

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JULY, 2019



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by Karen C. and Bobbie L. O'Brien

Summary: Start at the End of Oregon Trail Parking lot in Oregon City. From there you take backroads to Delaney State Recreation Area at the Sandy River for a stop. Then you continue to the Old Columbia River Highway, wind your way up and down Larch Mountain Road and then through backroads to Troutdale for lunch.

Tour Document: 5-14-19 Midweek Drive

Original Date: 6/16/2019

Last Update: N/A

Starting Point: End of Oregon Trail - Parking Lot
1729 Washington Street
Oregon City, OR 97045



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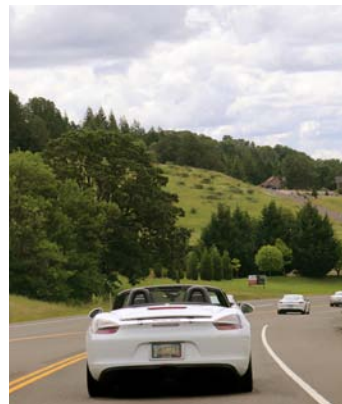
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July 27 and 28



ON THE COVER

The 21st Northwest Passage provided a great photo op of this Porsche. Photo by Mark Davis.

ANZEIGER

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

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[CLICK HERE for June, 2019, ORPCA Board of Directors Minutes](#)

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EVENTS, OREGON REGION AND BEYOND

JULY, 2019

- 6 Arrive & Drive
- 10 Board Meeting
- 12-14 Corral
at Rose Cup Races
- 13 SUV Group Hike
and Lunch
- 17 Monthly Club Social
and Dinner
- 21 Corral at Forest Grove
Concours
- 21 Autocross #5
- 23 Midweek Casual Drive
- 21-28 Porsche Parade at
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- 27 Porsche Day at
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- 27-28 Corral at Vintage
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- 14 Midweek Casual Drive
- 14 Board Meeting
- 18 Autocross #6
- 21 Monthly Club Social
and Dinner
- 24 Mount St Helens SUV Tour
- 30-31 Day 1-2, Grand Prix
of Portland, NTT
IndyCar Series

SEPTEMBER, 2019

- 1 Day 3, Grand Prix of
Portland, NTT
IndyCar Series
- 4-7 PCA Treffen,
Woodstock, Vermont
SOLD OUT
- 7 Maryhill Loop Tour
- 11 Board Meeting
- 14 Arrive & Drive
- 14 Oregon Festival of Cars,
Show Day
- 15 Autocross #7
- 18 Monthly Club Social
and Dinner
- 28 Tech Session: Car
Detailing

OCTOBER, 2019

- 5 Tech Session at
AR Auto Service
- 6 Autocross #8
- 9 Board Meeting
- 12 Arrive & Drive
- 16 Monthly Club Social
and Dinner

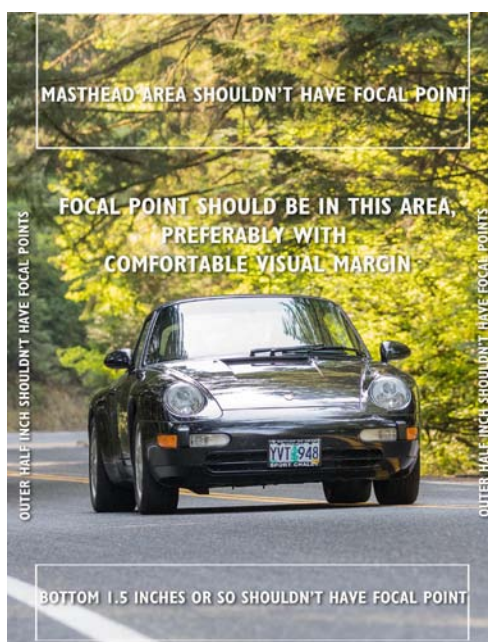
NOVEMBER, 2019

- 13 Board Meeting
- 20 Monthly Club Social
and Dinner

DECEMBER, 2019

- 7 Holiday Party
- 11 Board Meeting

ANZEIGER COVER PICS NEEDED!



Every month, we receive many great Porsche pics ... and we need more for covers! When shooting, remember ...

- Pic must be VERTICAL (portrait mode, not landscape)
- There should be a comfortable margin around all edges of the focal point. **Do NOT crop!** The cover "bleeds" off the edges, so please leave a good margin on every side.
- Make sure there is nothing significant in the masthead area.
- Send us the highest resolution possible.

Looking forward to your photos!

Send your Anzeiger cover photos to:
Peg Ryan, Communications Director
communications@oregonnpca.org



50
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Ed & Phyllis -



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WELCOME TO OUR NEW MEMBERS!

Bill Crothers
Barbara Crothers
2006 911 Carrera 4S

Bill Fehr
1993 911 Carrera 2

Ron Reichen
Margaret Ragan
2003 911 Carrera 4S

Bob Smith
Missy Smith
1976 911 Turbo

ORPCA MEMBERS

Primary Members: 608
Affiliate Members: 444
Total Local Members: 1,052

PCA MEMBERS IN OREGON REGION

Primary Members: 1,068
Affiliate Members: 696
Total Members: 1,764

PCA NATIONAL MEMBERS

Primary Members: 85,252
Affiliate Members: 46,876
Total Members: 132,138



Larry Tracewell
Membership Director
membership@oregonpca.org

ANNIVERSARIES

45 YEARS

Charles Jarvie

40 YEARS

David Sigafoos | Vickie Sigafoos

25 YEARS

Charles West | Patsy Cobb

20 YEARS

Kathleen Ellis | Robert Ellis
Trey Maust | Elizabeth Maust

15 YEARS

Mark Bowen | Denise Bowen
Robert Ward | Annie Grummel

10 YEARS

Joseph Zelayeta | Dorothy Zelayeta

5 YEARS

Tom Floyd | Stephanie Floyd
Alexei Peters
Peg Ryan | Eric Lewis

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52 Porsche Beaverton 503.641.8600

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53 AR Auto Service..... 503.697.3311

54 Canyon Auto Rebody 877.489.2520

7 Heckmann & Thiemann Motors..... 503.233.4809

9 Marque Motors 503.293.5386

5 Matrix Integrated (Downtown) 503.443.1141

5 Matrix Integrated (Westside) 503.747.5780

54 Stuttgart Autotech 503.635.3098

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.

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

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PRESIDENT'S MESSAGE

Larry Hannan

Thanks to Our Members and Other Things

I hope you have had a chance to explore our new website. Two of our members, Peg Ryan and Heinz Holzapfel, spent months building the new site from scratch. Along the way they also discovered some problems with our membership tracking system which added to the scope of the project. Helping Peg and Heinz was a small group of members (Bob and Kathleen Ellis, Carole Hedstrom, Robin Shaughnessy, Matt Nenninger, Randy Stolz, Roy Johnson, Lori Brown and Jeremy Williams) who agreed to review, edit, help with content and check to make sure all the links were working. I have no idea how many man-hours were consumed in this project but all of us should give them a big thank you for their time.

Our premier tour event, the Northwest Passage, took place in June and was a rousing success. While there is an article in this issue about the event, I want to use this space to give kudos to the team that organizes it. The Northwest Passage Team works year-round to make this event happen, with planning for each tour starting more than one year in advance. A big thank you to Greg Kirchem, Kaylene Kirchem, Jim North, Steve Spahr, Melanie Spahr, Jeff Gretz, Joe McQueen, Ginny McQueen, Ron Timmerman and Gayle Timmerman for all your work. Thank you as well to Morgan Stanley, Sports Car Market and Porsche Beaverton for their financial support.

There are many events in the next few months where you can display your car. There are three racing events at PIR, two of which will have an

ORPCA corral. We will also have a car corral at the Forest Grove Concours d'Elegance.

Coming up August 3 is the second annual German Palooza at Portland International Raceway. It will be a day dedicated to German automobiles, German food and maybe even a little German music. We would like to have a huge display of Porsches at the event. Check the website on how to register.

Always more to come. ■

One of the many lovely moments from this year's Northwest Passage.

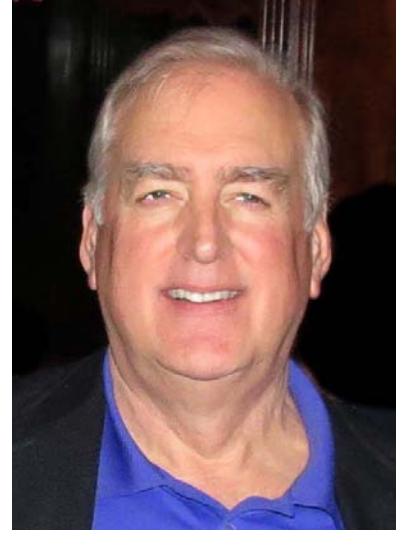


REARVIEW MIRROR

Edited by Gary Koppang

A Most Exclusive Porsche: The Ruf R-GT

STORY AND PHOTOS BY WERNER LOWE
ABRIDGED FROM THE NOVEMBER, 2001, ANZEIGER



Porsche AG started building sports cars in Gmund, Austria in 1948, and now assembles their current three production models at plants in Zuffenhausen/Stuttgart (986/996); Finland (986); and Leipzig (Cayenne).

Of all Porsche production sites, none is so exclusive as the village Pfaffenhausen the home of Auto Ruf. Ruf, a small company (www.ruf-automobile.de) started over 60 years ago by Alois Ruf, continues to be one of the world's most respected sports car builders.

Since 1977, Ruf's "understanding of the strength and inherent sporting characteristics of the 911" provides

the key to the company's concentration on this model as the platform for its cars.

