

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | AUGUST 2021

Oregon Region
Porsche Club of America

60

1960 - 2020



Special Section:
Northwest Passage 2021

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ON THE COVER

Tom Floyd's Porsche is poised and ready to start driving the Northwest Passage 2021. Photo by Tom Floyd.



ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 61 | NUMBER 7 | AUGUST 2021

ANZEIGER NATIONAL AWARDS

THIRD PLACE 2020 National Newsletter Contest, Class V PCA Region
FIRST PLACE 2017 National Newsletter Contest, Class V PCA Region

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

THIRD PLACE 2003 and 2006 National Newsletter Contest
PAUL HEINMILLER TROPHY
Best in PCA 1971

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[CLICK HERE for July 2021 ORPCA Board of Directors Minutes](#)

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EVENTS, OREGON REGION AND BEYOND

AUGUST, 2021

- 11 Board Meeting
- 14 Arrive and Drive
- 16 Midweek Casual Drive
- 18 Dinner Gathering
- 21 60th Anniversary Celebration
- 22 Autocross #6: PIR South Paddock
- 28 SUV Drive
- 29 A Taste of Motorsports, PIR

SEPTEMBER, 2021

- 8 Board Meeting
- 10-12 Grand Prix of Portland—NTT IndyCar Series, PIR
- 11 Arrive & Drive
- 11 Rothsport Porsche Swap Meet
- 15 Dinner Gathering
- 16-19 Crater Lake Tour
- 16 Midweek Casual Drive
- 25 SUV Drive
- 26 Autocross #7: PIR South Paddock

OCTOBER, 2021

- 3 or 17 Autocross #8: PIR South Paddock
- 9 Arrive & Drive
- 13 Board Meeting
- 10 New Board Member Orientation
- 13-17 PCA Treffen, The American Club, Kohler, WI
- 19, 20, or 21 Midweek Casual Drive
- 20 Dinner Gathering
- 23 SUV Drive
- 24 Quarterly Mixer, HUB Vancouver

NOVEMBER, 2021

- 7 Brother's Car Collection
- 10 Board Meeting
- 17 Dinner Gathering

DECEMBER, 2021

- 4 Holiday Party
- 8 Board Meeting

CELEBRATE 60 YEARS!

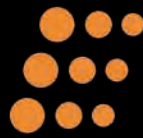


Oregon Region PCA
60th & 61st Anniversary Celebration
August 21, 2021
11:00 a.m. to 4:00 p.m.

Join us for our Anniversary Celebration!
See Page 61

<https://www.oregonpca.org/event/oregon-region-pca-60-61st-anniversary-celebration-save-the-date/>





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WELCOME TO OUR NEW MEMBERS!

Hamid & Azadeh Arabshahi
Sherwood, OR
2016 911 Carrera GTS

Eric & Kristine Conrad
Vancouver, WA
2009 911 Carrera

Rye Zimmerman
& Allison Horton
Lake Oswego, OR
2021 718 Cayman GT4

Zoran Borovcanin
Salem, OR
1999 911 Carrera

Jennifer
& Mark Tabor
West Linn, OR
2006 Cayenne S

David & Robin Minor
Portland, OR
2003 Boxster

James Goetsch
Beaverton, OR
2003 911 Targa

Michael Howard
Portland, OR
1997 911 Carrera S

Patrick Duffy
Portland, OR
2019 Panamera

ORPCA LOCAL SUMMARY

Primary Members: 588
Associate Members: 404
Total Local Members: 992

PCA MEMBERS IN OR REGION

Primary Members: 1,120
Associate Members: 691
Total Region Members: 1,811

NATIONAL PCA SUMMARY

Primary Members: 92,241
Associate Members: 49,304
Total National Members:
141,545



Larry Tracewell
Membership Chair

membership@oregonpca.org

ADVERTISER INDEX

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5	Matrix Integrated (Westside)	503.747.5780
14	Porsche Beaverton	503.505.6200
63	Stuttgart Autotech	503.635.3098
10	Vintage Underground	541.510.5296

Anzeiger Cover Photo How-To's

- The cover "bleeds" off the edges, so leave a good margin on every side of the focal point (usually a Porsche!)
- Make sure nothing significant is in the masthead area (see diagram at right)
 - Shoot in Portrait (vertical) mode
 - Shoot and send in the highest resolution possible

Send your photos to Peg Ryan, communications@oregonpca.org



AUGUST ANNIVERSARIES

42 YEARS

Rupert Koblegarde
Bobby Koblegarde

39 YEARS

Robert Ames
Kathleen Ames

36 YEARS

Douglas Skinner
Somludée Skinner

34 YEARS

P Myers
Ivy Myers

31 YEARS

Michael Criscione
Linda Criscione

28 YEARS

Douglas Worthington
Cathy Worthington

27 YEARS

Michael Fleming
Janet Fleming

26 YEARS

Jay Culbertson
Leslie Culbertson

24 YEARS

Steve Wicke
Rose Wicke

23 YEARS

Eric Freedle
Cheryl Carpentier

21 YEARS

Jim Hanset
Dee Hanset
Kevin Chapple
Rhonda Swearingen

19 YEARS

Brian Hranka
Don Peterson
Denise Peterson
William Berner

18 YEARS

Bruce Sweetman
Carmen Sweetman

17 YEARS

James Barless
Julie Barless

17 YEARS

Edward Clarke
Deborah Clarke
Thomas Hill
Carolee Hill

15 YEARS

Steven Hoff
Cathy Hoff
William McCabe
Ursula McCabe

15 YEARS

Gary Rall
Julie Rall

11 YEARS

J Bruce Rose
Kris Rose
Daniel Hein
Eric Packard

Kathy Packard

Jorge Ferro
Susan Ferro
Niren Lall
Jennifer Lall

10 YEARS

E Mueller
Kelly Mueller
Todd Last
Nicole Last

9 YEARS

Allan Gross
Mary Gross
Brian Schmidt
Ashley Busby
Mary Gross
Allan Gross

8 YEARS

Michael Volk
Tal Volk
Richard Didzun
Bette Sinclair

7 YEARS

David Gross
Robyn Gross
Jim Hopkins
Mark Thayer

5 YEARS

Lance Larivee
Larry Tracewell
Linda Tracewell
Teresa Farrell Richardson
John Savona
Sally Savona

4 YEARS

Bruce Hoffman
Erma Hoffman
Donald Nelke
Fredrick Kinder
Donna Whitaker-Kinder
Sean Forde
Sam Um
Tony Humpage
Emily Qi

3 YEARS

Bruce Warner
Hayden Price
Cathie Price
Mike Stack
Stacy Stack
Robert Whitmore

2 YEARS

Matthew Fields
Scott Gratsinger
Becky Gratsinger
Brent Meyers
Matthew Johnson
Anh Nguyen-Johnson
Andy Kappler
Danylle Kappler
Nicholas Harter
Michael Maloney
Richard Maloney
James Barrett
Catherine Barrett
Stephen Zoeller

1 YEAR

John Mazzocco
David Shaw
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PRESIDENT'S MESSAGE

Steve Miller

What a Beautiful Summer!

What a beautiful summer! Although most true Oregonians would agree we could use a little rain, the temperatures have been quite comfortable and very accommodating for club events. Winnie and I recently attended the 34th Annual 356 Group NW Bull Session in Port Gamble, Washington. What a beautiful setting in a historic city park on the peninsula north of Bremerton. As you would expect it was a very well-attended event.

Additionally, the July social boasted the highest attendance for ORPCA socials in almost two years. Thirty-six members gathered at Ricardo's Ristorante in Lake Oswego. The setting was an open patio reminiscent of an Italian fresco in the heart of Tuscany. It was a magical evening of great food, flowing wine, and good conversation. Lots of conversation! Several attendees were new members who enjoyed their very first club event and had a chance to make new friends.

There's a lot more summer left and it's packed full of more fun. Autocross continues throughout the season along with arrive and drives

for all Porsches including the SUV drives.

In August we will finally celebrate the 60th anniversary of the Oregon Region charter in Porsche Club of America. As you are aware, it's actually the 61st year, but who's counting?

Another fabulous dinner gathering is coming up. The August social will be hosted by Doug Naef and Christine Pilosi. This is a redux of their hosted dinner in 2019. That was a wild success.

Thanks to Doug and Christine for their gracious hospitality. Check the website for dates and availability.

I would like to take this opportunity to thank all the ORPCA board members and the many volunteers that make our club function. I would also like to thank our membership for sticking with us during the dark, uncertain days of the pandemic. Our membership is what the club is all about. It's time to have some fun and enjoy one another. ■

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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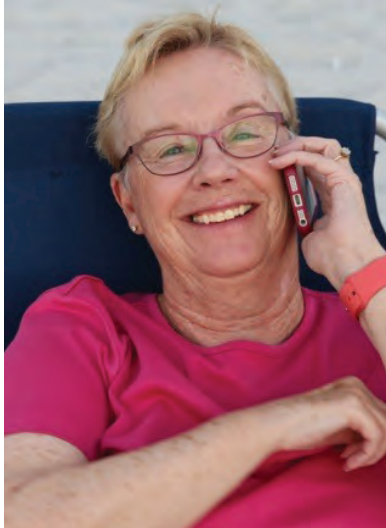
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FROM THE EDITOR **Peg Ryan, Vice President/ Communications Director**

A Big Thank You to Peter Linsky

As I pull everything together for this edition of our *Anzeiger*, I am struck by the number of members attending drives, dinners and other events. Our 60th Anniversary party is almost full after just a week and our August dinner gathering is already half full. The August Arrive and Drive is $\frac{3}{4}$ full after just over a week. The drives I have recently done have been so fun. It is great to see members again and to meet new members.

This month's *Anzeiger* is full of great articles and wonderful pictures. I hope you enjoy the special section on the Northwest Passage. So much effort goes into holding that event and it looks like everyone who attended appreciated that hard work.

I am concerned about the impact of the Delta variant on our events. If Oregon mandates masks again, we will implement these again as well as staying socially distanced. Meanwhile please do be careful.

I want to thank 40-year ORPCA member Peter Linsky for his help in editing articles and this magazine. He was out sick last month and I really missed him! We are so lucky to have

him in our region and helping us.

Check out his feature article in the July Panorama on the "Rare Rallyer", a 356B Carrera GT Super 90 as well as his profile on page 8. Peter contributed a monthly column for *Anzeiger* for over a decade, and has been writing about Porsches for *Excellence Magazine* since 2003, along with occasional features for *Panorama*. This was his 150th magazine article.

