

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | AUGUST, 2019



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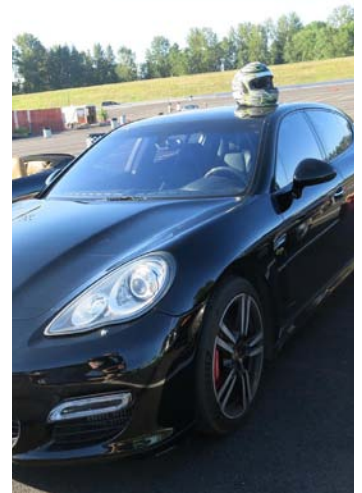
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# ANZEIGER

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

**VOLUME 59 | NUMBER 7 | AUGUST 2019**

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# EVENTS, OREGON REGION AND BEYOND

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## NOVEMBER, 2019

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## DECEMBER, 2019

- 7 Holiday Party
- 11 Board Meeting

## ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

Every month, we receive many great Porsche photos ... and we need more for both event stories and covers!

### EVENT PHOTOS

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

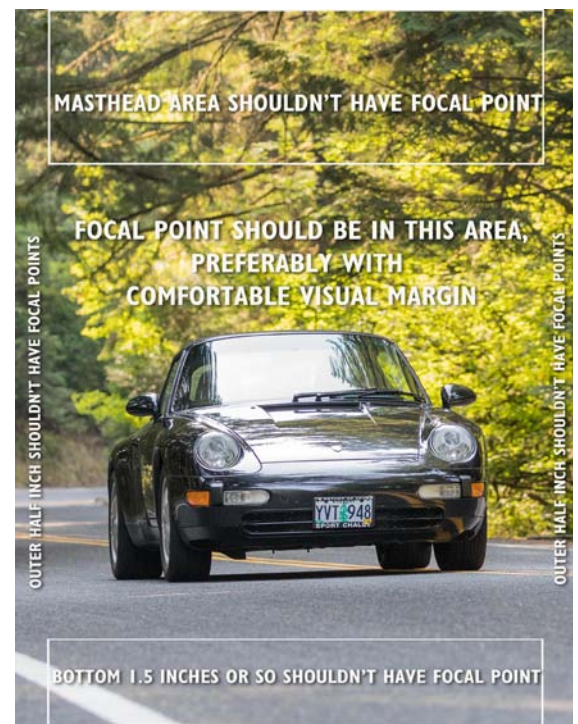
### COVER PHOTOS

- The cover "bleeds" off the edges, so please leave a good margin on every side of the focal point (most often, a car)
- Make sure there is nothing significant in the masthead area (see diagram at right).

### ALL PHOTOS

- Shoot and send the highest resolution possible.

Send your Anzeiger photo submissions to:  
Peg Ryan, Communications Director,  
[communications@oregonpca.org](mailto:communications@oregonpca.org)







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# WELCOME TO OUR NEW MEMBERS!

Brian Appelgate  
2014 911 Turbo S

Marcelo Azeredo  
Vannessa Azeredo  
1995 911 Carrera C2

Don Buffington  
2018 911 Turbo

Robert Cleminson  
2008 911 Carrera

John Crosley  
2019 911 Carrera

Garrison Crouch  
Wm. Gary Crouch  
2014 Cayman

Joseph Gentle  
1984 928S

Donald Nelke  
2016 Macan S

Alex Soderlund  
1999 Boxster

Carol Sullivan  
2003 911 Carrera 4 Cab

Ken Townsend  
2013 911 Carrera S

## ORPCA MEMBERS

Primary Members: 610  
Affiliate Members: 442  
Total Local Members: 1,052

## PCA MEMBERS IN OREGON REGION

Primary Members: 1,063  
Affiliate Members: 693  
Total Members: 1,756

## PCA NATIONAL MEMBERS

Primary Members: 85,628  
Affiliate Members: 46,958  
Total Members: 132,586



**Larry Tracewell**  
**Membership Director**  
membership@oregonpca.org

# ANNIVERSARIES

## 25 YEARS

Michael Fleming | Janet Fleming

## 10 YEARS

Michael Brohoski | Denise Brohoski

## 15 YEARS

Barry Cogut | Barbara Travis  
Thomas Hill | Carolee Hill

## 5 YEARS

David Gross | Robyn Gross  
Jim Hopkins | Mark Thayer  
Craig Tenney | Chris Tenney

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# It's Summer in the Northwest ... Enjoy Every Minute!



Photo by Harold Klein

This summer, 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.

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# PRESIDENT'S MESSAGE

## Larry Hannan



## Concours d'Elegance: One of Many Great Summer Events

A previous president of ORPCA gave me some sage advice a couple of years ago as I was starting out as President. The advice was "Don't go to every event the club has, or you may burn out." The reality is that it is almost impossible to make it to every event. Life does get in the way sometimes, especially in the club's busy months.

In July I was able to make the Saturday drive that ended in Government Camp (see page 20). The next week was our Board of Directors meeting and hosting our corral at the Rose Cup races on Saturday (see page 24). Then there was the dinner on July 17 in Bethany (see page 36). So many great events.

*Passenger's view of July's green, scenic Arrive & Drive.*



The following weekend was our corral at the Forest Grove Concours d'Elegance. This was the third time in the last four years that the Concours organizers have asked ORPCA to display our members' cars. Twenty of the club's members volunteered to bring their Porsches to show for the day. The Porsches in the corral covered years from 1957 through 2019. We had a great cross section of cars—356s, 911s, Caymans, Boxsters, a Panamera, a Cayenne, a 1953 550 Spyder replica, and—courtesy of Porsche Beaverton—a 2019 GT2 RS. What made our placing at the Concours special were all the 356s on display across the walkway from us. The Porsche 356 was one of the featured cars this year. Thanks to all the members who agreed to bring their Porsches and spend the day at one of the premier concours events on the west coast.

I guess I was successful in following the advice I was given in that I didn't go to everything ... only almost everything. Now comes August!

This is a really tough job. I have to drive Porsches and meet with other people that like to drive and show their Porsches. Who'd have thunk! ■





SPINNEN  
Randy Stolz

## Wanderlust Revisited: PCA Zone 6 Grand Tour

*Photos by the author unless otherwise noted.*

**F**our years ago, I drove the PCA Zone 6 Grand Tour (Z6GT) and never recovered (see the September, 2015, *Anzeiger*). Since then I had been looking to do it again; maybe not all of it, but enough to make me drink in the wide open spaces of the Pacific Northwest. You see, the Z6GT is a mash-up of regional drives; a menu of tasty road trips plugged into a continuous

romp from Seattle to Portland ... the long way ... 4,700 miles the first time ... 2,200 miles this time.

