliver a short essay of less than 300 hundred words, about the history and reputation of the winemaker and the quality and ratings of the winery. The winemaker is Ken Wright, and the winery is Ken Wright Cellars."*

CONTINUED ON NEXT PAGE



Porsches parked at the tasting room.



Boarding our bus.



This was her response:

Ken Wright, the visionary winemaker behind Ken Wright Cellars, has left an indelible mark on Oregon's wine industry. With a passion for Pinot Noir and an unwavering commitment to showcasing the unique terroir of the Willamette Valley, Wright has earned widespread acclaim for his exceptional wines.

Ken Wright's winemaking journey began in the early 1980s when he recognized the untapped potential of Oregon's wine country. Embracing the Burgundian winemaking tradition, he set out to craft single-vineyard Pinot Noir wines that would reveal the true essence of each vineyard site. This dedication to vineyard-specific expressions marked a paradigm shift in Oregon's winemaking approach, distinguishing him as a trailblazer in the region.

In 1994, Ken Wright established his namesake winery, Ken Wright Cellars, in Carlton, Oregon. From its inception, the winery has been a beacon of excellence, known for producing some of the finest Pinot Noir wines in the Pacific Northwest. Each vintage reflects Ken Wright's masterful understanding of the land, meticulous vineyard management, and a minimalist winemaking approach that allows the grapes to shine.

The quality of wines from Ken Wright Cellars has earned consistent critical acclaim and high ratings from experts and enthusiasts alike. The Pinot Noir offerings are lauded for their purity, elegance, and remarkable balance. Wine critics often praise the wines for their seamless integration of fruit, acidity, and tannins, resulting in a harmonious drinking experience.

One of the most compelling aspects of Ken Wright Cellars is the winery's commitment to sustainability and environmental stewardship. Wright firmly believes in respecting the land and has employed sustainable practices throughout his vineyards for years. This dedication to sustainability not only preserves the health of the vineyards but also influences the character of the wines, adding depth and complexity that resonates with discerning consumers.

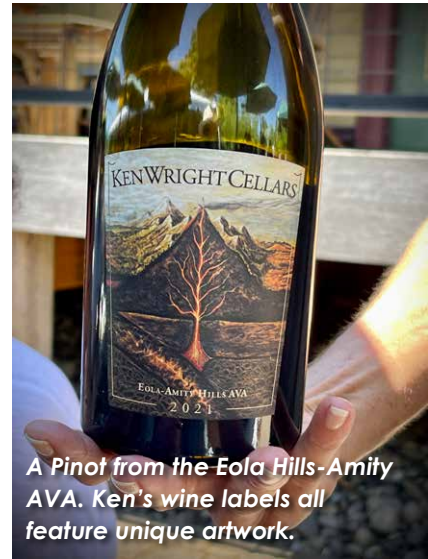
The winery's reputation for crafting outstanding Pinot Noir has attracted a devoted following of collectors and wine enthusiasts, with many of their limited-production releases selling out quickly upon release. This high demand is a testament to the winery's consistent quality and the lasting legacy of Ken Wright's expertise.



New member Vikrum Ojha and his dad Ajay try some Pinot Blanc in the vineyard.



Heinz Holzapfel pointing out the grapes!



A Pinot from the Eola Hills-Amity AVA. Ken's wine labels all feature unique artwork.



Ken Wright.



Ken explaining the geology of the area.



Our luncheon and wine tasting area.

In conclusion, Ken Wright's profound influence on Oregon's wine industry and his dedication to crafting exceptional Pinot Noir wines have earned him a well-deserved place among the region's winemaking pioneers. Ken Wright Cellars continues to be a beacon of quality, sustainability, and authenticity, attracting admirers of fine wine from around the world. As the legacy of Ken Wright and his winery continues to evolve, their commitment to excellence and respect for the land remain at the core of their winemaking philosophy.

I think that's a very good summary of Ken Wright's work, reputation, and impact on winemaking. No

wonder one of his best buddies is the owner of DRC, the most renowned Burgundy winery. We had a fantastic experience meeting Ken and a fabulous wine tasting combined with delicious sandwiches. And, BTW, Ken Wright is a Porsche fan. He recently got a Chalk colored Taycan, after he fell in love with his son's Taycan. A great combination of leading technology and leading wine-making!

