

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JUNE 2025



NEED
MONEY
FOR
PORSCHE

**Hot Summer
Nights Cruise-In**
See Photos on Pages 44-45



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ANZEIGER
OREGON REGION PORSCHE CLUB OF AMERICA
VOL. 65, NO. 5 | JUNE 2025



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EDITOR'S NOTE:

All coming events are
listed on our website at
www.oregonpca.org
and are emailed weekly to
our members.

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JUNE 2025

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ON THE COVER

Hot Summer Nights Cruise-In
Photo by Jeannine Downey



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ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 65 | NUMBER 5 | JUNE 2025

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Board of Directors Minutes: No Meeting in June 2025

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ANZEIGER NATIONAL AWARDS

National Newsletter Contest
FIRST PLACE 1995, 1998, 2004,
2005, 2008, 2017, 2022, 2023

National Newsletter Contest
THIRD PLACE 2003, 2006, 2020

Best in PCA 1971
PAUL HEINMILLER TROPHY

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EVENTS, OREGON REGION AND BEYOND

JULY

12-Jul	Saturday Drive:
12-Jul	Saturday Drive #2:
14-Jul	Road and Fork Dinner: Stockpot (Beaverton)
15-Jul	Scenic Oregon - Tour #1
17-Jul	Midweek Drive
20-Jul	Autocross #5
20-Jul	Forest Grove Concours d'Elegance
20-Jul	Sunday Cruise - Casual, easy going
23-Jul	July Social and Dinner: Thai Bloom (Beaverton)
24-Jul	Summer Eve Drive
26-Jul	SUV Drive
29-Jul	Scenic Oregon - Tour #2

AUGUST

2-Aug	Drive: West Cascade BiWay
2-Aug	Porsche Day at Portland Cars and Coffee Langer's Entertainment Center (Sherwood)
3-Aug	Autocross #6
7-Aug	Summer Eve Drive
9-Aug	Saturday Drive
9-Aug	Saturday Drive #2
12-Aug	ORPCA Board of Directors Meeting
14-Aug	Ladies Midweek Drive
15-Aug	Werks Reunion - Monterey, CA
17-Aug	Drive to Summer Picnic - Stoller Wine
17-Aug	ORPCA 65th Anniversary - Summer Picnic at Stoller Family Estate Winery
21-Aug	Midweek Drive
23-Aug	Boxster Only Drive
23-Aug	SUV Drive
30-Aug	PCA Treffen at Sea 2025

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

ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

EVENT PHOTOS

- Photos can be vertical or horizontal.
- When shooting, there should be a comfortable margin around all edges of the focal point (most often, a car).

Do NOT crop! We will crop your photo to the best proportion for the page.

Photos with the edge of a car clipped off is the most common photo error.

COVER PHOTOS

- The cover "bleeds" off the edges, leave a good margin on every side of the focal point (most often, a car)

- Make sure there is nothing significant in the masthead area. Vertical photos are best for cover photo options.

ALL PHOTOS

- Shoot and send the highest resolution possible.
- Avoid capturing unwanted reflections or distracting backgrounds.
- All people in the image should be facing the camera.



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 1988 911 Carrera

John Nogueira
Theresa Nogueira
 Sherwood, Oregon
 1970 914-6

Thomas Ewing
 Portland, Oregon
 2024 718 Cayman GTS 4.0

Ryan Capen
Melinda Capen
 Washougal, Washington
 2020 911 Carrera S

Jon Yochim
 Wilsonville, Oregon
 2017 911 Carrera GTS

Cole Lindhorst
 Sandy, Oregon
 2002 911 Turbo

Gabriel Aron
 Portland, Oregon
 2022 Taycan GTS

Robert Del Genio
Gloria Crosby
 Gresham, Oregon
 2016 911 Turbo S
 Cabriolet

David Weese
 Vancouver, Washington
 1987 911 Carrera
 Cabriolet

Larry Roecker
Lynn Roecker
 Portland, Oregon
 2021 Macan

Mark Grant
 Vancouver, Washington
 2018 Macan GTS

Matt Miranda
 Beaverton, Oregon
 2009 911 Carrera 4S

Chris Crossley
 Banks, Oregon
 1999 911 Carrera 4

Matt Lucas
 Estacada, Oregon
 2003 911 Carrera 4S

Max Cowles
 Hillsboro, Oregon
 1984 944

ORPCA LOCAL SUMMARY

Primary Members:693
 Associate Members:436
 Total Local Members:1129

PCA MEMBERS IN OR REGION

Primary Members:1265
 Associate Members:739
 Total Region Members:2004

NATIONAL PCA SUMMARY

Primary Members:108527
 Associate Members:56194
 Lifetime Members:23
 Total National Members: .164744

ADVERTISER INDEX

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PRESIDENT'S MESSAGE

Carole Hedstrom, *President*

The Driving Years

Summer is here, and by the end of June, the club will have completed 35 drives, two multi-day events (Snake-n-Bake and Northwest Passage June), seven dinners and socials, several Cars & Coffee events AND gained 72 new members. How many people, how many hours, how many emails, phone calls, text messages, how many Instagram reels, Facebook posts, photos, how many requests for insurance, how many events still to come? I don't know all of those answers, but it's a lot! We are on track to organize, host and hold 70 drives and multiple social events including our 65th anniversary party in August.

Those numbers and the multitude of events on our calendar both inspire me and scare me. I came into this presidency with a clear head and thought I knew what to expect. After all, I had already been on the Board for six years. What was I thinking? Honestly, it's a bit like being handed the wheel of an accelerating 911 on a long straightaway, and there, in the distance, is a curve. Now what? Brake? Down-shift? Hold the line? Breathe. While it has taken me a few months to feel somewhat comfortable in this role, I began to wonder what was on the mind of the club's Board 15, 20 years ago. How did past Presidents and Boards manage budgets, big events, small events, membership questions, long term planning and goals?