As always, you can reach me at communications@oregonpca.org! Thanks for reading. ■





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Membership Benefits



FROM MY PERSPECTIVE

Mike Stack

"The Wheels on the Porsche Go ..."

Remember that childhood song "The Wheels on the Bus (Porsche) go round and round?" Guess what—it's stuck in your head for the rest of the day, sorry. I've been intrigued by wheels so let's talk about them.

I remember seeing a green 1970s Porsche 911 in the parking lot of Mt. Bachelor one spring day and besides being a cool-looking Porsche it had the coolest looking wheels I had ever seen. It was the five-spoke pizza-slice-looking wheel, now known as the iconic Fuchs "windmill" design.

I was so enamored with that five-spoke style I saved up my hard-earned money and bought "Appliance" chrome five-spoke wheels for my 1973 Camaro. When I was first driving in Redmond, Oregon, a hot rod was the car of choice (still wish I had that car).

What is it with people and cool-looking wheels on their cars? It is a thing! As you drive around take a look and you will see so many cars out there that have cool (Bad-Ass) wheels and on some cars, the wheels and tires are probably worth more than the car. So I pose the question—Do Porsche people have the same need to spice up their rides with a new set of rims? Inquiring minds want to know! So at the June Arrive and Drive, I intended to nose around to see who has stock rims and who has aftermarket—and why did they get them? If you read the recap on the



June Arrive and Drive, you may have read that our the tour leader, Scott Dual, lost his coolant line and had to drop out. I helped him to get his truck and trailer and didn't finish the drive. I was only able to ask one person about his wheels, and they turned out to be aftermarket parts. As it was in our case, his car came with the aftermarket wheels. On our 981 a previous owner put 20-inch Carrera wheels and they look great!

On July 24 it was Porsche day at Cars & Coffee, and did we Porsche owners show up in force. There were more Porsches than I had ever seen at C&C, and I did

see quite a few people with aftermarket wheels. I asked a few people who were by their cars if the wheels were aftermarket—and if so, why did they do this? Many said similar things, such as, "They just give a different look to the car," and "It personalizes the car," and "They make it look cool."

So the answer to the above question is "Yes." Porsche people personalize their rides with wheels. I guess if I had a piece of advice, it would be to make sure you really love the wheels, because the little investigation I've done on new wheels is, they are an investment. One site I looked at had them at a low of \$365 and go up over \$1,000 per wheel, and I'm sure racing wheels are triple that.

Whether you have stock or aftermarket wheels, it's summer—go out, drive, and be seen! ■

SPINNEN Randy Stolz



A New Machine

I couldn't find the sports car of my dreams, so I built it myself." – Ferdinand Porsche

Eleven years ago I produced a logo design for the club's 50th Anniversary. At the time I was searching for a phrase that would capture what the club was about. 50 years of Fast Friends was a nice alliteration with double entendre that worked (some might say triple entendre for special friendships) so I went with that.

About that time, I became a retired "techie" missing the many experiences with friends at work. Before that time there was a book titled, *The Soul of a New Machine* (hereafter referred to as the Soul) and after, a TV series named *Halt and Catch Fire*. Both works chronicle the paths of many in the computer industry but more than that, they reveal the magic that can happen while sharing ideas and working hard ... all for the love of the work and making sacrifices to do it over and over again.

Arriving in Portland just after Mount St. Helens blew her top I joined the local SCCA region. After a couple years of marshalling I wanted to go a bit deeper into the racer's world. At the end of the '82 race

season I went to a Saturday morning breakfast of the Touring Club of Oregon (TCO). A funny name for some of the members who so often were seeking speed on the track but I allow for understatement.

I was sitting across from my new friend Stu and his old friend Dennis. A couple of long-time Oregon club racers, they had both built and campaigned production-class Alfa Romeos. This automatically makes them tremendously resourceful and yet slightly delusional ... as am I ... delusional that is.

Stu intimated that he wanted to build an SCCA Class D Sports Racer for the next season. At that time, a Sports Racer was a custom-built racecar categorized by engine displacement with "A" for the largest V8s and "D" for the small 3 and 4 cylinder motors (under 1000 cc if memory serves). Other than the usual safety requirements construction was pretty wide open. Some might call them prototypes. This car would be a one-off.

While you might run a used formula car cheaper, the full body of a Sports Racer was an extra safety factor (no open wheels to entangle)



with some aerodynamic benefit. And compared to running production-based cars the fun-factor on the track was much bigger.

The basis for this racer was an older Formula Ford chassis (a Lola T342). It was an affordable way to dip your toe in the waters having a proven chassis design but it presented challenges when it came to bodywork in terms of safety, performance, and budget.

Sitting there, I listened to the issues of building asymmetrical body parts. With a left side and a right side, it seemed daunting. None of us were really any good at shaping metal from sheet stock nor did we have the proper tools. That left fiberglass which required mold-building to make parts.

Finishing up my lethal dose of scrambled eggs, bacon, biscuits and gravy; I suggested making a symmetrical fender of one piece that would hang on either side of the car

like a pair of 'outriggers' to cover the front and rear wheels in-line. Stu reached for a napkin and asked, "Got a pen?" Stu and I took turns drawing and after a bit the three of us looked at each other. Much of the enjoyment of an idea comes from being able to share it with someone who recognizes its potential, and finds new possibilities in it as well. I think we all live for moments like that.

A week or two later I was back at Stu's place. I had been slammed at work on another project. The deadline loomed, then slipped, then slipped again. "Do you like foam?" Stu asked. "Not much ... even in beer" I said as we descended to his basement.

Alongside the Lola lay huge blocks of foam. The last time I'd seen this much was some guy's blank for a surfboard when I was in high school. Measurements were taken off the car and were put to a rough template. Stu handed me a surform (a small shaving plane) and we be-

Stu and the D Sports Racer at the '83 Runoffs in Atlanta.

gan to shape the 'buck' from which a female mold would be taken for the two 'outriggers'. Throughout the process, we asked ourselves questions about each section while shaving it again and again.

In all projects the great motivator is time. Projects at my work lived and died by a deadline. For race cars, it's the first race of the season; for computers, it's a tech show (which will be sooner than anticipated for marketing). If you miss in the computer world, its money and time down the drain and you won't likely get to play again. A phenomenon referred to in the Soul as "Pinball". In the racing world, you're late to the season and down on points ... or worse.

A seemingly eternal month or so goes by and a mutual friend with a chopper gun and fiberglass skills provides body parts. The Lola was now bristling with metal. Square tubing grew on the flanks of the car. Attachment of the 'outriggers' was about to begin. The drilling and Cleco fasteners (temporary rivets) were easy enough and once positioned I think we stepped back to squint and imagine the final form. This is where being slightly delusional helps.

"Okay, let's get to it," said Stu. Do you know how to do this? As I look back now I might as well have been with Marlon Brando in that famous dimly lit scene. Stu gazing up, saying, "You must make a friend of the pop rivet tool." Twenty rivets later I think both Stu and I could hear that refrain... "The horror ... the horror."

With new engine mounts and an adapter for the Hewland gearbox the 1200cc Datsun motor underwent the requisite modifications and sat in place of the original Ford. Stu still recalls the one and only time he made header pipes patterned from flexible tubing and a braze bead. A hundred other questions about where to put what and how to cover it with bodywork would come and go. It was a different form of what the tech world calls 'system integration'. Understand that perfection was not in the cards or budget. Indeed, another phrase from the Soul says, "Not everything worth doing is worth doing well." If something quick and dirty will make it work, do it. Meanwhile, we wondered if this would be greater than the sum of its parts. It was; and more.

Soon enough the first regional race showed us that the car held together. Nothing drastic broke or flew off into space and by the end of the season Stu managed to qualify for the National Runoffs. Sadly I couldn't go having more pressing commitments at work. The years rolled by and I got farther away from the track and Stu but we stay connected by this effort, past times in Arizona, and a love of motorcycles.

There's a quote from Halt and Catch Fire that's stayed with me, "The computer isn't the thing. It's the thing that gets us to the thing." Whether its computers or cars, work or play, those 'things' get us to the thing I call friendship ... and my Fast Friends. – KEEP SPINNEN ■



ZONE 6 UPDATE

Mark Prusynski, Zone 6 Representative

Zone 6 Captures Several Parade Trophies

July was Parade month. I am writing this on the way back from Parade—sort of. We decided to follow Route 66 as much as we could from Illinois to California, then stop to visit our daughter on the way back up to Boise. We are stopping in Tucumcari, New Mexico.

The Parade in French Lick was everything that the veterans of the 2015 Parade in French Lick said it would be, including the rain showers. The roads may have been the best Porsche roads we have ever been on. It was tough to maintain the correct speed on the rally, although the Roberts from Inland Northwest and Robinsons from Silver Sage seemed to do well enough to bring home trophies. I brought home a second place trophy in the golf tournament, solely due to pairing with Caleb Kiebert, a former Silver Sager, who also brought home the long drive trophy.

Zone 6 members captured several trophies in the autocross and Technical and Historic Quiz. The Zone's greatest recognition, however, was in the National Awards. Oregon earned a sec-

ond place and Inland Northwest took third in the Website Contest. Vancouver Island took first in the Newsletter Contest. Silver Sage received an Honorable Mention in the Public Service Awards, but the big surprise came as they were reading the award for Region of the Year. It sounded aw-

fully familiar. Silver Sage was chosen as the first place winner. I am so glad I talked President Lindsey Robinson into attending the Parade this year and she is, too. I hope she and Ken could carry all their winnings home in Lindsey's Boxster. Silver Sage also won the Region of the Year Award in 1996 at the San Antonio Parade. I didn't attend, so I couldn't share the honor with other Silver Sagers until they got

home. It was great to share it in real time with Lindsey, Ken and Linda and send the news back home as it happened.

This was my last Parade as Zone 6 Representative and I thoroughly enjoyed bragging about all of our Zone 6 members. I hope to visit more of you soon. ■



An Especially Hot Day at the Track for AX #4; #5 Features Technical Layout

BY PEG RYAN | PHOTOS BY RICK PITTMAN, HEINZ HOLZAPFEL, DENISE HIPPLY AND PEG RYAN

June 27 was the one of the hottest days on record in our area, so of course, we went autocrossing at PIR! Eric Freedle and team created an easier layout for us and started us as quickly as possible. We only did six runs, so we were done by noon before the oppressive heat hit. I attended since I knew not too many would show up and I might get some extra championship points! Surprise! Forty-three intrepid cone-killers showed up to race.

Autocross #5 on July 18 saw the return of normal temperatures and number of attendees, along with a more technical layout. It required more attention to the lines and

cone layout than previous course— If you did not want to record a DNF! We saw a few more EV's come out and play with our AX group, with varying results. At least they don't have to worry about "range anxiety" with this driving.