One last thing: The question for ChatGPT I quoted above is called a Super Prompt. You can use it for any other winery and winemaker. Just replace the names and post it into the ChatGPT message window. ■



July Dinner Gathering

BY JOHN CLEMSON | PHOTOS BY CARLOS SANTAYANA



Steve and Winnie Miller hosted Oregon Region's July dinner gathering on a warm July 19th at the Margarita Factory restaurant in Happy Valley. The Margaritas were flowing and well-represented on members' tables. Being thirsty and ready for one myself, I told the cocktail waiter that I wanted a "large one." I thought that seeing smaller glasses and larger glasses of the drink being consumed, the larger one was the "large one." It was called the Large Best in Town Margarita, Best in Town Cadillac! Cadillac? I thought I was at a Porsche event. They said it was great for sharing – say what? This turned out to be a mistake. As Carlos' photograph shows, it was not large – it was huge! It even came with a lighted plastic ice cube in the glass! A little over the top it was, costing almost as much as dinner. Lessons were learned here.

Winnie Miller was seen negotiating with the overburdened waiters (there were lots of folks there that evening), while Steve mentioned upcoming events.

Enjoy the photos. There are more here: <https://orpc-pix.smugmug.com/2023-ORPCA-Events/Dinner-7192023/>



I met up with old friends like the Millers, Bruce Myers, and Bob Ellis. Bruce and the Millers are associated with the 356 NW Club as am I. I know Bob from the Alfa Romeo Club mini TSD rallies. He volunteers there (You should really try to drive one!)

At my table were Bruce, Andy, and Nancy Boone as well as Jackie Ray and Bryan Farley, the General Manager of Matrix International. Bruce, Andy, Nancy, and Jackie were in earshot over the music and other guests talking and having fun and it was great to discuss cars, kids, homes, careers, and retirements among other topics.

Besides the good food, that's what these events are all about. Be forewarned, I met up with about six of the thirty-one members who were there that night, so at the next one, I might invite myself to your table as I want to meet more of you. ■



(top to bottom) Ready to dive in!; Shrimp, rice, beans, chips, and giant Margaritas! Yum!; Host Steve Miller with Monte Allen; Roy Johnson showing the large Margarita!



Summer Breeze Sunday Afternoon Drive

BY TODD ETCHIESON, PHOTOS BY DAVE SPRIGG,
TOSH KANNO AND CAROLE HEDSTROM

Getting out of town.

Enjoy the photos.
There are more on our
SmugMug site: [https://
orpcapix.smugmug.
com/2023-ORPCA-
Events/Summer-Drive-
Eve-72123/](https://orpcapix.smugmug.com/2023-ORPCA-Events/Summer-Drive-Eve-72123/)

Carole and Brad Hedstrom led a great drive from Oregon City to Mount Angel the long way - 83 miles of twists and turns through hills east of Mollala. This was a route the club had done a couple of times, but always in the mornings, which is not the right time to end at a brewery. The idea this time was to time the drive to join the monks for an afternoon beer.

We had a little snafu at the start - it turns out Clackamette Park is a popular destination for kayakers and paddle boarders on a hot, sunny summer afternoon - so we had to gather at a nearby shopping center to get the group together. There were about fifteen cars, half of which were driven by new club members. Once we cleared the traffic in town, the roads and driving

were excellent. A few times some cars made wrong turns, but the drivers or the Scenic app always managed to help all rejoin the group quickly. After about two hours of driving, we made it to the Benedictine Brewery in Mount Angel with plenty of time before last call at 6 PM. Everyone had a great time enjoying a beer while discussing cars, the route, and life in general.

If you are a fan of the twisties, trees, countryside, and views of Mt. Hood, I highly recommend giving this route a try. It would be great to drive alone, with a buddy, or a few cars together. Just be aware of traffic in town if you start later in the day since it can make staying together difficult. You can find the route in the Scenic app. I advise looking through it a bit before you leave, as

If you are a fan of the twisties, trees, countryside, and views of Mt. Hood, I highly recommend giving this route a try.

there are a couple of waypoints that should be adjusted. Thanks to Brad and Carole for managing this excellent afternoon drive!

Editor's note: Bob Ellis shared his thoughts about the drive using Chat GPT

This early afternoon drive was led by Brad and Carole Hedstrom and was a delightful event that brought together club members from all over to enjoy a leisurely and scenic cruise through the stunning Oregon countryside. As the participants gathered at Clackamette Park in Oregon City, there was an air of excitement and camaraderie. The 2:00 P.M. late start only added to the relaxed vibe of the day, and everyone was eager to hit the road.