After talking with a few past presidents, and reading some vintage *Anzeigers*, I realized that

Club management and governance haven't really changed since the inception of our Club. It is through regular board meetings, a sound set of bylaws, and many, many volunteers, that ORPCA has been creating fun that is focused on driving for 65 years. All of that fun is volunteer-driven. Purely volunteer, 100%.

I am writing this from our Northwest Passage June Tour. This event is in its 28th year and there are members who have attended every running! The Northwest Passage committee has much to be proud of, and I commend them. Their team is filled with smart, willing, clever, determined people. The fact that members choose to make time to participate in this event year after year is just one sign of the professionalism and enthusiasm the Northwest Passage Team puts into making the event work year after year.

The first 65 years of this organization feel like perhaps just the beginning. ORPCA has gone through phases: the racing years, the high-performance driving years, the social years, the Parade years, and is still evolving. Perhaps the current era could be called the Driving years. As mentioned above, we are well on track to host over 70 drives this year. The most ever. In 2024 we ran 55 drives, and we currently have run 35. This is an exciting time to drive a Porsche in the Oregon Region, and I couldn't be more proud of this group. Happy summer everyone!

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



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FROM THE VICE-PRESIDENT Daniel Morris



It is Summer and That Means Drive!

This past weekend, I was out evaluating a prospective drive. The weather began with stunning blue skies and ended under a soft blanket of cloud cover—classic late spring in Oregon. I took the route in my 1979 SC Targa, my pride and joy. It's my first Porsche, and I've owned it since 1996. It's not the fastest, most comfortable, or technologically modern of my cars—but it's deeply engaging. Driving it is almost aerobic, especially for my right arm. It keeps me honest and connected.

Summer is here. Long days. Early sunrises. Late sunsets. And with them, the call of Oregon's spectacular roads - just 30 minutes from nearly anywhere in our region. We have roads to drive alone and roads to enjoy with friends. Roads with sweeping vistas and roads shaded by cathedral forests. The important thing is: we have roads. And we have cars that were built to be driven.

I hope all our members take the time to strap in, throttle up, and experience the pure thrill of driving their machines—and to savor the abundance we are

lucky to share.

Speaking of drives: Please join me in extending a warm thank you to our Drive and Tour Team. Through the end of May, we've already completed 27 drives. Considering the PCA national average is said to be just seven, that's nothing short of extraordinary. These events are entirely volunteer-powered, and every additional helper makes more drives possible. Behind the scenes are route designers, group leaders, sweepers, web coordinators, tour leads, and those ensuring insurance and safety compliance. Without them, our roads would be empty of our community—and that would be a terrible loss.

If you're new, come join us. We offer education and training on how to plan and lead drives. We welcome tech-savvy and organized folks to help behind the curtain, too. Together, we build more than a calendar—we build connection.

Now—start your engines. Flash your lights. Drop your roofs and windows. And feel the breeze.

See you on the road! You can reach me at vicepresident@oregonpca.org. ■

*Summer is
here. Long
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with them,
the call of
Oregon's
spectacular
roads*

**READ DANIEL'S POEM
"THE LURE OF THE
CURVES" ON PAGE 15**

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The Lure of the Curves: Why Driving is an Accelerating Sport

by Daniel Morris, ORPCA Vice President

*Through winding roads where the mountains rise,
Past Douglas fir under pastel skies,
We chase the dawn with engines bright,
A Porsche hum beneath morning light.
Each curve a whisper, each brake a vow—
The journey is always here and now.*

*Backroads ribbon through fields of gold,
Where stories in the asphalt unfold.
Throttle taps time in a canyoned beat,
As wind-song swirls through an open seat.
Acceleration becomes the tune
We play beneath a summer moon.*

*Sunsets melt across Hood's crown,
And all the noise of life dies down.
In shadows cast by forest tall,*

*We find our center, lose the brawl.
The only pulse that truly stays
Is rear-wheel rhythm through S-curve sways.*

*Some chase speed, some seek control—
But we drive for the quiet of soul.
The gearshift's click, the steering's grace,
The open road—a sacred space.
Each moment not to conquer, but to feel,
Where horsepower meets something real.*

*So let us gather, curved-road bound,
Where peace and thrill together are found.
No need for trophies, just the art
Of merging machine and beating heart.
Oregon breathes—its silence and spark—
And we drive onward, leaving a mark.*



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ZONE 6 UPDATE

John P Sommerwerck,
Zone 6 Representative



24 Hours of Le Mans: A Trip of a Lifetime

Nancy and I had a very busy month. It started with our participation in the Selkirk Loop driving tour put on by the Inland Northwest region. This tour had participants from Oregon, Washington and Idaho – 47 cars and 87 people. The tour started in Coeur d'Alene with a boat cruise and continued with drives into British Columbia. It ended in Spokane with a car show. However, Nancy and I bypassed the Spokane portion as we had to leave for our next adventure.

We hurried home to clean our clothes and pack for our trip to the 24 Hours of Le Mans. This was a trip of a lifetime. We flew in Sunday/Monday before the race. While the focus of our trip was the race, we had the opportunity to visit the Normandy D-Day beaches, wine tasting, and more. Our tour was hosted by a 14-time Le Mans driver, Robin Donovan. Robin had teamed with Derek Bell, and Robin arranged a lunch with Derek. The stories were fascinating! The race experiences were unbelievable: We were in the pits during a pit stop. We were at the end of the Mulsanne straight, at midnight, 15 feet from the track – you could see the red-hot brakes. We visited the Daytona Chicane during the race. Robin told us of driving the

original 6-kilometer Mulsanne Straight in a Porsche 917 before the Daytona and Michelin chicanes were added. And the answer to the question: did we stay up for the entire race? Was no! The race ended with a 14+ second difference between first and second place Hyper cars.