Ruf products and the Ruf Porsches are of a special and distinct breed. These variants are built in very small numbers and produce more power and are faster than their production Porsche family relatives.

Starting with their first Porsche Turbo upgrade in 1977, and proceeding in 1981, with their own five-speed transmission, Ruf in 1983 introduced the 911 Ruf BTR, a 3.4 liter Turbo that developed 374 bhp.

In 1987, the Ruf CTR "Yellowbird" was introduced. This street-capable 469 bhp twin turbo exceeded the



world record for production cars at 205 mph. This car, in succeeding years approved for US safety and emission regulations, was equipped with a six-speed transmission and 18-inch wheels. CTR 2, in 1996 and the light weight CTR 2 Sport in 1997, squarely put Ruf at the front of street-legal Porsche competitive machinery.

In 1997, Ruf produced the Turbo R a 490 bhp super car based on the 993 twin turbo GT2.

With the advent of the 996, Porsche AG allocated 14 GT3 type chassis and bodies to Ruf for the new Ruf R-GT, a 385 bhp 3.6 liter boxer engine that will reach 193 mph.

Of the 14 cars built, seven have reached the United States. Remember, the Porsche GT3, street legal in Europe, does not meet US regulations and is not imported to the US for street use. Oregon Region club member and track enthusiast, Mike Bartos, just happens to be one of the seven US owners.

Mike, a 17-year ORPCA member and driving instructor, has owned three prior Porsches: 356, 944 Turbo, 911 C4. Mike who has worked with ORPCA's John Joyce on rallies, was in line for a 996 Turbo when the opportunity arose to acquire this vehicle.

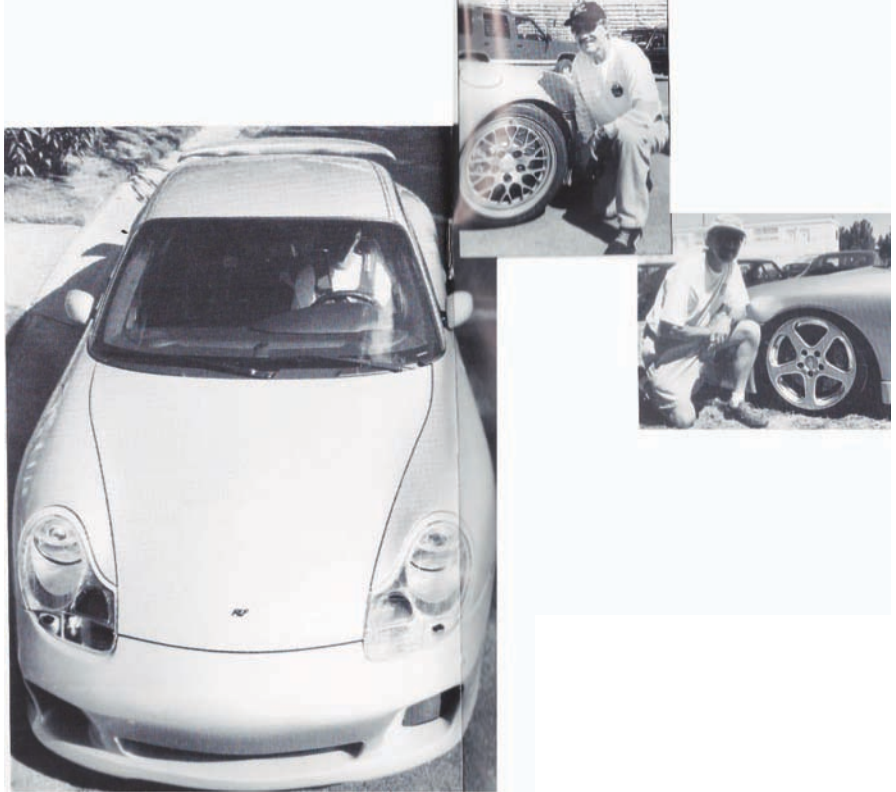
Weight: 2926 lbs.

Power plant: 996 GT3 basis, 3.6 liter air-cooled engine with water-cooled heads, dry sump lubrication and Bosch DME Management.

385 bhp (DIN) at 7700 RPM.

Torque: 295 ft. lb. at 4600 RPM.

Redline: 7800 RPM



Ruf: Camshafts, exhaust manifolds, mufflers and engine control unit. Mike opted for the mechanical throttle linkage and thus does not have the Porsche Stability Management (PSM)

Transmission: GT3 6 Speed manual with RUF ratios and a short shift.

Mike's car is rear-wheel drive. Ruf will option the car as an all-wheel-drive vehicle.

Suspension is a Ruf sports development based on the GT3, with unique Ruf springs, shock absorbers and anti-roll bars. As can be seen from the photos, Mike's vehicle sits low to the ground. Height is adjustable.

The exhaust system is also specifically developed by Ruf and includes manifolds and exhaust tips.

Wheels and tires: Mike ordered the new light-alloy 19 inch Ruf wheels for street use. Pirelli Potenza P Zero tires are 225/35 ZR 19 in the front and 305/25ZR 19 in the back, providing a tremendous footprint. For track, Mike uses 18-inch forged wheels

equipped with 245/40 ZR18 tires in front, and 305/30 ZR18 in the rear.

One of the major attributes of the Ruf R-GT is the finish of the cabin. Ruf provides an integrated roll cage that is built into the main structure, and is fully lined and "remarkably unobtrusive." Mike's GT3 Recaro sport seats are in leather and are equipped with the latest Schroth restraint red belt system. The steering wheel is a three-spoke, all leather unit, providing excellent visibility to the Ruf trademark green accented instrument gauges. Air conditioning and the 996 CE radio is standard. The 996 "Turbo" Litronic headlight system is installed, which provides Litronic lighting for both low and high beam application.

A number of coachwork features mark the R-GT, which include the unique Ruf lightweight composite front spoiler, deck lid, side skirts and special rear wing, each marked with a Ruf serial number.

Performance: That ear-to-ear grin, now permanently etched on Mike's countenance, comes standard with

the R-GT's performance.

Consider zero to 62 mph in 4.7 seconds and zero to 100 mph in 9.9 seconds. Top speed with standard gear cluster is 193 mph.

Mike participated in the August ORPCA PIR track days and saw somewhere near 145 mph on the speedometer at the end of the straight section prior to turn one. An unconfirmed rumor notes that his speedometer needle may have reached 165 mph at an undisclosed location.

Postscript: Nothing ever stays the same for very long.

Ruf's latest offering, the 2001 R Turbo, is a 520 bhp, 212 mph vehicle that Excellence Magazine in October 2001 calls "The Planet's Fastest 911!"

"Lucky" Mike was a passenger in this car with driver Alois Ruf at Monterey in August. Mike and son Mike drove the new R-GT to the Monterey Historics for a special Ruf event a week after taking delivery of the vehicle at Sea-Tac customs.

Two-hundred-twelve mph!

Many airplanes can't fly that fast! ■



SPECIAL SECTION

INTRODUCING THE NEW ORPCA WEBSITE: PART TWO

Tours, Members Only, Events and More

BY HEINZ HOLZAPFEL

In last month's *Anzeiger*, I gave an overview of the new site's login, navigation, home page layout and a short overview of the onsite membership dues payment capability and the mailing system. In this article, I will focus on the member-only content and features. To access member-only content you need to login to the new site. If you haven't yet, for the first login you need to set your password. Click Login on the top bar of the site, enter your email address into the login window and then click "Lost your Password?" This will send you an email which will allow you to set a new password.

TOUR LIBRARY

One of the many benefits our club offers is the organization of amazing drives in the Pacific Northwest. If you want to repeat a drive you especially liked, or if you couldn't attend but want to drive a specific route by yourself or with friends, we offer a growing library of club tours (Midweek Drives, Arrive & Drives, Single and Multi-Day Tours) under Tours>Tour Library:

Log Out / Welcome back, Heinz

Porsche Club of America
Oregon Region

Home Tours Socials Autocross Garage The Club Member Area

ORPCA Tour Library

Here you will find tested and accurate (as of their reconnaissance) routes for your enjoyment. These have been run by the club as "Arrive and Drive" or weekend tours.

DISCLAIMER- Routes are current as of the date they were run, road conditions change and ORPCA is not responsible for keeping the road conditions current on the route document.

Starting in 2019 we will support Navigation Apps that accept GPX data for the routes. Over time we will update all older route with GPX data as well. We tested the iPhone App "Scenic" in 2018 on 3 routes with good results. If you want to use Scenic for our routes please read the [Users Guide](#).

Have fun, Be safe. Use a Navigator or a Navigation App. Watch out for pedestrians, cyclists and bikers. Share the road!

If you have a route or routes in electronic format that you wish to share with the membership, please send the files to: webmaster@oregonpca.org

All 2006 2009 2012 2017 2018 2019

2019 Midweek Drive to Troutdale

2019 May Arrive and Drive to McMinnville

2019 Cabin Fever Tour

2019 Midweek Drive to Vernonia

2018 October Midweek Drive

2018 Sausage Run to Mount Angel

SPECIAL SECTION

INTRODUCING THE NEW ORPCA WEBSITE: PART TWO

You can search by year or just click on one of the tours to access the details of the tour. Each Tour Description gives you a summary of the drive, access to the written turn-by-turn instructions, maps of the starting point, the rest stops and the end point (often a restaurant), distance in miles for the tour and for each leg of the tour, estimated driving time, a link to the Google Map URL of the drive or the details of the drive in the library of the Scenic App (a turn-by-turn navigation app we are beta testing for the Club tours—more about that in a future *Anzeiger*).