At Parade Spokane I met up with Tim Hagner, our Zone 6 rep at the time. He and his wife Sue steered us through the very first Tour, and he teased me about the possibility of yet another. Enter Mark Prusynski.

I met Mark at one of Joe Kelly's midweek drives, so of course I asked him if there was another Tour in our future. It was a tough question at the time, since he had been the Zone

*The Snake River and the Old Spiral Highway meet in Lewiston, Idaho.*



## SPINNEN, CONTINUED

*Two-time Z6GTer, our own Dick Thomas clears his view in Kelowna. Photo courtesy BC Interior Region PCA.*

6 Rep for only a few weeks. Later, I met him at one of ORPCA's dinners and he was encouraged by others in the Zone to carry on the same idea.

Times change, and so has Zone 6. We lost Alberta, Montana, and Wyoming and with it the Beartooth Hwy. From Red Lodge, Montana, south on Hwy. 212 you climb to Rock Creek Vista at 9,200 feet. It's a place where your camera is likely to lose its battery power from trying to perfect that panorama sequencing. And, if that's not enough, you continue to the top of Beartooth Pass at just under 11,000 feet, where tundra greets you with perfectly formed mini evergreens and foliage as if looking at a miniature diorama that shames a Bonsai master. Did I mention you'll be looking DOWN to the glaciers at that point? Truly, it's a unique part of America. By the way, the road down to Cody, Wyoming, is no cruise as it gets pretty twisty and dangerously scenic near Dead Indian Overlook on Crandall Rd. I'm incredibly jealous of the Absaroka Region who has this treasure of a highway in



their back yard. I want to do it again, backwards!

Back to the present; as before, over three days the current tour wound its way from Seattle to Victoria, and Vancouver up Whistler way. The tour then heads back south to Merritt, British Columbia, before arriving at Kelowna on Tuesday morning. Due to time constraints, we missed the early pleasantries joining the tour in Kelowna, but not before spending two days surfing up US 97 on the Columbia and Okanogan Rivers. Similar to US 395 on the east side of the Sierras, 97 on the eastside of the Cascades has a special beauty all its own.

*It doesn't look it, but there's space for 30+ cars on the Needles Ferry. Photo by Dick Thomas.*







It has been awhile since I crossed the Columbia River at Biggs Junction. Here, we ascend to several summits now populated with wind turbines. From The Dalles on, the day would be commanded by wind. It's a constant; requiring more effort to walk or open doors. Nay, it opens doors for you as a surprise. You can take the warm wind as a friend and drink it in ... through your breath ... through your clothes ... and find it as an "air bath" to wash your mind and body with it ... or you can fight it ... and lose.

We spent the night in Wenatchee, the apple capital of the US ... probably the world. We and the locals ate at the El Agave, a funky Mexican restaurant bathed in yellow paint. Just finishing our belly-busting meal the hum of the place is shattered by peals of laughter from a "senorita" in the nearby bar. Annoying yet contagious, we smiled and wished we'd heard the story as she went on for several minutes.

The following day we continue north past Lake Chelan and on to

Lake Pateros, where the Okanogan River joins the Columbia. Entering Canada, we pass Oliver where we spent a weekend camping years ago. Rock climbers come here to scale a 1,000 foot cliff face above Gallagher Lake. From there to Penticton and Kelowna the road is dotted with fruit stands, but more significantly, vineyards and wineries. While I am a friend to the grape, I hope this area does not become Northern California.

For me, Canada has a unique allure. From the moment you cross the border and see speed limits and distance in Km, not Mph, things seem different yet the same.

*Just your average gorgeous rest stop north of the US border.*

*Mid-engines wait. A 987 and a 986.*



## SPINNEN, CONTINUED

Max the Wonder Dog ...  
woof.

Perhaps it's that constant reminder of the speed limit, which some treat as merely decoration. There are no bad roads in Canada and they beckon in ways that cause your right foot to go down. Yet, if you get stopped there are big fines and even confiscation of your bolide. Along with the fact that Bambi can hop out at any moment; there's a thrill to driving in Canada you don't find in the US because if you screw up, you're in BIG TROUBLE.

The funny money and the gas pump that holds your credit card hostage until you select how much you want to spend seems a distraction, but I found something better among the many people who helped us—courtesy and respect. Okay, maybe I just had a good time, but if the Canadians don't care about their customers I'm not aware of it. Then again, US dollars are worth more.

To paraphrase the lyrics in an old Scottish tune, "You'll take the north road and I'll take the south road and I'll be in Nelson afore you," came true. On the tour, at Kelowna, you had a choice of routes to Nelson BC. Most went on BC 6 and the Needles Ferry through the Selkirk Mountains. Dick Thomas describes it well: "The joy for us was the road outside of Vernon, which opened up and was very agricultural as we transitioned from that to more mountains. The roads were very twisty and there was a continuous long climb in elevation up some grades that were over 10%. The summit area was beautiful with snow-capped mountains and clouds moving in and out created



awesome shadows over the vistas. Not knowing we had summited, and starting down towards the ferry was thrilling as we traveled down grades at 12 and 13%. To turn a corner and have to stop for the ferry really made me glad I had Porsche brakes. Arriving in Nelson with a little mist/rain was a welcome change. The hotel and surrounding area was alive with renovated buildings and wonderful restaurant choices. We plan to do that stretch again in the next year or two."

We took BC 33 and 3 simply because it was a route we missed on the first tour. There was no denying we were in Canada's fruit basket. But as we headed east on the Crowsnest Highway the Columbia River joins the Kootenay at Castlegar. While less mountainous, we did reach about 5,000 ft. before descending into Nelson.

There's a secret you never hear about Canada. It's Nelson. For a city with the motto "Forge Ahead," ironically the Queen City has restored old buildings, many as a result of a silver boom in the 1800s and its maturity into a transportation hub. Yet, it's the cultural richness that is really apparent with many good restaurants, cafes, shops and galleries. Even our little pizzeria in the hotel served fantastic food with amiable service.



Crossing back into the States at Nelway, we follow the Pend Oreille River to Newport, WA, for lunch and catch US 2 south to Spokane Valley for an overnight; then, on to the Palouse and the Old Spiral Highway.