Many thanks to everyone on our AX team that consistently make this program work – without all of 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! ■



AX #4 ... Left: It's so hot! Above: Chris Thiele racing his Cayenne Turbo S.



AX #4 ... Above: Don Dexter in his 911! Left: Rob Palmer's 2016 Porsche GT# RS.

Autocross #5: Top Drivers by Class

Class	Driver	Car	Fastest Time
OPEN	Anson Lytle	2014 Porsche Cayman S	39.3
I01	Pete Libke	1983 Porsche 911 SC	43.6
I02	Eric Freedle	2016 Porsche Cayman GTS	40.6
P02	Eric Hoff	2008 Porsche Targa 4S	43.7
P03	Jay Mallison	2014 Porsche Cayman S	41.6
S01	Bryce Berderka	1999 Porsche Boxster	43.7
S02	Chris Riha	1999 Porsche 911 C2	42.2
S03	Peter Burke	2013 Porsche Boxster	42.9
S04	Tong Qi	2019 Porsche GT3 RS	40.8
S04L	David Story	2017 Porsche 718 Cayman S	46.5
NP AWD	Josh Lawson	2018 Tesla Model 3	40.7
NP FWD	Thiago Groberg	2017 Chevrolet Bolt EV Turbo	45.5
NP Mod	Ben Mason	2017 Ford Focus RS	42.1
NP RWD	Seth Whiteley	2003 BMW M3	41.7

**MORE PHOTOS
ON PAGES 22-23**

To enjoy more photos from AX #4, go to:
<https://orpca-pix.smugmug.com/2021-ORPCA-Events/Autocross-4-June-27/>

To enjoy more photos from AX #5, go to:
<https://orpca-pix.smugmug.com/2021-ORPCA-Events/Autocross-5-July-18-/>

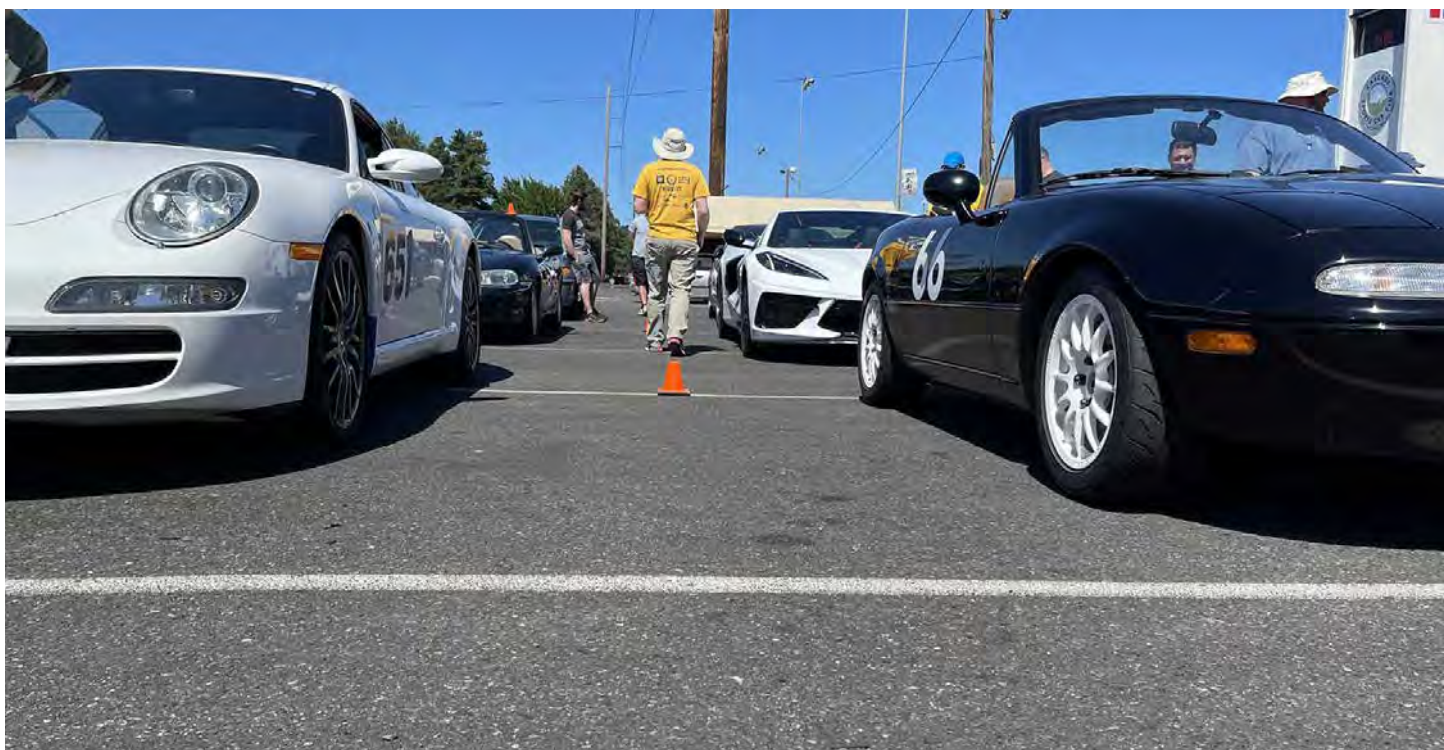
(NOTE: Download photos with the down-arrow icon.)

AUTOCROSS #4 AND #5, CONTINUED



Above: AX #4 ... Rob Bosworth crossing the finish line.

AX #5 ... Below Left: Todd Eddie and his 2016 Porsche GT4.
Below: Anson Lytle and Eric Freedle kicking us off. Bottom:
Interesting perspective of the grid.





AX #5 ... Above: Pete Libke always provides action! Left: Jay Mallison at the start line. Bottom left: Diane Scott has an interesting way of "walking the course". Below: Stacy Stack in her 2013 Boxster! Bottom right: A sea of cones. Which way to go?



Northwest Passage Newbies

STORY AND PHOTOS BY TOM FLOYD

Sometimes life just gets in the way. My wife Stephanie, and I are in our mid 50's and are on the tail end of a long journey of parenting our four kids. Jeez, have we really been at it for 26 years? Our youngest will be a senior this upcoming school year!

Anyway, I digress.

We bought our first Porsche in 2014 and joined the club within weeks of ownership. We had heard tales of the Northwest Passage, but alas, our schedule didn't line up or we had some kid sports commitment or family vacation planned, you know the drill. After hearing rave reviews over the years about the Northwest Passage from friends like the Gretzes, the Ledbetters and the Schroeders,

we finally had an open window on the calendar and full intentions to sign up for the 2021 event.

The 2020 event was cancelled due to the pandemic and the early news was that this year's Northwest Passage (NWP) would be limited to 35 cars, half the normal 70 the event draws. I had planned to make sure I got us registered early but unfortunately due to a business meeting, I could not log on to the ORPCA website until about an hour after it opened. SOLD OUT!!! All 35 slots reserved in mere minutes.

An email to NWP organizer Jeff Gretz, and we were put on the waitlist and as luck would have it, we got in!

A beautiful Porsche on the drive!





Tom and friends, Stephanie Floyd, Brad and Carole Hedstrom, Cathy and Larry Hannan.

To enjoy more photos from this event, go to:
<https://orpca-pix.smugmug.com/2021-ORPCA-Events/NW-Passage-June-16-20/>

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

The NWP is sponsored by Porsche Beaverton and they held a fantastic reception at the dealership on Wednesday, June 16th where participants were treated to a wonderful buffet of gourmet food, beer and wine. It was a great opportunity to meet all of our fellow drivers and hear stories of previous tours. We were surprised to get a goodie bag with all kinds of cool gifts, including a very nice travel blanket with the NWP logo embroidered on it.

With our 1991 964 Turbo all packed up, we headed out of Portland around noon on Thursday; destination – The Columbia Gorge Hotel in Hood River.

Upon arrival we got checked in and were again treated to a very nice outdoor reception on the grounds of the Columbia Gorge Hotel. Another fun time to enjoy great conversations and meet up with fellow drivers.

The weather was absolutely perfect, and Friday was busy with getting the car packed up and attending the drivers' meeting held by

route planner, Joe Kelly. After a brief discussion of the day's route we were off and headed east through the Columbia Gorge and then south on Hwy 206 toward the Blue Mountains with a stop for a wonderful catered lunch at a park in Heppner. After lunch and gassing up the cars, we headed to Ukiah, then Granite/Sumpter and finally onto Hwy 7, ending up in Baker City and the Geiser Grand Hotel.

Stephanie and I were tired but exhilarated from a great day of driving some of Oregon's best roads and were pleasantly surprised by another wonderful reception at the historic hotel with cocktails and tasty appetizers. Needless to say, we slept well that night.

Saturday morning, we gathered again to celebrate all things Porsche and have a drivers' meeting with all 40 Porsches out in front of the beautiful Geiser Grand Hotel. Tour Meister Joe gave us all the run down for the day and we were off for Day Two of the NWP.

SPECIAL SECTION: Northwest Passage 2021

NORTHWEST PASSAGE NEWBIES, CONTINUED



More Porsches on the drive!

After a short stint on Hwy 7, we turned southwest onto Hwy 245 and boy, what a road! If you ever find yourself in Eastern Oregon in your Porsche, do not miss out, 35 miles on one of the best twisty roads and scenery in the state. At the Junction of Hwy 26 we headed towards Dayville where we stopped at a very quaint little RV park which hosted us for another amazing catered lunch.

This is a good time to mention that there are many volunteers working behind the scenes to pull off an event like the NWP. From Joe Kelly planning and driving the route multiple times, Winnie Miller working with caterers to provide amazing meals for us all to enjoy and all the others who work behind the scenes to secure sponsors, manage the attendee lists etc. I hope those volunteers who are reading this know how much we appreciate your work. Thank You!

From Dayville we stayed on Hwy 26 toward Prineville and took Crooked River Hwy (27) through Rocky Canyon, past Chimney Rock Trailhead, to Reservoir Rd and into Bend where we all stayed at the Riverhouse on the Deschutes River. What an amazing drive. Almost 600 miles and so many third-gear corners, I lost count.

The 2021 NWP was capped off with yet another wonderful tradition; The Beer Wash. No, you don't wash your car with beer, but you do get to wash your car and then enjoy beers with Porsche friends. This year's Beer Wash was run by Steve Spahr who did a great job of keeping everything organized and he had a full complement of Griots products to boot. That evening we all gathered for dinner at the awards banquet sponsored by Keith Martin and Sports Car Market magazine. The awards were fun, and we even won for "The Porsche you would like to see on the cover of Sports Car Market Magazine". How's that for a first-timer!