2019 Midweek Drive to Troutdale

Heinz - 05/14/2019 - Route

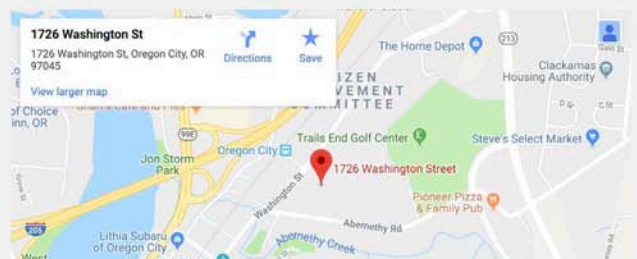
Summary: Start at the End of Oregon Trail Parking lot in Oregon City. From there you take backroads to Dabney State Recreation Area at the Sandy River for a stop. Then you continue to the Old Columbia River Highway, wind your way up and down Larch Mountain Road and then through backroads to Troutdale for Lunch.

Tour Document: [5-14-19 Midweek Drive](#)

Original Date: 5/14/2019

Last Update: N/A

Starting Point: End of Oregon Trail – Parking Lot
1726 Washington Street
Oregon City, [OR 97045](#)



MEMBER AREA

The member area gives you access to

- Membership renewal with on-site payment
- Review and Update your information
- PCA and ORPCA Guidelines and Forms
- The three most recent Anzeigers (you can read the current Anzeiger

also on the Home Page if you are logged in)

The ORPCA Membership Renewal button offers a convenient way to pay your membership dues, either by check or by credit card. You also can set-up recurring membership dues payments. It links you directly to the checkout page for membership dues. You also can go to the Membership Account menu item which shows you when your current membership is expiring and all past invoices for membership dues paid.

The screenshot shows the ORPCA Member Area website. At the top, there is a green navigation bar with social media icons (Twitter, Facebook, Instagram, YouTube, and a generic social icon) on the left and a "Log Out / Welcome back, Heinz" link on the right. Below the navigation bar is a green header with the ORPCA logo and the text "Porsche Club of America Oregon Region". To the right of the header is a navigation menu with links: Home, Tours, Socials, Autocross, Garage, The Club, and Member Area (highlighted in green). Below the header, there are three white boxes with green buttons. The first box is titled "ORPCA Membership Renewal" and contains the text "Please renew your PCA membership before renewing your ORPCA membership." with a green button labeled "ORPCA Membership Renewal". The second box is titled "View and Update your Information" and contains the text "Moved? New car? New email? Please update your information." with a green button labeled "Update Information". The third box is titled "Guidelines and Forms" and contains the text "ORPCA and PCA forms, waivers, guidelines, minimum standards" with a green button labeled "Guidelines & Forms". Below these boxes is a section titled "Latest Anzeigers" with three magazine covers. The first cover is for June 2019, featuring a row of colorful Porsche cars. The second cover is for May 2019, featuring a yellow Porsche race car on a track, with the text "SPECIAL SECTION: Porsche Pirelli Trophy West USA". The third cover is for April 2019, featuring the interior of a Porsche car with a steering wheel.

The Update Information button (or View your Info menu item) gives you access to your information in our membership system. On a monthly basis, we get member information from PCA for members in our region. ORPCA collects additional information to better serve our members.

SPECIAL SECTION

INTRODUCING THE NEW ORPCA WEBSITE: PART TWO

Information we receive from PCA is shown on blue background. If any of that information is incorrect, please go to pca.org, log into your account and update your member information. We will receive these changes with the next month's update.

ORPCA Home Tours Socials Autocross Garage The Club Member Area

YOUR INFORMATION

There are two sources for member information:

1. **PCA Information:** we receive on a monthly base data from PCA on PCA members in the Oregon Region. This data is shown on this page on the light blue background.
2. **ORPCA Information:** when a PCA member signs up for membership with ORPCA we collect additional information. This data is shown below on the light green background.

Please review our [Privacy](#) and [Financial Policies](#) for additional information.

PCA Information:

We are receiving the data displayed in this section monthly from PCA. If any of this data is incorrect or needs an update, please go to the [PCA Member site](#), log in and update your information. We then will receive the updated data with the next monthly update.

PCA Member Data

First Name	Heinz	Middle Name	
Last Name	Holzappel	Suffix	
Nick Name	Woody	Designation	PhD

Address 1	11789 NW Blackhawk Drive	Address 2	
City	Portland	State	OR
ZIP Code	97229	Country	us


Email	heinz.p.holzappel@gmail.com	Home Phone	(650) 823-0951
PCA Member ID	2018040380	Active Member	1
Expiration Date	3/31/2020	Membership Type	membership
Term Length	2 years	Member Type	Member

ORPCA Home Tours Socials Autocross Garage The Club Member Area


ORPCA Member Data

Member Login	admin	Display Name	Heinz
Cell Phone	(650) 823-0951	Work Phone	(650) 722-1276
ORPCA Active	<input type="checkbox"/>	Dues Expire	3/31/2020
Co-Member Email	sylvianessan@gmail.com	Date Joined	3/14/2018

Member Photo



Car Photo



Information collected by ORPCA is shown on green background. In the past we collected this information at sign-up, consequently over time the information got stale. The new site offers a simple way to update your ORPCA information. Click on the Update button at the bottom of the Your Information page which opens a form for your data entry in a separate window (to make it easy to compare the information on both pages). Please review and update your information regularly, especially for your co-member email, phone numbers, your cars, your area of interests.

This form also allows you to update your biographical information ("your Porsche story"), and upload pictures of you and your car. This is a great way to make you known to fellow club members. We often got the feedback "make the website help to connect names to faces to cars". The new web site is doing this with two features: The Member Directory in the Member Area and the Member Profile post on the home page.

ORPCA Member Data Form

This form allows ORPCA members to update some of their information and submit for review. If you want to change any other data please contact the Membership Chair.

ORPCA Member Information

Name *

First: Last:

Member Email *

Enter Email: Confirm Email:

Co-Member Email *

Enter Email: Confirm Email:

Cell Phone:

Work Phone:

Weekly Email Updates

☐ Member
☐ Co-Member

Member Photo

Choose File: No file chosen

Car Photo

Choose File: No file chosen

Biographical Information

ORPCA Club Activities

Areas of Interest

☐ Select All
☐ Autocross Events
☐ Motorsports
☐ Concours
☐ High Performance Drivers Education
☐ Social Activities
☐ Weekend Tours
☐ Day Tours
☐ Rallye
☐ Technical Sessions
☐ Club Magazine
☐ Event Volunteer
☐ Club Administration
☐ SUV Group Tours

Please check the club activities you are interested in.

Car Information

This section allows ORPCA members to add information about 3 more cars. Car 1 data is provided from PCA information.

Car 2

Car 2 Model:

Car 2 Year:

Car 2 Color:

Car 2 Comments:







Porsche Club of America Oregon Region

Home Tours Socials Autocross Garage The Club Member Area

ORPCA Member Directory

List of all current ORPCA members: Q2 2019 Directory

Viewing All Profiles (Showing 241-255 of 646 Results) Search Members

 Harrison Branch Email Address gourmet@peak.org Level ORPCA Member Start Date 01/01/1970 View Profile	 Harry Danberg Email Address harry@danberg.com Level ORPCA Member Start Date 01/01/1970 View Profile	 Hayden Price Email Address hpcigar@gmail.com Level ORPCA Member Start Date 01/01/1970 View Profile
 Heather Casto Email Address duketan822@gmail.com Level ORPCA Member Start Date 05/30/2019 View Profile	 Heinz Email Address heinz.p.holzapfel@gmail.com Level ORPCA Board Member Start Date 06/18/2019 View Profile	 Helen Cain Email Address helenzi@yahoo.com Level ORPCA Member Start Date 02/01/2008 View Profile

ORPCA ORPCA Member Profile

Heinz

Biographical Info

Sylvia and I joined the club in March 2018 after we got our first Porsche in March 2017. We both have backgrounds in Hi-Tech, Sylvia in Marketing and Legal, and me in Software Development. We moved from Silicon Valley to Portland in 2009 after falling in love with the region and the city during a road trip to Portland in 2005. Btw, that road trip was in our beloved, now 20 years old Miata.


Email Address
heinz.p.holzapfel@gmail.com

Level
ORPCA Board Member


Start Date
06/18/2019

[View All Members](#)

Member Photo:



Member Car Photo:



The Member Directory (Member Area > Member Directory) shows a grid of all ORPCA members, for each member a profile picture and email address, member level and start date is shown. The page also allows you to search for fellow members of the club by first name, last name, email. There is also a link to the member profile. The member profile shows the biographical information ("your Porsche story") as well as the uploaded pictures of the member and the car (if you see a picture of the Porsche manufacturing line with a yellow 911, this means the member has not yet uploaded a picture). The profile picture used in the member directory is an Avatar. Avatars are profile pictures linked to your email address that follow you on all web sites and posts. If you don't have an Avatar yet, you can get one at www.gravatar.com.

SPECIAL SECTION

INTRODUCING THE NEW ORPCA WEBSITE: PART TWO

Once you've generated it, it will automatically show up on our site. We are also testing the capability to generate an Avatar just for our site on our site.

The Member Profile on the Home Page features active members of the club. We are currently setting up the initial library of 10-15 member profiles. These profiles will be rotated through or you manually can move to the next or previous profile.

Member Profile



Gary & Ina Feldmann

Gary and Ina Feldmann joined PCA in 2011 and Oregon PCA in 2012. Their current Porsche is a 2013 991.1 Carrera in Aqua Blue. This is their 6th Porsche. Gary joined PCA in 1974 and was a member for about 5 years. He rejoined in 2011. The other 5 Porsches they have owned were:

1972 914-4, 1970 911 T, 1973 914-4 2.0, 1976 914-4 2.0, 1999 911 Carrera

Gary is an avid Autocross competitor, winning the 2018 championship in the Showroom Stock class, S03 by 14 points. Congratulations!


