

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JUNE 2023







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OREGON REGION PORSCHE CLUB OF AMERICA  
VOL. 63, NO. 5 | JUNE 2023

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**JUNE, 2023**

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## ON THE COVER

Joe Kelly took the photo at the Spring Treffen at the Barnsley Resort, located outside the small town of Adairsville, Georgia. This was the Host resort for this Treffen. He drove his 356 to this event.

# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 63 | NUMBER 5 | JUNE 2023

## Oregon Region Porsche Club of America BOARD OF DIRECTORS 2023

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

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## ANZEIGER NATIONAL AWARDS

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

**THIRD PLACE** 2003, 2006, 2020  
National Newsletter Contest

**PAUL HEINMILLER TROPHY**  
Best in PCA 1971

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# EVENTS, OREGON REGION AND BEYOND

## JUNE

- 10** **Arrive and Drive**
- 11** **Autocross #4**
- 14** Board Meeting-Canceled
- 18** **F1 coming to a Big Screen TV near you!**
- 18-24** Porsche Parade, La Quinta Resort, CA
- 21** **Midweek Drive**
- 21** **Dinner Gathering**
- 24** **SUV Drive**
- 22-26** Spring Northwest Passage

## JULY

- 8** Arrive and Drive
- 8-9** Car Corral at Rose Cup Races – PIR
- 12** Board Meeting
- 15** Air Cooled Drive
- 16** Autocross #5
- 19** Midweek Drive
- 19** Dinner Gathering
- 21** Summer Eve Drive
- 22** Visit to Ken Wright Vineyards & Tasting Room
- 29** SUV Drive
- 30** Summer Tour and Picnic

## AUGUST

- 5** Arrive and Drive  
101 Beginners Intro
- 5** Porsche Day at Portland Cars and Coffee (AM)
- 5** 503 Motoring Block Party (PM)
- 9** Board Meeting
- 12** Arrive and Drive
- 12** Evaluation of Porsche Vehicles (by PCA National)
- 13** Autocross #6
- 16** Dinner Gathering
- 17** Summer Eve Drive
- 18** Werks Reunion – Monterey, CA
- 23** Midweek Drive
- 26** SUV Drive
- 26-27** Taste of Motorsports

## SEPTEMBER

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

## OCTOBER

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

## NOVEMBER

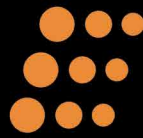
- 8** Board Meeting
- 15** Dinner Gathering
- 18** SUV Drive

## DECEMBER

- 13** Board Meeting

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





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# WELCOME NEW MEMBERS!

**Jeramie Shane**

Portland, Oregon  
2014 Boxster S

**Sam Rodriguez**

Portland, Oregon  
2002 911 Targa

**Jeremy Vanfleet**

Cornelius, Oregon  
2014 Panamera S-E Hybrid

**Shawn Riley**

Tualatin, Oregon  
2000 911 Carrera

**Colin Gause**

Portland, Oregon  
2009 911 Carrera 4S Cabriolet

**Jason Braaten****Mandy Braaten**

Vancouver, Washington  
2001 911 Carrera Cabriolet

**ORPCA LOCAL SUMMARY**

Primary Members: .....572

Associate Members: .....381

Total Local Members: .....953

**PCA MEMBERS IN OR REGION**

Primary Members: .....1199

Associate Members: .....710

Total Region Members: .....1909

**NATIONAL PCA SUMMARY**

Primary Members: .....102,442

Associate Members: .....54,037

Total National Members: 156,479

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<b>18</b>	503 Motoring.....	503.469.9821
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<b>16</b>	Grand Prix Motors .....	503.444.7771
<b>60</b>	Heckmann & Thiemann Motors.....	503.233.4809
<b>10</b>	Marque Motors.....	503.293.5386
<b>5</b>	Matrix Integrated (Downtown).....	503.443.1141
<b>5</b>	Matrix Integrated (Westside) .....	503.747.5780
<b>14</b>	Porsche Beaverton .....	503.505.6200
<b>60</b>	Stuttgart Autotech .....	503.635.3098



# JUNE ANNIVERSARIES

## 48 YEARS

R W Peralta  
Margot Peralta

## 44 YEARS

David Sigafos  
Vickie Sigafos

## 43 YEARS

Jeffrey Gretz  
Jeannie Gretz

## 42 YEARS

Keith Martin  
Michelle Martin

## 33 YEARS

Dennis Phelan  
Linda Phelan

## 31 YEARS

Jim Hill

## 28 YEARS

Thomas Dunbar  
Ryan Dunbar

## 21 YEARS

Earl Green  
Debbi Bodie

## 20 YEARS

Lanny Cawley  
Jill Cawley  
Kevin Sahli  
Melinda Sahli

## 18 YEARS

James Hosford  
Karen Hosford  
Daniel Kiefel

## 17 YEARS

Jim Horton  
Carol Horton  
David Minor  
Robin Minor

## 16 YEARS

Stephen Caron  
Amy Caron

## 15 YEARS

Robert Carlson  
Gregory Kirchem  
Kaylene Kirchem  
Mark Pitchford  
Alexander Lyon

## 14 YEARS

Jon Kreitz  
Carolyn Kreitz

## 13 YEARS

Maryann Conrad  
Gary Conrad  
David Dibble  
Joanne Dibble  
Bruce Maxwell  
Joyce Maxwell  
Jay Ross  
Annette Ross

## 12 YEARS

Joe Kamman  
Leslie Kamman  
Stuart Moss  
Shirley Moss

## 10 YEARS

Theodore Ciochon  
Maria Ciochon

## 8 YEARS

Thomas Aylward  
Marilyn Aylward  
John Eisenberg  
Adam Eisenberg  
Randy Homes  
Diane Homes  
Bob Smith  
Missy Smith

## 7 YEARS

Joe Angel  
Susan Corey  
Joe DeCarlo  
Emily DeCarlo  
Dan Kelly  
Christopher Kelly

## 6 YEARS

Todd Etchieson

## 5 YEARS

Thomas Boulac  
Chris Boulac  
Richard McDonald  
Jim Olson  
Jody Olson  
Michael Roy  
Judi Jennings

## 4 YEARS

John Hunter

## 3 YEARS

Brian Clemons  
Jordan Elliott  
Molly McFerran

## 2 YEARS

Bryan Alipiev  
John Bridges  
Ty Resleff  
Michael Howard  
Mike Sargetakis  
Russell Sherrell  
Michael Woodley

## 1 YEAR

Scott Closner  
Jay Gaines  
Dave Hollandsworth



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



Photo by Harold Klein

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

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

## Valuable offers for ORPCA Members!



### Spring Season Offer

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## PRESIDENT'S MESSAGE

### Peg Ryan

## Thank You for Your Support of the Club

**M**ay was busy and June will continue our frenetic season with lots of activities. With so much going on and my need to lend a hand to my mom who injured her hip in late April, my time to work on this newsletter is limited. We have had issues with our calendar on the website but I am hopeful that we have found a fix.

Eric and I are headed to Parade in La Quinta, California (near Palm Springs) on June 14. We are doing all four of the scheduled drives and have volunteered to be the sweeps for all of those. We will attend the national awards dinner as well. I am hopeful

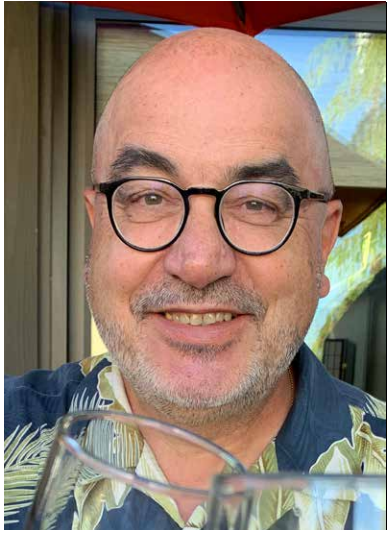
that our web and newsletter entries will do well. I will let you all know how we fared next month.

The photo below is of former Oregon Region members Trevor Bacon and his wife Kristi with their Gentian Blue GT4. They moved to Spokane in 2018. Eric and I met them there during our trip through Canada in March. Trevor is now the president of the Inland Northwest Region.

Thank you for your continued support of the club. I hope to see you at an event or two in June. You can always reach me at [president@oregonpca.org](mailto:president@oregonpca.org). ■







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

## Greetings from Our Four-Week Tour through Europe

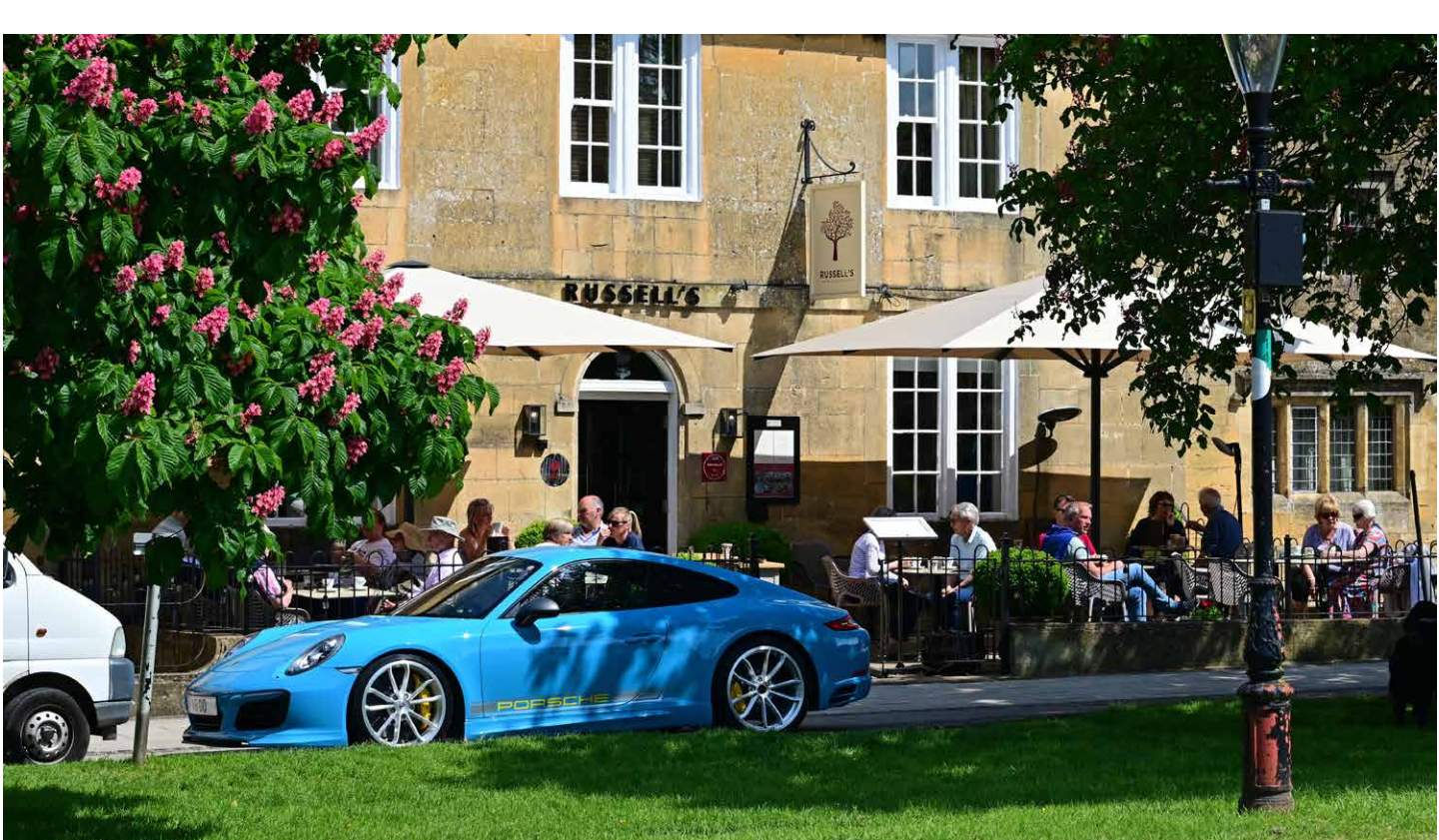
**T**his month's letter comes from Europe. We are currently on a four-week tour starting in the Cotswolds west of London, then on to Paris, and a road trip through northern Spain and down to Porto and Lisbon.