Besides Porsche **Parade**, PCA National has several events of note; **2025 Treffen at Sea** sets sail Sunday,

August 30th from New York, NY, returning on Sunday, September 6th. Treffen at Sea registration is now open! **Fall 2025 Treffen** will be held at the Four Seasons Resort in Jackson Hole, WY. Check it out at: [Treffen Jackson Hole \(Fall 2025\) | Treffen North America](#) . I

am sorry to report,

registration for Treffen Jackson Hole sold out in 4 minutes.

Nancy and I continue our planning for Zone 6 region visits, so far, we have plans to visit nine and are looking for ideas for the other two visits. Zone 6 signature region events can be found [PCA Zone 6 - The Pacific NW Regions](#). Zone 6 abounds in great roads to drive and great automotive venues.

Stay healthy and we will see you in the Zone and at the 69th Porsche Parade! ■



Parting shot. 24 Hours of Le Mans

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

Is Your Porsche Ready?

PHOTO BY ERIC LEWIS

Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. If you've been driving all winter, now is a good time to ensure your car is up to date on maintenance, check for stored fault codes (if applicable), and keep the vehicles safe for you, your family, and other drivers on the road.

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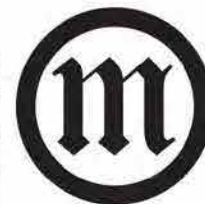


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THE SMUGGLER'S BOX opened by Randy Stolz



The Eighties: Rise of the Racer

The Eighties, much like the Sixties, found Oregon Region fired by racing enthusiasm. Despite inflation through '82 and interest rates hovering at double digits, the more influential members found a way to participate in local club racing. Parade of course brought many more members looking for their own interests, be they Rallye, Tours, Autocross (AX), Technical or Social. In the wake of Parade, a new event dubbed Rainbonnet was formed and traditional events continued. Women took a more active role in the leadership of the club as we saw the first female president and interest continued in all activities. As always, it was the members that made things happen.

PARADE '80

Oregon Region's first Porsche Parade in 1980, like the eruption of Mount St. Helens, burst onto the PCA national scene. It was a spectacular event with lasting effects. Locally, Parade '80 stands as a tribute to what the region can do in the face of adversity.

Due to the eruption coverage of near-Pompeii proportions by the national media, hundreds of people cancelled their entries in a matter of days and put the club treasury into the red. This forced

National to bail us out to the tune of thousands of dollars. Additionally, some conflicts of interest emerged, giving a black eye to the Parade Chair. The result was that from that point on National took over financial management of all future Parades.

Despite the volcano scare, those who attended saw the region go the extra mile. Imagine laying out plastic sheeting over ash-laden grass for the concours or sweeping down an entire track in time for the driving event. These tasks accomplished by enthusiasm and a will to succeed, put

the focus on fun with cars, not the mountain. Long overdue, credit must be given to President Bill Shores, VP John Joyce, Treasurer Jerry Caplan, and Past President Bob Caspell





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for maintaining the region's leadership and enthusiasm before, and importantly after, Parade. There are too many stories of Parade '80 to cover here but know that despite the financial troubles, it was considered a success by all who attended. You can read Panorama's glowing full account [here](#). To the surprise of some, Oregon Region won the chance to do it again in 1995.

ANZEIGER

Our newsletter continued in the familiar 8 ½ by 11 format. Depending on the advertising- driven budget, it was largely heavy newsprint paper; sometimes with a glossy cover but always black and white with an occasional color banner. "Anzeiger nights" continued as volunteers typed and created the layout, by hand, to be "camera ready".

Event reports, technical information, racing and member profiles were supplemented by articles from esteemed NWR tech guru Alan Caldwell to five-time IMSA Champ and President of PCNA, Al Holbert. Local Porsche dealers Riviera, Roth, Continental, Gateway, and Larry Meyers served as sponsors along with Motor Sports International, Active Autobody, Art Stearns Tires and German Formula.

RALLYE

During the 80's rallying carried on for those devotees of problem-solving and adventure. Now an institution, The Past President's Rallye continued as well and there was always the challenge of doing well for the region at Parade. The lure of discovery followed by mild panic seemed to never fade but mostly the post-rally get-togethers bonded everyone. Carrying over from the successful Parade '80 Rallye, our Rallymaster John Joyce, continued with a reprise of the Oregon GAS'EM Rallye and other short treks through the decade.

One of the most important things John did was conduct rallye schools. Teaching new members the ins and out of the TSD rallye was more than a class; it was imparting enthusiasm for the sport that John dedicated his car life to.

As a compliment to these road rallies, the Eighties saw the beginning of the local SCCA Pro Rallye in the form of the Oregon Trail Rally and up north,

The club got so it could figure out how to have an Autocross almost anywhere, as long as you could park the new club trailer now full of cones, flags and timing equipment.

the Olympus Rally. Starting at the Greenwood Inn (now Pepper Tree Inn), names such as Rod Millen (RX-7) and John Buffum (Audi Quattro) would find their way to the forests of Estacada where the author would watch the dancing headlights on forest roads and feel the dirt roostertails kicked out by tires at the stage start. In 1984, local club member R. Dale Kraushaar was a co-driver for Rod Millen finishing 2nd overall in the event.

AUTOCROSS

The eighties saw the club still participating in WOW events and eventually putting on our own under the watchful eye of Will Swope and later John Stanton. These events ran other venues beyond PIR. From the Salem Armory and the parking lot at Larry Meyer's P/A (now Porsche Beaverton), to Mount Hood Community College. The club got so it could figure out how to have an Autocross almost anywhere, as long as you could park the new club trailer now full of cones, flags and timing equipment.

RACING

The Eighties were also marked by the success of the International Motorsports Association's (IMSA) series at Portland International Raceway (PIR) and the unforgettable Porsche 935 and 962. In addition to Championship Auto Racing Teams (now IndyCar); the most anticipated weekend, excluding the Rose Cup Races, was IMSA. Professional sports car racing was enjoying its best days with classes for prototypes and GT cars.