You can meet Gary and Ina very easily, as they attend most of the monthly socials and drives.

CO-MEMBERS

If you have a co-member on your PCA account, you might know that your co-member has a separate login capability on PCA. Our new site supports co-members to sign in with their own credential as well. The key for that is that you provided a unique email address for your co-member (see above in the section about the ORPCA Member Data Form), the co-member email address must be different from the member email address. Once you submitted the co-member email address, we will generate a user account for the co-member and notify the co-member to login with the unique email address and set a new password using the "Lost your Password?" link in the login screen. Please submit your co-member email address; we currently have 440 co-members, but only 5% have their email addresses provided!

EVENT ALBUMS

The Recent Events area on the Home Page lists the last 10 to 12 events with event profile pictures that link to the respective event pictures on our SmugMug site. If you want to look up images of older events, you can go to The Club > Event Albums and search for the event category (like Autocross) and then click on the event profile picture of the album that brings you directly to the images of the event.

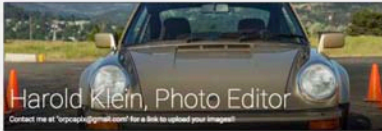

[Home](#)
[Tours](#)
[Socials](#)
[Autocross](#)
[Garage](#)
[The Club](#)
[Member Area](#)

Event Albums


This Gallery contains a featured picture for every club event category since 1/1/18. You can filter for the different event categories and then click on the featured event picture, which then opens a page showing all events of the selected category in the selected year. Clicking on any of those pictures opens all of the respective event pictures in our club repository on SmugMug. You can return to the Event Gallery simply by using the back button / icon on your browser. For events prior to 2018 please click [here](#).

Thanks to our club photographer Harold Klein for providing our club with a wealth of event pictures that document our various club events vibrantly and artistically until 2019.

For 2019, while Harold is on assignment in Yellowstone, a group of 4 photographers will cover as many events as possible.



Harold Klein, Photo Editor
Contact me at haroldk@smugmug.com for a link to upload your images!



Peg Ryan, Communications Director
Questions? Contact me at pryan@oregonpca.org

2019 Events

[All](#)
[Autocross](#)
[Drive](#)
[Garage](#)
[Social](#)










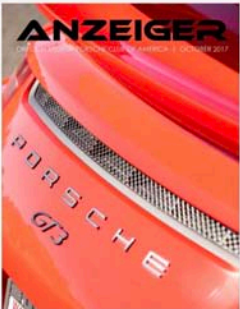



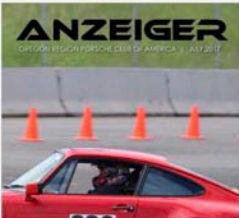


ANZEIGER ARCHIVES

Want to dive into the history of the club? Go to The Club > Anzeiger Archive. There you find every Anzeiger published since March 2010!

2017





This concludes the introduction to our new website. If you have any questions, need help or want to give feedback (yes please!), drop us an email at webmaster@oregonpca.org or use the email form on the Contact Us Page (The Club > Contact Us). ■

Autocross #4: Several Surprises at a Sunny Father's Day Event

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY RICK PITTMAN AND ERIC LEWIS

We had another amazing autocross with tight races across many of the classes. Since it was Father's Day, there were a number of our usually fast participants missing, but this gave others a chance to race for the coveted Top Time of Day (TTOD). The top three times belonged to Anson Lytle at 37.0 seconds (TTOD), Tong Qi in his new 2019 GT3 RS was second with a 37.2, and Eric Freedle was third with a 37.4. One of the surprises of the day was David Kosa's 20-year-old son, Nicholas, who had never done autocross and never driven Tong's GT3 RS. He was fourth overall, just .03 seconds behind Eric Freedle—WOW! Another fun fact is that we have two Panameras that are competing: Rick Wilson in his 2010 Panamera Turbo and John Johnson in his 2013 Panamera GTS.

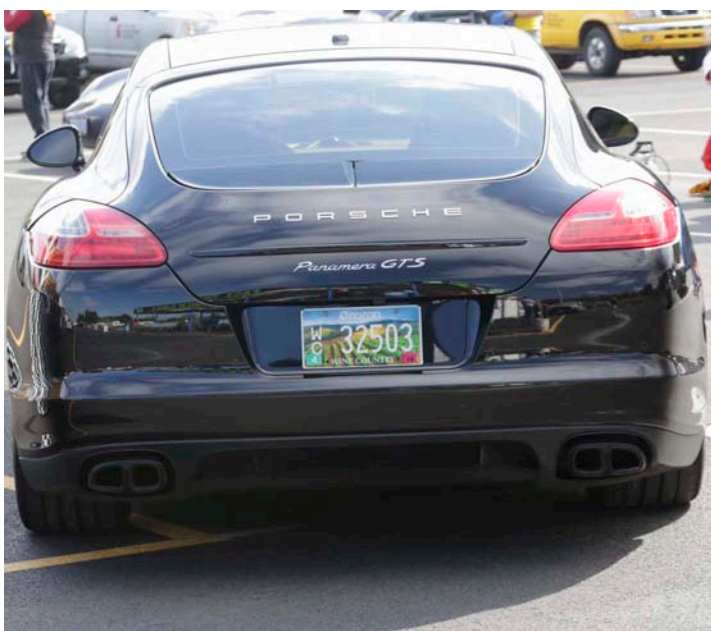
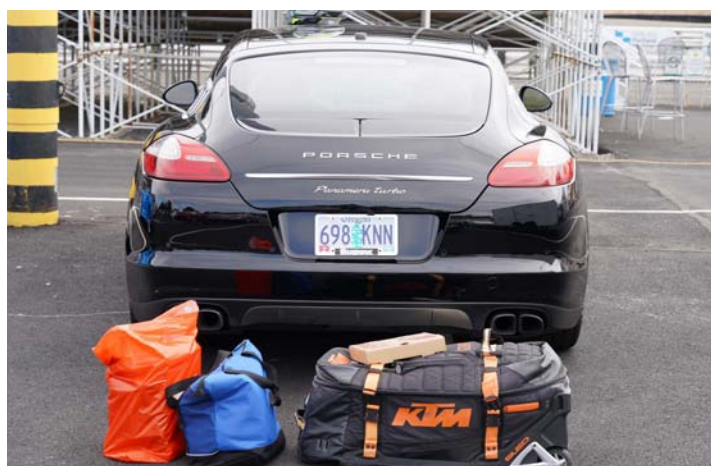
Another story was the number of ladies who ran the autocross. Read the article by Jeannie Gretz about the three ladies who ran autocross five years ago on page 26. I can assure you none of the ladies at this autocross brought their purses on the course! We had six ladies run the course, with Diane Scott our fastest. Diane is second in her class behind her husband, Peter Burke (she was only .4 seconds behind him in this Autocross).

Stacy Stack, Judi Jennings, Mickie Hoff, Amelia Vinson and I also ran the course. While we may not finish high in the order, I know everyone of us had a blast. We have at least three other ladies that often run the autocross! ■

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

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

Class	Driver	Car	Fastest Time
I01	Pete Libke	1983 Porsche 911 SC	38.9
I02	Anson Lytle	2014 Porsche Cayman S	37.0
P02	Vadim Gruntkovskiy	1999 Porsche Boxster	39.0
P03	Jon Zweiger	2018 Porsche 718 Cayman	37.7
P04	David Story	2017 Porsche 718 Cayman S	42.6
S01	Peter Burke	2002 Porsche Boxster	40.0
S02	Chris Riha	1999 Porsche 911 C2	39.8
S03	William Sturgill	2018 Porsche 718 Cayman	38.3
S04	Tong Qi	2019 Porsche GT3 RS	37.2
V01	Michael Hinton	1972 Porsche 911T	49.2
NPA	Jon Steeves	2016 Ford Focus RS	39.5
NPF	Adam Nimmo	2006 Mini Cooper S	44.1
NPM	Ben Mason	2017 Ford Focus RS	38.5
NPR	Seth Whiteley	2003 BMW M3	39.4



Clockwise from top: Two special visitors to the Autocross; Rick Wilson's Panamera; John Johnson's Panamera; Chuck Jarvie on the grid.

MORE PHOTOS ON PAGES 24 AND 25

AUTOCROSS #4, CONTINUED

Clockwise from right: Nicholas Kosa in the GT3 RS; Judi Jennings enjoying the day; Micki Hoff having a blast; Diane Scott and Peter Burke strategizing.





Clockwise from top: Peg Ryan— happy to be running; Pointing out the course features; You can't miss that yellow! The art of the Panamera.

What I Did This Summer: My Trip to “Cone-y” Island

BY JEANNIE GRETZ

Okay, so I'm addicted. I admit it. My name is Jeannie Gretz and I'm an autocross addict. I think about it all the time and nag my husband to make our car faster. I gaze longingly at road construction cones in the off season. I set up pretend courses with Hershey Kisses on my desk while I talk on the phone.

But let's talk about this because there are only four of us female “regular” ORPCA autocrossers (Pamela Chapman, Denise Peterson, Kathleen Ellis, and me) in a group of, maybe, 40 male “regulars” and perhaps if I describe the whole thing from a female point of view, we might up the numbers a little.

First of all, let me say that nothing compares to the absolute thrill of nailing a tight slalom with the ass-end of your car just kissing each cone, or holding a big sweeper curve just at the edge of control, or standing on it into the finish box then hitting the ABS. My hands shake, my adrenaline is totally pumped and I live on this rush for a good 48 hours. I'm not really good at autocross—usually in the middle of the time pack, but it's only been two years and I'm getting faster, dang it. Just wait.