Last week we spent three days in the Cotswolds, a very picturesque and quaint area west of Oxford, known for its fairy tale villages, gardens and blooming meadows. Yes, we drove from London Heathrow the 120 miles, on the

wrong side of the street. On the small country roads barely wide enough for two cars, encountering a truck or bus was a nerve wracking experience, but we managed without major issues.

Close to our hotel was the little town of Broadway, and it was our first stop for sightseeing. While strolling the main street my eyes caught a Miami Blue 992.1 911 T. Naturally, I had to check it out. Beautiful condition and way too wide for the narrow one-lane

Photo credits:  
Heinz Holzapfel





roads in this area. Then I recognized the car was parked in front of a shop named "Mancave". First, I thought it was either some sport gadget store or maybe even a liquor shop, but soon I discovered a huge Porsche sign leaning against the wall next to the entrance. So in I went, discovering a wonderland of car brand badges, cups, cufflinks, coasters... all with badges and logos of various car manufacturers. Of course, the English classic brands were dominant, but Porsche signs were all over the place as well. No idea how they got around the notoriously tight logo management of the Porsche AG, but for £200 you can have a 30-inch brass Porsche logo.

I had a nice chat with the owner of the shop, who was also the owner of the bright blue 911 T. I'm still in negotiations with my government to get that 30-inch sign for our garage, so wish me luck!

While touring London and the countryside one can see quite a number

of Macans and Cayennes; Taycans are also well represented (many of the cars over there are now hybrid or electric), but 911s are a rare sight. Insurance rates are very high for 911s, and the video-supported speed and average speed controls on highways makes it very hard to enjoy these cars. The narrow country roads with limited visibility due to hedges higher than the car on each side, don't allow much backroad joy either.

Glad we live in Oregon. The weekend before we left for London, we were part of the Walla Walla Wine Tour, 650 miles on fantastic backroads through canyons, high desert and the rolling hills of the Palouse, and our 911 got a nice workout on the twisty roads!

Let's Drive! You can reach me at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org). ■

---

*...but soon I discovered a huge Porsche sign leaning against the wall next to the entrance.*

---







PORSCHE

Porsche Beaverton

# Collect More Memories

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## ZONE 6 UPDATE

**John P Sommerwerck,**  
**Zone 6 Representative**

# Porsche's 75th Anniversary Celebration Continues



Nancy and I were successful in our search for a new Macan GTS build slot. We will be taking delivery of our Copper Ruby Metallic GTS in early November! Unfortunately, it is a little late for the 2023 summer driving season, however, it is AWD which will be a good thing for winter driving.

Driving season is in full swing - yeah! We have just returned from joining the Oregon Region folks on their Covered Bridge tour. It was great fun and well organized. Our thanks to the volunteers that made it a success. Next up is Wochenende with the Vancouver Island Region folks. In the middle of June I am off to La Quinta, California, and the 2023 Porsche Parade. So much to do and so little time.

Porsche's 75th anniversary celebration continues at your local Porsche dealer who, on the weekend of June 10th, will be hosting individual anniversary events. This fall the celebration continues with Rennsport Reunion VII at Laguna Seca.

## UPCOMING TREFFENS

### Fall 2023 Treffen:

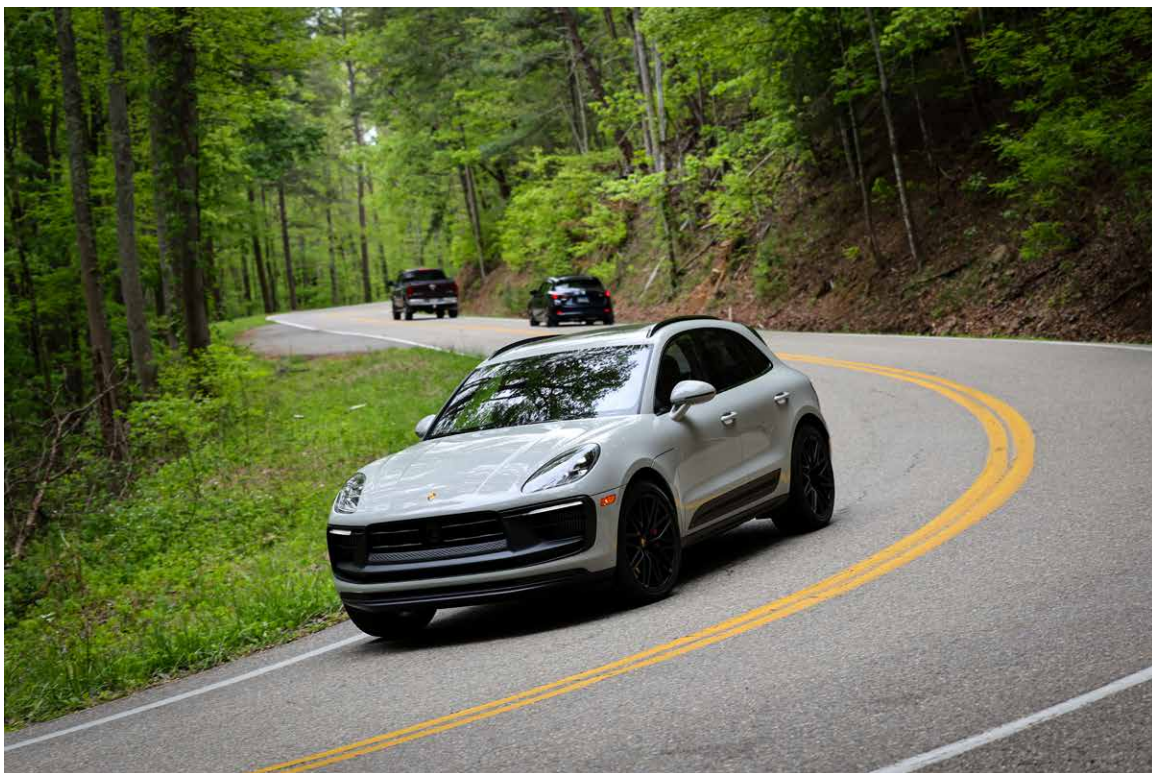
Gateway to the West in St Louis, Missouri. Registration opens June 28th. **Treffen**

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

In addition to the Zone 6 signature events, which can be found at [zone6.pca.org](https://zone6.pca.org), we are looking for unique opportunities to visit your region. Zone 6 abounds in great roads to drive and great automotive venues.

Parting shot. Tail of the Dragon.

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





# THE LARGEST PRE-OWNED PORSCHE SELECTION IN THE NORTHWEST.

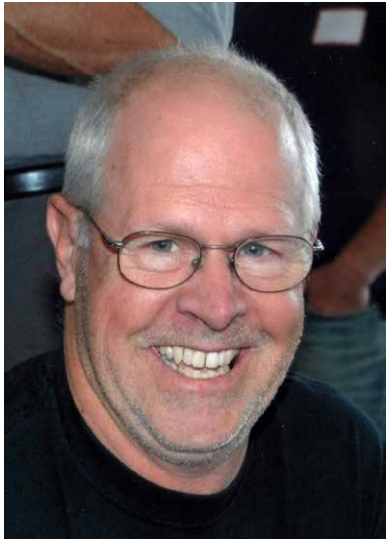
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SPINNEN  
Randy Stolz

## French Lessons — Part Trois

*“l’audace, encore de l’audace, toujours de l’audace!” — Georges Jacques Danton*

*“dare, and dare again, and go on daring!”*

**T**he beginning of the 21st century saw the world come together to solve what was rumored as our greatest challenge ... the Y2K computer bug. Kidding aside, the year 2000 did see the mapping of the

and efficiency of the automobile with the Le Mans Prototype class (LMP).

If you've ever watched racing on TV you've no doubt seen engineers staring into screens monitoring everything from oil pressure to tire pressure. And, just like NASA's Space Center in Houston, sanctioning bodies can see that data too, if they want it. This, plus technical testing and inspection, forms the basis for Balance of Performance (BOP); a tool used to achieve parity between cars of the same class or different classes. Like a moonshot, telemetry now allows the ACO to enforce the rules.

As BMW, Nissan and Mercedes left the World Endurance Championship for various reasons, Audi was left to pursue a domination that would last well beyond a decade from 2000-2015. This is not to say that evolution remained static. After two years of trying, using modified Audi engines in their own chassis, Bentley's closed cockpit "Speed 8" won in 2003; its first victory since 1930.

With fuel economy/efficiency at the top of manufacturer's minds in Europe; Diesel power overtook gas power. Peugeot, with its brute 5.5 liter V-12



The Audi R15 would be the last to win Le Mans with an open cockpit – photo Audi

human genome. Endurance racing too would see its share of technological achievements. Indeed the Automobile Club de L'Ouest (ACO), organizer of the 24 Hours of Le Mans, would keep to its charter of advancing the technology



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The Bentley  
Speed 8 -photo  
[Supercars.net](http://Supercars.net)

Diesel, nipped at Audi's heels until it won in 2009. While the big Diesels were great on power their mass affected handling and brought their downfall.