The drive began as our convoy wound its way through the picturesque Oregon farm country. The open roads invited drivers to enjoy the freedom of the drive, taking in the breathtaking landscapes that stretched out before them. Twists and turns over rolling hills provided a thrilling experience, while the occasional glimpse of rivers and creeks added to the tranquil ambiance of the journey.

CONTINUED ON NEXT PAGE



A pause to stretch our legs.



"...and there I was at 40,000 feet..."
Todd Etchieson with Brad Hedstrom.



Parked at the
Benedictine Brewery.



Inside the brewery.

One of the highlights of the drive was the rest stop at the Three Bears Recreation site, nestled next to the serene Molalla River. It provided the perfect opportunity for the participants to stretch their legs, take in the natural beauty, and share stories about their cars and past driving experiences. The forested setting recharged everyone's spirits, making the drive even more enjoyable.

Continuing on, the route led us past a forested area near Estacada that had been ravaged by the 2020 wildfires. As the group drove through the region we were impressed with the resilience of nature and the importance of preservation. It was a poignant reminder of the impact wildfires can have on the environment.

Our final destination was the Benedictine Brewery, located at Mount Angel Abbey. The monks' craft of fine brews has gained widespread acclaim, making it a fitting and unique spot to conclude the journey. Upon arrival less than one hour before their closing time, we were greeted warmly with a variety of delicious beers and snacks to choose from. Their ample indoor and outdoor seating allowed everyone to relax, continuing the camaraderie as they recounted the memorable moments of the drive.

The drive allowed everyone to appreciate the beauty of nature and the strength of communities affected by wildfires. With the shared passion for Porsches and the enjoyment of good company, this club event was a true celebration of the freedom and pleasure that driving can bring. ■



A perfect summer day to sit outside at the brewery.



Photo Courtesy of: https://newsroom.porsche.com/en_US/2023/company/Porsche_teams_up_with_Backdrop_to_bring_an_array_of_colors_to_your_home.html

Color Crazy BY PETER LINSKY

Like so many of you, I have long been fascinated with Porsche's extensive color palette, and I'm delighted that our favorite automaker has lately begun offering a much broader range of bright hues to buyers who want to break out of the Black/Silver/White/Red rut. "Paint-to-sample" has always been available to those who don't mind paying a bit - sometimes a lot - more than MSRP when configuring their new car and then waiting until the factory paint shop has a moment to switch spray guns.

Some years back, one of our own members, Ron Gotcher, had the factory paint his new Boxster the same shade of Desert Tan as his vacation home in Arizona. He dipped a mixing stick into a can of the house paint and delivered it to our local dealer, which sent it along to the factory with Ron's deposit check. The car matched the house perfectly.

Now comes something new: Paint-to-order *house paint*, so that you can adorn your home's interior - or exterior, if you don't mind the neighbors' screams of anguish - to match the Porsche in your driveway. In early July, Road & Track Magazine released a story about Porsche teaming up with online paint store Backdrop to produce four classic colors from Porsche's Paint catalog. These were Irish Green, Speed Yellow, Riviera Blue, and Ruby Star. A gallon of paint will run \$75, which seems reasonable. Better hurry, as the offer is only good through the end of the year, but rest assured, if there's enough interest, look for Porsche's marketing mavens to find some way to expand the program. However, anyone thinking about painting their bedroom Speed Yellow someday should have a divorce lawyer on retainer. Amethyst is a much calmer color. ■



Autocross #5

BY ERIC FREEDLE PHOTOS BY MONTE ALLEN

What's not to like with the great summer weather here in Portland and about 70 eager autocrossers ready to test their car and skills in the PIR Paddock? Our fifth autocross of the year on July 16 was a combination of technical and speed, and those who were able to master that combination were rewarded. There were nine Porsches in the top ten, among them were five Caymans. One modified BMW M3 broke into the mix. The top ten times were within 1.5 secs – very close competition! A tip of the hat to Rod Palmer in his very

quick 2016 Porsche GT3RS for his first Top Time of The Day (TTOD), and his son managed a fourth fastest time. We may have a new sheriff in town!