Okay ladies, here are some pointers if you want to give it a go. Don't bring a purse. I won't name the innocent newbie who carried hers on the course walk through. Keep your lip gloss, mints and sunglasses in your jacket pocket. Don't wear earrings (studs are okay) because you'll be lifting your helmet on and off and on and off ... you get the picture. Baseball caps are advisable for helmet head. Bring a change of shoes because your driving shoes hurt when you stand in them too long during course work.

Now that we have the girlie-girl stuff out of the way, may I say, in descriptive yet unladylike terms, you gotta develop some brass cojones and drive like a guy! No sissy stuff. Get an instructor for your first times out, get serious and drive! Watch the alpha dogs, ask questions, learn your car. Denise Peterson admits to swearing like a sailor while racing, but only when her car's top is up.

Your first time out you'll drive slowly, learning the course, then build up speed on each run until you are swept up by the chaos of it all and you sit there afterwards thinking “What in the hell just happened?” Pretty soon it starts making sense and gets easier to focus. The guys will tell you—it's all about “seat time” ... practice, practice, practice. I honestly think it's harder for women to get this. We are not used to handling our cars this way. We worry. What if I spin out? What if I look like a moron? What if a moose runs across the course?

Everyone gets lost in a “sea of cones” at times. Everyone's car “eats” cones and drags them home occasionally. Everyone has nights they lay in bed thinking of where they could've picked up another second, where they lifted, where they DNF'd.

It's all part of the fun. Autocross is very competitive, but you'll be totally accepted by the guys if you show up, rain or shine, drive hard, work the course without complaint and beat their times occasionally ... just don't carry a purse. ■

Note: Jeannie autocrossed about five years ago. Her husband Jeff Gretz is a big autocrosser still. Jeannie is now involved with showing her horses.





"Hangin' Loose in the Palouse:" Magnificent 21st Northwest Passage

BY MIKE MADRID | PHOTOS BY MIKE & JULIE MADRID, BRUCE JONES AND MARK DAVIS

The 21st running of the Northwest Passage Tour is in the books. "Hangin' Loose in the Palouse" was the name given to this year's tour, and boy, did we see the magnificent Palouse. The area called the Palouse is a region in southeastern Washington that ranges from Walla Walla, Washington to Coeur d'Alene, Idaho in the north and to Lewiston, Idaho in the South.

The area was formed tens of thousands of years ago from glaciers advancing south from Canada that ground up the bedrock, creating fine rock dust called glacier flour. The winds and the Missoula Floods are what formed the landscape with gentle rolling hills. The soil that covers the hills is responsible for the rich agricultural area that produces wheat, barley, lentils, chickpeas and wine grapes.

The richness of the area also provides drivers with gentle flowing roads with long sweeping curves and tight technical switchbacks. With very little traffic except for the occasional farm truck, these roads are some of the most amazing driving roads in the northwest. Roads that eager Porsches and their pilots devour mile after mile. These roads require your undivided attention, because the shoulders consist of unforgiving rocks and ditches.

This year's Northwest Passage Tour started with a kick-off reception at Porsche Beaverton with hosted wine, beer and delicious hors d'oeuvres. It was a time for returning participants to reacquaint with old friends and for first-timers, it was an opportunity to meet their new traveling companions.

A Ferrari and Jaguar between the Porsches.

NORTHWEST PASSAGE, CONTINUED

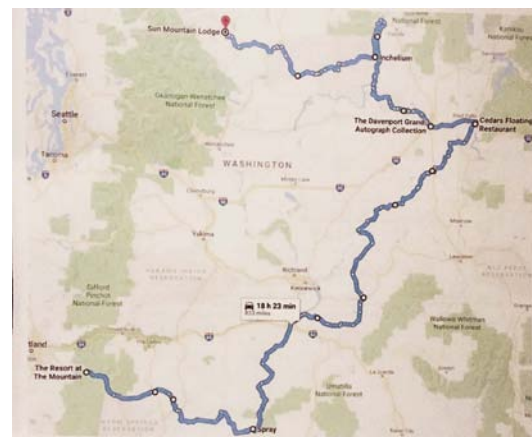
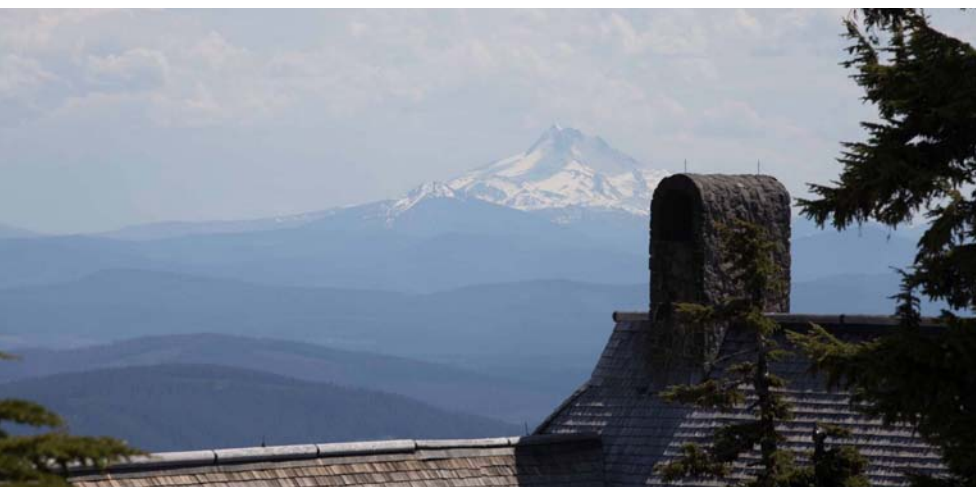
On Wednesday, June 12, a parade of 52 Porsches, two Ferraris, two BMWs, a Jaguar, two Corvettes and a 1969 Alpha Romeo GTV swarmed into Mt. Hood Oregon Resort in Welches, Oregon for registration and another hosted welcome reception with wine, beer and light appetizers. There seems to be a pattern developing here.

Blue Oregon skies greeted us on Thursday morning as we assembled for navigation training and the drivers meeting. The navigation book was like Arrive and Drive directions on steroids. Turn by turn directions with odometer mileage and mileage reset points, restroom facilities and fueling stops for the entire route.

Northwest Passage Chairman and Tour Leader, Greg Kirchem, did a great job explaining how to read our tour book and noted a few road hazards to be aware of. Accumulating these directions was a monumental feat for our organizing committee and our hats are off to them for planning such an amazing route but more on them later. I noticed a hint of trepidation in my wife's eyes as she thumbed through page after page of detailed driving instructions. But she handled it like a road rally pro with only one missed turn.

Above right: The Route.

Below: View from Timberline Lodge of Mt. Jefferson.



DAY 1, THE ROAD BECKONS

The road beckoned so we zeroed our odometer, gathered our road snacks, water bottles, our navigation book and in our clean shiny Boxster S with top down, we set our course for the first stop, which was lunch at the Spray Grange in Spray, Oregon. This stretch of road took us through the Warm Springs Indian Reservation and into Maupin where the beautiful Deschutes River winds its way through steep canyon walls. Home of large hungry Deschutes River Red Sides (large Rainbow trout over 19") and wild hard-fighting Steelhead, the Deschutes is a world-class fly-fishing river that attracts fly fisher persons from all across America. But beware of the rattlesnakes; from personal encounters I can tell you they are abundant.

A quick restroom break and then on toward Shaniko and the John Day Fossil beds National Monument. Summer comes early to this part of Oregon, and by late morning the temperatures were in the 90s as we traveled through this region. Long sweeping curves are abundant on this stretch and so much fun to drive.

After a leisurely lunch, we zeroed the odometer and set off for the Marcus Whitman Hotel in Walla

Walla, 169 miles to the northeast. Lots of great curves through this section with beautiful scenery around every corner.

Upon arrival in Walla Walla we were treated to the Walla Walla WineWalk with free wine tastings, accompanied by a very nice cheese and charcuterie platter at Kontos Cellars, and Charles Smith Wines sponsored by Morgan Stanley. Thank you, Jim North.

DAY 2, SPOKANE HERE WE COME

After a restful night at the beautifully elegant Marcus Whitman Hotel, circa 1928, we all assembled for our drivers' meeting and review of the upcoming route. By 9:00 a.m., the temperature was already 78 degrees with full sunshine and more heat on the way.

This 192-mile stretch of road heading to Coeur d'Alene was my favorite drive. A combination of tight twisty curves, long beautiful sweepers and rolling straights are the types of roads that make the Porsche driving experience exceptional. This portion of the Tour was probably the most representative of the geography of the Palouse. Rolling hills with fields of wheat, canola and lentils.



Above: Let's do this!

Flowing curves that remind you to brake straight to setup the curve, approach the high side, cut across the apex and accelerate out to setup the next corner and repeat.

Below: Greg Kirchem giving directions.

As we passed through the small towns of The Palouse, we were greeted with thumbs up from many of the locals. These are small quaint towns that survive because of the bounty that The Palouse provides them. As poet Jon Coe penned in *A Farmers Work is Never Done*, "Before earth's rising morning sun always something to be done. Overnight, fields of crops lay growing fast asleep, a farmer's seeds are sowing ..." I am so thankful to the farmers who have embraced their lifestyle and supply our tables with the fruits



Porsche parking at The Marcus Whitman Hotel in Walla Walla, WA.



of their labor. They are an irreplaceable breed of human beings. Thank you.