On Sunday, we left Bend bright and early to head home over Santiam Pass and up the Willamette Valley to our home. We had some great conversations reflecting on some of the places we had never been to and roads we had not traveled before this year's Northwest Passage.

We are already planning for next year's event! ■



Clockwise from top: More Porsches at a rest stop; Tom's car now clean! On the Road; Tom and Stephanie by the Deschutes River.



On the Road Again!

BY JOE KELLY | PHOTOS BY HEINZ HOLZAPFEL AND WINNIE MILLER

NW Passage attendees at the start by the Columbia Gorge Hotel.

We gathered on Wednesday night, June 16th for a gala reception at Porsche Beaverton, enjoying superb appetizers surrounded by new Porsches. It's really wonderful to have the support and enthusiasm of our local dealer. Goodie bags and car door numbers were distributed to participants.

The tour officially began on Thursday evening at the Columbia Gorge Hotel in Hood River. Participants registered, received their tour books and joined fellow participants at a hosted welcome reception in the hotel garden above the iconic Columbia River Gorge.

On Friday we drove along the Columbia River, looped up to Historic Route 30, and drove Route 206 up twisty Fulton Canyon onto the hilly farmland in Sherman and Gilliam Counties. We stopped at Cot-

tonwood Canyon State Park, then through Condon and to our lunch stop in Heppner. After a catered box lunch in the Heppner City Park, we enjoy travelling along the Blue Mountain scenic byway to Ukiah. From Ukiah a historic forest road took us by the old gold mining towns of Granite and Sumpter. After Sumpter we turned onto Highway 7 and drove past Phillips Lake and along the Powder River into Baker City. The Geiser Grand Hotel was our overnight stop. The hotel served us generous appetizers on hundreds of individual plates.

Saturday morning we departed Baker City on Highway 7 to the turnoff for Unity and Hereford, to cross over Dooley Mountain on Highway 245. A right turn onto Highway 26 provided a beautiful drive through the Wallowa-Whitman National Forest. Continuing on Highway 26 we traversed cattle

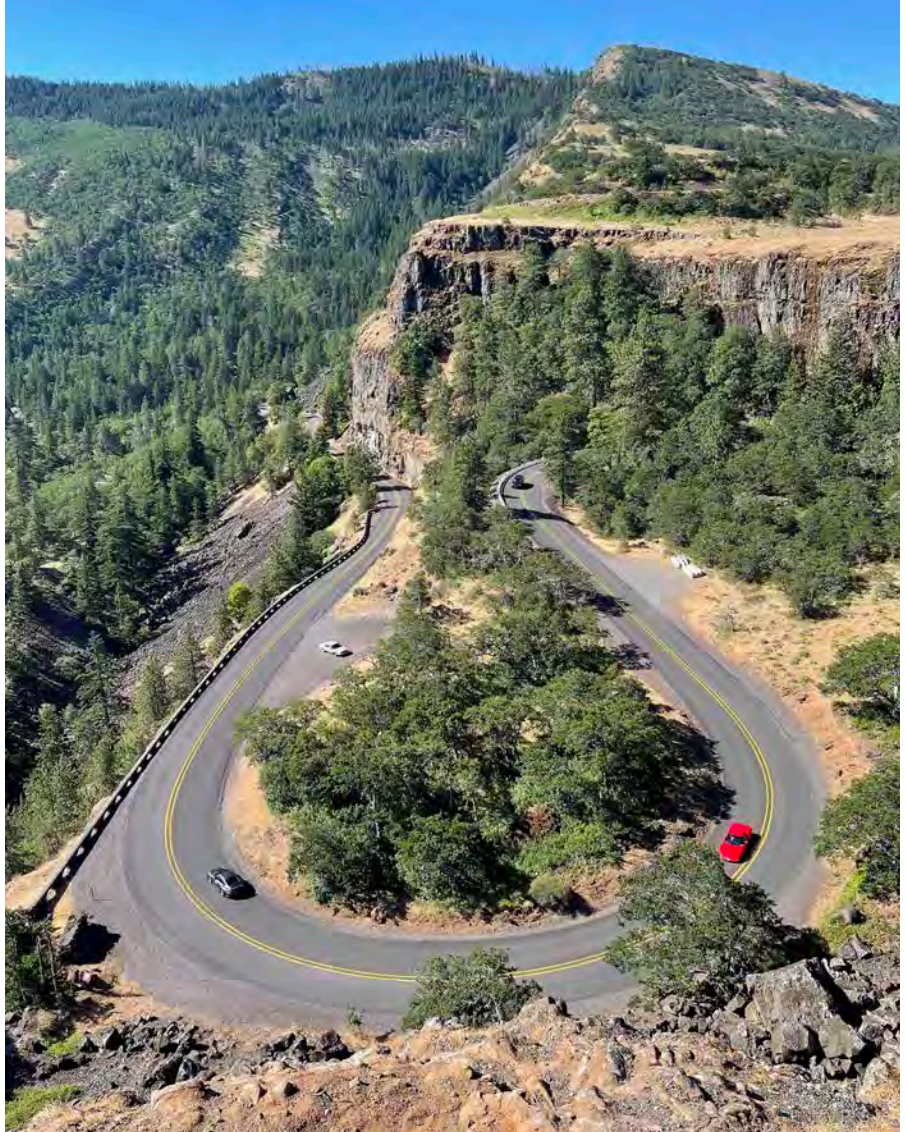
To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2021-ORPCA-Events/NW-Passage-June-16-20/>

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

country through Prairie City, John Day, and Mount Vernon to our lunch stop in Dayville. After lunch we drove through the John Day Fossil Beds, the town of Mitchell and to Prineville. In Prineville we turned south and followed the Crooked River past the reservoir where we headed west to Bend and our destination, The Riverhouse on the Deschutes River. There we had the opportunity to wash our dusty cars and enjoy a cold beer at our traditional Beer Wash. Saturday evening the Northwest Passage team hosted a private dinner at the hotel. Keith Martin, club member and owner/publisher of Sports Car Market, gave a warm speech about our camaraderie as well as giving out awards to specific ORPCA members.

Sunday morning we drove to Black Butte Ranch for a wonderful hosted brunch. The brunch was served outside in a beautiful area of the Lodge that offered views of mountains and Black Butte's picturesque landscape. Our cars were parked on the lawn in a group, thus offering residents and visiting tourists a stunning Porsche car show.

In summary, this year's Northwest Passage was a delight for participants. Our slogan for the event, On The Road Again, indicated how pleased we were to travel as a group after the pandemic postponements. The routes were fun and offered scenic views in rolling farmland, forests, and high desert terrain via secondary State and Forest Service roads. The hotels were wonderful and staff bent over backwards to make our stay "first class". The food was amazing! Winnie



Historic Route 30.

Miller arranged for superb box lunches that were delivered to our lunch stops in Heppner and Dayville. Think about serving 80 people in a small town park!

**MORE PHOTOS
ON PAGE 30**

Our 2021 group was smaller in number than previous years (40 vs 55 cars) and that gave us much more opportunity to socialize at lunch and dinners, as well as rest stops and the car wash. When given that convenience we made new friends and uncovered interesting facts about each other. For example; Maria Ciochon and Winnie Miller are both from Guam. Joe Kelly and Ken Townsend both had houses on the same street in Bozeman, MT. Mike and Rich Maloney attended the first Northwest Passage in 1998. ■

SPECIAL SECTION: Northwest Passage 2021

ON THE ROAD AGAIN, CONTINUED

Clockwise from right: Lunch stop in Heppner; The Chamorro ladies from Guam, Maria Ciochon and Winnie Miller, meet again at the Friday night reception at Geiser Grand Hotel in Baker City; Lunch stop in Dayville; At Geiser Grand Hotel in Baker City.





MORE PHOTOS ON PAGE 32

Clockwise from left: Lunch stop in Dayville; Winnie and Steve Miller, Keith Martin, Neil D'Autremont at Riverhouse Hotel for the Saturday Night Awards Banquet; Deschutes River from the Riverhouse Hotel; Check-in at the Riverhouse Hotel on the Deschutes River.



SPECIAL SECTION: Northwest Passage 2021

ON THE ROAD AGAIN, CONTINUED



Top: Ken and Sheri Townsend greet Bill and Peggy Munson as they pull into the parking area at Black Butte. Above: Donna and Scott Kinder enjoy the views from Black Butte Lodge Restaurant just before the Sunday Brunch was served. Right: Attendees enjoying the scenery and cars on the lawn at Black Butte Lodge Restaurant.



July Arrive and Drive: "Choose Your Own Adventure"

BY LUCY NEARY | PHOTOS BY ROBERT MCDONALD, CATHERINE LINDEN AND FRANCINE DUFFY

On July 10, I participated in my first Arrive and Drive with the Oregon Porsche Club. We met in Wilsonville ahead of the drive and I enjoyed meeting other Porsche owners. I really appreciated the sense of community among people, some of whom had never met one another before, but were brought together by their love of Porsches!

The drive began on twisting roads in a beautiful wooded area that led to open country. As a passenger with my husband and tour leader, Tim Neary, I was treated to not only a thrilling Porsche ride through tight curves, but beautiful scenery, including farm land, forests, and vineyards. The first leg of the trip ended at Bald Peak State Scenic Viewpoint in Hillsboro where drivers and passengers enjoyed a view of beautiful Newberg and great conversation. The second leg of the tour offered more bends as well as straight roads,

giving drivers an opportunity to put their foot down! The grand finale (and my favorite part of the drive) was on beautiful Worden Hill Road. Surrounded by vineyards, our group steadily climbed the hill until we suddenly reached the peak of the hill and were treated to a stunning view of Willamette Valley wine country with Mount Hood straight ahead in the distance. With gorgeous weather and a crew of gorgeous Porsches, it's a moment I will remember for years to come.

Our Arrive and Drive ended at the Evergreen Aviation and Space Museum in McMinnville. Drivers were given options for a "Choose Your Own Adventure" excursion, including restaurant options, touring the Air and Space Museum, or wine tasting—we ended up at Stoller Family Estates. It was a wonderful experience and I'm excited to do another Arrive and Drive with the Oregon Porsche Club again soon! ■

Lined up before the start.

To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2021-ORPCA-Events/Arrive-and-Drive-July-10/>

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

**MORE PHOTOS
ON PAGES 34-35**

JULY ARRIVE AND
DRIVE, CONTINUED

Group 1 at Bald Peak: Right:
Patric Duffy. Below left:
Lance & Catherine Linden.
Below right: Dan Kelly &
Mark Huffnail. Bottom: Beau-
tiful scenery.