Many thanks to everyone on our AX team that consistently make this program work and welcome all entrants, regardless of skill! Without them, these events would not happen! We encourage our members to come out and experience the thrill of getting around those orange cones, and finding new skills that come with driving in this environment! ■

AUTOCROSS #5 - TOP DRIVERS BY CLASS

Class	Driver	Car	Fastest Time
Champ	Anson Lytle	2023 Cayman GTS	35.080
I01	Pete Libke	1983 Porsche 911 SC	38.844
I02	Jay Mallison	2014 Porsche Cayman S	35.097
P02	Eric Hoff	2008 Porsche 911 4S	37.545
P03	Jeff Reece	2007 Porsche Cayman S	35.492
P04	Rod Palmer	2016 Porsche GT3RS	34.350
S01	Bryce Berderka	1999 Porsche Boxster	37.971
S02	Chris Riha	1999 Porsche 911 C2	37.547
S03	Bryan Brock	2014 Porsche Cayman S	37.101
S04	David Kosa	2021 Porsche Cayman GT4	35.469
V01	Bruce Sweetman	1965 Porsche 356C	42.765
NPEV	Bob Schatz	2018 Tesla Model 3	36.297
NPA	Jon Steeves	2023 Audi RS3	35.912
NPF	JoeyYin	2008 VW Golf	38.921
NPM	Seth Whitely	2003 BMW M3	36.003
NPR	Dan Sloan	2005 BMW M3	35.654



Diane Scott (and her husband, Peter Burke) were recognized for their enthusiasm for auto-cross and motorsports.

Enjoy the photos. There are more on our SmugMug site:
<https://orpc-pix.smugmug.com/2023-ORPCA-Events/AX-5-July-16-2023/>



Street tires are off.



Rapid Rob Palmer in his 2016 GT3RS got Top Time of Day.



Timing equipment is set and ready to go.



Great shots by new autocross photographer, Monte Allen.



Bruce Sweetman and his 1964 Porsche 356C.



Pete Libke nudges a cone with his 1983 911 SC.



Midweek Drive A Welcome to the Club

BY BRIAN SUHER AND JACOB SUHER
PHOTOS BY TOSH KANNO, TOM ADAMS AND ROSANNE WOODY

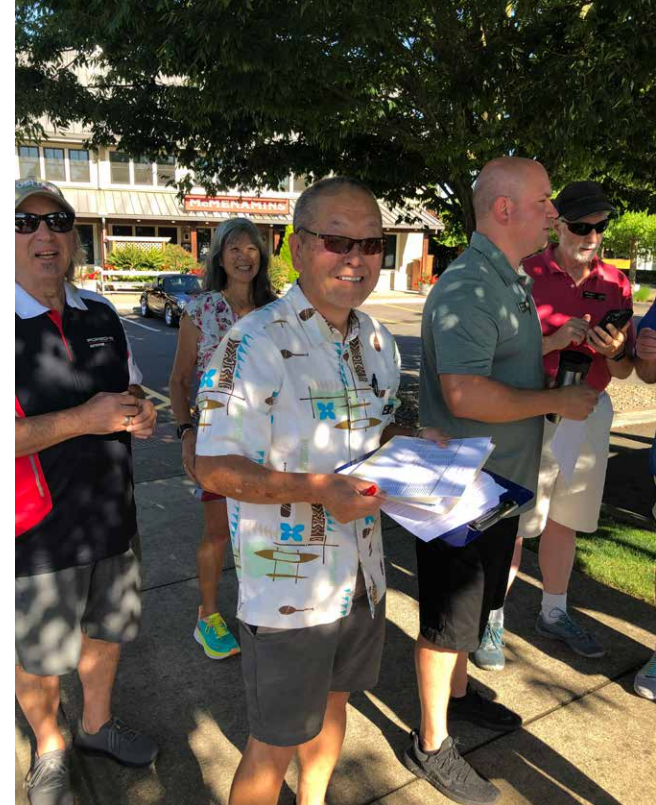
Enjoy the photos.
There are more photos
on SmugMug here:
[https://orpca-pix.
smugmug.com/2023-
ORPCA-Events/MW-
Drive-71923/](https://orpca-pix.smugmug.com/2023-ORPCA-Events/MW-Drive-71923/)

July 19th, a Wednesday that was destined to be a Midweek drive to Skamania turned into everything that is right when you plan a drive in the summer on a beautiful day. Being new to PCA and the Oregon Region, this father and son duo ventured out of the ordinary and attended their first drive event as a belated Father's Day adventure. Little did either of us know that our introduction to an organized, and top-down, driving experience would be a chance to make new friends along the way.