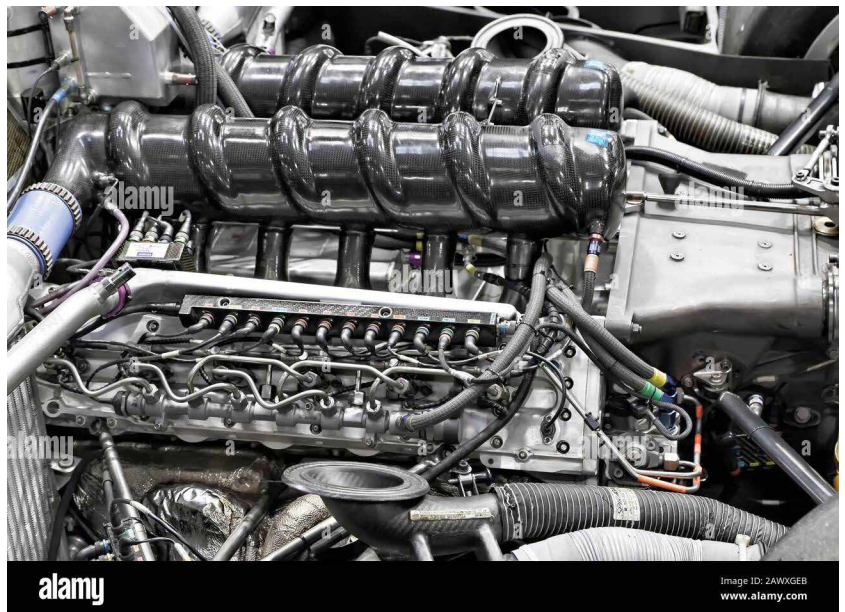
Soon hybrid power trains with flywheel-based kinetic energy recovery systems (KERS) and speed-determined four-wheel drive with selectable modes were allowed in the new LMP1 class. Driver comfort (?) was also improved with ambient 90 degree F temperature and 113db noise limits.

As Peugeot backed away in 2012, Audi's VW in-house rival Porsche, entered its remarkably small petrol V4 turbo hybrid in 2014. The small power unit allowed the 919 superior braking and cornering and it won in 2015, '16 and '17. Toyota, to a lesser degree, was also bringing its pressure to the game via its TS050 Hybrid as the Audi Diesel had too much mass to stay competitive.

With Porsche's first win at Le Mans since

1998 came the gut punch of "Dieselgate". Top racing budgets were near \$500,000 a year and Audi was looking at triple that for a redesign of the R18. As Audi's board was re-inventing the company, there was no financial room left for Audi Sport to

The alien-like  
air plenums of  
Peugeot's V12  
diesel gave rise  
to big torque.  
-photo Alamy



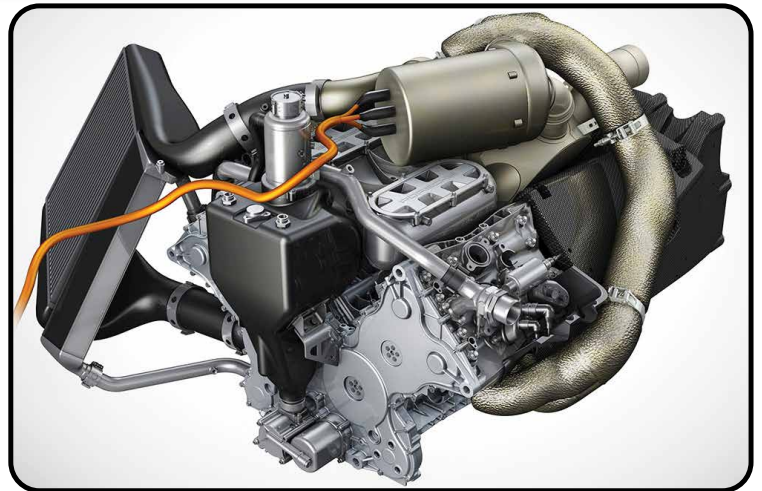


The Audi R18 e-tron quattro was the first winning Hybrid.  
-photo [motorauthority.com](http://motorauthority.com)

continue its costly LMP1 program. Instead, Formula E was the new focus. With such a key player leaving, many thought it to be the end of WEC and Le Mans. Porsche kept it afloat for another two years by winning until they too succumbed to the grip of VW Group's woes and LMP1 was left for dead. Thankfully, the lower LMP2 and GT classes kept fans coming back.

### HYPERCARS AND GTP

Aside from private entries, notably the Swiss Rebellion Racing's Oreca-based non-hybrid, the LMP1 class was without competition for Toyota in 2018-2020. For Le Mans and the ACO, the biggest issue was COVID-19. With France having a national lockdown in 2020, the date was delayed to September and ultimately held behind closed gates reducing the field and the spectators to 5000 tested and masked people. 2021 saw 50,000 spectators allowed in and the introduction of the less costly Hypercar (LMH) as



This cutaway reveals the tiny 2-liter V4 with exhaust energy recovery system. -photo [racecar-engineering.com](http://racecar-engineering.com)

the premier class.

In lay terms, Hypercars are bigger in every dimension and heavier than LMP1. Maximum power is limited to 670hp with a minimum weight of 2270 lbs. Too, technology is limited to a single energy-harvesting scheme and the hybrid power can only be used at a certain point as power curves for each car are



enforced through the use of telemetric torque sensors and only then under conditions of the BOP. "Push to pass" as in Formula 1 and Indycar is banned.

Other differences are that only a single aerodynamic body configuration is allowed for use in the WEC (no Le Mans specials). The rear underfloor diffuser design is free. The dorsal fin must generate a specified lateral stability without strict dimensions.

These rules were developed in conjunction with the International Motorsport Association (IMSA); the US sanctioning body for endurance racing whose own Le Mans Daytona hybrid (LMDh) rules somewhat mirror the WEC/ACO. In the US, IMSA markets LMDh as Grand Touring Prototype or GTP as its top class.

In 2020, Glickenhaus, a privately owned American firm specializing in limited production supercars, was the first to commit to the Hypercars with two of its 007 LMH cars. They arrived at Le Mans in 2021 to take on a pair of Toyota's new GR010 Hybrids. A non-hybrid, hot-rodded LMP2 car via the old Rebellion Oreca 7, under Alpine Elf Matmut ownership also made its appearance. Just five cars, but all finished; the last one just a lap ahead of the next, 'slower' LMP2 class.

Last year (2022) the Peugeot 9X8 was scheduled to appear but was not ready. Once again the same entries from Toyota, Glickenhaus, and Alpine raced with the same results save Alpine, which had to pit for repairs, dropping them to 23rd at the finish. Despite this disappointing participation at the top level, a full crowd returned with 62 cars entered.

In July 2022, just before the WEC race at Monza, Peugeot finally revealed its 9X8. Days afterward, IMSA and the ACO/FIA announced that they would merge their

respective prototype classes named GTP (LMDh) and Hypercar (LMH). This effectively allowed cars to race in both IMSA and WEC together; something not seen since the 1990's. One stipulation for IMSA is that a manufacturer must produce at least 2500 cars for sale to the public and use on public roads. At the time of this writing this prevents certain teams such as Glickenhaus to participate in IMSA events.

Generally, the GTP cars have a choice of four different chassis suppliers, a common specified hybrid system, and a free hand in body design that is locked in place for the season. A single tire supplier is specified. The engine configuration is free. Hypercars are bespoke designs to the same power, weight and dimensional specs as GTP.

So how do you look after these two classes with BOP? There are at least four different factors. First is Front/Rear tire width 12 inches all around for AWD and 11.5 Front 13 Rear for RWD. Next is acceleration, using speed and torque sensing. Most important during the race is the virtual fuel tank (store). Whether electricity or gas, cars must not use more energy than 920 megajoules per stint as calculated from the torque sensors. Lastly is comparison of common aerodynamic measurements through wind-tunnel testing. Got all that?

Before your eyes glaze over from tech talk, let's find out who is running in the WEC and Le Mans in 2023! Toyota returns with its GR010 Hybrid. Glickenhaus has the SCG 007. Peugeot will continue from a late debut in 2022 with its 9X8. And early this year Ferrari brought forth its 499P. A late entry is the ByKolles Vanwall Vandervell 680, resurrecting names from the 1950s (British Vanwalls were successful in GP racing of that era. Vandervell produced engine bearings.). Like

## SPINNEN continued from page 21

the Glickenhaus, it is a non-hybrid car. All of these manufacturers will contest this year's WEC and Le Mans.

So what about IMSA GTP cars that can run in the WEC and Le Mans if they chose (or budgets allow)? This year we have the Acura ARX-06. BMW will debut its M Hybrid V8. Cadillac will have its V-Series R. and Porsche will use its 963. Additionally, Cadillac and Porsche will run their GTP cars in the WEC rounds. Acura and BMW will not.

### THE 2023 SEASON

The first race leading up to Le Mans for the WEC was the 1000 miles of Sebring. The first two positions at the finish were claimed by Toyota. Then, a Ferrari, a Cadillac, and two Porsches that had power steering issues rounded out the top six places. The second Ferrari finished 15th with the Vanwall 30th and a Peugeot 31st. The second Peugeot made too few laps to be classified and the Glickenhaus retired due to an electrical problem.

At the second round of the WEC in Portimão, Portugal, Toyota won again followed by Ferrari, Porsche, Cadillac and Peugeot. Glickenhaus finished eighth while the Vanwall displayed the ultimate in braking issues as Jacques Villeneuve's right front disc glowed, then exploded, sending him into the barriers without severe damage but having to retire. It seems braking system development, as with most hybrids, needs more work.

Lastly, it was Toyota 1st and 2nd again in the third round at Spa. With its higher speeds than the previous tracks, the Ferraris clearly had the pace to win but April showers and a wrong tire choice at the start left them barely making the podium by squeezing past the Penske 963 in the final two laps. Cadillac finished fifth ahead of the new Jota team's 963 maiden race.

In the cool and damp of Spa the new rule of abandoning tire warmers in the pits came home to

roost as contribution to Ferrari and Vanwall losing one car each due to crashes. In an effort to foster sustainability, the FIA wants medium compound tires doing double stints but they are slow to warm and make opening laps tricky. As of this writing, the FIA/ACO in consultation with the tire suppliers will relax this rule for Le Mans only as a concession to driver safety concerns.

On the reliability front, Porsche lost a car due to complete electrical failure and Cadillac, like Porsche

at Sebring, (I can't believe I'm saying this) lost a car due to power steering failure.

With one month between Spa and Le Mans there will be lots of head scratching for these new teams; certainly for Penske and Porsche having had the most test miles under their car. At times the 963 did

have the pace to keep in touch with the leaders but not enough to close. Cadillac, being the other LMDh car, is certainly equal in performance but Ferrari is clearly as fast if not faster than the Toyota which is not surprising given their F1 KERS experience.

So who will win the Centenary Le Mans? After a review of some 90 races some thoughts come to mind.

The best prepared team, the fastest and most reliable car, the best drivers and a great strategy all count for a lot; more so in years where competition is either on the wane or not yet equal. The best won't necessarily win as weather, traffic, and accidents can influence the result (sounds like a road trip, doesn't it?). With these new cars, victory favors the experienced.