Above: Waterpark near the Evergreen Aviation Museums. Left and below left and right: Some of the cars in Group 2!



Mt. Hood Rock n' Roll SUV Tour

BY HEINZ HOLZAPFEL | PHOTOS BY HEINZ HOLZAPFEL, DAN YAILLEN, BOB ELLIS AND PEG RYAN

Oregon Region's July 24 SUV Tour was a little bit of a test. It was set up to be a SUV drive not just on ordinary gravel roads, but essentially primitive roads with boulders and deep potholes, truly an off-road experience. It was set up to circumvent Mt. Hood and see our majestic mountain from all sides. Sign-up was initially very sparse, and Peg and I were concerned that we would have to cancel the drive. Maybe after all not too many of our members want to take their precious Porsche SUVs off road? But by Friday, the day before the drive, we had 13 members signed up in eight cars, including three new members! A great show for our fledgling SUV group and such a challenging route!

We met at 8:45am at the Zig Zag Ranger Station, and after the obligatory signing of waivers and safety meeting, we headed out at 9:15am. The first leg of the route led up to Lolo Pass. The road up to Lolo Pass under the west side of Mt. Hood climbs within 10 miles up to 3415 feet and is mostly paved, but with some potholes that a friendly road crew marked with white paint on the pavement. So, it was easy to navigate, and we could catch views to the west side of Mt. Hood.

At Lolo Pass the pavement ends and the road splits into Lolo Pass Road and NF-1810, both leading to Lost Lake, our next direction. I promptly continued onto Lolo Pass Road only to get reminded by a sign a hundred feet in that the road is not only primitive from there on, but also blocked due to storm damage. So, we all backed out again and took the turn onto NF-1810, an equally primitive and somewhat longer road to Lost Lake. Backing out when your rear window is covered in dust is a good exercise in car control! The next hour and 12 miles were spent navigating potholes and boulders on this primitive road, in the middle of



lush and green forest scenery. Eventually and a bit later than expected we arrived at Lost Lake Resort. The Resort turned out to be a zoo, with a parking nightmare, tons of people hauling their canoes and boards to the lake, music playing loudly from several directions, BBQ grills in full action between the trees. We all needed a bathroom break by that time, and we hiked to the north viewpoint, where Mt. Hood is visible with Lost Lake in the foreground.

A bit of advice: Avoid Lost Lake on a clear, hot Saturday in July! As a consequence of the distributed parking, overloaded bathrooms, and the hike to the view point, the duration of the rest stop was twice as long as expected. Now we were essential-



ly an hour behind schedule. We finally reassembled and continued our drive down to Parkdale and over to Lavender Valley Farm, just off OR-281. After some parking delays, we were greeted by lavender fields in full bloom. It was hot, and the air was filled with the smell of lavender and the hum of thousands of bees. We enjoyed walking the fields and getting a little snack. We got a little scare when one of the drivers lost her car keys in the fields, but shortly after a friendly visitor found them, the keys and the driver keys were reunited.

By now we were like 90 minutes behind schedule. Next stop was Cloud Cap, another hour up on a very primitive road. We debated for a while if we should eat and have our picnic now or press on to Cloud Cap and have our picnic up there. The majority of the group decided to press on, but

one car and its occupants decided to find a place to eat nearby.

After departing Lavender Valley, we headed to Cooper Spur Road which leads to Cloud Cap Road which in turn leads up on the north side of Mt. Hood to Cloud Cap Inn. The road





climbs up to 6000 feet in 9 miles with many turns and is completely gravel and boulders and potholes.

This road leads through an old burn area, and the contrast of the white tree trunks with blooming yellow and purple wildflowers in between with the glaciers of Mt Hood over them is quite impressive. The going was slow and occasionally rough, but we all

made it up to Cloud Cap Inn. The Inn is a historic building located high on the north-east side of Mount Hood. It was a luxury inn for mountain climbers that included telephones as early as 1894. The inn opened in 1889 and closed as a business in 1946. The building was listed on the National Register of Historic Places in 1974. Today, the Crag Rats occupy and maintain historic Cloud Cap Inn. The Crag Rats are America's oldest Search and Rescue organization, formed in 1926, and are also a charter and current member of the Mountain Rescue Association, America's national organization overseeing mountain rescue techniques and certification. The Crag Rats is an all-volunteer, non-profit, organization based out of Hood River that covers Mt. Hood and the Columbia Gorge.



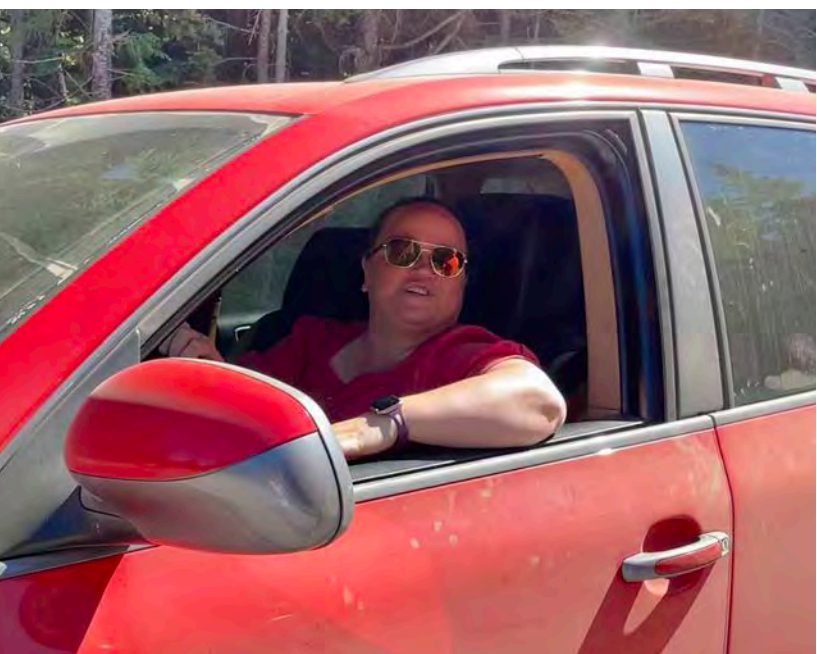


To enjoy more photos from this event, go to: <https://orpc-pix.smugmug.com/2021-ORPCA-Events/Mt-Hood-Rock-and-Roll-SUV-Drive-July-22/>

(NOTE: Download photos with the down-

Everyone was quite happy when we finally reached the parking area below the Cloud Cap Inn and started to set up for picnic rather quickly! Some of the group stayed on the sunny side of the Inn with a great view of Mt. Hood, the rest of us assembled behind the Inn in the shade. I went around and asked everyone for their opinion of the unusually rough SUV tour and to my surprise almost everyone was happy and actually proud to have made it, and proud of our very capable Porsche SUVs.

Here are a few more pictures from the drive to Cloud Cap:





After a nice long picnic and spending time admiring the north side of Mt. Hood with Elliot and Coe Glacier hanging in the steep cliffs, we all reassembled to jointly descend to the valley. On the way down we passed an unfortunate Subaru driver changing a tire of his car, just a reminder how rough this road is. Once we reached Cooper Spur Road, we were essentially more than two hours behind schedule and decided to skip the last leg with a drive over to Government Camp and a stop at the Mt. Hood Brewing Company. There we parted ways with some heading down to Hood River and others heading down Highway 26 to Portland.

By that time all our cars were covered in a thick layer of dust, especially on the back side. We know what our Sunday activity would be: a thorough wash of our very competent SUVs! ■



A Picture-Perfect Day

BY DANIEL MORRIS | PHOTOS BY DANIEL MORRIS AND PEG RYAN

Sixteen beautiful Porsches gathered on July 22 for a midweek drive through rural Washington, Multnomah, and Columbia Counties. A picture-perfect day with superb driving conditions including construction crews giving notice via the honored nod or thumbs up appreciation as we safely navigated their work zones.

As this was my first time organizing and leading a tour, I was fortunate to have such a wonderful group of fellow enthusiasts that were nimble and helped relieve my jitters. Volunteering to lead a tour was easy back in February when July was six months away. Easy became difficult when I was informed that my chosen route was also on ODOT's maintenance schedule and 24 miles of Highway

47 was set for chip sealing. I don't know about you, but chip sealing and Porsches do not mix. So with six days to go, between Google Maps and a trusty navigator, a reroute was crafted.

We gathered at SW 185th and West Union Road in the Rock Creek area. While technically still in Portland we were closer to Hillsboro. From our starting spot we drove west through the sprawling Rock Creek area towards North Plains where we headed northward into the foothills via roads named Shadybrook, Moreland, and Dorland. I don't know about you, but I find roads with "brook" included in the name mean that my cardiologist is going to be happy as I aerobically exercise both feet and arms simultaneously thereby converting driving

Above: Group 2 at McMenamins Rock Creek Tavern.

To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2021-ORPCA-Events/July-Midweek-Casual-Drive-July-22>

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

MIDWEEK CASUAL DRIVE, CONTINUED

into exercise. Accordingly, mid-week tours are excellent for your health. Have a PDK? Not an issue. Paddles require movement and your left foot can toe-tap to the rhythm of the road.

As the urban landscape transitioned to working farms and small household vineyards, those of us with an open roof could enjoy the smell of nature's summer bounty. We continued through the countryside of the nearly coastal foothills, driving ever upward until we intersected with the western edges of Skyline Road where we navigated eastward for a short distance before cascading down Johnson Road towards Helvetia Road and the famous Helvetia Tavern. After passing the tavern, we performed a smart left hand turn eastward.

We stopped for brief rest and refreshment break at McMenamins Rock Creek Tavern where the bartenders were extremely welcoming and shared the building's history.

Zeroing our odometers, we exited the Rock Creek area and travelled over Cornelius Pass Road northward towards Highway 30 where we drove eastward to Sauvie Island. As we crossed the bridge onto the island, all three prominent mountains were in splendid view. Mount St. Helens directly in front. Mt. Adams towards the 2 PM position and Mt. Hood due east. Much like driving the St. John's Bridge on a clear winter's day, nothing tops the majestic beauty of our dominant mountains.

Sauvie Island has wonderful and classic rural



Clockwise from above: Group 1 Participants meeting; Lined up at the start.



roads that are surrounded by working berry, vegetable, and fruit tree farms. This isn't fast driving. This is classically-comfortable and connected driving where all of your senses are engaged. Your eyes for the road and surrounding lands, your nose for the bouquet of smells, your touch of the wheel, your listening to the birds and breeze, and your taste of the berries that invite you back.