The first impression upon meeting Tosh Kanno, our drive leader, was that each and every detail had been thought through and that paramount to the adventure was applying the knowledge of leading touring events with the highest regard for the safety of all participants. Arriving early, with only a few cars at the meeting place, we were soon joined by not only the 11 other cars

that were signed up for the drive, but an additional 10 cars from the waitlist that were allowed to form a second group, demonstrating a thought process that not just reflected the scalability of the event, but the great consideration for the participation and experiences of those attending. A sweep was given final instructions, the grouping was accorded Class A participation, and we were ready for Tosh to explain the basics of the route and the particular drive that sunny Wednesday morning.

To say that we were neophytes would fail to characterize our inexperience in a group drive but did not in any way deter those participating from welcoming us. And so, we promptly escaped from the ordinary. The route had us pass to the east under Interstate 5, and within the three very long lights in getting there, any semblance of an organized drive was out the open top. A red light in front of us and a moving truck behind us, it



(Left) Tosh Kanno at the start.; (Above) Do these look like boat trailers?

was just five minutes into our first drive and we were the only Porsche in immediate sight. Then, to our delight, once we made it past the high-volume lanes and turn lanes and lights, and just a bit past the first turn, Tosh had pulled the group to the side of the road to wait for us and all of a sudden, we were reunited. A dozen Porsches were cohesive, from lead to sweep, and ready to experience the pathway that quickly took us from the urban area of Wilsonville and up Pete's Mountain, heading towards the Willamette River.

Of course, there were a few cars that were silver, a few that were white, but each and every car, regardless of the model or age showed the respect that the owners and drivers had for their vehicles. The few people that we passed on these quiet back roads turned their heads as the procession went by them, and one could only sense that each bystander thought just how special it

would have been to be a participant rather than an onlooker. And each car appeared to have just been washed. It was definitely a clean getaway for this group.

Early on, we did not sense the forest fires that we were driving towards; as novices we were sucked into a rhythm that spoke to us the way a conductor would direct the orchestra. Pulling up hills, in the middle of a ribbon of rear (and mid) engines that each had a resonance that called out the uniqueness of the cars themselves. Our first encounter with this symphony of sound and sight is a memory that we will always remember and cherish.

Rest stop number one at Meinig Memorial Park had put us past the fires of Estacada and at the foot of the small town of Sandy. What a surprise to turn onto Highway 26, right at an old friend, Joe's Donut Shop. The memory of many stops there on the way to ski on Mount

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**CONTINUED ON
NEXT PAGE**



Ready to cross the Columbia River on the Bridge of the Gods.

Hood and the urge to stop could only be avoided by a determination to play our part in the group. We knew there was a great lunch ahead at Skamania Lodge, and as beginners, we didn't dare break rank even for one of the best treats on the mountain. But as we passed and anticipated the view of Mount Hood looming in front of us, the smoke had settled high on the shoulders, and the mountain, still early in the morning slept with the blanket that had permeated this part of northern Oregon.

Nevertheless, the most spectacular part of the drive was right in front of us. The path from Sandy to our next stop at Lewis and Clark State Recreation Site had been carefully selected to demonstrate just what a Porsche could do on a windy road. Again, we thought, Tosh knew his stuff when he selected this route. The cars ahead totally disappeared, invisible and silent until we finished one turn after the next hairpin turn, only to find we were very much cohesive as we marched up an incline, and once again listened, not to the radio (with the top down, this was not much of an option anyway) but to each of these driven machines working their way through their gears. At this point, the understanding of a morning drive, the father and son adventure, was quickly turning us into avid drive participants.

Nevertheless, the most spectacular part of the drive was right in front of us.

The sights only got better. After our second stop we joined the Historic Columbia River Highway and traveled around the Vista House at Crown Point and the crowd there (this time there were many tourists watching this procession of cars, all of a singular maker) as they passed by them, only to stop what they were doing, and become quiet, as our symphony marched past them and proceeded up river.

The path only got better, not one of curves and skill but now one of unparalleled scenic beauty as the old highway wound past a collection of waterfalls that was nothing short of breathtaking. The morning

had warmed up, but the shade of the trees through this lush pathway made having the top down an opportunity to take in Oregon at its finest. The smoke had been left behind, the sweet smells of the forest enveloped us, and the last leg was in front of us.

As we wound our way onto a brief spin on Interstate 84, we re-grouped as we approached the small town of Cascade Locks, and crossed one of Oregon and Washington's few connecting links, the Bridge of the Gods. The crossing of the bridge, at the mandated speed allowed us to appreciate just how magnificent the Columbia River truly is. And we, as a group, rolled on.