From the enthusiasm generated by these professional racing series; the Sports Car Club of America (SCCA) and the International Conference of Sports Car Clubs (ICSCC) or "Conference" saw an increase in attendance with good fields of cars. Among them were ORPCA members Monte Shelton, Karl Durkheimer, Dave Schroeder, Win Casey, Rick Eppinger, Paul Aragon, Ted Anderson, Mike Green, Park Duff, Lane Sawyer, Steve Harsch, Dave Battin, Rick Tiplady, Wes Andrews, Bob Ames, Stu Bender, Don Smethers, Bill Hanel, Will Swope, Kerry Peterson, Jeff Gamroth, and probably a dozen more I missed.

Deep in the salad days of Porsche's front-engine transaxle cars like the 924, 928 and 944, local members found racing success in other front engine cars such as VW Rabbits, Corvettes and Datsuns. It seemed the club was becoming more track-focused. We conducted track days with and without our Alfa and BMW partners.

TRACK DAYS

Known as Driver Education (DE) days, these events ballooned in this decade as the available cars and more importantly, qualified instructors (see above) were onboard to the idea as a way of lending their talents to the club. Along with instructors, the club saw many new entrants with unknown driving skills. Because of this, the club spent considerable time developing and instituting new requirements and tech inspections for safety. Beyond those were "rules of the road" to be obeyed during each track session along with driver classifications for specific run groups.

“SHE’S IN THE DRIVER’S SEAT”

The emphasis on racing rose to a high in 1984-85 when the majority of the Board of Directors was involved in racing. Voices in the club called for change; some for fewer social events. Others pointed to more non-racing events such as AX, Rallye, and Tours. Through these conflicts, the ladies brought more influence in club leadership. While Donna Battin had become Vice President in '85; then Anzeiger editor and 'Gear of the Year' recipient, Tracee Harsch became President in 1986.

Her column, in quotes above, and enthusiastic attitude encouraged people to give more than lip service to the events they wanted and participation increased.

RAINBONNET

One of the events that soared during the Eighties and beyond was the club's multi-regional tech event, Rainbonnet. Like answering the question, what's next after Parade '80; Originally a Zone 6 event put on by NW Region, Steve Harsch, Ric Tiplady and Chuck Hervey saw an opportunity to fulfill the member's curiosity about all things Porsche. Additionally, it's late fall timing gave members another event to look forward to during the off season.

With the help of Porsche/Audi Northwest which supplied the facility, and attendance of over 125 people from five regions, the inaugural Oregon event held in 1982 couldn't

be considered any less than a major success. From a single day it grew to a weekend event that included tech sessions led by experts from the national and local level and other regions too. In ongoing years, an indoor Concours was added as well as a Track Day and even a Banquet with speakers such as Denise McCluggage and Pete Brock.

TRADITIONS

Other events such as Otter Rock, the Past Presidents Rallye, BBQs, Progressive Dinners, and a Concours here and there kept going

through the Eighties

and beyond.

While these

may have fallen

to memories for

older members

there's no reason

some of these

can't continue. Like

those days gone by,

nothing has changed.

It was and still is, the

members that make it

happen.

What did you do

back then? Send your

story to me at [historian@](mailto:historian@oregonpca.org)

oregonpca.org. I'll

see you all at the 65th

Anniversary celebration at

Stoller Estates August 17th.



...the inaugural Oregon event held in 1982 couldn't be considered any less than a major success.

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Bake & Snake Tour

BY NOWZAR ARDALAN

PHOTOS BY NOWZAR ARDALAN, DOUG RUSSELL, ARNON KASETER

This year's Bake & Snake Tour route over May 15-17 was the second annual installment of Oregon Region's Eastern Oregon Twisty Road Extravaganza, although last year (2024) it went by the name BYO Wine Tour, and BYO Wine Tour itself was a variant of the previously popular and well attended Walla Walla Wine Tour.

For this tour we had 12 cars and 17 participants (a 13th car with one driver only attended the first half of the first day).

DAY ONE: The start of our tour was the Huckleberry Inn in Government Camp. There were some early concerns about freezing temperatures at this location and beyond, however the temperature at time of meeting was around 43 degrees F. To get out of the cold it was decided by Tour Leaders Randy Homes and Todd Hess to move the driver orientation to a slightly warmer locale. So, we left Government Camp on US-26 and continued to OR 216, US 197, and OR 216E to arrive at our first stop for the driver orientation at White River Falls. By



the time we got to this stop the sun was out and weather was actually getting warm; what a beautiful site for our driver orientation.

After orientation, our directions took us to OR 216E, US-97S, and OR 218E for a lunch stop in Fossil.

After lunch it was over to OR 19S, then OR 402E to US 395S and US 26E where we arrived at John Day for fuel and a quick rest. Then we continued from John Day toward our ultimate first day destination of Baker City via US 26E to OR 7N, where we arrive at the beautiful

For additional photos: <https://orpca-pix.smugmug.com/2025-ORPCA-EVENTS/Snake-and-Bake-515-5172025>



and historic Geiser Hotel in Baker City.

Before dinner our co-tour leaders Todd and Janis Hess graciously invited us to their room for some pre-dinner festivities. It was great to get together and, while sharing some beverages, talk about the day's adventure and perhaps a tall tale or two!

DAY TWO: Baker City to Hells Canyon Dam via OR-86E to Hells Canyon Road/NF454. Our first stop was at Copperfield Park in Oxbow, Oregon which is right at the junction of OR 86E and Hells Canyon Rd/NF454. OR 86E through Halfway was absolutely beautiful, with great curves and gorgeous scenery all around. The Hells Canyon area with its amazingly tall canyon walls (It's the deepest canyon in the United States, even deeper than Grand Canyon), Snake River between





the canyon walls and Brownlee reservoir to the north of the Hells Canyon Dam stirs up a sense of awe and wonder in me every time I go through this area.