We looped the Island and again crossed the architecturally-pleasing bridge connecting the Island with Highway 30 and this time we headed west and northwest towards Scappoose and ultimately a group lunch at Fultano's Pizza where we were well-received and were officially their first "large" group in this nearly post-pandemic era.

In total, 16 drivers along with eight special naviga-

tors spent a little over two hours enjoying 56 miles of local curvy roads, excellent weather, Porsche companionship, and engaging/spirited conversations about why we drive and love our cars.

For me, the smiles and thanks of a well received tour by new friends felt simply warming. My lifetime best friend was my rookie navigator and, while he isn't a "car guy" he enjoyed himself and is ready to help me plan my next tour, scheduled for September where we will head east towards Hood River, the Fruit Loop, and finally up to Timberline Lodge.

Between now and our next adventure, enjoy driving your Porsche, flash your headlights at your vehicle's cousins, appreciate our region's splendor, stay healthy, and most importantly smile every time you turn that key or press that button. ■

Clockwise from left: What a color – Ron Gotcher's Aubergine Cayman! Group 1 all backed in at McMenamins Rock Creek Tavern; Porsche Tails at Fultano's Lunch location.





June 24 Midweek Casual Drive, Just in Time to Beat the Heat!

BY ROBERT STRAYHAN | PICTURES BY PEG RYAN

*Author's white Panamera
ready to go.*

With triple digit temperatures due by the weekend, a late June Thursday drive allowed us to have a pleasant country experience with lots of rising, dipping and twisty turns. We gathered at Lewis and Clark State Recreation Park in Troutdale. Kurt Fuerstenau was our Tour Lead and Eric Lewis served as Sweep car.

We had 12 Porsches with a nice variety including a mid-80's 911-Targa to a Rauh Welt conversion. For our non-German speaking members, the English translation means "Rough Life" and upon some investigation, we learned this is a Porsche Tuner company from Japan! You can order your body package and other parts and then the owner, Akira Nakai, flies to your location or one of his California locations and personally installs your kit! With the nose a couple of inches off the ground, no frontend damage was sustained on the drive - but this bad boy was observed "kissing the

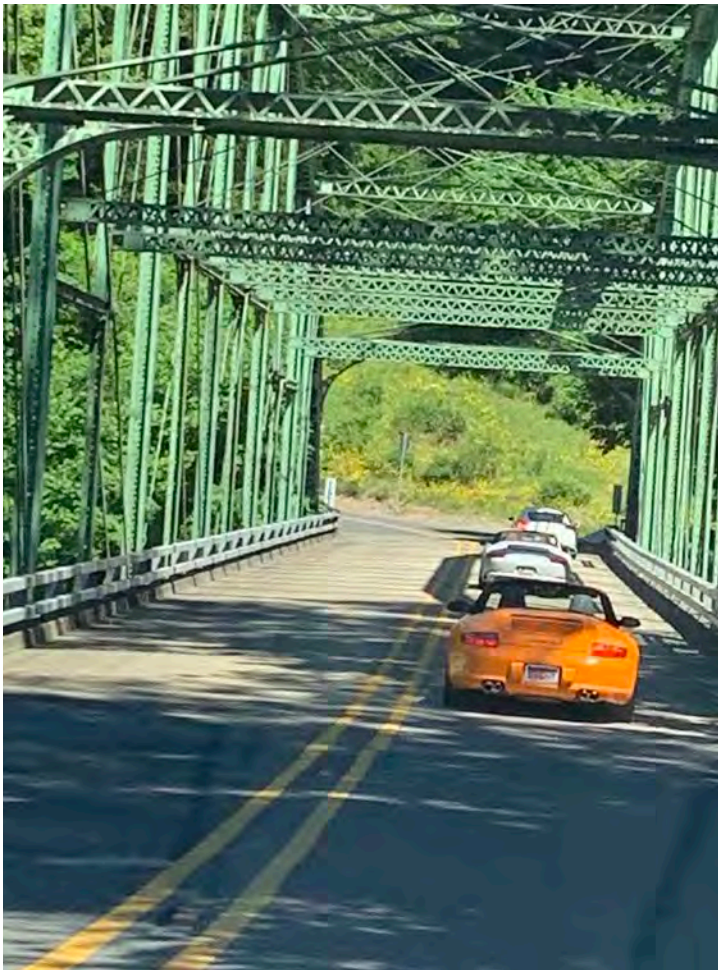
pavement" up front on more than a few turns. Another interesting Porsche was an unusual bright orange. When asked what color it was, we found it was a "wrap car"—hey, that means you can just wrap your current Porsche and your neighbors will think you bought a new one!

Our group included new members Andy and Nancy Boone all the way from Texas. Alta and I have a Panamera and enjoyed staying up with the Boxsters and 911s. Our challenge was adjusting to the frequent changes from brilliant sunlit curves to dark shadows that made for some last-minute steering to avoid the potholes and the damaged roadway edges.

Our Drive ended in old town Troutdale at Italian Ristorante Di Pompello. I'm told by Eric that the club has used this spot in the past and thankfully we were able to dine inside. Being able to share your drive experiences with your fellow members is so much better while enjoying a meal together! ■

To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2021-ORPCA-Events/June-Midweek-Casual-Drive/>

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



Clockwise from top left: Joe DeCarlo's Rauh Welt conversion; Lined up at the start; Stark Street Bridge crossing! Great cabriolet; Rainey Weeks Yaillen and her traveling companion.

Historic Spyder at the Porsche Parade

PHOTOS BY JOE ANGEL

Editor's Note: One of the highlights of any Porsche Parade is the Historic Display, where many rare and rarely-seen Porsches are displayed to the delight of visitors.

This year, the star of the show was this 1954 550 Spyder, chassis number 550-07, a wonderfully-restored example of Porsche's first purpose-built racing car, the mid-engined 550. The accompanying placard provides an explanation of this car's history and ownership provenance. OR-PCA member Joe Angel was one

of a handful of local enthusiasts to attend Parade this year and relates that this blue Spyder was his favorite! Note the metal tonneau panel that covered the passenger seat, the single small windscreen, and the skirted rear wheel openings. Can you imagine 143 mph from a 1500cc flat four? Truly a "Giant killer." ■




An informational sign for the 1958 550A Werks Spyder. At the top left is the Porsche logo and the word "PORSCHE". To the right is a blue ribbon award with a circular seal that says "Porsche" and "1958". Below the ribbon is a small graphic of a red Porsche race car with the text "1958-1959 PORSCHE PARADE 2023" and "FRENCH LICK INDIANA". The main text on the sign reads: "1958 550A Werks Spyder", "Silver", "550A-0145 was a factory entry at LeMans, finishing 3rd.", and a detailed paragraph about the car's engineering and performance. At the bottom right, it says "People's Choice H-28". At the very bottom, in red, is the phrase "Blow the Lid Off Summer".

1958 550A Werks Spyder

Silver

550A-0145 was a factory entry at LeMans, finishing 3rd.

The 550A was based on Porsche's first purpose-built racing car, the mid-engined RS 550 Spyder, and differed from its predecessor by use of a full tube spaceframe with several rear supportive cross-members, rather than the heavier welded-up sheet steel internal structure of the 550. The rear swing axles of the 550 were replaced by a new low-pivot arrangement that made handling much more predictable. The complex 1.5-liter four-cam boxer-four had been teased up to about 135 hp at 7,200 rpm with 107 foot-pounds of torque in full racing tune.

People's Choice
H-28

Blow the Lid Off Summer



July Dinner at Riccardo's Ristorante

BY WINNIE MILLER | PHOTOS BY STEVE & WINNIE MILLER AND JUDI JENNINGS

Thirty-eight very happy people gathered at Riccardo's Ristorante in Lake Oswego on the evening of July 21. Chatting, laughing, eating and drinking with friends on their patio and feeling so much like we were actually at some piazza in Italy. The food and wine were amazing!

Thank you to our hosts, Mike Roy and Judi Jennings, for making this such a fabulous evening for all of us that attended. What started out as two tables of six, then three tables of six (with a waitlist of 15 people) grew into the entire back patio of Riccardo's reserved only for our group. Mike is our hero for making this possible! In fact, Mike and Judi are responsible for securing all our summertime venues with outdoor seating. Next time you see them, please let them know how much you appreciate their efforts.

So far this year, the July dinner has been the best attended. Just before pandemic, it was suggested by some folks that we include fine dining in our monthly dinners. In years past, that idea was not encouraged, and hosts strived to find \$30 max for meals at a venue that could hold 50+ participants. Perhaps, we should reconsider and include a mix of fine and casual dining in the future.

New members introduced included Andy and Nancy Boone, Rick McDonald, Susan Conrad, and Craig and Michele Gardner. Marv and Karen LaVoie had joined just before COVID happened, so this was their first monthly dinner. Welcome!

Upcoming social events include:

- August 18 Dinner at the home of Doug Naef and Christine Pilosi, Milwaukie
- August 21 60-61st Anniversary Party at the home of Steve and Winnie Miller
- September 15 Dinner hosted by Mike and Julie Madrid, La Industria, Tualatin
- October 20 Dinner at the home of Gary and MaryAnn Conrad, Lake Oswego
- October 24 Q4 Mixer at Hopworks Urban Brewery, Vancouver

We hope to see you at one or more of these fun social events and gather with many others that truly believe it's not just about the cars! Don't miss out; save the dates on your calendar. ■



Mike and Susan Branam.



Debbie and Charlie Tragesser.



Nancy Boone, Frank Grady, Susan Conrad and Andy Boone.



Ina and Gary Feldmann, Karen and Marv La Voie Steve and Winnie Miller.



Chuck Hervey, Carlos Santayana, Mike & Julie Madrid and Stephanie & Tom Floyd.



Linda & Larry Tracewell and Joe & Ginny McQueen.



Gordon & Randi Ledbetter, Donna Carnegie, Rick McDonald, Anne & William Rasnake.



Larry & Cathy Hannan and Co-Host, Mike Roy.

To enjoy more photos from this event, go to: <https://orpc-pix.smugmug.com/2021-ORPCA-Events/July-Dinner-Gathering-July-21/> (NOTE: Download photos with the down-arrow icon.)



TASTE OF MOTORSPORTS

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- Concours d'Elegance
- Gourmet Breakfast & Lunch (included)

- Vintage to Modern Welcome
- Exotics Dealers with DEMO's

- Vintage and Modern groups available to bring your car and drive on the track

Love the Club? Volunteer!

WEBSITE

These Volunteer Opportunities are part of the Web Committee and under the Director at Large—Webmaster.