(Above) Tosh Kanno, Randi Ledbetter, Wendy Kanno and friends. (Below) Ready to have some fun.

Lunch at Skamania Lodge was a treat. Of our many visits to the lodge, this one was unique for the exhilaration of a wonderful morning provided a journey just as grand as the destination. Everyone at lunch not only shared our smiles but introduced themselves with a warmth that was genuine. Fifteen-year-old Lilly, riding with her father Andrew was sipping on a Dr. Pepper, with a grin that could only be interpreted to mean, wait till I am sixteen, dad ... I can be the next novice, like the father and son with the glints in their eyes just across from us.

The drive home, the group now dispersed, took us along the Washington side of the Columbia. Our motivator for this adventure, Billy, led one short and windy detour into the hills. And, with the help of a pint in Washougal, we successfully avoided a rush back into the routine of what might have otherwise been a mundane mid-week afternoon. This gave us the time to reflect on our gratitude for Tosh's careful planning and the group's enthusiasm to welcome us on this special day together, as father and son, and with many new friends. ■





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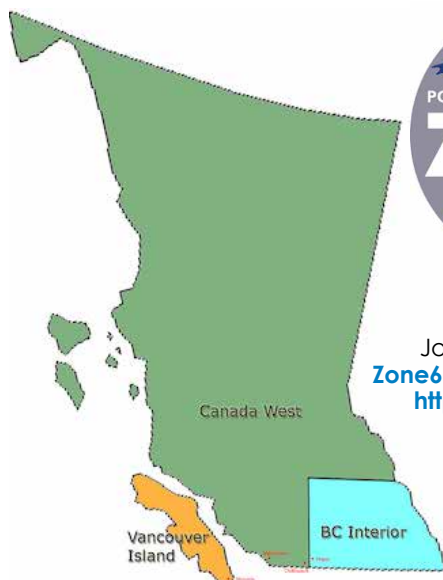
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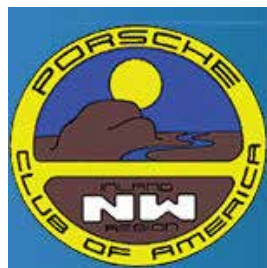
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Gear Up for the 2023 ORPCA Autocross Season!

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. 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 #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 #6

Sunday, August 13 | 7:30 a.m. to 2 p.m.

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

Join us for Autocross #6 on Sunday, August 13, 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-6-08-13-2022-portland-intl-raceway-pca-oregon-136564>

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 ■

Note: Next Autocross is Sunday, September 24. More information and registration are here: <https://www.motorsportreg.com/events/orpca-ax-7-09-24-2022-portland-intl-raceway-pca-oregon-045252>



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.

AUGUST

5	Saturday	Beginner Drive - A&D Introduction
12	Saturday	Arrive and Drive
17	Thursday	Summer Eve Drive
23	Wednesday	Midweek Drive
26	Saturday	SUV Drive

SEPTEMBER

9	Saturday	Arrive and Drive
20	Wednesday	Midweek Drive
23	Saturday	Drive, Wine, Dine

Special Events:

2023 NORTHWEST PASSAGE FALL TOUR

October 6 – 9

There are still 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. ■



Treffen Fall 2023

When: Sept 20 – 24

Where: Ritz-Carlton
Clayton, MO

Website: treffen.pca.org

*"Touring the Missouri
Rhineland & River Valley"*



Make this your Gateway to Rennsport as we head to the trendy suburb of Clayton, MO to celebrate Oktoberfest. About 10 miles west of downtown St Louis, the Ritz-Carlton is our host hotel and launching point to the Missouri Rhineland. Our tours will follow the Lewis and Clark Trail and Route 66 to some of the most scenic destinations along the Missouri and Mississippi River Valleys. You will get the chance to win one of ten early registration spots for Treffen Wine Country at this event. Registration opens on June 28, 2023. Check the PCA and Treffen websites for additional info and follow us on Facebook at <https://www.facebook.com/treffenorthamerica> for latest updates.

2023 BLOCK PARTY

CARS, CARS, CARS,
BURGERS, COCKTAIL
AND SO MUCH MORE

12PM-5PM



DATE 8/12

503
mph

5703 SW Arctic Dr.
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Join our sponsor, 503 Motoring, for their 2023 Block Party on August 12 from noon to 5pm. Bring your Show and Shine ready Porsche and enjoy the cars and other goodies



12 03 2023!

