

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | MARCH 2023







# MARCH CONTENTS

ANZEIGER  
OREGON REGION PORSCHE CLUB OF AMERICA  
VOL. 63, NO. 2 | MARCH 2023

## COLUMNS

10

### PRESIDENT'S MESSAGE

75 Years of Porsche:  
A Visit to LeMay Museum

13

### FROM THE VICE PRESIDENT

New Year, New Rules

15

### ZONE 6 UPDATE

PCA Continues to Grow

17

### SPINNEN

I Don't Remember Birthdays

20

### LONG-TIME PORSCHE CLUB MEMBERS

An Interview With  
Mike Branam

22

### FROM MY PERSPECTIVE

The Threat of Sunshine

## FEATURES

24

### FIRST SUV DRIVE OF 2023

February SUV Drive

28

### FEBRUARY DINNER GATHERING

30

### LEARNING TO DANCE ON MUDDY GRAVEL

34

### PANDEMIC PORSCHE

A Journey Navigating  
an Unprecedented  
Car-buying Environment

40

### CLASSIC RESTORATION

Porsche Beaverton's  
2022 Classic Restoration  
Challenge Entry

42

### ORGANIZED CONE KILLING

Peter Linsky's  
Autocross History

46

### CARRERA CUP NORTH AMERICA

Will Race at  
Rennsport VII!

## COMING EVENTS

27

### PORSCHE PARADE

June 18 – 24

48

### GEAR UP FOR THE 2023 AX SEASON

Everything You  
Need to Know

49

### AUTOCROSS EVENTS 2023

49

### AUTOCROSS #1

Sunday, March 26

50

### 2023 DRIVES AND TOURS

51

### BOARD OF DIRECTORS MEETING

Wednesday,  
March 8

51

### MARCH DINNER GATHERING

Wednesday, March 15

51

### PORSCHE AND COFFEE

Saturday, March 11



**52**  
**QUARTERLY MIXER**  
Sunday, March 12

**52**  
**MARCH SUV DRIVE**  
Saturday, March 25

**52**  
**WALLA WALLA  
WINE TOUR**  
May 19 – 21

**53**  
**SPRING CLEAN**  
April 15

**53**  
**GARAGE VISIT**  
April 15

**53**  
**NORTHWEST  
PASSAGE 2023**  
Fall tour, October 6 – 9.

**54**  
**WESTERN STATES  
RALLY CLUB**  
July 19-23, 2023

**54**  
**NORTHWEST CLASSIC  
CAR CHALLENGE**  
August 3-6, 2023

## **IN EVERY ISSUE**

**4**  
**BOARD OF DIRECTORS**

**6**  
**EVENTS, OREGON  
REGION AND BEYOND**

**8**  
**NEW MEMBERS &  
ADVERTISER INDEX**

**9**  
**MEMBER  
ANNIVERSARIES**

**47**  
**ZONE 6 REGIONS**

**56**  
**MARKETPLACE**

# **ANZEIGER CONTRIBUTORS**

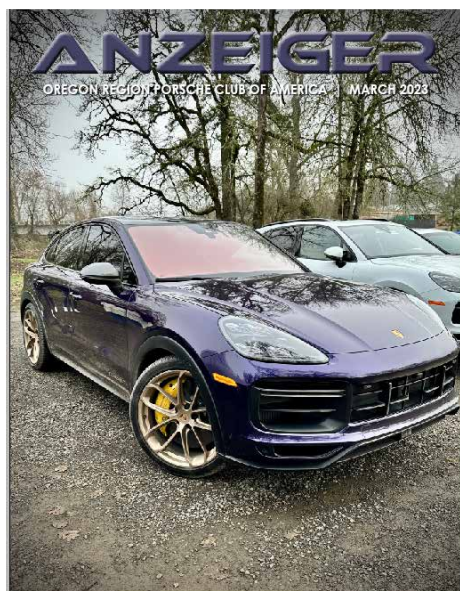
**MARCH, 2023**

### **ARTICLES**

Heinz Holzapfel  
Peter Linsky  
Anson Lytle  
Julie Madrid  
Mike Madrid  
Peg Ryan  
Diane Scott  
John Sommerwerck  
Mike Stack  
Randy Stolz  
Jeremy Williams  
Mike Newby