After leaving the Hells Canyon Dam area, we headed to Cambridge, Idaho for gas via ID 71S and then westward toward Midvale, Idaho for lunch. The way back to Baker City was exactly as we came to Midvale, with the exception of Hells Canyon Road/ NF454, which we bypassed.

Before dinner again Todd and Janis Hess graciously hosted us in their room for sharing various beverages and fun Porsche and non-Porsche stories.

DAYTHREE: It was time to leave Baker City and head towards our lunch destination in Condon, Oregon through some of the best twisty and scenic roads in all

of Oregon. Of course, nature does not pay attention to anyone's desire for sunny, dry, perfect Porsche weather! Right as we got on to I-84 from Baker City, we were greeted with heavy rain and poor visibility. This continued all the way to La Grande and beyond as we approached our turn-off at OR 244. At the OR 244 turn-off the group stopped for a few minutes to discuss the weather and the driving plan/adjustments for the bad weather. A few of us (yours truly included) were contemplating making a bee line for home as the heavy rain took some of the fun out of the drive and reduced overall safety. However, the weather forecast was calling for much better weather for our route as we went south and west toward Condon. So, it was decided to continue on the planned route



as we reduced speed somewhat for wet roads and gravel all over the place. Overall, I think we reduced speed about 1.0 MPH as it is usually hard to hold back these fire breathing rear and mid-engine monsters!!

I'm glad to report that for a change the weather forecast was right on. As we started toward Ukiah on OR 244, the heavy rain subsided and turned into occasional light rain or drizzle as the fog rolled in on

the hills and lush green meadows. It was a moody, dreamy, and altogether different kind of beautiful. I almost felt like I was driving through some Scottish backroads!

From Ukiah and OR 244 we turned right onto US 395 north on a stretch of roadway called "Battle Mountain Forest State Scenic Corridor" and stopped for a quick rest/bathroom at Battle Mountain Park; The

name commemorates one of the last battles between native Americans and settlers in eastern Oregon. This confrontation took place near the park. This site also served as a Civilian Conservation Corps camp, whose members constructed the water system, installed picnic tables and built the large granite stone fireplace still available for use in the park. These contiguous areas were acquired in 1930 from the Cunningham Land and





Sheep Company, to protect the forest (Ponderosa pine, larch, Douglas fir, and spruce).

After Battle Mountain Park we headed north on US 395 and turned left onto OR 74W to Heppner for gas. Then it was OR 206W to Condon for lunch.

After lunch at Condon, we got onto OR 206W and continued all the way to our final group stop at Celilo Park just off of I 84 east of the Dalles. This stretch of road was yet another beautiful, hilly and twisty experience. The wind through this area was pretty intense and at speed my 992 C2S felt almost like it wanted to get a bit airborne, even though it's relatively heavier, wider and more planted than the Porsche 911s of old! We all made it to Celilo Park together and it was time for group photos and goodbyes.

What a fantastic experience this was for me. I had done all these roads multiple times in the past on either my Triumph sport bike or my Kawasaki touring bike, mostly in hot summer months when the roads

We saw wonderful shades of lush spring green, brown, beige, etc. The hills with their ever-varying geology and color were especially stunning and their beauty really hard to describe.

were clearer of gravel or rain water but the scenery of the hills and meadows was not as gorgeous as what we saw on this tour. This was the first time whipping the Porsche around these roads and it was awesome! During the summer most of the environment surrounding these roads is yellow or brown and dry. We saw wonderful shades of lush spring green, brown, beige, etc. The hills with their ever-varying geology and color were especially stunning and their beauty really hard to describe.

Many thanks to Randy and Diane Homes as well as Todd and Janis Hess for their route design, planning and leading this tour. Special thanks to Todd and Janis Hess for not only doing the pre-drive and giving us a great course report, but also for hosting us two nights in their room for pre-dinner parties. Also, special thanks Andreas Straub and Nancy Fullarton for being our great sweeps (the Caboose); like a couple of adult ducks watching over their little ducklings, they patiently watched us from the back and made sure we were all marching together!

Overall, this tour was well-planned, well-organized and well-attended by some of the friendliest, nicest people you will ever meet. Emphasis on safety from the leadership was much appreciated.■



¡AY, CARAMBA! Club Social at Casa Colima

ARTICLE AND PHOTOS BY HARRY AND STEPHANIE DANBERG

In May, ORPCA's monthly dinner social was held at Casa Colima in Hillsdale. Stephanie and I were pleased that everyone enjoyed our favorite Mexican place.

Casa Colima gave us a separate room which was perfect for the 32 attendees to socialize and enjoy their meals. The restaurant was busy, but the hard-working and exceptionally friendly servers (a special thanks to our servers Jelitza and Fernando who made sure everyone was taken care of quickly). They remembered us from last year and were glad to see our return. We ordered from the regular menu, which had a great mix of fantastic Mexican dishes.

We welcomed several new members. There were also a number of older members present who had not joined us for dinner in a long time. It was great to see everyone!

As the night went on, everyone enjoyed good conversations and laughter. The event was another opportunity to enjoy good food and celebrate our car club community.

Thanks to Casa Colima for their great service and to everyone who came to make the evening special. ■



Amity Heartland Midweek Tour

BY MARK MCGIRR
PHOTOS BY JULIE MADRID

An even dozen Porsches and their 14 human occupants were led west from Wilsonville on May 20 by Tour Lead Mike Newby in unexpected dry and pleasant weather. This cozy group of familiar faces, mostly made up of “OG” ORPCA members, eagerly began our 65-mile journey after a few pre-drive stories of Snake & Bake, a catch-and-release, and an eagerly-anticipated delivery of a 4.0 GTS Boxster in two days!