And then there's destin(y). French was my last class of the day in high school. As encouragement, occasionally Miss Harper would hold up some candy and say, "Bonbon?" Not everyone would raise their hand as it must have been a long day for some (who were napping). Hoping to win un prix, we raised our hands. Who would she pick? -KEEP SPINNEN ■

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*With these new cars, victory favors the experienced.*

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## Autocross #2: The Organic Autocross RAIN FEST course #1 and #2

BY ERIC FREEDLE, PHOTOS BY HEINZ HOLZAPFEL AND RICK PITTMAN



(Above) Eric Freedle and Anson Lytle  
kicking off the Participants meeting.  
(Below) Josef West ready to go.



As I conjure up some words and memories of our second autocross of the season while watching the Monaco Formula One race, it became very apparent that there were two types of race(s) being run during the F1 race. The early part being run under ideal conditions, where tenths mattered and the latter was run under wet conditions where many seconds were being noted amongst the racers. This required different strategies and lady luck was in full display. With our autocross it was one of the wettest in recent memory and of the 70 or so that had registered – some 60 hearty souls showed up to test their 6-speeds, PDK's, all nannies, no nannies, Porsches and non-Porsches. [Note: Nannies are the electronic helpers like traction control] We chalked all of the cone locations during the somewhat drier course walk, but by the time the first run group went out the spring rains were in full force for the “salmon run”! In spite of the weather conditions the first group managed to keep the course tidy. We encountered issues with our antenna, timing, cueing and other electronic gremlins – but, the weather was no match for the trailer team!

But with the weather being quite foul, it became apparent that during the second runs the corner workers were having

**CONTINUED ON NEXT PAGE**



a difficult time trying to put the cones back in their original position! Thus the course became "organic" as the chalk marks were getting washed away – and the course morphed into something different. It was as if the first group ran course #1 and the second group ran the faster #2 course! Entrants with all wheels being powered had the correct setup! The first five had four-wheel drives, and we saw the Caymans and Carreras slip and slide down the pack. At the end of the day, we had another successful event with a bunch of happy if soggy folks who will appreciate that they ventured out to test their skills in a 6-speed, PDK, analog, digital, rear, front, and all wheel drives! ■

## RESULTS:

Champion – James Paulson, IO1 – Pete Libke, IO2 – Jay Mallison, MO1 – Josef West, NPA – David Kosa, NPEV – Josh Lawson, NPF – Jackson Waldbauer, NPM – Arron Mauldin, NPR – Jacob Goeke, PO2 – Eric Hoff, PO4 – Josh Sechrist, SO1 – Bryce Bederka, SO2 – Tom Rhia, SO3 – Rick Wilson, SO4 – Mark Westcott, and VO1 – Harry Danberg.



Enjoy the photos. There are more here: <https://orpca-pix.smugmug.com/2023-ORPCA-Events/AX-2-4162023/>

(Top to Bottom) Pete Libke is almost in the air; Chuck Jarvie making a close turn around the cones; Janis Hess ready for the rain; Harry Danberg having some fun.







Scott Gilberti and his 2005 Cayman S.



Rick Wilson in his 2012 Porsche 911 C4 GTS.



Peter Burke and his Porsche Boxster S.



Harry Danberg's 1973 911T.



Janis Hess and her 2016 Porsche Macan S.





## April Three Ferries SUV Drive

Wheatland Ferry (Three rows of cars).

BY MIKE NEWBY PHOTOS BY SYLVIA NESSAN, MIHIR PATEL,  
MIKE NEWBY, JURIJA METOVIC, RICK PITTMAN

Enjoy a few of the photos.

There are more on our  
Smugmug site: [https://  
orpc-pix.smugmug.  
com/2023-ORPCA-Events/  
SUV-DRIVE-429202-  
3FERRIES/](https://orpc-pix.smugmug.com/2023-ORPCA-Events/SUV-DRIVE-429202-3FERRIES/)

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*What was  
happening on  
this tour, with so  
many folks getting  
excited for very  
different reasons?*

---

Peg exclaimed that the Three Ferries Tour is her “favorite tour of the year!”

Heinz exclaimed, “Why are they all turning left, when I turned right?”

Martha exclaimed, “Michael, pay attention. I just missed the turn. You’re a better driver than a navigator!”

What was happening on this tour, with so many folks getting excited for very different reasons?

Ah yes, it was the delightful Three Ferries tour, in which we traversed a good portion of the Willamette Valley and crossed the Willamette River by ferry three times in a single day. We had great weather, fun cars to drive and great friends to tour with ...and a few missed turns. So it goes.

Heinz, our devoted leader, began the tour in West Linn,

where we drove through the foothills between Oregon City and Wilsonville. As he has already related, Heinz made a wrong turn to the right and our leader soon became our sweep for the first leg of the drive. It got a good chuckle from everyone.

Back on track and out in front again, Heinz led us West towards Champoege State Park. My lovely bride Martha was piloting her “new to her” Macan S and I was navigating today, instead of the usual driving. I thought I was doing well as a navigator, until we missed a turn and found ourselves taking a slightly longer route to the State Park.

Back with the group again, we left Champoege Park and headed South through St. Paul and Fairfield on our way to our second Ferry



ride of the day-The Wheatland Ferry. The ferries have a different look and feel, packed with Porsches. Just sayin'!

Across the Willamette again, we continued through the Eola Hills, past the many wineries and lush farmland. Through Rickreall and Independence our merry parade of Porsches made its way to Buena Vista County Park. A short stop here to regroup before boarding the Buena Vista Ferry, our last boat ride of the day.

Once on the other side of the Willamette, we drove for a few miles and ended our tour at the lovely Ankeny Vineyard. They had a large table set up for us and we all enjoyed a cold beverage and wood-fired pizzas, while recounting the day's turns and missed turns.

I understand why this tour is Peg's favorite. ■



*(Top to Bottom) Canby Ferry with six cars; Buena Vista Ferry, our last ferry ride of the day; Stop at Champoege Park.*

**MORE PHOTOS ON  
NEXT PAGE**



## THREE FERRIES continued from page 27







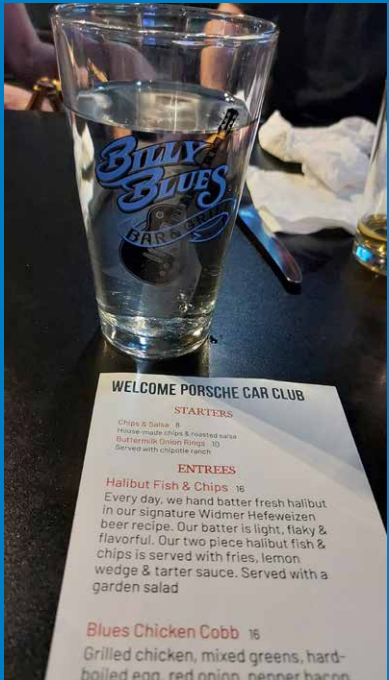
# Ladies Only Drive

BY PEG RYAN, PHOTOS BY JEANNINE DOWNEY AND CAROLE HEDSTROM

Our inaugural Ladies Only Drive was a big success. An even dozen 12 cars started with us. A big thanks to Carole Hedstrom for leading this effort and to all the others who helped and participated. We drove up to Bald Peak and then out to McMenamins Grand Lodge in Forest Grove. There were lots of twisties for us to drive and lots of fun.

There are many more photos here: <https://orpcapix.smugmug.com/2023-ORPCA-Events/Ladies-Start-your-engines-5242023/>

*(Right) Carole set up to get the paperwork done. Her trusty Targa is behind her; Lunch at McMenamins.*



# May Dinner Gathering

BY ROY JOHNSON, PHOTOS BY CARLOS SANTAYANA

ORPCA's May Dinner Gathering was held at Billy Blues Bar & Grill in Vancouver. Billy Blues is not just a bar, a grill, or even a building. Billy Blues is two young men's vision where friends, family, and the common stranger can gather for great food, cutting-edge drinks, and good times! Over 40 people joined three new members, Jason and Nancy Braaten and John McNeel. Many stayed to enjoy the Spellbound Band after dinner.

A big thank you to Roy Johnson for hosting this event. Also thank you to Anh Le and Julie Madrid for all their help to make this happen.

*(Left) A nice welcome to the club; Host Roy Johnson and Sally Savona enjoyed the music.*





## Autocross #3

BY ERIC FREEDLE, PHOTOS BY RICK PITTMAN

**F**inally, after a rainy start to the season, we actually enjoyed a normal autocross where the temperatures allowed for tires to heat and actually get traction! The ORPCA autocross team created a technical yet fun course for the entrants, but you had to keep it tidy. Some prior electrical gremlins had been resolved and we were set to get our runs done in a timely fashion.

The top six times were within 0.2 secs and the top ten times were within 1.0 secs – very close competition! A tip of the hat to James Paulson, who is on our course design team and managed to get by all of the Porsches in his very quick Camaro SS 1LE. 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!



Todd Hess having a blast.

Enjoy the photos.

There are more here:

<https://orpcapix.smugmug.com/2023-ORPCA-Events/AX-3-May-7/>

### AUTOCROSS #3 - TOP DRIVERS BY CLASS

CLASS	DRIVER	CAR	FASTEST TIME
Champion	James Paulson	2020 Camaro SS 1LE	29.954
I01	Pete Libke	1983 Porsche 911 SC	32.859
I02	Eric Freedle	2016 Porsche Cayman GTS	30.003
P02	Jeff Gretz	2001 Porsche Boxster S	32.140
P03	Jeff Reece	2007 Porsche Cayman S	30.070
P04	Rod Palmer	2016 Porsche GT3RS	30.108
S01	Bryce Berderka	1999 Porsche Boxster	32.345
S02	Chris Riha	1999 Porsche 911 C2	31.672
S03	George Pang	2012 Porsche 911	31.567
S04	Tong Qi	2019 Porsche GT3 RS	30.597
M01	Josef West	1979 Porsche 924	35.184
V01	Harry Danberg	1973 Porsche 911T	35.071
NPEV	Bob Schatz	2018 Tesla Model 3	32.103
NPA	Jon Steeves	2023 Audi RS3	32.043
NPF	Joey Yin	2021 Mini Cooper	33.497
NPM	Arron Mauldin	1997 Honda Del Sol	30.946
NPR	Dan Sloan	2005 BMW M3	30.862







William Hunt in his 2009 Cayman S.



Good one Harry Danberg.



Mark Wescott's Sapphire Blue 2016 911 GTS.



Good one Pete Libke.



This is a beauty – car and getting around the cones –  
Mark Qandil's 2023 GT3.



Oops



Interesting 2006 Lotus Exige  
belonging to Wes Burke.



The turn workers work hard to keep us going.