Somewhere north of Lewiston, we come to an overlook off US 95. You can see the city below where the Clearwater River joins the Snake. What really grabs my attention is another snake, a road, downhill with twists and turns that will do a little trimming of your tires' shoulders if the pressure is low. We collectively assemble our courage and press downhill at a delightful pace finding it all too short for some and a bit tedious for others less technically inclined. Still, it's a bucket list road.

More spectacular scenery awaited us in McCall, Idaho, at the Shore Lodge on Payette Lake. It's hard to imagine a more peaceful place than this resort. The term excellence applies here. We spent the evening away from the tour in part to get away from the somewhat hustle and bustle of the trip and in another way to treat ourselves with a bit of an anniversary present. Some might think it a bit dodgy to spend an anniversary on the road yet through the years, for us, road trips have contained some of our most memorable mo-



ments. This was no exception.

*The finish line in Wilsonville, Oregon.*

Our trek ended the following day as we lunched in John Day, Oregon, and concluded with a memorable drive to Bend following Max the Wonder Dog, the tour's first canine navigator. Skipping the tour in our own backyard so to speak, we saw everyone off two days later at the World of Speed in Wilsonville, where we wished Mark and Linda, Tim and Sue, and others, well and safe travels back home.

Like the first Zone 6 Grand Tour, the after effects are still with me. The first tour was four years ago. Will there be another in 2023? I want to head out to another adventure with more places, more people, and more wanderlust. –KEEP SPINNEN

*Author's note: you can read Mark's account of the complete Zone 6 Grand Tour here: <https://www.pca.org/news/2019-07-16/2019-zone-6-grand-tour-nine-days-2300-miles-10-regions-and-our-porsches>*

*Six cars completed the entire tour.*





# Autocross #5: Hot ... in More Ways than One!

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY RICK WILSON

**A**utocross was hot! Both in the air and in the competition. Temperatures reached 100 on the tarmac and 90+ in the air. The times of the drivers were very close at the top. The top four, consisting of Anson Lytle, Eric Freedle, Jon Zweiger, and William Sturgill, were only 0.865 seconds apart. Anson and Tong were only .168 sec-

onds apart! Anson was the only one to dip in the 35 second range, with his last run at 35.874 seconds! What a day.

Our thanks to Rick Wilson, who volunteered to take pictures and videos, and used his Go-Pro to record his run (check it out in the SmugMug link!). ■

Enjoy more photos from this event at our Smugmug site: <https://orpcapix.smugmug.com/2019-Events/July-Autocross/>

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

Don Dexter hitting a cone in his 1999 911.

| Class | Driver             | Car                       | Fastest Time |
|-------|--------------------|---------------------------|--------------|
| I01   | Pete Libke         | 1983 Porsche 911 SC       | 38.4         |
| I02   | Anson Lytle        | 2014 Porsche Cayman S     | 35.8         |
| P01   | Richard Stark      | 1985 Porsche 911          | 41.7         |
| P02   | Vadim Gruntkovskiy | 1999 Porsche Boxster      | 38.0         |
| P03   | Jon Zweiger        | 2018 Porsche 718 Cayman   | 36.5         |
| P04   | David Story        | 2017 Porsche 718 Cayman S | 39.8         |
| S01   | Peter Burke        | 2002 Porsche Boxster      | 38.4         |
| S02   | Chris Riha         | 1999 Porsche 911 C2       | 38.4         |
| S03   | William Sturgill   | 2018 Porsche 718 Cayman   | 36.7         |
| S04   | Tong Qi            | 2019 Porsche GT3 RS       | 36.0         |
| V01   | Todd Etchieson     | 1980 Porsche 911 SC Targa | 42.4         |
| NPA   | Jon Steeves        | 2016 Ford Focus RS        | 37.8         |
| NPF   | Stephanie Hardy    | 2000 Audi TT              | 50.0         |
| NPM   | Ben Mason          | 2017 Ford Focus RS        | 36.8         |
| NPR   | Joshua Symonds     | 1996 Mazda Miata          | 38.6         |





Top to bottom: A 1977 Plymouth Volare named Beastie ran the course! Rick Wilson's 2010 Panamera Turbo; Louis Mavor's 2014 Cayman S.



**MORE PHOTOS  
ON PAGES 18 AND 19**





## AUTOCROSS #5, CONTINUED

Clockwise from right: Dan Baker's 2007 Cayman S; Pete Libke's 1983 911 SC; some cool turns by Richard Stark on a hot day; Eric Hoff's 2008 Targa 4S; Crowded around for the drivers meeting.







Clockwise from top: Todd Etchieson's 1980 911 SC Targa; the queue waits in the heat for their turns; Harry Danberg's 1973 911T; Richard Stark's 1985 911.





## Beautiful Arrive & Drive to Mt. Hood: Narrow Lanes, One-Ways and Red, White and Blue

BY DIANE HOMES | PHOTOS BY OLIVER BOLHMAN AND SHEYENNE TUNICK

*So much fun setting up this Independence Day photo! Watch for a version of it on the cover of next year's July Anzeiger (always great to feature the red, white and blue when we can)!*

On Saturday, July 6, 24 cars and drivers showed up to take on the early morning back roads along the Clackamas River and through the lightly traveled Mt. Hood remote lanes. Eric Lewis planned our route and since he wanted to be our sweep, Randy Homes stepped up as our lead on the drive with me navigating.

Our numbers included three new member couples as well as an enormous Newfoundland “puppy” who

loved his convertible ride.

An eight mile stretch of narrow one-way lanes with turnouts was an adventure in caution and twisties. Luckily, we only encountered one massive fifth wheeler who pulled over and enjoyed our parade.