We were first treated to a lush green landscape of canopied trees and orchards over gradual sweeping turns which became much more fun after a certain white pick-up finally took another route. We skirted Dundee on the By-pass, then emerged into the vineyard and winery country before turning towards Dayton, and then Amity, leading us through more gorgeous rural landscape up into the Eola Hills. We passed numerous Century farms reminding us of our rich local history.

Even though a slow black van held us up a bit, the twisties up into the Eola Hills were worth the wait, and the view into the valley and Hopewell from the top was spectacular. With the combo of white fluffy clouds, bright blue skies and the smells of the rural landscape (in the top-down Boxsters and Cabrio 911's) the drive was very enjoyable. The Checkpoint 21 Taphouse and food cart pod provided a great ending to a fun drive. Thanks Mike Newby! ■







From Sport+ to Off-Road: Connie the Cayenne Takes a New Turn

STORY BY FRANCESCA RANIERI, PHOTOS BY BOB ELLIS & JEFF GASPARITSCH

...what we got was a beautiful day, a few unexpected laughs, a surprising appreciation for our SUV—and a reminder that even when you're riding solo, you're never really alone.

My husband Jeff and I have had our Cayenne for about two years. And outside of taking Skyline's corners a little too quickly or gunning it on onramps in Sport+ mode (I love that), we've mostly kept her in daily driver mode.

Her name's Connie, by the way. Connie the Cayenne.

When my husband suggested we try the ORPCA SUV Drive, I had no idea what we were getting into. We'd never been on any kind of group ride before—let alone one that involved actual off-roading. But we packed up Connie, grabbed our

7-year-old son Enzo, and headed out on May 24.

If you're even thinking about trying your first ORPCA SUV drive, here is why you should go for it:

Don't Think About It—Just Enjoy

Jeff Gasparitsch (not my Jeff—there are a lot of Jeffs around here) and Bob Ellis led a 93-mile loop through the hills around Hillsboro, winding through wine country, backroads, and even some light dirt trails. And man—Oregon showed off.

We hit hidden gems like the Airplane House, Hagg Lake, and Gaston—home of Ralph's

Pretty Good Grocery. (Which, for the record, sells a corn dog that might ruin all other corn dogs for you forever.)

The best part? We didn't have to plan a thing. We just followed Jeff and enjoyed the ride.

Use Parts of Your Car You Didn't Know You Had

Listen, I love the Cayenne. It drives beautifully. It's comfortable. And can smoke most cars on the road (most 911s excluded, obviously). But I didn't fully appreciate what it could do off the pavement—until now. The way it handled hills, dirt, and bumps was eye-opening.

Let's just say I'll be parking up on the curb at Trader Joe's with a lot more swagger now.

Note: Jeff and Bob were incredibly thoughtful about making sure everyone drove at their own comfort level. Want to stay on-road? Cool. Want to dip your tires in the dirt? Even better. Totally flexible.

You're Already Part of a Community

There's something about finding your people. I'm naturally introverted, and at 46, I still feel awkward



Jeff, Francesca, Enzo and Connie the Cayenne

walking into new situations. But three minutes into meeting Jeff and Bob, I felt like I belonged. That sense of instant inclusion stayed with us the whole ride—and it's a big reason I can't wait for the next one.

We didn't know what to expect when we signed up. But what we got was a beautiful day, a few unexpected laughs, a surprising appreciation for our SUV—and a reminder that even when you're riding solo, you're never really alone. ■





Ladies' Drive

BY FERN KULPREECHA
PHOTOS BY VALERIE MENELY, JEANNINE
DOWNEY, AND CAROLE HEDSTROM

Saturday, May 31st, dawned cool and cloudy, but still just right for exercising our Porsches. We met in Scappoose. Everyone showed up early and were excited to be part of 2025's first Ladies Drive. There were 15 cars in total, split into two groups. Today's scenic route had been carefully curated by Dr. Randi Ledbetter. Our destination was St. Helens with a rest stop at Spencer City Park in the town of Vernonia. After Randi's briefing about the route, safety rules, etc. we took a group photo and then off we went!

We drove through a beautiful mountainous area with endless evergreens, passing peaceful farmlands and ranches. When we arrived in St. Helens everyone was smiling and happy. We parked our cars and walked towards Lotus of Bangkok, a Thai restaurant

recommended by Randi, and we all enjoyed our lunch. We enjoyed great conversations and a lovely friendship. We all had a wonderful time and looked forward to the next Ladies' Drives. ■





Wendy Wells and her treasures



"Sherelle" having fun





Saturday Drive: Twisty Tour to Astoria

PHOTOS BY MORGAN LEE AND
DAVID ZYGMONT



Community Outreach Committee

BY WENDY WELLS

Introducing our newest committee - Community Outreach, an upgrade from our old Scholarship committee. The purpose is to build an even better public image for ORPCA and contribute to our community.

We have lots of ideas and value your feedback about priorities, as well as any additional ways we can give back.

Our initial ideas are:

- Adopt-A-Road
- Sprucing up the places where we stop during drives
- Supporting smaller hospitals in towns we drive through, bringing gifts to children and a parade to cheer patients
- Toys for Tots
- A teddy bear drive to Doernbecher again
- Continued support of PCC's auto tech program
- Supporting charities such as Friends of the Children - youth mentors, and Dress for Success
- Donating school supplies, laptops etc. to schools in towns we roll through
- Attending car shows that are donating to a charity to lend our support
- Volunteering at a soup kitchen in a town we go through, or donating to a food pantry
- Tree planting

Volunteers are needed and always welcomed. We need to hear from you regarding what you would be willing to help with. We will be asking city officials of the towns we visit what their needs are. Please respond to:

CommunityOutreachORPCA@gmail.com.