# Walla Walla Wine Tour

BY STEVE BURLESON, PHOTOS BY PAIGE PHELPS AND RICK PITTMAN

What things pair well together? Spaghetti and garlic bread? Meat and cheese? Peanut butter and Jelly? This author must be hungry to come up with all these food examples right off the bat. What about fast cars, tight corners, and alcohol? If it sounds like one of these things does not fit with the others, you may be right. This year's Oregon Region Walla Walla Wine Tour attracted 13 cars and 24 eager participants. There were fast and beautiful Porsches, tight corners, and long, scenic, immaculately cared-for winding roads. The wine tasting, however, did signal

the official end of the day's driving. "Safety First", as the saying goes. This year's tour encompassed 613 miles and was co-led by Randy and Diane Homes, and Todd and Janis Hess. My thanks go out to our great trip leaders for a well-thought-out and well-organized drive!

On the first day, we met across the bridge from Hood River in White Salmon, Washington. My wife and I, being new to the group, and not sure what to expect, were met with new and friendly faces. For others who are new to ORPCA, or who have not been active in the events, fear not, as this is a group of wonderful and friendly people who are just as enthusiastic about driving their cars as you are!

We drove east along the Columbia River, winding through beautiful terrain and winding roads headed toward Centerville. We crossed the bridge at Maryhill and headed south to Wasco. The views were spectacular. While I was often focused on

*The group at the start of the drive.*







the twisting road ahead, when I heard “Oohs” and “Ahhs”, from my navigator, I made sure to get a glimpse of the beauty surrounding us. The landscape would change as we drove, traversing rolling hills and canyons. We had lunch at a small burger joint in Condon and satisfied our hunger for the afternoon. It's a small town, so I think the server's eyes got big with surprise when an additional 24 customers showed up right at lunchtime. They were well organized and handled the extra crowd well. We all seemed happier after our appetites were satisfied and were ready for the second half of our day's drive.

We headed off towards Heppner and carved through more deep canyons and lots of twisty roads. Some of those tight corners had guardrails to keep cars from going astray, while others did not. I tempered my speed on those corners to accommodate my navigator. Each time she “pumped the brakes” from the passenger side, I knew it was time to slow it down a bit. This was only the second time Linda had experienced

tight corners and twisty roads with me, and her first experience was not met with the same level of enthusiasm that I was feeling. Having been together 30 years, and wanting to live long enough to see year 31 and beyond, I slowed down.

One of the comments I made to Linda during our drive was “Hey, these folks actually know how to drive!” I was encouraged by our group's spirited (but

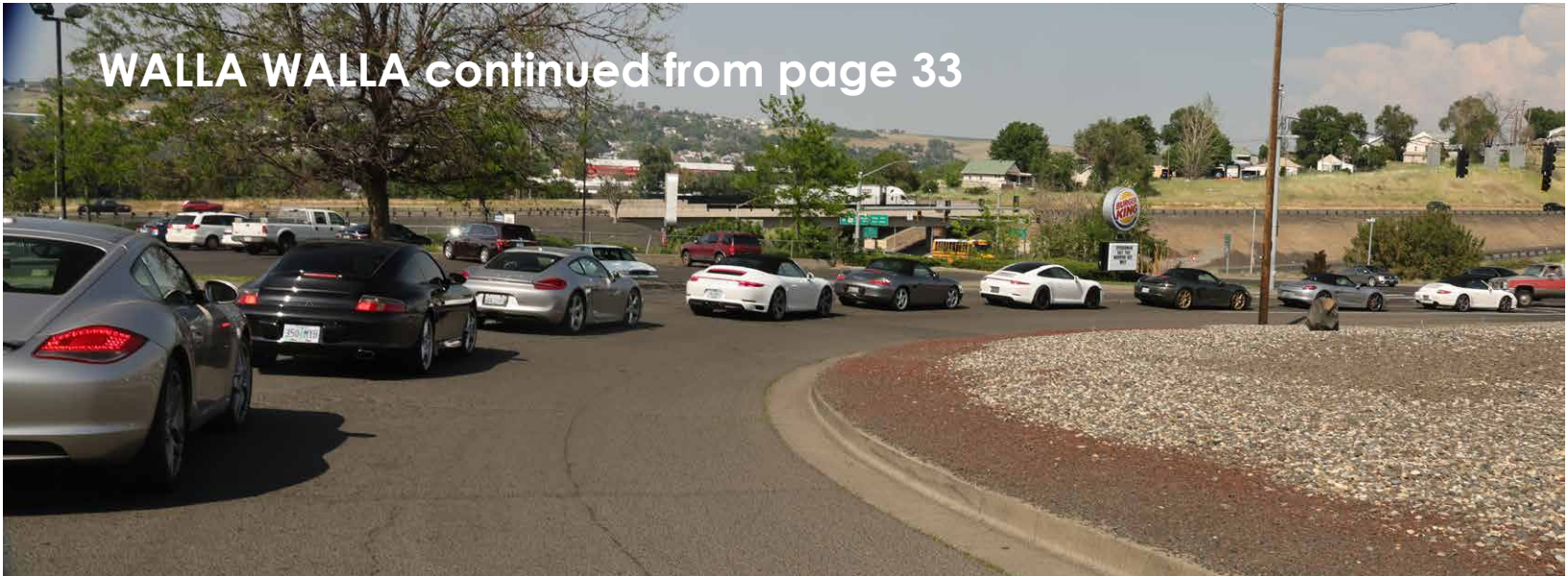
**Enjoy the Photos. There are a few more on our SmugMug site here:**

<https://orpcapix.smugmug.com/2023-ORPCA-Events/Not-WALLA-WALLA-2023/>

*Beautiful roads.*







Nice line up!

---

*We began  
on the north  
side of  
the Snake  
River. The  
views were  
spectacular.*

---

safe) driving. We all allowed adequate space between the vehicles, while still remaining close enough that we were not generally out of view of the others except for in the tightest corners. When the traffic flow slowed because of trucks and other vehicles, the group members waited for safe moments before passing. No one wanted to be a traffic statistic, and I, for one, appreciated that we were likeminded in this.

We ended our first day with a group dinner at a beautiful hotel, The Lodge at Columbia Point in Richland. It was a great time to unwind, have some laughs, and enjoy conversations with our tablemates. This gave us a chance to get to know the group members a little better, talk about the drive, our cars, etc.

On Day Two we headed out for a drive along the Palouse. We began on the north side of the Snake River. The views were spectacular. We stopped at Lyons Ferry Park for a break and ran into some classic cars and their owners. A rebuilt Austin Healey, and a restored MGB GT and a Triumph TR3 were on display as we pulled in, so we had a chance to talk with some other car enthusiasts. After the break,

we crossed over the Snake River and headed back through the Palouse to the Columbia River. After crossing the Columbia, we headed to the Bernard Griffin Winery for our lunch and a wine tasting. We had a chance to sit with Bill and Annie Rasnake, long-time ORPCA members for our lunch and we learned quite a bit about wine from them. My wife and I are wine drinkers, but our wine knowledge is limited. It was fun to get to know the Rasnakes as they enthusiastically taught us things about wine we didn't know previously.

Though the official ORPCA drive ended for the day after the alcohol consumption, there were other wineries in the area, so group members who wanted to do more tasting headed to Upchurch Vineyards, where we saw some enthusiastic wine purchases at Upchurch. Some participants continued on to Frichette and for those inclined, there was even a wagon ride at the Red Mountain Trails Company. Temperatures approached 100 degrees on this day, so some participants headed back to the hotel. I took this opportunity to wash the two-day accumulation of bugs from my car at a local touchless car wash.





*Todd and Janis Hess enjoying the drive.*

Later that evening, we all enjoyed a hearty meal at the Lulu Craft Bar + Kitchen. The food was great, and the conversation was better. Lots of laughs, and conversations about the day, the drive, the wine. A few participants brought some of their newly bought wine to share at the table. (Thank you Todd and Janis, and Mike and Judi). Lou and Queene Mavor invited a local "Richlandite" they had met on a Porsche Princess Cruise last year. As it turns out, Nathan is quite involved in the PCA and has put out a significant amount of content on the PCA's YouTube channel. He was an endless source of information during dinner and is tirelessly enthusiastic about Porsches.

Day Three started at 930 AM with the obligatory safety meeting before we headed out for the next leg. We had



*Mike Roy and Judi Jennings enjoying the sunshine.*





*Lovely scenery.*

a couple of participants that had to leave early and head home, so we bid them a fond farewell before we headed up the Yakima Valley until our first stop at the EJ Miller Park. It was there that we all saw a sickly kitten wandering the parking lot. She had been abandoned by her mother and at first glance, you could tell her chances for survival were grim. Group members Kate and Russ won the award for the “Biggest Hearts” on this day, and left the tour in order to find medical attention for the kitten. Bless your hearts, Mr. and Mrs. Sherrell. We missed you on the rest of the tour, but we were all touched by your commitment to the kitten’s well-being.

We continued onto the Columbia

Plateau and into Bickleton, which happens to be the Blue Bird capital of the world. Birdhouses lined the streets! From there we went down into Rock Canyon and back up to the plateau, and eventually into Goldendale, where we stopped for some delicious Mexican food at Ayutla’s Mexican Restaurant. Some of our group parted ways when we arrived for lunch, and some left after lunch to continue home. We used this last opportunity to talk a little more with a couple of established group members while we enjoyed our food.

Afterward, we continued on into the Klickitat Canyon to Lyle and saw some of the most beautiful scenery along the river. Lots of “Oohs” and “Ahhs” were



heard during this section of the drive. Eventually, we made it back to our original starting point of the tour, took some pictures of our smaller group, as we had pared down from 13 to seven vehicles by the end. Hugs, handshakes, goodbyes, well-wishes, and “see-you-again-soon” graced those final moments before we all headed home to rest after a fun but tiring three days.

Having lived in Oregon for over 50 years, I now feel like I have seen precious little of Oregon and Washington. These states just got much “bigger” to me now that I have seen how much more there is to experience. My wife and I are excited as we look towards participating in more ORPCA tours, Arrive-and-Drives, and other events in the coming year. Finding more great roads, meeting more great people, and expanding our knowledge of what the Northwest has to offer will be the things we look forward to during 2023 and beyond. If you haven't dipped your toe in the ORPCA water yet, or if it has been quite a while since you did, I would encourage you to sign up for one of the available Arrive-and-Drive events, or another event that suits your interest. You will be met by people much like you. And it's a guarantee that you will have at least one thing in common with everyone else there... Porsche enthusiasm! ■



*Cars parked at a rest stop.*



*The group at the end of the drive.*



*Rasnake's Taycan, Tina.*





(Below, Top to Bottom) Tosh Kanno in his GT Silver Metallic 911 Turbo S, leading Group 1 for us; Derrick Teal was sweep for Group 2. It was easy to see his Boxster S.



## May Midweek Drive

BY JOE SWEENEY,  
PHOTOS BY MONTE ALLEN

**I**t was a beautiful Thursday morning. We met at the Fred Meyer parking lot off Cornelius Pass Road in Hillsboro. Eric Lewis conducted his always-thorough driver's meeting as Monte took photos of the many brightly colored Porsches and event participants.