Our lunch stop on this leg was at the Cedars Floating Restaurant on Lake Coeur d'Alene. The lake was formed by the Missoula Floods and is 25 miles long and has shoreline of 109 miles. The crystal-clear waters are fed by the Coeur d'Alene River and the Saint Joe River. It's a beautiful place and worthy of an extended stay someday.

After some great lunch table conversations and stomachs full of salmon grilled on cedar planks, we set off for a short drive into Spokane.

Spokane derives its name from its first inhabitants, The Spokane Tribe (their name meaning "children of the sun") Our accommodations were at the Davenport Grand Hotel right on the Spokane River water front walk, a beautiful location and worthy of a walk. The fifth floor of the parking garage was reserved for our dusty, bug-spattered steeds and a no-host happy hour was awaiting.

Some hilarious driving stories about dodging dragonflies the size of sparrows were shared around tables of cold beer and delicious northwest wines. It was a great time to make new friends who have a shared passion.

DAY 3, INCHELIUM AWAITS

Our road to Inchelium, Washington, was another great mix of twisty curves, long sweepers and straights along Long Lake to the north, and past Roosevelt Lake to the west. We headed up WA 25 toward Kettle Falls, where we crossed the Mighty Columbia River and then turned south down WA 20 again alongside the Columbia River and into Inchelium for lunch. Lunch at the Inchelium Community Center was a catered finger-lickin' good Longhorn BBQ of ribs, chicken, pulled pork and all the "fixins." Thunderclouds loomed overhead and it was debated about top up or just go for it and drive with the top down. We decided on top down, but a cloud burst persuaded



Above: The Palouse River.

us into a top up driving mode for the next 141 miles.

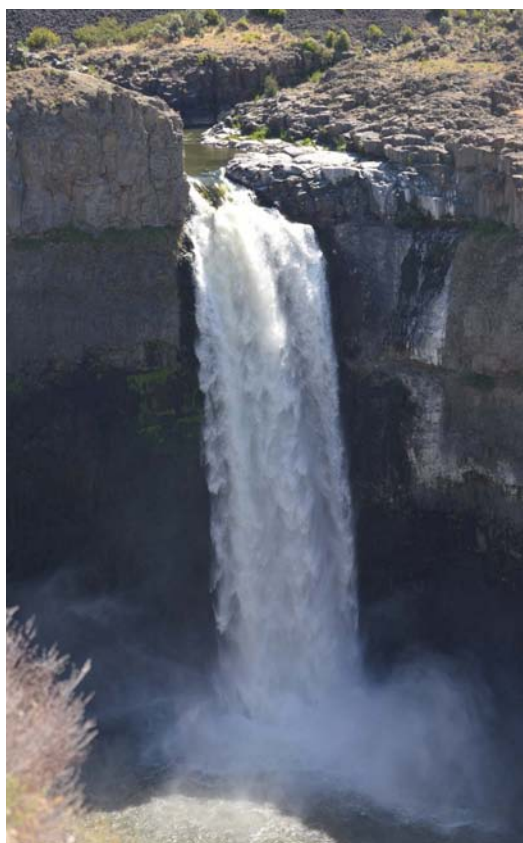
The route towards our final destination of Sun Mountain lodge took us out of The Palouse and across the Northern Okanogan region to the Methow Valley. Rising to a height of 3,000 feet above sea level, we found ourselves in Ponderosa Pine Forest with the lowlands of The Palouse in our rearview mirrors. With

an increase in road traffic and road construction, I would call this the cool-down leg (aka slowest leg) of our tour, but still beautiful.

The end of the trail at Sun Mountain Lodge, with its 360-degree views of the surrounding mountains and valleys, was a spectacular site. Our cars were riddled with dead bugs, road construction dust and grit but thanks to Sidedraught City, there was cold beer, snacks and buckets of Griot soap to wash it all off. With five spaces to wash and another five spaces to dry, it wasn't long before all of our cars were as shiny as new- minted pennies.

Our Saturday evening banquet was a time to bring all tour participants together with delicious plates of prime rib, chicken, risotto and northwest wines. The room was buzzing with laughter and stories from the road shared by returning tour participants and new comers as well. The energy in the room seemed to shout, "This was a fantastic Northwest Passage Tour!"

Below left: Palouse Falls.



DAY 4: PACKING UP AND HEADING HOME

Well, as the saying goes, "All good things must come to an end. But not before we eat." Brunch was served and we said our goodbyes, but not before the awards were given out. Pierre Hedary and Elaine Spiller representing *Sports Car Market* were on hand to give awards to various individuals:

- **David Gross, 1982 911 SC:** Best Sports Car Magazine Cover
 - **David Schroeder, 1966 911:** Most Porsches Owned
 - **Chuck Hervey, 1999 Boxster:** Over 20-year-old car with the lowest miles
 - **Don Peterson:** Car on the tour with the most miles
 - **Andy Fitzgerald, 1978 911 SC:** Longest owned Porsche still in the family (37 years)
 - **Ric Tiplady, 1968 911 L:** Sexiest Porsche
- Congratulations to all.

If you haven't had the opportunity to participate in a Northwest Passage Tour, don't miss the next one. It was our first and it was fantastic. I understand why so many return year after year. A huge thank you to the Northwest Passage Team of Greg and Kaylene Kirchem, Jim North, Steve and Melanie Spahr, Jeff Gretz, Joe and Ginny McQueen and Ron and Gayle Timmerman. What a fantastic job all of you did to put this on. Your passion for a great tour and your love of the brand are evident by the success of the 2019 NW Passage Tour. Thank you.

A big thank you to those who generously sponsored this event: **Morgan Stanley, Sports Car Market** and **Porsche Beaverton**.

With the 2019 Northwest Passage in the books, and an additional 1287 miles on the odometer, I would say that we did, "Hang Loose in the Palouse." We hope to see you next year. ■

Railroad bridge over the Columbia River.





Clockwise from above: Cedars Floating Restaurant in Coeur d'Alene ID; Mark Davis enjoying a cold beer behind his 2016 Cayman GT4; Car wash at Sun Mountain Lodge; Mike Madrid's Boxster S—nice door label!





Top: All 100+ people on the tour. Above: Award winners Chuck Hervey, Ric Tiplady, Dave Schroeder, Andy Fitzgerald, Don Peterson and David Gross. Right: Clean cars parked at Sun Mountain Lodge.





Left: Beautiful view from Sun Mountain Lodge. Below left: Ready to follow the carefully-planned route. Below right: Getting breakfast.

Enjoy more photos from this event at our Smugmug site: <https://orpca-pix.smugmug.com/2019-Events/NW-Passage/>

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



June-uary Arrive and Drive: Chilly but Fun Drive to Marys Peak

BY PEG RYAN | PHOTOS BY BRUCE JONES, ROBERT & DEBORAH LORTON, RICK PITTMAN, SHEYENNE TUNICK

There were 41 cars for the June Arrive and Drive. Eric Lewis was the tourmeister for this Arrive and Drive and he divided us up into smaller groups. The first 10 to arrive were given route and safety instructions and off they went. The next 10 left about 15 minutes later. The last group was about 21 cars. He asked the groups to stay together using the tagging method of keeping a Porsche behind you at every major turn. This is easier to do with smaller groups. The groups stopped at Maud Williamson Recreation area for the bathrooms and leg stretches. The last group made a fun, unscheduled stop at a covered bridge outside of Pedee! It was just lovely.

As the groups made it to the top of Marys Peak, we had some unexpected traffic: there was a bicycle race up to the peak. We all had to be careful of them. While it was not clear at the top and it was chilly, some still hiked up to the top of the peak, some enjoyed chatting with others and some ate the lunches they had brought. Others took off for lunch in Corvallis. All in all, most seemed to enjoy the drive. One interesting comment: "I have lived here 71 years and never been here!" Many vowed to come back on a clear day!

Many thanks to the volunteers who led the three groups and to Eric Lewis for his work in putting this event together. ■

Great view of cars making an incorrect turn out of the rest stop.





Enjoy more photos from this event at our Smugmug site: <https://orpc-pix.smugmug.com/2019-Events/Arrive-and-Drive-June/>

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

Clockwise from left: Gathering at the start in Wilsonville; Ritner Bridge, built in 1926; Views on the road south after the covered bridge; Lovely '66 911 coming out of the rest stop.

MORE PHOTOS ON PAGES 38 AND 39





Top: The group gathers for a pic. Center: Bicycle racers and Porsches headed to the parking lot at Marys Peak. Right: View from the very top of Marys Peak. Above: Looking back on the hike to the top.



Above: The group gathers for a pic. Below: Brilliant orange among the green trees. Bottom: Snapping pics of the view. Left: Group at lunch in Corvallis.





June Midweek Casual Drive

BY ERIC LEWIS | PHOTOS BY DEAN MONTHIE

Getting to Mt. Hood.

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

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

Decisions, decisions, decisions. I was asked by a fellow Porsche owner on the last ORPCA Arrive & Drive, "How do you pick which Porsche to take?" I was not sure how to answer the question, so my response was "it depends." Today is a Midweek Casual Drive and I am in the garage, trying to determine which Porsche is correct for today's drive. The outside temperature is about 60F and forecasted to be 70F at our destination with plenty of sunshine. Sounds like a cabriolet is probably a good choice for today. That makes the decision easy. The only Porsche in our garage that qualifies is the 2016 Boxster S.

As I stand at our start location (End of Oregon Trail Museum in Oregon City, OR), watching all of the other 20+ Porsches arrive for the start of the drive, I notice that a lot of them also

are Cabriolets. Some of them already have their tops down ready to go. I am not that brave and I will wait until the weather is a little warmer for my top to be folded back.