Battleground to Cascade Locks Tour

BY JOE SWEENEY | PHOTOS BY JOE SWEENEY, TOSH KANNO, PATRICK KENNEDY, DAN WILSON, JANINE ESDANEL



Three groups of PCA members gathered in the Battleground, Washington, Freddie's parking lot on a gorgeous June morning for another run out to the Cascade Locks area. After Brad Hedstrom, our tour coordinator, provided route and safety instructions we headed out for our first stop at Yale Park. From there we continued on up some great twisties to the overlook for views of Mt. St. Helens. A lively descent took us to the Bridge of The Gods ending for lunch at Cascade Locks Park. A fun day was had by all. Thanks Brad, the group's leads and sweeps! ■







Tour group from Clark County Sunday Cruise in March, 2025. Photo by Monte Allen

From 7 to 70 Driving Tours Amped Up in 2025

BY BRAD HEDSTROM

We needed to both improve efficiency (do more with the same effort) and increase capacity (more volunteers).

Driving Tours are, by far, the most popular activity our club offers; so popular that they often fill quickly. So, during the 2025 strategic planning meeting held last November, the Board and Chairs agreed that we needed to hold many more such drives. In 2024 our club held 54; for 2025 we have already completed over 30 and are planning on holding over 70! By way of comparison, the average for all PCA North America regions is around seven. (I've heard this third hand have not yet received confirmation from National PCA.)

While over the past few years we have organized a lot of drives, we needed to scale that up by 50%, and we couldn't just ask the same volunteers to just lead more drives. We

needed to both improve efficiency (do more with the same effort) and increase capacity (more volunteers).

BUILDING ON A GREAT FOUNDATION

The previous Tour Directors and Tour Leaders created a great foundation that we needed to fine-tune and scale up. Our approach was to:

- Clarify and distribute the responsibilities over a larger group of volunteers
- Have a primary and a secondary (backup) owner for each area of responsibility
- Leverage our digital infrastructure that has been evolving over the past few years (ORPCA web site, Microsoft 365, Ride with GPS)

Role or Responsibility	Primary Owner	Secondary Owners
Tour Director <ul style="list-style-type: none">• PCA communications• Coordinating & Supporting Tour Leads• Tour Manual & Training• Drive Calendar	Brad Hedstrom	Jim Goetsch
PCA Certificate of Insurance	Jeff Gasparitsch	Dan Morris
Managing Drive Wait Lists	Randi Ledbetter	David Zygmunt
Publishing drive descriptions on web	David Zygmunt	Heinz Holzapfel
Post-drive records collection	Dan Wilson	Tosh Kanno
Ride with GPS Administration	Heinz Holzapfel Jeff Gasparitsch	Brad Hedstrom
Ride with GPS Training	Jeff Gasparitsch	Mike Newby Jim Goetsch
Drive Library Administration	Dan Wilson	Brad Hedstrom
Photo Collection	Rick Pittman	Monte Allen

Nearly six months into the year we have a process and a group of dedicated volunteers that is working very well. Thanks to all their hard work, my job as Tour Director is pretty smooth.

RECRUITING TOUR LEADERS

No matter how smooth the process is, running everything hinges on the Tour Leaders. While we have many very experienced Tour Leaders we simply needed more people to deliver over 70 drives this year. We also need more people to be Group Leads and Sweeps. Being a Group Lead is a great first step in becoming a Tour Lead.

This spring we held a Tours Training Class. We had 22 people attend the classroom portion (some experienced leads, others new) and 14 attend a Tours Training Drive.

Here are your Tour Leaders (so far) for 2025. They are the ones who make the drives happen!

New Tour Leaders for 2025	Active Tour Leaders from Previous Years	
Fred Holzheiser	Scott Dual	Bob Ellis
Steve Moody	Jeff Gasparitsch	Jim Goetsch
Jonathan Vinson	Brad Hedstrom	Carole Hedstrom
Dan Wilson	Heinz Holzapfel	Randy Holms
David Zygmunt	Tosh Kanno	Randi Ledbetter
	Dan Morris	Mike Newby
	Rick Pittman	

FAQS

Q: Why is there a limit in the number of cars that can sign up for a drive? Why is it a different number depending on the drive?

A: There are many considerations that factor in: e.g. start and end locations, parking and bathroom stop size, impact on communities. The Tour Leader determines the number of cars that he or she is comfortable leading for a tour.



Photo by Brad Hedstrom

Q: Why do we often have multiple groups in a drive?

A: Porsche Club of America has Tour Standards that each region must follow and breaking up a tour into smaller groups is one of them. Several small groups allow tours to utilize smaller parking lots and bathroom stops.

Q: Why don't all drives end at a restaurant?

A: We typically have over 30 and sometimes close to 50 participants in a drive. Finding restaurants to accommodate a group of that size is a challenge and limits us on end destinations. Also, an increasing number of restaurants require a prepaid reservation or a facility fee. The club does not allow that for

single-day drives (since no money is collected). The Club provides these drives free of charge, thanks to volunteer involvement, and does not want to charge for drives in order to cover the costs of restaurant reservations or fees.

Q: This sounds very exciting! How do I volunteer?

A: Great question! Please contact me, Brad Hedstrom, and tours@orgegonpca.org ■

Hot Summer Nights Cruise-In Wednesday, June 11, 2025

PHOTOS BY JEANNINE DOWNEY



Robin Shaughnessy with her 1995 Carrera



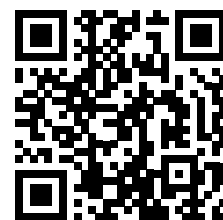
Carlos Santayana and Marc Franck
enjoying a cold beverage





PCA Video Celebrates 70 Years!

2025 marks Porsche Club of America's 70th anniversary, so PCA decided to create a video to share our celebrations with the automotive enthusiast community at large. With club community scenes captured on video as far back as the 1950s through today, we hope you enjoy looking back and recognizing how far our members have taken the club.