### **PHOTOS**

Mike Branam  
Jeannine Downey  
Bob Ellis  
Peter Linsky  
Anson Lytle  
Julie Madrid  
Mike Madrid  
Lou Mavor  
Mike Newby  
Max Noxon  
Porsche Beaverton  
Peg Ryan  
John Sommerwerck  
Randy Stolz  
Joseph Sweeney  
Jeff Waibel  
Jeremy Williams



## **ON THE COVER**

Matt Rose's Purple Cayenne Turbo GT.  
Photo by Jeannine Downey

# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 63 | NUMBER 2 | MARCH 2023

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

### **PRESIDENT/ COMMS. DIRECTOR**

Peg Ryan  
[president@oregonpca.org](mailto:president@oregonpca.org)



### **TREASURER**

Daniel Morris  
[treasurer@oregonpca.org](mailto:treasurer@oregonpca.org)



### **DIRECTOR AT LARGE/ SALES AND MARKETING**

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



### **VICE PRESIDENT/ WEBMASTER**

Heinz Holzapfel  
[vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org)



### **DIRECTOR AT LARGE**

Larry Hannan  
[larryhannan@oregonpca.org](mailto:larryhannan@oregonpca.org)



### **PAST PRESIDENT**

Steve Miller  
[pastpresident@oregonpca.org](mailto:pastpresident@oregonpca.org)



### **SECRETARY**

Carole Hedstrom  
[secretary@oregonpca.org](mailto:secretary@oregonpca.org)



### **DIRECTOR AT LARGE/ MEMBERSHIP**

Anh Le  
[membership@oregonpca.org](mailto:membership@oregonpca.org)



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

## PROGRAMS

### **AUTOCROSS CHAIR**

Eric Freedle  
[AXChair@oregonpca.org](mailto:AXChair@oregonpca.org)

### **CLUB PHOTOGRAPHER**

Rick Pittman  
[clubphotographer@oregonpca.org](mailto:clubphotographer@oregonpca.org)

### **HISTORIAN**

Gary Koppang  
[historian@oregonpca.org](mailto:historian@oregonpca.org)

### **SOCIAL MEDIA CHAIR**

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

### **SOCIAL COMMITTEE**

Harry and Stephanie  
Danberg  
Jeannine Downey  
Jeff and Liette  
Gasparitsch  
Carole Hedstrom  
Anh Le  
Roy Johnson  
Julie Madrid  
Cassie McDonald  
[socialevents@oregonpca.org](mailto:socialevents@oregonpca.org)

### **TECHNICAL EDITOR**

Jeremy Williams  
[techeditor@oregonpca.org](mailto:techeditor@oregonpca.org)

### **TOUR CHAIR**

Kurt Fuerstenau  
[tours@oregonpca.org](mailto:tours@oregonpca.org)

### **ZONE 6 REPRESENTATIVE**

John Sommerwerck  
Zone6Rep  
[@nationalpca.org](mailto:@nationalpca.org)

### **ANZEIGER EDITORS**

Peg Ryan  
[communications@oregonpca.org](mailto:communications@oregonpca.org)  
Peter Linsky  
[linsky911@comcast.net](mailto:linsky911@comcast.net)  
Lisa Kind, Designer  
[orpca@millennium-graphics.com](mailto:orpca@millennium-graphics.com)

## 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

*Anzeiger*, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 281, Lake Oswego, OR 97034, is published 11 times a year. The ideas, opinions and suggestions expressed are those of the authors and no authentication is implied by the editors or publisher. Editorial contributions are welcomed. By the act of submission, the author expressly warrants that the submitted material is completely original, that all rights are completely available, and that the material in no way infringes on the rights of any other person. The editor reserves the right to edit all materials submitted for publication. The Porsche Club of America, Oregon Region, Inc., has not authenticated claims and guarantees as offered by advertisers in this magazine and cannot assume liability for any products or services advertised herein. © 2023 Porsche Club of America, Oregon Region, Inc. All rights reserved.