We landed at the Mt. Hood Brewing Co. for a rousing lunch and an impromptu red, white and blue postcard of Porsches to celebrate the holiday. ■





*Clockwise from top: Getting ready to go ... the group was small enough that dividing into groups wasn't necessary; Relaxing before the one lane road begins; Max, the Newfoundland, enjoying the fresh air; Ready to go; Parked at Ripplebrook Camp Store.*

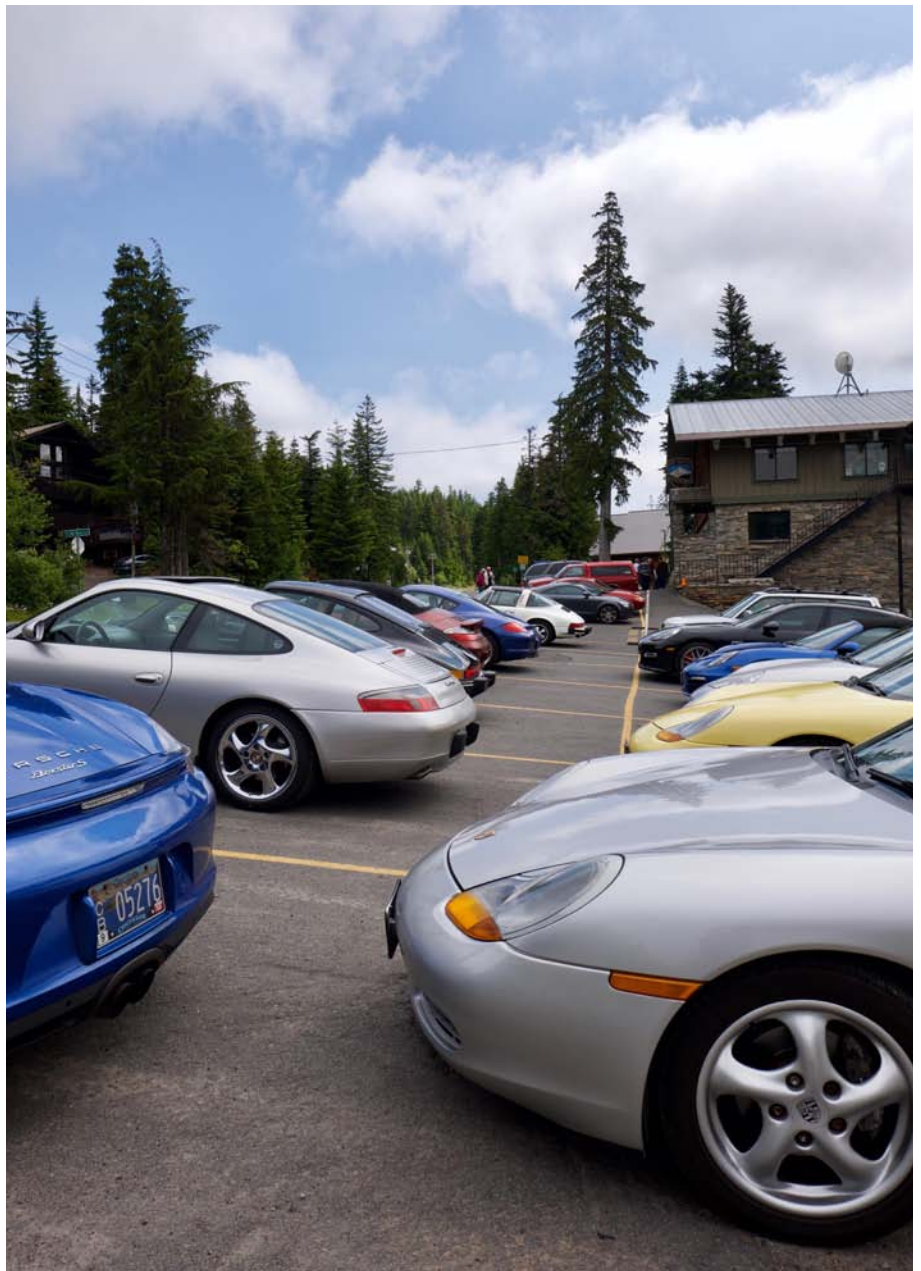


## ARRIVE & DRIVE, CONTINUED

To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2019-Events/Arrive-and-Drive-July-6/>

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

Clockwise from right: The parking lot at the lunch stop; enjoying the food and brews at Mt. Hood Brewing Company.







Clockwise from top left: Turning onto Hwy. 26; The lines of a parked Targa; Smiles at lunch.



# Porsche Corral at the Rose Cups: Great Location for a Memorable Event

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY ERIC LEWIS

The Club's corral at the Rose Cup Races (presented by FastlifeTV.com featuring Pirelli GT4 America with TC America) was great again! We take a very active role in the corrals at events that offer the opportunity. As you can see from the photos, we have a pop-up tent and chairs, with cold water, Gatorade and snacks. We welcome everyone to the corral and add car identifiers to the front windshield. We hand out our calendars to people who are interested.

This corral was Friday, Saturday and Sunday with people and cars coming and going. This year we

were located on the south end of the pedestrian bridge which was great. There was food nearby and access to both the north and south pits and the bleachers. The racing was exciting. I setup our corral on Friday and Sunday and Larry Hannan set things up on Saturday.

On Sunday, there was a special recognition of Monte Shelton that included Monte's son, Neil, driving Monte's restored Porsche for a couple of laps on the track and the announcement of the renaming of the Festival Curves to Shelton Chicane. A very special tribute. ■

*Below, left to right: Friday's corral; A member of the cascade PCA club in our welcome tent with Peg Ryan and Maynard Chambers.*



To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2019-Events/Porsche-Corral-at-Rose-Cup/>

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





Clockwise from top: Sunday's corral was quite full; Our corral ready to go! Beautiful 356 in the paddock; Sunday had two GT3s to show!





## PCA Zone 6 Grand Tour, Days 8 & 9, Featuring the High Desert, Cascade and Oregon Regions!

BY RAVI RAJARAM | PHOTOS BY RAVI RAJARAM AND MATT NENNINGER

*Above: End of the tour at World of Speed. Right: Zone 6 Grand Tour plaque.*

The 2019 PCA Zone 6 Grand Tour was held from June 22 to June 30 and travelled across all 10 club Regions in Washington, Oregon, Idaho and British Columbia. The first Grand Tour for Zone 6, which

occurred four years ago in 2015, traveled through 11 club regions and spanned almost two weeks. Each Region organizes a route that highlights their section and plans for meals, overnight stays, etc. Participants can







do the entire tour or just certain days “ala carte.” It’s a considerable feat to arrange the Grand Tour and pull it off successfully!

The ORPCA route for the event started at Lincoln City and concluded at the World of Speed Motorsports Museum in Wilsonville, a distance of about 170 miles. It was also the concluding leg of the Zone 6 tour, with about a dozen cars crossing the finish line, having logged over 2,200 miles!

Joe Kelly led the tour on the ORPCA leg with yours truly as navigator (I actually received his “recruiting” email for the navigator “post” while I

was on a river boat cruise on the Nile, half way round the world). We joined the tour at the end of day 8 in Bend, which served as a warm-up leg for us and travelled with the group lead by the Oregon High Desert Region from Bend to McKenzie Pass on Highway 242.