Watch the video: [PCA.org/news/pca70](https://pca.org/news/pca70)



PORSCHE CLUB OF AMERICA

Porsche Club of America

ZONE 6 REGIONS



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PCA Treffen Stuttgart/Leipzig:

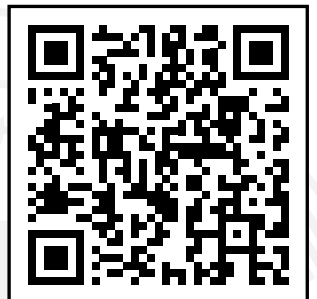
Tour Porsche factories — and drive Porsches on the best roads to get there

Porsche Travel Experience and the Porsche Club of America are proud to announce a brand-new travel opportunity: Treffen Stuttgart/Leipzig 2025. This incredible new Treffen event is hosted by Porsche Travel Experience. There are only 20 spots available (10 couples). Treffen Stuttgart/Leipzig happens July 13-18, 2025.

This event includes private guided Porsche factory tours in Stuttgart and Leipzig, a Porsche Track Experience on the Porsche Leipzig circuit, and four guided tours on exciting German country roads and highways in a mix of provided Porsche models, including 911 Carrera 4 GTS, 911 Carrera 4 GTS Cabriolet, and 911 Targa 4 GTS.

Unforgettable moments await you. In addition to spectacular driving fun in fascinating destinations and the latest Porsche vehicles, Treffen Stuttgart/Leipzig 2025 offers you a comprehensive program with enchanting stays, exquisite regional cuisine, and captivating accompanying activities that promise excitement.

For more info: www.pca.org/news/treffen-stuttgart-leipzig-2025



PORSCHE CLUB OF AMERICA

ANZEIGER MARKETPLACE

VEHICLES FOR SALE



2015 Boxster S for Sale: FOR SALE: 2015 Boxster S with PDK transmission. White with black interior. 50060 miles, always garaged. Includes all around clear bra, front/rear cameras, built in radar detector, & cover. Regularly serviced with records available. Never taken to track and no accidents. Located in the Monmouth, OR area. Asking \$52,000. Email Joe at jwguida@gmail.com, or text to 813-956-7476.(4/25)



For Sale: 2015 Porsche 911 GT3. 8700 mi. Special order in Dark Blue Metallic with leather interior black/alcantara, light-weight 918 bucket seats, Ceramic brakes, extended range fuel tank, front axle lift, PDK, sound package plus, model delete, protective film, one owner, always garaged. \$135,000. Contact Gordon Ledbetter early911@aol.com or 503-799-7496 (please text me before calling so I accept your call). (3/25)



For Sale: 2003 Boxster 986 Cabriolet – Seal Grey Metallic on Graphite Grey Interior. Six cylinder, Five speed manual. Original owner, Condition 2, Almost like new. 42,000 miles, Garage Queen, new battery, newer tires, red calipers, metal pedals, rear speakers, cruise control, 17" wheels, non-smokers kit (never smoked in), clear side markers, silver bulbs, aluminum pedal kit, dash gauge accents, leather interior, molded trunk liners, intermittent wiper switch, manual spoiler switch, red and black floor mats, wheel caps with colored crest, IMS repaired and dry, always garaged and covered, silverguard car cover, no accidents, no dings. Must show driver's license and insurance to test drive. Cash or verified cashier's check only. \$19,995. Serious inquiries only. Phone number 858-663-7631 (5/25)

The Anzeiger Marketplace has a track record of sales and is a free service provided to members. We are now including your listings in the Classified section of the Club website as well. To submit, update or renew an ad, email classifieds@oregonpca.org. Ads will run for at least three issues and may be renewed upon request, space permitting. **If your item sells prior to renewal, please notify us at classifieds@oregonpca.org.** Up to three photos may be submitted, and will be featured if space permits. Items offered for sale must be the personal property of the member; services are not eligible for advertising in Marketplace. Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue and are subject to space availability. Make checks payable to Oregon Region PCA and mail to PO Box 281, Lake Oswego, OR 97034. ■

ANZEIGER MARKETPLACE

Autocross Events

Autocross #5 | July 20

<https://orpcamotorsportreg.com/events/orpca-autocross-5-7-20-2025-portland-intl-raceway-pca-oregon-049683>

Autocross #6 | August 3

<https://orpcamotorsportreg.com/events/orpca-autocross-6-8-3-2025-portland-intl-raceway-pca-oregon-856521>

Autocross #7 | September 21

<https://orpcamotorsportreg.com/events/orpca-autocross-7-9-21-2025-portland-intl-raceway-pca-oregon-719964>

Autocross #8 | October 12

<https://orpcamotorsportreg.com/events/orpca-autocross-8-10-12-2025-portland-intl-raceway-pca-oregon-301835>



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PARTS FOR SALE

Partially built Sim Racer Equipment: I have a partially built Sim racer I would like to find a good home for. Some of the parts I have: The Simucube 2 sport / pro mounted in a frame with the steering wheel and pedals, 3 Samsung Odyssey Neo G7 43-inch gaming monitors, still in the box, TR80 FMMS5 blk – legs for monitor stand, Other miscellaneous parts Please contact: daveriss@gmail.com 503-720-6381 (4/25)

PCA Magazines (approx.

2017-2022): I am a former ORPCA Portland member and have five years of PCA magazines (approx. 2017-2022). that I would like to give away to someone who might enjoy them. I live in Portland and they can be picked up at my home.

Michael Volk [mlvolk01@](mailto:mlvolk01@gmail.com)

[gmail.com](mailto:mlvolk01@gmail.com) 503-201-6747 (4/25)



Have you taken some great photos on your recent drives?

Share them with your fellow members!

Send an email to Anh at AnzeigerEditor@oregonpca.org for directions and we may include them in a future Member Gallery.

ORPCA Classifieds: To put an ad on this page please email your item description and pictures to classifieds@oregonpca.org



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