Please contact Heinz at webmaster@oregonpca.org if you can help us.

Web Maintenance

This person is responsible for the weekly / monthly / yearly maintenance of the front-end of the ORPCA website. It is estimated that this role would take about 3 hours per week (maybe less as you get used to the tools). Training will be provided.

Tasks include:

- Weekly: Past-Events images and link uploads
- Monthly: Anzeiger and Panorama uploads, Maintenance of online Anzeiger archive
- Yearly: Creation of featured images for events

In order to be successful in this role a person would need:

- Basic understanding of WordPress and Elementor (Page Builder)



New Pages

This person is responsible for adding new pages to the ORPCA website. New Pages follow the design templates / design guidelines of the ORPCA web site. It is estimated that this role would take about three hours per week. Training will be provided.

Tasks include:

- Add, review and edit event pages, verify correct settings for attendee data collection and featured images
- Add new pages for special events, notifications, updates

In order to be successful in this role a person would need:

- Basic understanding of WordPress and Elementor (Page Builder)

Database Management

This person is responsible for the database management for the ORPCA website. We maintain a membership database in WordPress, a financial transaction database in Stripe and a website performance database in WP Engine as well as multiple databases for events, forms (waivers) and products. It is estimated that this role would take about three hours per week. Training will be provided.

Tasks include:

WEBSITE, CONTINUED

Weekly:

- Monitor automatic site backups
- Mirror complete site to staging area in alignment with “New Design” position
- Monitor from entry uploads, verify correctness and update the membership database as needed

Monthly:

- Upload of PCA membership database
- Download of Stripe financial transactions database into an Excel database and correlate transactions with membership dues, event and refunds and verify correctness of data on the ORPCA member database
- Download of website visitor data and update website visitor Excel spreadsheet
- Generate database exports into Excel for active members, new members, grace period members, lost members and member anniversaries
- Upload Stripe, visitor and membership data to the Board of Directors area of the ORPCA website
- Generate the monthly webmaster report together with the other committee members and provide / present to the board

Yearly:

- Setup BoD (together with “New Pages” position) for the coming year and archive past years data

In order to be successful in this role a person would need:

- Good understanding of Wordpress, import and export plug-ins, very basic php programming, good understanding of Excel (databases and formulas).

Design Update

This person is responsible for the design updates of the ORPCA website. This includes competitive analysis of other PCA club sites. A general knowledge of new design methodologies and trends is needed. It is estimated that this role would take about three hours per week, however, most of the time is concentrated around the year-end web site updates. Training will be provided

Tasks include:

- Develop, test and demonstrate design updates on the ORPCA development site. Design includes site Navigation, menus, page design and page template creation, effective use of media (images, video, social networking content)
- Stage deployment on the ORPCA stage site and mirror to the ORPCA production site
- Identify, integrate, test plug-ins necessary for desired site functionality

In order to be successful in this role a person would need:

- Very good understanding of WordPress, Plug-ins for calendar, event, membership, media, and order management

EVENTS

**These Volunteer Opportunities are part of the Events Committee
and under the Secretary.**

Please contact Carole at secretary@oregonpca.org if you can help us.

Event Administrator

This person is responsible for working with the ORPCA Board, Program Chairs and club members to create and maintain the list of events for the year. This person will attend the yearly event-planning meeting and create a list of events for the following year and will keep this list up to date on a monthly basis. It is estimated that this role would take about 20 hours per month. This person will attend the monthly Board meeting to provide updates on events as well as learn about new events being planned. Training will be provided.

Tasks include:

- Maintain an Excel spreadsheet of all events for the current year. Post an update to this form once a month to the web.
- Get events uploaded on to the web with pictures, if needed, with RSVPs or Tickets
- Manage and report to event organizers on reservations from events
- Manage and report to event organizers on the online Communicable Disease Waiver
- Assist with uploading Communicable Disease Waiver as needed

In order to be successful in this role a person would need to:

- Be technically competent in web activity to learn how to add events and how to manage the required forms for events
- Report on event registrations on a weekly basis
- Understand all Oregon PCA and PCA activities that are happening and add these to the web
- Attend many of the local activities
- Enjoy writing, editing and have good grammar and writing skills

Technical Sessions Chair

This person is responsible for organizing monthly tech sessions whether virtual or in person. This includes finding speakers/locations to hold these. Also includes working with the Event Administrator to schedule these events.

In order to be successful in this role a person would need to:

- Be technically competent in automotive topics
- Gather topics of interest from club members
- Work with Sales and Marketing to find organizations that are willing to provide Tech sessions
- Create a yearly schedule of topics

COMMUNICATIONS

These Volunteer Opportunities are part of the Communications Committee and under the Vice President.

Please contact Peg at vicepresident@oregonpca.org if you can help us.

Anzeiger Newsletter Editor

This person is responsible for producing the *Anzeiger* newsletter content 11 months of the year. This person is also responsible for selecting one article summary to be sent to the National newsletter, Panorama, "From the Regions Editor" each month along with a high-resolution picture. It is estimated that this role would take about 20 hours per month. Training will be provided.

Tasks include:

- Work with club members to generate articles and high-resolution pictures from events that happen each month
- Get new creative topics to add
- Pull pictures from SmugMug or Dropbox to add to articles
- Add pictures and captions to all pictures to be included in the articles
- Get all articles edited and ready for publication by the 25th of the month
- Send all articles and other information to Anzeiger designer
- Review versions of the Anzeiger prior to publishing for errors (TOC, missing info, incorrect links)
- Publish the Anzeiger on Mail Chimp by the fifth of the month
- Work with the Webmaster for publishing the Anzeiger picture and links onto the website

Panorama – From the Regions article includes:

- Using the recent Anzeiger as a source, provide a high-resolution picture of something special that happened recently in our club. Include a short statement about the picture and send to the "From the Regions" editor of Panorama.

In order to be successful in this role a person would need to:

- Understand all Oregon PCA and PCA activities that are happening
- Attend many of the local activities
- Enjoy writing, editing and have good grammar and writing skills

Weekly Member Newsletter

This person is responsible for the weekly member email communications and other special announcements to the members. The weekly email to members happens 49 weeks of the year. There are about five special announcements each year. It is estimated that this role would take about three to four hours per week (maybe less as you get used to the tools). Training will be provided.

Tasks include:

- Gather information on all upcoming events. Confirm that these are happening.
- Check for PCA activities/events that would be of interest to members
- Look for other interesting Porsche events or information that could be shared with the members (even outside of our region)
- Look for other non-Porsche events to be shared with members
- Update the ad once a month based on guidance from the marketing and sales manager
- Write up the email blast and test it before sending out
- Mail out the Weekly email at 9am on Wednesday
- Update the front page of the web with the same information that is in the weekly email
- Attend monthly board meeting to help understand the events that are happening

In order to be successful in this role a person would need to:

- Understand all Oregon PCA and PCA activities that are happening
- Attend many of the local activities
- Enjoy writing, editing and have good grammar and writing skills

Club Photographer

This person is responsible for organizing photography for all ORPCA events. This includes getting photographer(s) to attend events and collecting the photos from those people onto the club Drop-box for Photo Library Curator. It is estimated that this role will take about one to two hours per month.

Porsche Club of America

ZONE 6 REGIONS



British Columbia Interior
 President: Manuel Zerwes
president@bci.pca.org
<http://bci.pca.org/>



Canada West
 President: Jeff Rebiffe
president@pca-cwr.org
<https://www.pca-cwr.org>



Cascade
 President: Arne Berglund
president@cascade-pca.org
<http://cascade-pca.org>



High Desert
 President: Scott Lauray
president@highdesertpca.org
<https://highdesertpca.org>



Inland Northwest
 President: Dave Bingham
presidentinwrpca@gmail.com
<https://inwr.pca.org>



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



Vancouver Island
 President: Tim Evans
president@virpca.org
<https://virpca.org>



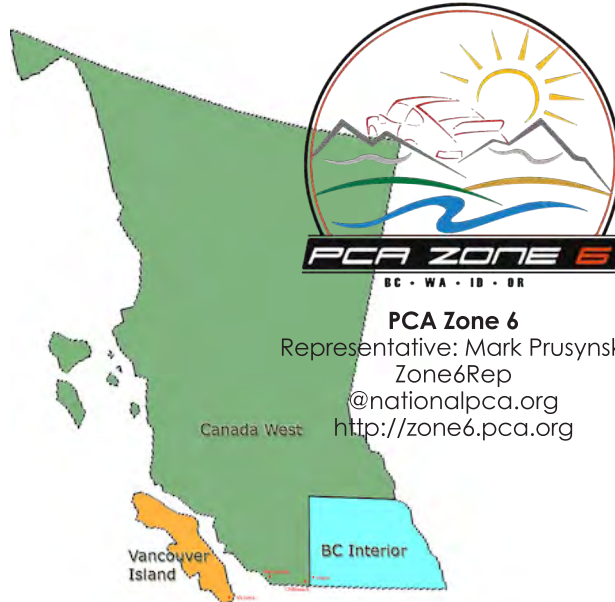
Silver Sage
 President: Lindsey Robinson
president@silversageporsche.com
<https://silversageporsche.com>



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



Oregon
 President: Stephen Miller
president@oregonpca.org
<https://www.oregonpca.org>



PCA Zone 6
 Representative: Mark Prusynski
 Zone6Rep
@nationalpca.org
<http://zone6.pca.org>



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The Mart is one of the most visited parts of PCA.org, recording over 650,000 page views per month. In addition to your online Mart ad, you get a summary version of your ad in *Porsche Panorama*.

It's a **free** benefit of membership — there is no charge to place an ad in The Mart!

VISIT: mart.pca.org



PORSCHE CLUB OF AMERICA

Gear Up for the 2021 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 www.oregonpca.org/activities/autocross/

CHANGES/UPDATES FOR THIS YEAR INCLUDE:

We are still dealing with Covid-19 restrictions at PIR. All participants are required to wear face coverings at all times on property.

Car classifications have been updated in order to provide a more fair, competitive experience for

our participants. Highlights include a S04L and P04L classes for the latest-generation, high-horsepower Porsches (All 718 Cayman/Boxster models (2017-current) and 992 911 base models (2019-current)). Please check to make sure you're registering your car in the correct class. We will not allow participants to change classes mid-season. If a car from a different class is driven, no points will be awarded for that event.

Similar to 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 wait-list will be added in order (priority to members) if there are cancellations.

Work assignments are mandatory and will be enforced. It takes volunteers to keep this thing going. If you drive, you work ... no exceptions. We realize some folks have special circumstances that may prevent them from working in specific roles. We'll do our best to accommodate you, but we ask that you consider whether the physical aspects of autocrossing are appropriate given your individual health.