This section is comprised of scenic open roads, with beautiful high desert vistas against the backdrop of the Three Sisters and Mt. Washington and Mt. Jefferson. Hwy 242 was winding and twisty and fairly narrow in places as the road wound through some breathtaking lava flows crowned by

**To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2019-Events/Zone-6-Grand-Tour-June-/>**

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

*On the way out of Bend toward Sisters.*





## ZONE 6 TOUR, CONTINUED

the Dee Wright Observatory, enticing one to take a short hike to the top deck of the observatory to get an “up close” and unobstructed view of the Cascade Mountain peaks in the vicinity.

Lunch was at Takoda's Restaurant off the McKenzie Hwy., and served as the location for passing the baton to the Cascade Region. The route's verbose instructions of this leg led us up the McKenzie River Hwy. and down less travelled roads through open farmland in the Willamette Valley, through Sweet Home, skirting Corvallis and on to Newport and then Lincoln City. The route also offered optional detours, one of which we took—a stopover at a small Mennonite bakery near the town of Halsey. They had the best tasting carrot cake I have had in a long time!

We checked into the Chinook Winds Casino hotel at Lincoln City

and were able to enjoy some relaxation in the afternoon sun, accompanied by a fresh ocean breeze. After a restful night's sleep, Day 9 began with the Oregon Region now having the baton. First order of the day was the 9:00 a.m. driver's meeting, held under unusually clear (for the coast) and sunny morning skies. Safety rules and “no passing within tour group” etiquette were restated and “gotchas” of the first stage of the route were highlighted. Our starting lineup of 19 cars was split into two groups, the first lead by Joe Kelly and the second by Alan Meyer. Matt Nenninger, serving as the sweep, brought up the rear.

Our first stage started off with a good bit of driving up Hwy. 101 north-bound. Moderate traffic and occasional RVs intent on keeping pace with the line of low-slung machinery behind them kept speeds down. On the plus side, this allowed us to take in

*View from Dee Wright Observatory on McKenzie Highway.*







the beautiful ocean views! The fun really began when we took the turn off Hwy. 101 onto Miami River Road and then onto Hwy. 53, with Miami River Road in particular being fun to drive with twisties galore winding through the Tillamook Forest, and the road surface in relatively good shape. Most of the slower cars we encountered on this stretch were quite courteous and waved us past when a “slow vehicle” pullout presented itself. It was fun to watch a string of Porsches, like M&Ms in the rearview mirror, pirouette through the forest. Hwy. 53 was fun to traverse as well, but the dips in the road, some rather like mini-sand traps,

kept one a bit tense, and many of the cars with low front-end clearances had a few “audible” rubs with the road surface. We then connected with Hwy. 26 and made our way to our lunch stop—the venerable Camp 18 (so named as it is 18 miles from the coast). The staff at Camp 18 was ready and had prime seating for us all set up. Good food, good service—especially since there was a large Sunday afternoon crowd. Camp 18 is an impressive place, quite like Timberline Lodge, built with massive tree trunk beams—someone remarked “they don’t build trees like that anymore!”

*Above: Sunset at Lincoln City.  
Below: View of the beach,  
then lunch at Camp 18.*





## ZONE 6 TOUR, CONTINUED



Above: Cars parked at Camp 18. Below: Matt Nenninger's 911 at the top of Pilot Butte in Bend, Oregon.

After a nice meal and pleasant conversation, it was time to set off on Stage 2. After a brief driver's meeting for the posse of a little over a dozen cars (as some had decided to make an early departure home or to points north) we headed East on Hwy. 26 to NW Timber Road and onto Hwy. 6. Stage 2 of the route was designed to bypass notoriously slow city traffic on the main arteries. Driving the back roads skirting the SW Metro area were generally fun, but kept the navigators quite busy and on cue with many right and left turns in quick succession. There were some particularly fun stretches, with Haugen Road leading up to Parrett Mountain Road being a "little gem" followed by stretches

of NW Timber Road, Bald Peak Road and Hwy 219 among others. On the lighter side we had two dogs on the last day of the tour, a Newfoundland pup named Max and another one who I am sure enjoyed the route as much as the human participants!

We made it to the finish—the World of Speed Motorsports Museum in Wilsonville! Not only was this the finish for the Oregon Region's day, but also the finish for the entire nine-day Grand Tour! We arrived on time around 3:30 p.m, with some dedicated ORPCA volunteers waving checkered flags and welcoming us! For the small group of us who did just the last couple of days, it felt "short and sweet" and I can imagine the feeling of accomplishment and achievement for the dozen or so PCA cars and teams that did the entire 2,200-plus mile epic journey!

Hats off to the Zone 6 organizing personnel and all chapter leads and volunteers, and to rep Mark Prusynski in particular, for putting this mega event together! The PCA club's motto is "It's not just the cars, it's the people" and this event is a true embodiment of that spirit! ■







# SUV Group Wildwood Trail Hike and Lunch

BY PEG RYAN | PHOTOS BY SHEYENNE TUNICK AND JEREMY WILLIAMS

**J**eremy Williams, SUV group leader, organized a Saturday morning hike and lunch. We met at the Skyline Tavern and then hiked the Wildwood Trail in Forest Park, followed by lunch at Skyline Tavern. The hike was fun and lunch was great! ■



*Clockwise from top: Funny kids; SUVs parked at Skyline Tavern; Lunch was great! The group ready to hike: Randy Ledbetter, Sarah Bellamy, Jeremy Williams, Patty and Dave Somdalen, Jeff Tunick, Peg Ryan and Eric Lewis; More she-nanigans!*



To enjoy more photos from this event, go to: <https://orpc-pix.smugmug.com/2019-Events/SUV-Group-Hike/>

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





# Another Great Midweek Drive to Silverton and Beyond

BY JOE KELLY | PHOTOS BY HEINZ HOLZAPFEL

Enjoy more photos from this event at our Smugmug site: <https://orpcapix.smugmug.com/2019-Events/July-Midweek-Casual-Drive/>

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

What a wonderful day. My Targa top was taken off and I enjoyed the drive from NW Portland to the French Prairie Rest Stop on I-5 Southbound. I arrived about 45 minutes early to watch car after car arrive. Wow. I recall when a midweek drive attracted six cars, and today we had 32 cars with 49 people on board!