SAVE THE DATE!
ORPCA HOLIDAY GALA



Celebrate the season!

with DJ Greg Pressler
at the Portland Yacht Club
on Marine Drive

Toys for Tots again this year!

NOMINATIONS OPEN FOR BOARD OF DIRECTORS POSITIONS

Pursuant to the Club Bylaws, the ORPCA nominating committee is pleased to announce that nominations for the 2024 ORPCA Board of Directors are now being accepted. You can nominate someone, or yourself, for a position on the Board of Directors by sending us the candidates name and the position for which you are nominating them.

Positions open for nominations are:

• **President** • **Vice President** • **Secretary** • **Treasurer** • **3 Board Members at Large**

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

Eric Freedle: mmooter@aol.com

Jeff Gretz: jgretz@onlinenw.com

Chuck Hervey: cjchervery@sbcglobal.net

Larry Hannan: lhannan@comcast.net

Steve Miller: SMi8541125@aol.com

Nominations will close September 20, 2023. For detailed information on the elections process, see the ORPCA bylaws posted on the ORPCA website.



AUGUST BOARD OF DIRECTORS MEETING: VIRTUAL

August 9 6:30 – 8:30 pm

The August 2023 Board Meeting will be held on Wednesday, August 9 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: September Board Meeting is Wednesday, September 13

TECH SESSION: NATHAN MERZ, PCA NATIONAL TECH COMMITTEE VALUATION EXPERT CURRENT STATE OF THE PORSCHE MARKET

August 12 @ 10:00 am - 12:00 pm

Whether you're an aspiring Porsche owner, a seasoned collector, looking to buy or sell a Porsche, or want to broaden your knowledge about these remarkable vehicles, join us for a unique opportunity to hear Nathan Merz, PCA National Tech Committee Valuation expert, talk about the current state of the Porsche Market and tips on what to look for if you are considering a vehicle to purchase. Nathan is an all-consuming Porsche fanatic, reveling in a desire to know each model down to the minutiae. His expertise lies in valuation and authentication. As the owner of Columbia Valley Luxury Cars in Redmond, WA he buys and sells over 100 special Porsches annually. His collection spans a broad spectrum of models and generations, with a particular emphasis on all-original true #1 condition examples.

Tickets are \$20, and seating is limited so register soon to reserve your place!

<https://www.oregonpca.org/event/tech-session-nathan-merz-pca-national-tech-committee-valuation-expert-current-state-of-the-porsche-market/>

AUGUST ARRIVE AND DRIVE: FULL, WAITLIST OPEN

Saturday, August 12

The August Arrive and Drive will begin in Beaverton. We will drive through rural Washington County warming up our tires as we drive to Carlton. From Carlton, we'll head to the coast via some outstanding forest service (paved) roads where we will have a short rest stop midway to the town of Beaver. From Beaver, we will drive north on 101 before heading further west over Cape Lookout. We finish at the Schooner Restaurant in Netarts.

There will be two groups of 12 cars. Please arrive by 8:15. We will have a participant's meeting at 8:30 am. Group 1 will leave at 8:50 am and Group 2 at 9:10 am.

Registration is open for the waitlist here: <https://www.oregonpca.org/event/august-arrive-and-drive-2023/>. We will do our best to get you in. If you can Lead or Sweep a group, please signup during registration as this will allow for the participation of more members.

Note: Next Arrive and Drive is Saturday, September 9

AUGUST DINNER GATHERING

Wednesday, August 16 | 6:00 – 8:00pm

Location: Copper River Restaurant and Bar, 7370 NE Cornell Rd, Hillsboro

Milo & Marilyn Petronovich will be our hosts for the August Dinner Gathering on August 16 from 6:00 – 8:00 pm at Copper River Restaurant and Bar in Hillsboro. The restaurant is located at 7370 NE Cornell Road. With roots deep in the restaurant industry in our area, Copper River Restaurant features scratch-made locally sourced food in a fun and lively atmosphere. In addition to their wine and cocktail selection, they have 52 local craft beers on tap. We will order off a special banquet menu and pay at the restaurant on the night of the event. We have room for 40 guests.

Registration is open here: <https://www.oregonpca.org/event/august-dinner-gathering-3/>. We look forward to seeing you!!