As always, please let us know if you have any questions.

Happy 2021!

Your ORPCA Autocross Team

Autocross Events 2021

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

#6 August 22

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

#7 September 26

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

#8 October 3 or 17

South Paddock TBD

AUTOCROSS #6

Sunday, August 22 | 7:30 a.m. to 2 p.m.

Portland International Raceway

1940 N Victory Blvd. | Portland, OR 97217

Please join us for the August Autocross. This event will be held in the South Pits at Portland International Raceway (PIR).

Registration is limited to 60 participants, with Non-ORPCA member registration limited to 30 entries. It is strongly suggested that you register early for an event to ensure a spot. In the interest of starting on time, walk-up registrations will no longer be accepted. Tech and Check-in begin at 7:30 am.

All information on this event is available on Motorsportsreg: <https://www.motorsportreg.com/events/orpca-ax-6-08-16-2020-south-paddock-portland-intl-raceway-pca-oregon-770801>

For general Autocross questions, contact Eric Freedle at axchair@oregonpca.org

For Autocross Registration questions, contact Anson Lytle at axregistration@oregonpca.org ■

AUGUST BOARD OF DIRECTORS MEETING

Wednesday, August 11 | Meeting 6:30 to 8:30 p.m.

Oswego Grill Beaverton

3211 SW Cedar Hills Blvd. | Beaverton, OR 97005

The August Board Meeting will be held on Wednesday, August 11 from 6:30 p.m. to 8:30 p.m. at the Oswego Grill in Beaverton. If you are interested in attending, please send an email to Peg at vicepresident@oregonpca.org with your name and email address. You must be vaccinated to attend. ■

Note: September Board Meeting is Wednesday, September 8

AUGUST ARRIVE AND DRIVE: FULL

Saturday, August 14

The August Arrive and Drive on Saturday, August 14, will be a tour of hills and valleys in the wine and farm country to the southwest of Portland. Bring your favorite Porsche (with plenty of fuel), and ideally, a co-pilot. The drive begins in Wilsonville and will end at Evergreen Aviation and Space Museum outside McMinnville. This event is full. Here is all the information: <https://www.oregonpca.org/event/arrive-and-drive-saturday-august-14/>. ■



Nominations Open for Board of Directors Positions

Pursuant to the Club Bylaws, the ORPCA nominating committee is pleased to announce that nominations for the 2022 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:

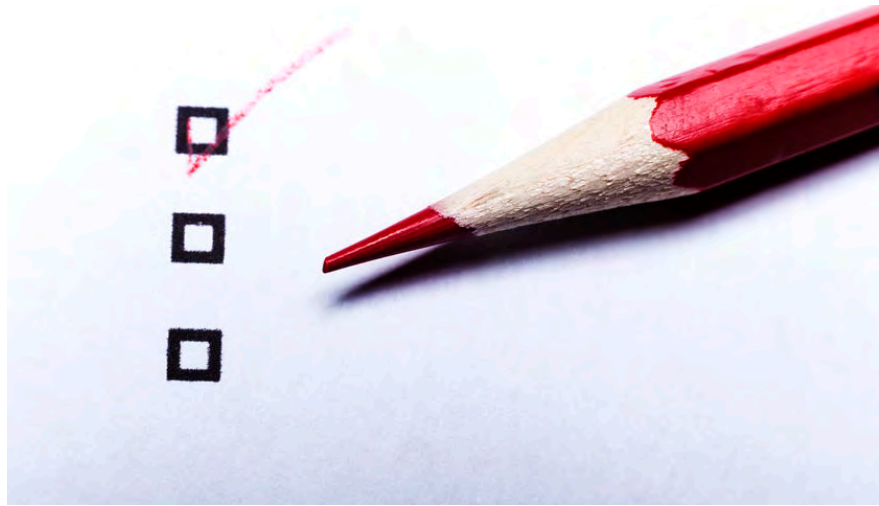
President

Vice President

Secretary

Treasurer

2 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: cjchervey@sbcglobal.net

Larry Hannan: lhannan@comcast.net

Nominations will close September 20, 2021. For detailed information on the elections process, see the ORPCA bylaws posted on the ORPCA website. ■

AUGUST MIDWEEK CASUAL DRIVE

Wednesday, August 18

Come join us for the August Midweek Casual Drive. We will travel from Tigard through the beautiful Washington County farmlands for a stop at Rood Bridge Park. From there we head thru the West Hills ending at the Si Senior in Cedar Mill for lunch. Groups/Start Times

There is a maximum of twelve cars per group with two groups. Group 1 will start at 9:30 am. You will need to arrive at the start by 9:00 am for check in and the Safety Meeting at 9:15 am. Group 2 is the 10:00 am start. You will need to arrive by 9:30 am for the check in and the Safety Meeting at 9:45 am. All participants, driver and navigator (if you have one), must register for this drive and complete the required forms. No minors please. Registration is per car. Registration opened on Wednesday, August 4 and will close on Sunday, August 15 at 5:00 pm.

For complete information please go to: <https://www.oregonpca.org/event/midweek-casual-drive-wednesday-august-18/> ■

CELEBRATE THE CLUB'S BIG 6-0!

Oregon Region PCA 60th & 61st Anniversary Celebration

Saturday, August 21, 2021, 11:00 a.m. to 4:00 p.m.



Please join us for our 60+1 Anniversary celebration hosted by ORPCA President Steve and Winnie Miller at their lovely residence in Oregon City. This is our re-do of the region's 60th Anniversary that was postponed due to the COVID pandemic.

The Millers live on six acres, so we'll have lots of space for seating, a live band, catered Hawaiian food, and a shaved ice truck! Your car will be parked "socially distanced" from others in the designated car corral upon arrival.

We will provide drink tickets for wine, bottled beer, shaved ice, and chilled water. The food will be catered from Ohana Hawaiian Cafe and served by our ORPCA Board members and volunteers following safe food handling practices.

There will be Porta Potties outside along with several hand washing stations. Please feel free to bring your own seating and face covering, if needed. We want everyone to feel safe and comfortable.

Requirements to attend this event – PLEASE READ:

- Each person attending must pre-register here: <https://www.oregonpca.org/event/oregon-region-pca-60-61st-anniversary-celebration-save-the-date/> Please note the event has filled quickly and only 6 spots remain at this time.

- Face coverings and social distancing required for those not fully vaccinated. Each participant is responsible for bringing their own PPE (Personal Protective Equipment) including hand sanitizer and disinfecting wipes.

- The cost of the event is \$35. This includes 2 beverage tickets for beer and/or wine, one shaved ice ticket, lunch, and unlimited non-alcoholic beverages. All lunch options come with your choice of the following sides: rice, mac salad, or veggie yakisoba. Please select from the following lunch options when you register:

Teriyaki Chicken | Teriyaki Beef | Tofu (vegetarian)

We are seeking volunteers to help with this event. Please add a note when you register if you would be willing to volunteer or contact the social committee here <https://www.oregonpca.org/home/the-club/contact-social-director>. Thank you in advance for your assistance.

ROTHSPORT PORSCHE SWAP MEET

Saturday, September 11 | 9:00 a.m. to 3:00 p.m.

Rothsport Racing

14015 SW Galbreath Drive | Sherwood, OR 97140

Vendor Space is \$10 for 10 x 10. Contact Bob to reserve space, 503.265.9904.

AUGUST DINNER GATHERING

Wednesday, August 18 | 6:00 to 8:00 p.m.

Home of Doug Naef and Christine Pilosi

2800 SE Laurelwood Dr., Milwaukie, OR 97267

Covid-safe self-serve "build your own" Taco Salad will be this year's culinary experience! Appetizers and dessert too! Please bring your own beverage of choice as only bottled water will be provided. Pray for sun or do a sun dance for sunny weather... if not we will eat in the 5 car garage as we did previously! This event is limited to 80 people. \$20 is the anticipated price for dinner and table/chair rental. Please bring cash. There is plenty of on street parking with extra parking down a smooth gravel drive below where several members parked last time. Parking in the residence driveway will be reserved for handicap parking and current or past presidents!

To register please go to: <https://www.oregonpca.org/event/august-dinner-gathering/> ■

AUGUST SUV DRIVE: WINDY RIDGE ON MT. ST. HELENS

Saturday, August 28

Join us for a beautiful drive through the Mt St. Helens National Volcanic Monument. We will start the drive in Troutdale. There will be restrooms available. This is a casual drive with your Cayenne or Macan. Other SUVs are welcome, but we do not recommend vehicles that do not have a high ground clearance. 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. Also 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. For complete information and to register, please go to: <https://www.oregonpca.org/event/suv-group-tour-to-windy-ridge-on-mount-st-helens/> ■

QUARTERLY MIXER: SAVE THE DATE

Sunday, October 24

Join us for some food and drink at our Quarterly Mixer on Sunday, October 24, 2021, from 2pm to 5pm at the HUB in Vancouver, Washington. This is a no-host event with food and drinks available to purchase. Please note that no one under 21 can attend. Please save the date for this event.



50

YEARS

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Anzeiger Marketplace

PARTS FOR SALE



Kinesis forged 19" Wheels and RE-71R Bridgestone tires 19" Kinesis/Champion Forged wheels with offsets for Boxster or Caymans. These wheels were designed by Champion Racing and produced by Kinesis. They are super lightweight and strong forged construction. The outer deep dish rims are polished with mat spokes/centers and colored Porsche crest center caps. They are available with the original boxes and packing. Excellent condition. They are mounted with Bridgestone Potenza RE-71R 200 treadwear Extreme performance summer tires. The tires are two years old but have had very little use. The tread depth is 8/32" front and 7/32" on the rears. The new specs are 8/32". Wheels \$3,000, Tires \$550 and both for \$3,200. Please call Barry 360-210-7900 (8/21)



Cayman GiroDisc Rotors. An ORPCA member has just gotten an allocation for a 2022 GT4. Because of this, his base Cayman is converted back to stock and goodies are up for sale. The parts are very lightly used. He is located in Tigard, OR and will ship or even bring some parts to any of the remaining Autocross events. Still available is: GiroDisc Rotors Front and Rear, 2 sets, 1 used, 1 new. For 981 S models and 718 Base models. Used set has seen 2 Autocross events and less than 500 miles, almost new. Bolts and spacers included.. New \$2300, Asking \$1600 shipped to lower 48. There is also a new set in the Box with bolts and spacers included. This was to be the set for Race Pad, but was never installed. New \$2300, Asking \$1900 shipped to lower 48 Josh Sechrist at j.sechrist357@gmail

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. ■