We headed out towards Scappoose in two groups, the first led by Tosh Kanno and the second by Eric. Once we got to the Scappoose-Vernonia highway the fun began. We had a rest stop at Vernonia City Park and then another at the Jewell Meadows





(Below, Top to Bottom)  
At the start; At the end,  
Group 1; All smiles,  
enjoying Ron Gotcher's  
new Boxster GTS 4.0

Enjoy the photos. There are many more on our SmugMug site: <https://orpca-pix.smugmug.com/2023-ORPCA-Events/May-Mid-Week-drive-5252023/>



Wildlife area, although there were no elk to see. Next was the final exciting stretch to Astoria with lots of twisties. We ended our tour in the parking lot near the Bridgewater Bistro. We said our thanks and goodbyes as a number of people took advantage of the restaurant there and others made their way back home or to other eateries. This is such a fun drive and just made for our Porsches.

A big thanks to Tosh for leading the first group and to Eric for organizing the drive and leading the second group. ■







# May SUV Drive

*First stop was at beautiful Lucia Falls.*

BY CHANDRAN RAJARATNAM, PHOTOS BY CHANDRAN RAJARATNAM, BOB ELLIS AND MARC FRANK

Enjoy the photos. There are many more on our SmugMug site: <https://orpcapix.smugmug.com/2023-ORPCA-Events/May-SUV-Drive-5272023/>

Saturday, May 27 started out with low cloud cover and ended in bright sunshine. The downside to taking a scenic drive when it is cloudy is that the mountains are blocked from view. On the other hand not having bright sunshine and shadows means that the lush greenery and the rolling hills are better seen and appreciated, and this was the case in our drive. My wife Holli and I hadn't been to this area before and it was beautiful! A perfect day for an outing for (mostly) Porsche SUVs.

The halfway point of this run was Lucia Falls, which was spectacular. We took some time to explore the area, chatting, and taking advantage of the restrooms. Holli and I would like to go back there for a visit in the future!

This was a Category 1 SUV drive since

we had several miles on gravel roads. The surfaces were in good repair, but the winds were calm which caused the dust from the cars in the front to linger, reminding me of driving in a thick fog. Headlights were turned on and speeds slowed so that the cars were spread out. We had six cars, and I was in the middle of the pack. I lost sight of the two cars behind me, and I stopped until they caught up. The cars in front of me also must have stopped since we caught up to the leaders shortly afterward.

We did take some of the dust home. I hope that was legal!

The six cars included four Macans, a Cayenne, and a (ahem) Range Rover. We don't have a Porsche SUV and the Boxster GTS in our garage wasn't invited and would not have liked the road, so we





*Ed always travels with his Bernese Mountain dogs, Ajax and Theia. (Middle) Bob Ellis with Theia (Bottom) Some of the Macans after the drive. Get out the soap and water!*

came in Holli's ride!

Tour organizer Ed Frank put together a great drive. He had checked the route the day before to make sure that it was still safe and clear. He also must have ordered the sunshine since the last half of the drive was bright and the temperature was in the low 60's when we started and reached the mid 70's when the drive ended at a picnic in Horseshoe Lake Park in Woodlands, Washington. The drive ended with all the cars being stone chip-free and in good shape if rather soiled.

But wait there's more! (I always wanted to say that!) Pete and Laura had a flat tire on the way home. Bob stopped to help but AAA was already there helping. Then as Bob resumed his drive home, his warning light flashed, and he pulled over and found that all of his engine coolant was gone! AAA towed him to Porsche of Beaverton and then got him a Lyft home.

We hope that the issues aren't serious or expensive. Good Luck.

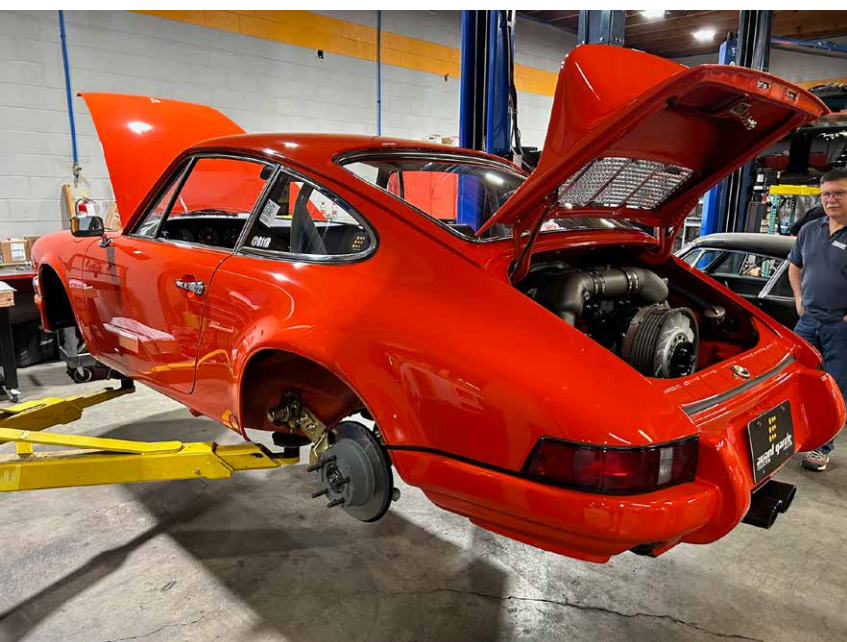
Thank you, Ed, and ORPCA! It was a great day! ■







Tom Floyd (GM) with Kyle Kloewer and Chris Smith (Porsche trained Techs) and photographer Josh Bryan.



Porsches in the building!.



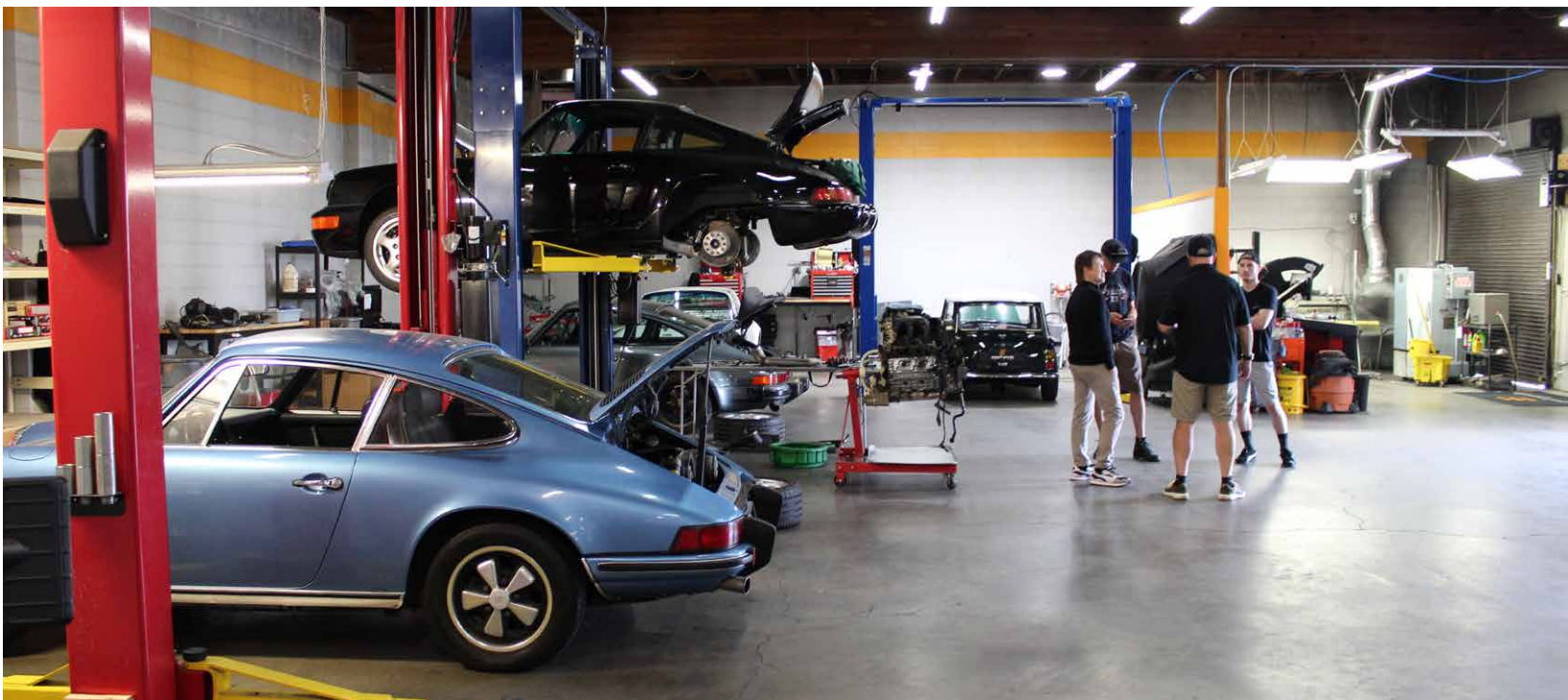
## Garage Visit: Avant Garde

BY ERIC PETERSON,  
PHOTOS BY TOSH KANNO AND JOHN LACKO

On Saturday, May 20th a double-dozen Porsche enthusiasts rolled into Northeast Portland to have a closer look behind the scenes at the Avant Guard Collection. Founded by Matt Crandall and Josh Bryan as a shop for auto enthusiasts, based largely on their individual passions for cars and racing, Avant Guard has evolved into the single largest seller of cars on the popular "Bring a Trailer" platform. The combination of Matt's history and knowledge of popular sports cars and Josh's incredible photography, perhaps combined with a little bit of luck, has landed them in an enviable position of getting to help sell some wonderful cars for hundreds of owners each year. While Matt is busy opening the new Avant Guard store in







Scottsdale, Arizona, on the 20th Josh and the shop employees hosted Oregon Region guests to talk about the garage, the Avant Guard philosophy, and the entire end-to-end process of selling with “911r” on Bring a Trailer.

A handful of us got to see the new “pre-sale warehouse” where cars are sitting under sheer plastic waiting to be listed, delivered, or worked on to get ready to “hit the Trailer.” The warehouse was full of interesting cars from all eras, all ready for their next owner to fight to the end of the two-minute clock for the win at BaT. My seventeen-year-old kept calling me over saying, “Dad, Dad ... look at this! Have you ever even seen one of these??” That was a lot of fun. Plus, it’s always great to get member Ron Gotcher’s perspective on old Porsches!

Thanks so much to Matt, Josh, Tom Floyd, and their staff for opening up the garage to ORPCA. ■



Tom Floyd addressing the group.



Welcome table.