After our drivers meeting, we departed in two groups under a high overcast sky that turned into full sun within an hour. As in previous midweek drives, we had newbies join in along with seasoned tour veterans.

Bob Ellis was our Tourmeister and as a skilled TSD Rally participant, his route instructions were clear, direct, and accurate. Plus they were highlighted where he thought that it was helpful.

The first leg of the tour took us through the Gallon House Covered Bridge to the Coolidge McClaine Park in Silverton. Only 27 miles in distance but a joy to drive, with the right mixture of twisty roads and scenic views. Traffic was very light.

From Silverton, we drove through more farmland and through the forested area of Silver Falls State Park. Several farms were covered in floral colors as the crop matured into blooms of deep red, soft white, pale blue, and bright yellow. One such display came into view as we crested a hill. What a magnificent view.

Around Silver Falls State Park the sun shone through big pines onto the road. Plus the colors of our Porsches added to the panorama with red, yellow, silver, green, white,

*Three-deep at the start.*







black, mocha, orange and more. A real eye catcher is Ron Gotcher's lava orange Turbo. What a scene for Heinz Holzapfel, who magically appeared along the road to photograph our passage. Yes, Heinz is a clever photographer who always ends up in front of us without ever passing us. Secret roads and pre-planning, I presume.

Quite a mixture of Porsche models, including a couple of air-cooled 911s, Boxsters, Caymans, Turbos, and Macans ... and Coupes, Cabriolets, and Targas. Combine all of this with fun roads, beautiful weather, super food at the Bargarten German Restaurant, camaraderie and a carefully planned tour and you end up with another great midweek drive. ■

*Editor's Note: Heinz Holzapfel placed himself strategically on the route and got some great pictures. A few of them are here. There are many more of most of the cars on the drive. If you were on the drive take a look at the SmugMug link on page 32 ... you may have your next Christmas card picture or a picture for the garage wall!*



*Clockwise from top left: Lovely covered bridge; Linda Tracewell having a blast; Randy and Ann Stolz in their beautiful Boxster; Great smile from Ravi Rajaram.*

#### **MORE PHOTOS ON PAGE 34**





## JULY MIDWEEK CASUAL DRIVE, CONTINUED



Clockwise from top: Lynn Roe let her brother use her other Porsche—they were having fun; One more smile with a delightful barn behind them! Macan coming through; Ready to gear up for the drive.



*From My Perspective:*

# Settling the One- or Two-Syllable Debate!

BY MIKE STACK

**P**orsche: One Syllable or Two? It is the age-old question, isn't it? Did Ferdinand Porsche's friends pronounce his name with one syllable? When the first Porsche sports car rolled out in 1948, did people use one or two syllables to describe the car? The Brand: is it pronounced with one syllable—"Porsh," or two syllables—"Por-sha?" Is it acceptable for owners to use either? I know it's been debated for eons, and for novice owners it may be a legitimate question.

Pronunciation of brand names often can be confusing. Let's look at the world-famous Beaverton shoe company Nike. It is pronounced "nikey," but written Nike. My name is Mike and people don't say mikey. If someone goes by Mikey, they add the "y."

I can just hear you long time enthusiasts—you're screaming out at your screen "The correct way to say it is Por-sha" followed by you don't care how Nike says its name, they are not the same. I get it.

WE REPLY THIS WAY BECAUSE WE WERE TAUGHT BY OUR PARENTS THAT POLITENESS AND GOOD MANNERS NEVER GO OUT OF STYLE, AND MAINLY WE DON'T WANT TO OFFEND OUR FRIEND BY CORRECTING THEM LIKE AN EIGHTH GRADE ENGLISH TEACHER.

Prior to purchasing our car, I would hear myself use both one and two syllables when talking about the marque. Once again, I wanted to dig deep into Porsche culture so I decided to conduct another exhaustive scientific study (really, I just listen to people). In my listening research I would comfortably hear an average of 95% of owners pronounce it with two syllables—"Por-sha."

So, what about the other 5%, you ask? I see it breaking down this way ... for the record, we're not bad people using one syllable; there may be a few factors at play.

One per cent of the time we are just tired, careless or simply lazy and we use one syllable. Three per cent of the time it may be in a quick response to a question asked by a non-owner. I know for me, and probably

for most people, when a non-owner friend asks you "What car did you drive, your 'Porsh?'" We will reply, "Yes, I came in the Porsh." We reply this way because we were taught by our parents that politeness and good manners never go out of style, and mainly we don't want to offend our friend by correcting them like an eighth grade English teacher. Correcting them may come across as pompous, elitist or condescending, and who wants to sound like that?

The final 1% are those of you who know that using the one syllable "Porsch" with another owner drives them flipping nuts, so you do it (laughing on the inside as they correct you and their face turns red with frustration). You know who you are—you are smiling right now, aren't you?

Something else I have uncovered is the vernacular of Porsche owners when they talk to each other. They speak in somewhat of a code known only to enthusi-

asts. Conversations might go something like this, "So, what did you drive over?" "I came in my 718!" "Awesome I'm in the black 996 Turbo!" "Right on!" To the outsider it does sound like a code, doesn't it?

Non-owners, I find, fall into a 95% category as well—95% of the time they say "Porsh." It's kind of a tell-tale sign of knowing they are a non-owner. My brother-in-law said he had a 911 in the late 70s to mid 80s. When he heard we purchased one he said, "Awesome you have a Por-sha—I wish I still had mine." I guess once an owner you just know how to pronounce it and it's something that will never leave your vernacular.

So, it's settled: the Brand is pronounced "Por-sha!"

Glad we got that out of the way!

"Porsche" certainly is a lifestyle isn't it? ■



# July Social and Dinner Recognizes Ellises' Volunteer Contributions to the Club

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY ERIC LEWIS

Enjoy more photos from this event at our Smugmug site: <https://orpca-pix.smugmug.com/2019-Events/July-Social-and-Dinner/>

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

*Clockwise from top left: David Zwerling, Heinz Holzapfel and Nicole Berner, his niece visiting from Switzerland, and Larry and Cathy Hannan enjoying drinks before dinner; Bob Ellis accepting the Donahue Award from Larry Hannan; Great room for the dinner and social; Phyllis Thiemann, Ravi Rajaram, Bryan Farley smiling for the camera.*

The July social and dinner held at Bethany Public House was hosted by Bob and Kathleen Ellis; Kathleen was not able to attend, but Bob did a great job on his own. Club President Larry Hannan presented the Donahue Award to the Ellises, in recognition of their volunteer work during 2018 including the Hoodland Scenic Tour, assisting with the update of the ORPCA Bylaws, editing *Anzeiger* articles and great advice at board meetings. They have continued volunteering this year with this dinner, a midweek casual drive and many, many hours of review of our new website; Bob continues to give us feedback even now that it is live. Bob and Kathleen are role models of volunteer support. The private room they arranged was great, drinks and food were plentiful and the company congenial! Our thanks to Bob and Kathleen for their work on this event. ■





# Gear Up for the 2019 ORPCA Autocross Season!

**A**utocross 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. 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 (SA2010 or M 2010 or newer) and a car that can pass a basic mechanical safety inspection. Loaner helmets and instructors are available. Cars are run in classes against cars with similar performance.

Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, or Cayennes. For more information please visit our website [www.oregonpca.org/activities/autocross/](http://www.oregonpca.org/activities/autocross/)

## **Changes/updates for this year include:**

- **Registration fees** have gone up a little. This is to offset PIR's increased rates for using their venue
- **Car classifications** have been updated in order to provide a more fair, competitive experience for our participants. Highlights include a P04 class for the latest-generation, high-horse-power Porsches and the return of NPF for stock,

front-wheel drive non-Porsches. Please check to make sure you're registering your car in the correct class. We will not allow participants to change classes mid-season. If a car from a different class is driven, no points will be awarded for that event.

- Similar to last year, 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.

*Make sure you sign up now for the remaining Autocross events. We fill up weeks before the event. Act now if you want to run in any of the remaining events.*

Please let us know if you have any questions.

Your ORPCA Autocross Team ■

---

## Autocross Events 2019

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

#6, August 18, South Paddock

<https://www.oregonpca.org/event/autocross-6-3-2>

#7, September 15, South Paddock

<https://www.oregonpca.org/event/autocross-7-3-2>

#8, October 6, North Paddock

<https://www.oregonpca.org/event/autocross-8-3-2/>



# Nominations Now Open for Board of Directors Positions

**P**ursuant to the Club Bylaws, the ORPCA nominating committee is pleased to announce that nominations for the 2020 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 candidate's name and the position for which you are nominating them.

Positions open for nominations are:

**President**

**Vice President**

**Secretary**

**Treasurer**

**Board Member at Large**

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

Joe McQueen: [joeboxster385@gmail.com](mailto:joeboxster385@gmail.com)

Eric Freedle: [mmooter@aol.com](mailto:mmooter@aol.com)

Jeff Gretz: [jgretz@onlinenw.com](mailto:jgretz@onlinenw.com)

Chuck Hervey: [cjchervey@sbcglobal.net](mailto:cjchervey@sbcglobal.net)

Kathleen Ellis: [kathleen@kelandscapedesign.com](mailto:kathleen@kelandscapedesign.com)

**Nominations will close September 15, 2019.** For detailed information on the elections process, see the ORPCA bylaws posted on the ORPCA website. ■



## AUTOCROSS #6: VERY FEW SPACES REMAIN

Sunday, August 18 | 7:30 a.m. to 2:30 p.m.

**Portland International Raceway**

1940 N Victory Blvd. | Portland, OR 97217

**A**utocross #6 has a few spaces remaining. For all the information and for a link to register, please go to: <https://www.oregonpca.org/event/autocross-6-3-2>.

Make sure you sign up now for the remaining autocross events. We fill up weeks before the event. Act now if you want to run in any of the remaining events. Check out all the remaining autocross events here: <https://www.oregonpca.org/home/autocross/autocross-events/> ■





## AUGUST BOARD OF DIRECTORS MEETING

Wednesday, August 14  
Dinner 6:00 p.m.  
Meeting 6:30 to 8:30 p.m.  
**Dang's Thai Kitchen**  
670 N. State Street  
Lake Oswego, OR 97034

All members are welcome to join us!  
*NOTE: September Board Meeting will be held  
on Wednesday, September 11.*



## AUGUST MIDWEEK CASUAL DRIVE

Wednesday, August 14, 9 a.m. to 2 p.m.  
Meet Time 9 a.m. | Leave Promptly at 9:30 a.m.  
**Sunset Fred Meyer | 22075 NE Imbrie Dr. Hillsboro, OR 97124**

**D**rive distance is about 100 miles. We will travel to the coast and have lunch in Astoria. Check your tire pressure and fuel up before you arrive. We go rain or shine Navigator not needed, but encouraged. Please RSVP to Bryan Farley at [Bryan@matrixintegrated.cc](mailto:Bryan@matrixintegrated.cc) by August 9th if you plan to attend so he can print enough route instructions. Also, let him know if you plan to have lunch with the group and how many people so he can advise the restaurant. ■



## AUGUST SOCIAL AND DINNER: **FULL; WAITLIST ONLY**

Wednesday, August 21 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.  
**Home of Doug Naef and Christine Pilosi**  
Milwaukie, OR

**T**he August Social and Dinner is hosted by Doug Naef and Christine Pilosi at their home in Milwaukie. Information on the dinner and how to get on the waitlist is here: <https://www.oregonpca.org/event/monthly-social-and-dinner-august-2/> If you have questions please email Cherie at: [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org) ■

*NOTE: September Social and Dinner will be on Wednesday, September 18.*



## SUV GROUP TOUR TO WINDY RIDGE ON MOUNT ST. HELENS

Saturday, August 24 | 8 a.m. to 5:00 p.m.  
**Meet at Lewis & Clark State Recreation Site**  
1 Jordan Rd, Troutdale, OR 97060

**J**oin us for a beautiful drive through the Mt St. Helens National Volcanic Monument. We will start the drive at the Lewis & Clark State Recreation Site at 8 a.m. Restrooms are available. The mandatory safety meeting will be at 8:15 a.m. with an 8:30 a.m. start time. This is a casual drive with your Cayenne or Macan. Other SUVs are welcome, but we discourage vehicles that do not have a high ground clearance from participating. There are some non-paved areas and many of the paved areas have very rough surfaces with drop outs. The drive is well worth the effort, because there are many places to stop and enjoy the beautiful rivers, forests and weather permitting, views of mountains. If the sky is clear, Mt St Helens, Mt Rainier, Mt Adams and Mt Hood are all possible views, so bring your camera.