Off we go on the first leg of the drive. Our destination is the Ripplebrook Ranger station. It is a beautiful drive through the Mt. Hood National Forest. OR 224 takes us to Ripplebrook for some much-needed bladder breaks, since the start had no break facilities available.

After some words of caution from our drive coordinator, the Porsches begin to pull out of the parking lot. There is an audience of park workers that have come out to see and hear the Porsches as they take off. I see a lot of cameras recording the moment, I assume for future show and tell sessions.

The temperature has warmed up nicely, and it is time for the top to come off. A lift of the button and we are dosed in sunshine. The Boxster S is the last to leave, so I am awarded with the wonderful sight and sound of seeing and hearing each Porsche pull on to the road. I wish that I had my video camera ready to go, but I don't. (Note to self: Have video ready next time!) My photographer snaps a few shots and he is rewarded for his quick action.

A half mile down the road from Ripplebrook, the road name changes to NF 6. The beautiful scenery continues for the next 15 miles. White-water rapids, tall evergreen and deciduous trees are everywhere. We follow the Clackamas River with its beautiful rapids visible from the road. I come around a corner and there are a couple of big vans parked along

the road with river guides unloading kayaks for their clients. I think to myself "What a trip that would be!" Maybe next year ...

The left-hand turn onto N F42 comes up very quickly and is very easy to miss. Fortunately, I don't see anyone driving back that has missed the turn. My sweep job has been, so far, easy today. NF 42 is a one lane paved road with "turn-outs." It is a scary road for the group leader, because the leader must be very cautious about oncoming traffic. Blind corners and hills make it very difficult to navigate safely. Fortunately, today, there is no one but us on this eight-mile stretch.

Anyway, my previous thoughts must have jinxed the "easy" sweep job, because a couple of miles up the road, I find four cars from our party turning onto NF 4220 instead of stay-



Left: Socializing before the drive. Above: Linda Tracewell, Dee Lee and Larry Tracewell.



ing on NF 42. I park the Boxster S and wait for them to return onto the correct route. I didn't tell them that NF4220 was a dead end. I thought I would save that for some "ribbing" at lunch.

A few more miles up the road and I found a few more Porsches pulled over and trying to determine which way to go. Great! They listened to me this morning when I told the group at the safety meeting, "If you deviate from the route I can't find you." Thank you very much ... you just made my sweep job easy today.

Finally, NF 42 changes from the one-lane road to a two-lane road with painted lines. Now I can relax and not worry so much about oncoming traffic.

NF 42 continues through the beautiful Mt. Hood National Forest. It is a winding road with nice corners and no oncoming traffic. What a great road for a drive. As with all great

roads, they eventually come to an end. A cautious left turn onto OR 26 brings us within 12 miles of lunch. As we travel on OR 26, Mt. Hood teases us with a couple of quick peeks at its base. The cloud cover on the mountain doesn't want to reveal the beautiful mountain to us today. I contemplate on returning when the clouds have dissipated. A couple of right turns onto Government Camp Loop Dr and into the Mt. Hood Brewing Company parking lot.

Lunch awaits!

A big thank you goes out to David Lee for volunteering to coordinate this drive. Without his effort, this drive would not have happened; ORPCA is a totally volunteer run organization.

If you would like to coordinate a Midweek Casual Drive or an Arrive and Drive for 2020, please send an email to Tours@OregonPCA.org. A Tours Training Class will be offered at the beginning of 2020. ■



Top: Steve Bledsoe paying close attention to the driving instructions.

Above: Very skinny road! Right: Lunch!



Don't Forget to "Porsche Wave!"

BY MIKE STACK | PHOTO BY HEINZ HOLZAPFEL

My wife Stacy and I purchased our 2000 986 Boxster in December, 2017. We began to drive it on nice days in December and January and would often see another Porsche coming toward us and as they passed they would wave. The first few times we would quickly wave back, and we would say "The Porsche Wave"

and smile. It was after the fourth or fifth "Porsche Wave" that we realized "Porsche People" wave at each other—how cool is that? It must be part of the Porsche culture. After either of us was out driving we would come home and say "I got X Porsche Waves today" with a big smile.

We purchased "Pepper" (our car's name) from a private party and we were not educated on proper Porsche etiquette and culture i.e. "The Porsche Wave." We had to learn it ourselves.

My daily driver is a Ford Fusion. I started to wave at other Fusions naively thinking they would be polite and wave back, and ... nothing in return besides a weird look. We decided it really must be a Porsche thing.

During 2018 as we would drive and give "The Porsche Wave," one thing I noticed was we would mainly get the wave back from sport cars. I only recall getting one "Porsche Wave" from a Macan and none from any Cayennes. We have a friend who has a Cayenne, and one day I was in Pepper and I saw her in her Cayenne, waved and got nothing but a weird look back at me!

So, Porsche SUV drivers, what gives? Why don't



you engage in giving a friendly fraternal and cultural wave to others who love the brand?

For the record, our initial experience was non-scientific, however during 2019 we started a kind of scientific study. Our plan was to give "The Porsche Wave" to all Porsches. We measured the results using just two categories, sport cars and SUVs.

So far in 2019 we have counted 36 sport car waves, 1 sport car non wave, and sadly, 0 SUV waves.

Yes, we are rookies in the Porsche ownership world, and maybe we are looking at this experience with a child's eye, thinking every driver should give "The Porsche Wave." Porsche is a proud brand and it looks to us to have the strongest brand enthusiasm of any vehicle in the world.

Let us all make a concerted effort to give "The Porsche Wave" to all Porsches. Please SUV drivers, join in, and give "The Porsche Wave." You will put a smile on top of the smile every Porsche driver already has while driving and you will feel part of the Porsche culture. ■



June Social and Dinner at Sayler's Was "XL"

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY CRISTY JOHNSON AND ERIC LEWIS

The June social and dinner, hosted by Steve and Winnie Miller, at Sayler's Country Kitchen was huge! We had almost 70 people ready to have some food and drink together. We had a very large private room set up for us. The private room was great, drinks and food were plentiful and the company congenial! Our thanks to Steve and Winnie for all their work on this and to the staff at Sayler's for taking good care of us. ■



Top: Cars in the parking lot.

Above left: Larry Hannan, President, provided updates on club activities before dinner. Above right: Ina Feldman and Andrea Fuerstenau enjoying a conversation before dinner. Right: Dale Rhoney's 911—he came all the way from Welches to join us!





Gear Up for the 2019 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 (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/

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.

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

Your ORPCA Autocross Team ■

**SEE COMPLETE LIST OF UPCOMING
AUTOCROSS EVENTS ON NEXT PAGE**

Autocross Events 2019

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

#5, July 21, South Paddock

<https://www.oregonpca.org/event/autocross-5-3-2/>

#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/>

AUTOCROSS #5: SPACES ARE FILLING FAST

Sunday, July 21 | 7:30 a.m. to 2:30 p.m.

Portland International Raceway

1940 N Victory Blvd. | Portland, OR 97217



Join us for Autocross #5. It will be held Sunday, July 21, 2019 in the South Paddock of Portland International Raceway. For all the information and for a link to register, please go to: <https://www.oregonpca.org/event/autocross-5-3-2/> ■



JULY BOARD OF DIRECTORS MEETING

Wednesday, July 10 | Dinner 6:00
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: August Board Meeting will be held on Wednesday, August 14.



JULY ARRIVE AND DRIVE: EARLY START

Saturday, July 6 | 7:45 a.m. to 2:30 p.m.

Meet at End of the Oregon Trail Interpretive Center

1726 Washington Street | Oregon City, OR 97045

The 2019 Arrive and Drives continue on Saturday, July 6. To attend, bring your favorite Porsche (with plenty of fuel) and ideally, a navigator, to our start location no later than 7:45 a.m. This is a casual drive through the beautiful Mt. Hood National Forest.

We will be following the Clackamas River for much of the drive with its beautiful white water viewed from your Porsche. Driving distance is less than 100 miles with a return distance of less than 50 miles. Lunch will be at a fantastic brew house with excellent food.



We will start at the End of the Oregon Trail Interpretive & Visitor Information Center, 1726 Washington Street, Oregon City, OR 97045. The restrooms at the start will NOT be available, so please plan accordingly. The first restroom break is 45 minutes into the drive. Please start to gather at 7:45 for a 8:00 a.m. Safety Meeting, and first group out at 8:15 a.m.

We are in need of drivers to lead the groups. Please contact Eric at tours@oregonpca.org if you can help.

Please see the complete information on our web here: <https://www.oregonpca.org/event/arrive-and-drive-saturday-july-6>.