Enjoy the photos. There are many more on our SmugMug site: <https://orpca-pix.smugmug.com/2023-ORPCA-Events/Garage-visit-520/>





## Covered Bridge Tour

BY KARL KOROCH AND LORI RUSSELL,  
PHOTOS BY MELINDA SAHLI, KARL KOROCH,  
JULIE RALL AND CARLOS SANTAYANA

Enjoy the photos.  
There are many more  
on our SmugMug site:  
[https://orpca-pix.  
smugmug.com/2023-  
ORPCA-Events/  
Covered-Bridge-520/](https://orpca-pix.smugmug.com/2023-ORPCA-Events/Covered-Bridge-520/)

*(Top to Bottom) Gilkey Bridge with Zone 6 rep, John Sommerwerck's GT3RS in the foreground; Waiting to cross Jordan Bridge in Stayton; Larwood Bridge; Tour organizer Mike Newby getting all the paper work done.*

Spectacular weather was predicted for Saturday, May 20, perfect for our much-anticipated Covered Bridge Tour - lots of sunshine and temperatures in the high 70s. Michael Newby organized our drive and we counted 24 cars and 34 participants, including special guests Zone 6 Representative John Sommerwerck and his wife Nancy with their gorgeous winged GT3 RS. There were so many folks on the waiting list Michael and our fearless leader, Peg Ryan, organized a third group so everyone who was interested in the tour could participate.

Three groups of eight departed right on time, driving south from Wilsonville for





Shimane Bridge.



Jordan Bridge.



Larwood Bridge.



Hannah Bridge.



## COVERED BRIDGE continued from page 45

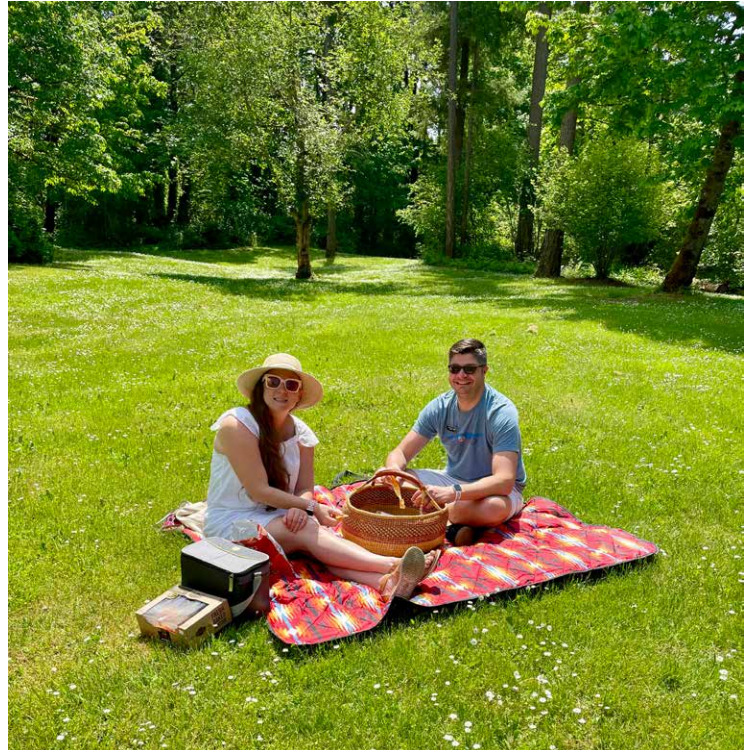
one mile on I-5, then heading south of Canby through Macksburg and Marquam on our way to Silver Falls State Park.

Just before reaching the park, the second and third groups were thwarted by a traffic accident (Not part of our group? Whew!!) that apparently occurred when someone attempting to avoid a deer rolled their car. By the time we arrived, EMS had the situation well in hand and it appeared nobody has suffered serious injury.

After navigating around the wreck we continued through Stayton to our first stop, the Jordan Bridge, a short walk-to and through bridge inside Pioneer Park. From Stayton we motored further south to our first drive-through covered span, the Hannah Bridge. After a short break, we made our way to the Shimanek Covered Bridge boasting a bright red color scheme and had a spirited drive around Rodgers Mountain Loop on our way to our lunch venue at Roaring River County Park. Following a picnic lunch, we had a short drive to the Larwood Bridge, then west to the Hoffman Bridge, and then our last bridge, Gilkey. We had no idea there were this many covered bridges in our area! Seeing the covered bridges reminded us of how many there are in Oregon and how great they are to see. Check out all the pictures of these historic places from the link below.

From the Gilkey Bridge, we worked our way north to the Oregon Garden Resort in Silverton for libations and a final debrief of the day.

A beautiful day, with great friends, fabulous roads, and wonderful cars. A giant thank you to Michael for organizing the drive and to the volunteers that led and swept each group. ■



(Top) Sheldon Lesire and his wife had a lovely picnic at the Roaring River County Park. (Bottom) Group pose at the Stayton-Jordan Bridge.







# May Arrive and Drive: Marys Peak

BY PEG RYAN  
PHOTOS BY MONTE ALLEN AND MIKE NEWBY

Driving to Marys (without an apostrophe) Peak is always an adventure with great roads. We always hope for clear weather so we can see the mountains from the top. This year the top of Marys Peak was still closed because of snow. The leaders found a place to stop and picnic and I understand there was a view of Mount Jefferson! There were a couple of folks who drove to the top anyway. Check out those photos. Thank you, Dan Morris, for organizing and leading, and thank you to the other volunteers who led and did the sweep role. ■



Eric Lewis and Carlos Santayana (standing) enjoying the picnic at the end of the drive

(Left to Right) Tour organizer Dan Morris leading the Participant's Safety Meeting; Beautiful stylized photo from the start of the drive. (Below) Going to the top..



Enjoy the photos. There are many more on our SmugMug site: <https://orpcapix.smugmug.com/2023-ORPCA-Events/Marys-Peak-and-Picnic-513>





# PCA Spring Treffen 2023 in Northwest Georgia

ARTICLE AND PHOTOS BY JOE KELLY

*(Above) Salute to 75 years of Porsche. (Below) Joe's cottage living room; Hotel lobby.*

Each year the PCA has a Spring and Fall Treffen that provides a "gathering of the faithful" to explore different geographic regions of the USA and Canada. This year's Spring Treffen brought participants to the Barnsley Resort in Northwest Georgia, and I decided to join the party. The resort is situated on a historic southern estate located halfway between Atlanta and Chattanooga in the southern Blue Ridge foothills. Construction of the estate started in 1840 on 3,000 acres and today features 140 rooms in private cottages and a large inn. I chose a cottage and what a wonderful choice it was! My cottage had its own parking spot, and featured a front and rear porch with chairs and tables, a living room and two bathrooms.

Porsche aficionados arrived on Wednesday, April 19 for five days of tours, great food, and southern hospitality. At registration, it was noted that I was from Oregon and that I drove my 356C there. That tidbit of info spread quickly and attendees started to talk with me about "Why", "Any problems?", "Would you do it again?" etc. Much to my surprise, there were only four air-cooled cars registered: a '72 Targa, an '88 911 coupe, a '95 993 coupe, and my 356. The water-cooled group featured every accessory, option, and color offered by the factory. Many of the newer cars had PDK transmissions rather than manual boxes. Yes, times are changing and each year I become more of the "back in the day" group.

The dinners and socials featured





(Left to Right) Volunteers at check in; Joe's car and Executive Chef, Javier Cuesta. (Below) Saturday night dinner.



superb food that was served in a variety of venues, including a historic mansion, a beer garden, outdoor BBQ settings, and a large banquet hall. The accompanying music was played at a level that made conversations easy rather than difficult. The Resort staff worked hard to make everyone feel comfortable and well-served. These gatherings were truly examples of southern hospitality at its finest!

Tours were led by local Porsche Club regional members and included casual drives to art museums, a car museum, sites of historic interests, as well as a long drive through the Blue Ridge foothills on GA-60S. Locals claim that Highway 60S is better than the "Tail of the Dragon". Well, it was longer and it had more elevation changes, but better than the Dragon...I don't think so.

The scenery was first-class and made one appreciate the beauty of Georgia.

I met so many wonderful Porsche fans with interesting stories to share including two ladies who loved to drive. One bought her cabriolet two years ago and already has 66k miles on it. Another bought her first Porsche with 388,000 miles on it and it now has 426k. A retired doctor from Palm Springs spent time looking over my 356 as he was getting his own 356 ready for the Porsche Parade.

On Sunday I packed up my C coupe and headed East and Willie Nelson came to mind. Yes, I was "Back on the Road again", but I will certainly keep "Georgia on my Mind". The Treffen was spectacular to me and it was a privilege to be a part of it.

Enjoy the photos. ■



# PCA's Classic Club Coupe Heads to Auction June 10

No. 001/001 Classic Series  
Sonderwunsch (special request) – Factory One-Off



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# Porsche Club of America

## ZONE 6 REGIONS



**British Columbia Interior**  
President: Oskar Ciejek  
[info@bci.pca.org](mailto:info@bci.pca.org)  
<http://bci.pca.org>



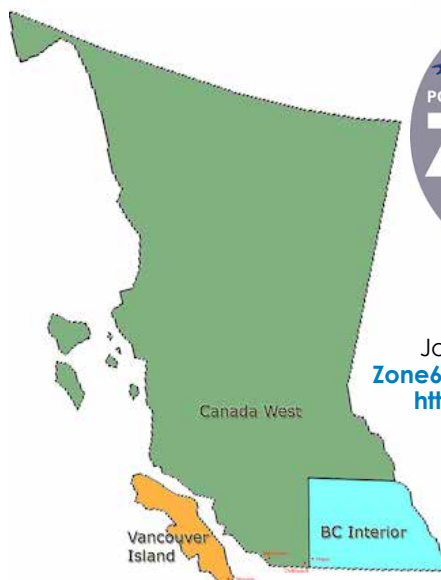
**Canada West**  
President: Matt Stogryn  
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**Cascade**  
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[president@cascade-pca.org](mailto:president@cascade-pca.org)  
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**High Desert**  
President: Joe Mansfield  
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**PCA Zone 6**  
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**Olympic Peninsula**  
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**Oregon**  
President: Peg Ryan  
[president@oregonpca.org](mailto:president@oregonpca.org)  
<https://www.oregonpca.org>





## Gear Up for the 2023 ORPCA Autocross Season!

**A**utocross Season! Autocross (also called "Solo") is a driving event where a driver negotiates a closed course of cones one car at a time to achieve the fastest possible time. It is a form of motorsports that emphasizes competition and learning car control at safe speeds. Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! We strive to cultivate an air of camaraderie and fun among our participants. No previous experience is necessary and novices are welcome. All you need is a driver's license, an automotive helmet (2015 or newer SA or M Snell rated) and a car that can pass a basic mechanical safety inspection. There are loaner helmets available and instructors should be available. Cars are run in classes against cars with similar performance. Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, Cayennes or Taycans. For more information, please visit our website:

<https://www.oregonpca.org/home/club-events/autocross/orpca-autocross/>

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

Please check to make sure you're registering your car in the correct class. We do not allow participants to change classes mid-season. If a car from a different class is driven, no points will be awarded for that event. Similar to past years, we will be limiting the

number of cars for each event. This allows for a better participant experience and ensures we're able to efficiently manage the run groups. Please register early if you are interested in participating. Walk-ins will not be accepted and people on the waitlist will be added in order (priority to members) if there are cancellations. Work assignments are mandatory and will be enforced. It takes volunteers to keep this thing going. If you drive, you work ... no exceptions. We realize some folks have special circumstances that may prevent them from working in specific roles. We'll do our best to accommodate you, but we ask that you consider whether the physical aspects of autocrossing are appropriate given your individual health. Check out the links on the following page for all the Autocross events in 2023. As always, please let us know if you have any questions.