Bring a picnic lunch to enjoy with a view of Mt. St. Helens, Spirit Lake and the 1980 devastation blast area. There is an optional hike to the top of Windy Ridge with views of the mountains from Mt. Rainier to Mt Hood on a clear day. There is a reason that Windy Ridge is named Windy Ridge, so bring some extra layers to keep yourself comfortable while you enjoy the view.

If you want to join this tour or have questions, please RSVP to Eric at: [tours@oregonpca.org](mailto:tours@oregonpca.org). For details, go to <https://www.oregonpca.org/event/22291/> ■

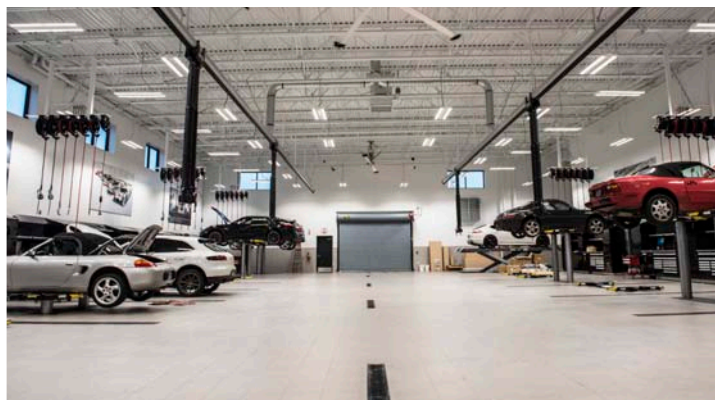
## MARYHILL LOOP TOUR: **FULL**

Saturday, September 7, 8 a.m. to 5 p.m.  
**Maryhill Loops Road**  
Goldendale, WA

**N**estled among the foothills above the Columbia River in Southwest Washington, the Maryhill Museum of Art has a little-known secret on its property: the private Maryhill Loops Road. This road was the first macadam asphalt-paved road in the Pacific Northwest. The Maryhill Loops Road was an experimental road built by Good Roads promoter Sam Hill (what in the Sam Hill?). Laid in 1911 as the first asphalt road in the state, it achieved low grades with horseshoe curves. In 2.8 paved miles the road ascends 850 feet via a series of 25 turns, 8 of which are hairpins. Generally, the road is only open to pedestrians and bicyclists but on Saturday, September 7th, the Oregon PCA and High Desert PCA have private use of this road for a tour.

We have filled this event. Since we are sharing this with the High Desert Region PCA, if they do not fill, we will open it back up to ORPCA with those sessions. Check your email blast to see if this happens. ■





## Special Offer for Porsche Club Members!

Here at Porsche Beaverton, we support your passion and enthusiasm for the Porsche brand.

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**Factory Certified Paint**

“Glasurit” Refinishing System. The exclusive only paint specified by Porsche, it’s the paint that is on new Porsches and has been for years. Why accept anything else?

**Factory Certified Wheel Alignment**

“Beissbarth” Germany’s finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth’s accuracy.



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# Anzeiger Marketplace

## CARS FOR SALE



**2006 CAYMAN S. 18,000 MI. \$34,900 OBO. Stock, but with the following factory ordered options (as delivered)**

- A.** 475 PASM
- B.** 639Sport Crono w/o PCM
- C.** Seal Grey Metallic Paint / Stone grey standard leather interior
- D.** PPB Preferred package plus
  - 1. P12 Self dimming mirrors and rain sensor
  - 2. 342 Power seat package (electric memory and warmers)
  - 3. P74 Bi-Xenon headlamp package
  - 4. 680Bose Surround Sound System w/ remote CD changer
  - 5. 446 Wheel caps w/ colored crest
- E.** 425 rear window wiper
- F.** 573 Automatic climate control
- G.** CNX Spoiler lips Aluminum look

**II. Additional equipment (added when delivered)**

- A.** Clear Bra
  - B.** Champion RS 98 19" (f:x8.5,r:10) wheels & Michelin Pilot Sport 2 tires
  - C.** European clear side markers
  - D.** Leather steering wheel (P)
- III. After delivery options**
- A.** Short Shifter (P)
  - B.** Alcantara (Suede) options (both P):
    - 1. Sport Steering wheel w/ airbag
    - 2. Shift lever
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  - D.** (P) Air intake plate (custom drilled to de-snork)

- E.** (P)Engine air intake manifolds (custom painted w/ Porsche logo)
- F.** (P) Exhaust pipe (custom chrome plated)
- G.** Mobil-1/ Porsche padded elbow arm rest (P)
- H.** BMC Sport air filter
- I.** Machined stainless steel wheel bolts
- J.** BC Velocity "Dream 1" dual radius exhaust accumulator
- K.** HIP Clear engine cover, w/ covering foam/ fabric pad
- L.** IPD Aluminum air intake plenum
- M.** Guard transmission (GT) torque biased differential
- N.** Single mass aluminum flywheel & spring center HD clutch disc

- O.** Revo (R&I) ECU software upgrade

**Alena Wheary, 503-849-8291.**

alenawheary@yahoo.com (6/19)

## PARTS FOR SALE



Wheels & Tires for sale. I paid \$2500, but I'll take \$2000. The Porsche Sport wheels are \$1250 ea from Porsche w/o the center caps. These have color Crest center caps. The tires are Bridgestone Potenza SO4. Fronts are 235/35/R19. The rears are 265/35/R19. Front wheels are 8", rears are 9.5". Perfect for a Cayman and others. Free delivery to club members. Joe Kelly 562-587-3090 or joekelly@earthlink.net (8/19)



Genuine 20" Rinspeed Wheels with Pirelli P-Zero Tires \$600. Genuine Rinspeed wheels with Pirelli P-zero tires in excellent condition. Outer rims recently polished by Wheel-Werks in Beaverton Oregon. 47mm offset. Will deliver in Portland metro or to Seattle. Andrew 425-503-4907, acflavell@weta3d.com (6/19)

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

To submit, update or renew an ad, email [classifieds@oregonpca.org](mailto:classifieds@oregonpca.org). Ads will run for three issues and may be renewed upon request, space permitting.

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 25104, Portland, OR 97298. ■



TWM/Borla ITBs \$700. TWM/Borla ITBs recently removed from my 964. 40mm ports. In good working condition and offer includes throttle linkages, ITG air cleaners and TPS. Currently fitted with YAW 725 injectors (good for WOT applications). Also have original 964 injectors. \$500 - Will deliver in Portland metro or to Seattle. Andrew 425-503-4907 acflavell@weta3d.com (6/19)