There is no Arrive and Drive in August. ■

SUMMER CAR CORRALS AT PIR

PORSCHE CORRAL AT THE ROSE CUP RACES FEATURING THE GT WORLD CHALLENGE

Friday, July 12 to Sunday, July 14

Portland International Raceway

The 59th Annual Rose Cup Races featuring the Pirelli GT4 America and Touring Cars America series heads for Portland International Raceway (PIR). Come and support PIR and the racing community and bring your Porsche to the Oregon PCA Corral. There will also be four race groups showcasing the finest amateur race car drivers in the Northwest! Your \$90 Car Corral registration fee includes two 3-day admission tickets, special parking and a parade lap on Saturday or Sunday. **Make sure you include the Oregon PCA club name when you register.** Tickets can be purchased at https://rosecup.com/tickets_registration/ ■



PORSCHE CORRAL AT THE 2019 PORTLAND SPEEDTOUR FEATURING SVRA AND TRANS AM

Saturday, July 27 and Sunday, July 28

Portland International Raceway



The 2019 Portland Speedtour, featuring SVRA vintage race groups and West Coast Trans Am is scheduled for July 25 to 28 at Portland International Raceway. The Oregon PCA will host a corral on Saturday, July 27 and Sunday, July 28. Come on out and enjoy all the fabulous cars! Each \$45.00 Car Show registration includes two weekend tickets, special parking and a parade lap on the track on Saturday. Here is the registration link: <https://speedtour.net/st/?lib=product&pid=557&cat=11>. Please make sure you include the Oregon PCA in the Group/Club box. ■

SUV GROUP HIKE AND LUNCH

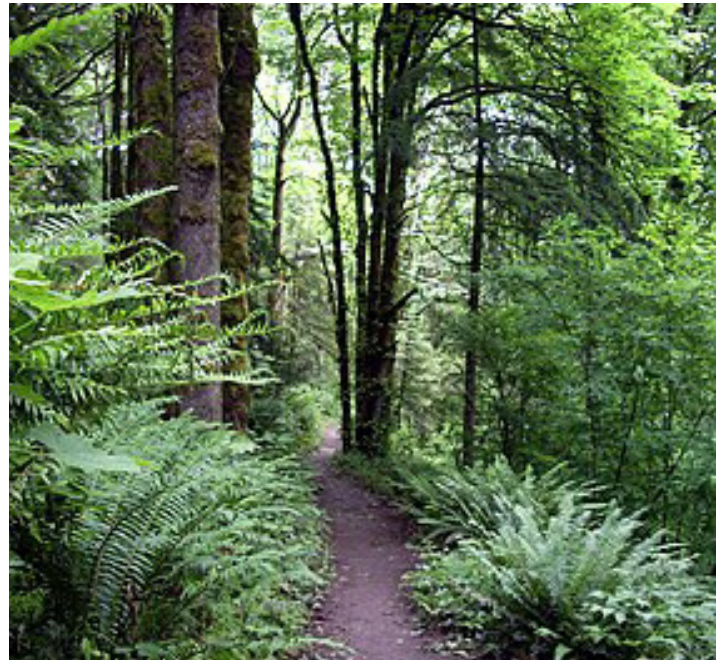
Saturday July 13 9:45 a.m. to 2:00 p.m.

Meet at Skyline Tavern Parking Lot

8031 NW Skyline Blvd. | Portland, OR 97229

Join the SUV Group for a VERY leisurely hike on the Wildwood Trail in Forest Park, followed by lunch at Skyline Tavern. We will meet in the Skyline Tavern parking lot by 9:45 a.m. on Saturday July 13, and walk a short distance to the Wildwood Trail. Please note: No kids on this hike/lunch—the Tavern requires 21 years or older. We'll rendezvous back at Skyline Tavern for lunch by about 12:00 noon.

This is a very leisurely hike to get Cayenne and Macan owners out and about together. Bring your adventurous spirit and smiles! Please RSVP to Jeremy Williams at suvgroup@oregonpca.org so he can make reservations for lunch. ■



JULY SOCIAL AND DINNER: **FULL; WAITLIST ONLY**

Wednesday, July 17 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

Bethany Public House

4840 NW Bethany Blvd. | Portland, Oregon 97229



Hosted by Bob and Kathleen Ellis

This event is full. There is a waitlist available. Please go to: [https:// www.oregonpca.org/event/monthly-social-and-dinner-july-3/](https://www.oregonpca.org/event/monthly-social-and-dinner-july-3/) for information on the event and how to add your name to the waitlist. ■

NOTE: The August Social and Dinner will be on Wednesday, August 21.

PORSCHE CORRAL AT THE FOREST GROVE CONCOURS

Sunday, July 21 7:15 a.m. to 5:00 p.m.

Pacific University

Forest Grove, Oregon

Join us for the 47th Forest Grove Concours d'Elegance on Sunday, July 21, 2019. . Come and enjoy the longest-running Concours d'Elegance in the Pacific Northwest with more than 300 classic cars displayed on the tree-shaded campus of Pacific University.

The Oregon Region Porsche Club will have a display only corral at the Forest Grove Concours d'Elegance. One of the featured classes this year is the Porsche 356. For all the information on this event, go to: <https://www.oregonpca.org/event/porsche-corral-at-forest-grove-concours-delegance-2/> ■



JULY MIDWEEK CASUAL DRIVE

Tuesday, July 23, 9 a.m. to 2 p.m.

Meet Time 9 a.m. | Leave Promptly at 9:30 a.m.

French Prairie Rest Area (Southbound)

The start location for this Midweek Casual drive is the French Prairie Rest Area: Off I-5 southbound, milepost 282 – 2.5 miles south of Wilsonville. We will meet at 9:00 a.m. and depart at 9:30 a.m. Drive distance is about 80 miles. We will travel south and end the drive with a lunch in Keizer. For a information and how to register, go to: <https://www.oregonpca.org/event/midweek-casual-drive-july-2/>

The August Midweek Casual Drive will be on Wednesday, August 14. ■



PORSCHE DAY AT CARS AND COFFEE

Saturday, July 27 8:00 a.m to 11:00 a.m.

World of Speed

27490 SW 95th Avenue, Wilsonville, OR 97070



Our Portland Cars and Coffee has featured themes all summer long. Saturday, July 27 is Porsche day. Bring your washed and shined Porsche down to World of Speed in Wilsonville and have some fun! World of Speed is located at 27490 SW 95th Ave, Wilsonville, OR 97070. The event opens at 8:00 a.m., but we recommend getting there early to get the best show spot! For all the information go to: <https://www.oregonpca.org/event/porsche-day-at-cars-and-coffee/> ■



JOIN US FOR GERMANPALOOZA!

Saturday, August 3, 9 a.m. to 4 p.m.

Portland International Raceway

Join us again this year at PIR to celebrate our Porsches. Germanpalooza is a festival celebrating German brand automobiles! This second annual Germanpalooza event includes Porsche, Audi, BMW, Mercedes and Volkswagen vehicles, their enthusiasts and car club members! Events for the car include a Car Show with People's Choice Award, Swap Meet, Track day and German food and drink! We'd like to get a great mix of cars out to enjoy this fun day and show the other German car people how passionate we are about our cars! Bring your friends and enjoy some great German food and beer provided by Urban German. All the information and links to register are here: <https://www.oregonpca.org/event/germanpalooza-2019-portland-international-raceway/>

If you are willing to volunteer to help set up on Friday evening and/or help with the car show on Saturday, please contact Peg Ryan at: communications@oregonpca.org ■



MARYHILL LOOP TOUR: **FULL**

Saturday, September 7, 8 a.m. to 5 p.m.

Maryhill Loops Road

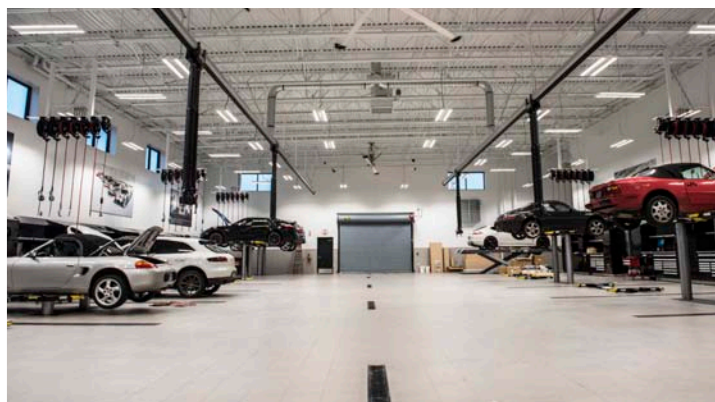
Goldendale, WA

Nestled 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.

For those of you who have signed up, please remember that when you are not driving, you will have to work. We need spotters, starters, road cleaners and other various roles. It is a full day of fun with 1/2 the day driving and 1/2 working. You must attend all day 8 a.m. to 5 p.m., so please plan accordingly. Please note: No pets or children under 18 allowed. No refunds for cancellations are offered.

We have room blocks for Friday and Saturday evenings in both Hood River and The Dalles. Please check <https://www.oregonpca.org/event/maryhill-loops-tour/> for additional information. ■



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

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Beaverton, OR 97005
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www.porschebeaverton.com

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“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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3. P74 Bi-Xenon headlamp package

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Alena Wheary, 503-849-8291,

alenawheary@yahoo.com (6/19)



Genuine 20" Rinspeed Wheels with Pirelli P-Zero Tires \$800. Genuine Rinspeed wheels with Pirelli P-zero tires in excellent condition. Outer rims recently polished by WheelWerks in Beaverton Oregon. 47mm offset. Will deliver in Portland metro or to Seattle. Andrew 425-503-4907, acflavell@weta3d.com (6/19)



3-Piece Fikse FM5 Wheels - \$800.

Lightweight 3 piece aircraft aluminum rims in very good condition. 8.0 x 16 fronts. 9.5 x 16 rears. Removed from my 964. Offsets look to be 48mm front and rear. Includes 5 mm spacers if needed. Outer rims recently polished by WheelWerks in Beaverton Oregon. Will deliver in Portland metro or to Seattle. Andrew 425-503-4907

acflavell@weta3d.com (6/19)

PARTS FOR SALE



Genuine Porsche 997 BBS Carrerra S 19" Lobster Claw Rim Set - \$900 OBO. Factory center caps and TPMS Included. Fronts - Porsche part # 997.362.156.00 , ET - 57. 8Jx19H2 ET 57. Rears - Porsche part # 997.362.162.00 ET - 67. 11Jx19-ET 61 Kirk 541-490-6630 or Kirk@HMKU-SA.com (7/19)

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To submit, update or renew an ad, email 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. \$700 - Will deliver in Portland metro or to Seattle. Andrew 425-503-4907 acflavell@weta3d.com (6/19)