*Your ORPCA Autocross Team* ■

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





# Autocross Events 2023

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

**Autocross #4** | June 11

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

**Autocross #5** | July 16

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

**Autocross #6** | August 13

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

**Autocross #7** | September 24

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

**Autocross #8** | October 15

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

## AUTOCROSS #4

Sunday, June 11 | 7:30 a.m. to 2 p.m.

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

**J**oin us for Autocross #4 on Sunday, June 11, 2023, in the South Paddock of Portland International Raceway. Here is the link to Motorsportreg with all the information on this event: <https://www.motorsportreg.com/events/orpca-ax-4-06-11-2022-portland-intl-raceway-pca-oregon-254334>

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

Note: Next Autocross is Sunday, July 16. More information and registration is here: <https://www.motorsportreg.com/events/orpca-ax-5-07-16-2022-portland-intl-raceway-pca-oregon-759761>





## 2023 Drives and Tours

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



### JUNE

3	Saturday	Beginner Drive - A&D Introduction
3	Saturday	Electric Car Drive
10	Saturday	Arrive and Drive
21	Wednesday	Midweek Drive
24	Saturday	SUV Drive
22-26	Thurs-Mon	NW Passage

### JULY

8	Saturday	Arrive and Drive
15	Saturday	Air Cooled Drive
19	Wednesday	Midweek Drive
21	Friday	Summer Eve Drive
22	Saturday	Visit Ken Wright Vineyards & Tasting Room
29	Saturday	SUV Drive
30	Sunday	Summer Tour and Picnic





## JUNE BOARD OF DIRECTORS MEETING: CANCELED

**The June 2023 Board is canceled. ■**

*Note: July Board Meeting is Wednesday, July 12*

## JUNE ARRIVE AND DRIVE

Saturday, June 10

**J**oin us for the June Arrive and Drive. To attend, bring your favorite Porsche (with plenty of fuel), and ideally, a navigator. We will leave from Wilsonville and take some great Porsche roads ending for lunch in McMinnville. There will be two groups with a maximum of 15 cars in each group. All Groups arrive at 8:30. Participant's meeting will be at 8:45. Group 1 leaves at 9:00; Group 2 leaves at 9:15.

Registration is open and there are openings in both groups. To register, go to: <https://www.oregon-pca.org/event/june-arrive-and-drive-2/>. ■

*Note: Next Arrive and Drive is Saturday, July 8*

## FORMULA1 RACING IS COMING TO A BIG SCREEN TV NEAR YOU!

Sunday, June 18 | 11:00am Start

**I**n coordination with The Garages, we have a chance for the Porsche Club to meet together and cheer on the drivers of Formula One when they race in Montreal, Canada on June 18th at 11:00am. What better Father's Day gift could anyone want? Bring your 5-Point harness and strap into a chair with a cold beer at The Garages. See the action on a large screen TV and hear cars on the Garages super sound system. Stop on in for a little bit or for the whole race. Looking forward to seeing you! Let us know you'll be there by registering here: <https://www.oregonpca.org/event/f1-watch-party/>



## JUNE DINNER GATHERING

Wednesday, June 21 | 6:00 – 8:00pm

Location: Catfish Lou's, 6540 SW Fallbrook Place, Beaverton, OR 97008

**P**lease join us for the June Dinner Gathering on Wednesday, June 21 from 6pm – 8pm at Catfish Lou's. Jeannine Downey will be our host for the evening. Michelle Bean originally founded Catfish Lou's in NW Portland in 2017 to bring the best musical artists close to their fans in a small, intimate environment. In 2019 Catfish Lou's moved to Beaverton, adding poker, karaoke, paint night & comedy events to the entertainment schedule. Owner Michelle has created a special menu for our group. We will order from the menu and pay when registering. Drink orders will be taken and paid for at the restaurant. On-site free parking is available. We have room for 50 attendees in a private room in the back.

Registration is open. It will close on June 18 at 7 pm. To register, go to: <https://www.oregonpca.org/event/june-dinner-gathering-3/> We look forward to seeing you!! ■

*Note: July Dinner Gathering is Wednesday, July 19*

## JUNE MIDWEEK DRIVE

Wednesday, June 21

**C**ome join us for a wonderful drive through some of Oregon's best Porsche driving roads. The drive starts south of Charbonneau and ends at Highland Stillhouse in Oregon City.

Please arrive by 9:00 am. We will have a Safety meeting at 9:15 am and depart at 9:30 am. We have room for 15 cars. A volunteer is needed for the sweep responsibilities. Please volunteer when you register, if you are able and willing to accept the responsibilities.

Complete information and registration link: <https://www.oregonpca.org/event/june-midweek-drive/> ■

*Note: The next Midweek drive is Wednesday, July 19*

## JUNE SUV DRIVE

Saturday, June 24

**S**ave the date for the SUV Drive on Saturday, June 24. Please check your Wednesday email blast for the details and registration information. ■

*Note: The next SUV drive is Saturday, July 29*



# 2023 NORTHWEST PASSAGE FALL TOUR

October 6 – 9

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

<https://www.oregonpca.org/2023-nw-passage-reservation/>.

Contact Jeff Gretz at [jgretz@onlinenw.com](mailto:jgretz@onlinenw.com) or 503.915.2364 with any questions. ■



## Treffen Fall 2023

When: Sept 20 – 24

Where: Ritz-Carlton

Clayton, MO

Website: [treffen.pca.org](https://treffen.pca.org)

*“Touring the Missouri  
Rhineland & River Valley”*

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





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Princess Cruises is thrilled to be the first non-automotive company to earn Official Partner status with the Porsche Club of America. Through our partnership, you can access special themed cruises, big discounts on a variety of sailings and more.

If you're driven to sail, book your cruise through the PCA concierge team by calling 1-833-679-2188, or register online by scanning the QR Code.



Roatan, Honduras



Cozumel, Mexico

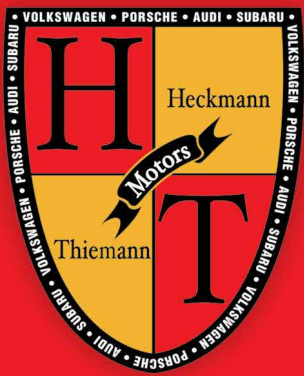


Costa Maya (Mahahual), Mexico



Belize City, Belize





**50**  
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# ANZEIGER MARKETPLACE

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](mailto: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](mailto: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. ■

## VEHICLES FOR SALE

### 1996 Carrera 4

#### Cabriolet.

Well maintained, Condition 2. Clear Title. Midnight Blue Metallic w/ cashmere interior.

6-sp. 59k miles,

\$75k includes over \$5k in extras. Passes DEQ tests w/o issue.

Oil analysis w/all oil changes Upgrades. I hope to sell to a club member that will appreciate driving a desirable air-cooled Porsche. More info via email to [joekelly@earthlink.net](mailto:joekelly@earthlink.net). (8/22)



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





# ANZEIGER MARKETPLACE

## PARTS FOR SALE

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



## Wheels and Tire set from a Porsche Boxster 981 18" OEM



Porsche Wheels and Pirelli Sottozero - Winter 240 235/45 R18 Tires - \$1000. Wheels are mint condition, Tires have 90% tread life left. Chains in great condition - \$200. Local Sale Only. Please call Ron: 971-266-9755 (10/22)

## 986 Boxster Tonneau Cover by

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

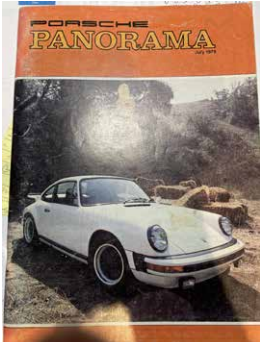


**Early Boxster Hardtop.** Silver, near perfect condition. With perfect condition stand and poor condition cover. \$1500. John Draneas (503) 780-5362 (12/22)



## Panorama Collection For Sale:

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



## 986 Boxster Aero Kit For Sale:

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



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

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

**911:** Removed 30+ years ago and stored since. Includes: 2 Weber 3-bbl carbs, 40IDTP.3C, 2 intake manifolds, linkage and crossbar, air filter housing. Asking \$3395. Call/text Pete K 703-772-5515 or email, [pkurzenhauser@icloud.com](mailto:pkurzenhauser@icloud.com) (1/23)





# ANZEIGER MARKETPLACE

## Two 3-Day Porsche Rennsport Reunion VII

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

**Blaupunkt Radios For Sale:** Wolfsburg 3 AM/SW for 1969-69, Frankfurt US AM/FM for 1965-68 Both

radios work fine but need knobs (available on Ebay). \$250 for both. I

have no need for them and don't want to mess with ebay. Pat 503.332.3030 (4/23)



## Weather Tech Floor Mats – Front Only – Macan

**2015-2023:** Lightly used Weather Tech FloorLiner front floor mats- Fits 2015-2023 Porsche Macan.

The WeatherTech FloorLiner accurately and completely lines the interior carpet giving

“absolute interior protection”! The WeatherTech

FloorLiner lines the interior carpet up the front, back and

even up the sides of the 2015 Porsche® Macan's footwell. Digital laser measurements of interior surfaces offer a consistently perfect fit! \$70 obo If interested, please text or call Mike at 503-910-9062. (4/23)



## Help Needed - Assistant for Sales and Marketing

We are in need of an assistant for Tom Floyd, Sales and Marketing Director. Includes visiting with current sponsors as well as potential new sponsors.

Please contact Tom at:

[salesandmarketing@oregonpca.org](mailto:salesandmarketing@oregonpca.org)

## Ultraleggera 20" wheels for 911.1 widebody (C4S):

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



## For Sale: Autocross Automobile Equipment:

Autocross car equipment for sale: 3 ton aluminum floor jack \$75, aluminum jack stands \$30, rolling mechanic's stool \$20. Magnetic numbers and other autocross stuff free. Please call or text Barry at: 360-210-7900 (4/23)



## Have you taken some great photos on your recent drives?

Share them with your fellow members!

Just email them to Peg Ryan, [president@oregonpca.org](mailto:president@oregonpca.org) and we may include them in a future Member Gallery.