Note: September Dinner Gathering is Wednesday, September 20

SUMMER EVE DRIVE

Thursday, August 17

This Summer Eve Drive is set up to be a leisurely summer evening drive starting after work and ending before the sun sets. We will leave from Hillsboro and end at Helvetia Tavern. Organized by Heinz Holzapfel, this is sure to be a fun drive. We will all gather at 5:00 pm with a Participants Meeting at 5:15 pm. There will be 1 group of 15 cars that will leave at 5:30 pm. A waitlist is available if this fills. We will see if we can add a second group.

Registration is open here: <https://www.oregonpca.org/event/new-summer-eve-drive/>. We are in need of a Sweep for the drive, so please volunteer if you are willing to do this.

AUGUST MIDWEEK DRIVE – FULL, WAITLIST OPEN

Wednesday, August 23

The August Arrive and Drive will begin in Beaverton. We will drive through rural Washington County warming up our tires as we drive to Carlton. From Carlton we'll head to the coast via some outstanding forest service (paved) roads where we will have a short rest stop midway to the town of Beaver. From Beaver, we will drive north on 101 before heading further west over Cape Lookout. We finish at the Schooner Restaurant in Netarts. There will be two groups of 12 cars. Please arrive by 8:15. We will have a participant's meeting at 8:30 am. Group 1 will leave at 8:50 am and Group 2 at 9:10 am.

Registration for the waitlist is here: <https://www.oregonpca.org/event/august-arrive-and-drive-2023/>. We will do our best to get you in. If you can Lead or Sweep a group, please signup during registration as this will allow for the participation of more members.

Note: The next Midweek drive is Wednesday, September 20

AUGUST SUV DRIVE

Saturday, August 26

Please watch your weekly email for information on this SUV Drive.

Note: The next SUV drive is Saturday, September 23



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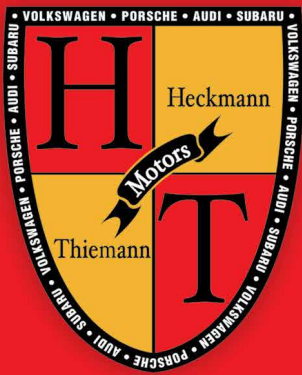
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ANZEIGER MARKETPLACE

VEHICLES FOR SALE



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)



For Sale: 2017 Porsche Cayenne S e-hybrid Platinum Edition: Calling all Porsche enthusiasts looking to step into the hybrid/electric world! Presenting the exceptional 2017 Porsche Cayenne S e-hybrid Platinum Edition. This meticulously maintained SUV delivers a combination of power, efficiency, and opulence that sets it apart from the rest. With its striking design, advanced features, and low mileage (less than 33,000), this is an opportunity you don't want to miss. For the complete description please go to the web: <https://www.oregonpca.org/for-sale-2017-porsche-cayenne-s-e-hybrid-platinum-edition/> Priced at \$46,900, it represents a perfect blend of luxury and performance. Call or text Marina at (971)330-6770 today for more information! (7/23)



For Sale: 2012 Porsche Cayenne Turbo

•81,000 miles all maintenance records • White exterior with all leather interior, Espresso/Cognac leather, and Olive wood trim inside. • PTV Plus • PDCC • Ceramic Composite Brakes • Sport Design Package • Insulated Privacy Glass • Adaptive Cruise Control • 21" Wheels with a set of 4, Winter tires, 20" • Porsche rims, and mounted Bridgestone Blizzak tires. • Too many options to list. Email me for the build sheet, \$148,480 in 2012. I also have more photos. Asking \$38,000. Please contact Mike Madrid at 503-522-1609 or mikem@pdxpayroll.com (7/23)



ANZEIGER MARKETPLACE

PARTS FOR SALE

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 \$2995. Call/text Pete K 703-772-5515 or email, pkurzenhauser@icloud.com (1/23)



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)

Ultraleggera 20" wheels for 911.1 widebody (C4S):

I have a set of 4 wheels that are ideal for track or winter tire setups. \$500. Please email arthung@yahoo.com (6/23)



For Sale: Kinesis 19: Forged Lightweight Wheels with Bridgestone RE71R Tires. For sale: A set of Kinesis F110 19" wheels for Porsche Boxster or Cayman. Excellent condition. Feel free to see them in person. OEM Porsche center caps. Tires are 255/35R19 and 285/35R19 with 7/32 and 8/32 tread depths (almost new tread depth- current RE71RS is 7/32 from the factory) Original boxes for wheels. Wheels \$2,999. Tires \$599 or Wheels and Tires \$3,399. Please call Barry at 360-210-7900 (7/23)



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. ■