To place an advertisement in *Anzeiger*, email [salesandmarketing@oregonpca.org](mailto:salesandmarketing@oregonpca.org)



**FACTORY TRAINED, FAMILY OWNED  
OREGON'S PREMIER EUROPEAN AUTOMOTIVE WORKSHOP**

**FROM VINTAGE TO MODERN  
PORSCHE**

Our training, experience, and dedication to craft set us apart from the rest. Our Porsche technicians are dealership/factory and aftermarket trained; from 356 & 912, all the way to the newest generation 911, Panamera, Macan, Cayenne, even Porsche Hybrid's too! Paired with the personalized service and honest communication provided by our client consultants, it will be clear why our locally-owned, multi-location European automotive workshop is Oregon's premier dealership alternative.

**10% OFF FOR ORPCA MEMBERS**

Offer valid for repair or maintenance labor. Present ORPCA card at time of appointment. Not valid for cash, previous purchases or with other offers.



**PORSCHE AUDI BMW LAND ROVER MERCEDES MINI SPRINTER VW**

**WWW.MATRIXINTEGRATED.CC | CONTACT@MATRIXINTEGRATED.CC | DOWNTOWN 503.443.1141 | WESTSIDE 503.747.5780 | BEND 541.241.5348**



# EVENTS, OREGON REGION AND BEYOND

For the most up-to-date information, please go to our website at [oregonpca.org](http://oregonpca.org).

**Events in BOLD RED below are live links to more detailed information.**

## MARCH

- 8 Board Meeting - In Person**
- 11 Porsches and Coffee**
- 12 Quarterly Mixer**
- 15 Dinner Gathering**
- 25 SUV Drive**
- 26 Autocross #1**

## APRIL

- 8** Arrive and Drive
- 12** Board Meeting
- 15 Garage Visit:**  
**Steve's Auto Restoration**
- 15 Spring Clean**
- 16** Autocross #2
- 18, 19, or 20** Midweek Drive
- 19** Dinner Gathering
- 19-23** Spring Treffen, Georgia
- 29** SUV Drive

## MAY

- 7** Autocross #3
- 10** Board Meeting
- 12-14** Walla Walla Tour
- 13** Arrive and Drive
- 16, 17, or 18** Midweek Drive
- 17** Dinner Gathering
- 20** Electric Car Drive
- 20** Garage Visit: Avant Garde
- 27** SUV Drive

## JUNE

- 3** Arrive and Drive  
101 Beginners Intro
- 10** Arrive and Drive
- 11** Autocross #4
- 14** Board Meeting
- 17** Drive, Wine, Dine
- 18-24** Porsche Parade,  
La Quinta Resort, CA
- 20, 21 or 22** Midweek Drive
- 21** Dinner Gathering
- 24** SUV Drive
- 22-26** 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
- 18, 19, or 20** Midweek Drive
- 19** Dinner Gathering
- 21** Summer Eve Drive
- 29** SUV Drive
- 30** Summer Tour and Picnic

## AUGUST

- 5** Arrive and Drive  
101 Beginners Intro
- 9** Board Meeting
- 12** Arrive and Drive
- 13** Autocross #6
- 16** Dinner Gathering
- 17** Summer Eve Drive
- 18** Werks Reunion – Monterey, Ca
- 22, 23, or 24** 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 NW Passage**
- 11** Board Meeting
- 14** Arrive and Drive
- 15** Autocross #8
- 17, 18, or 19** Midweek Drive
- 18** Dinner Gathering
- 28** SUV Drive

## NOVEMBER

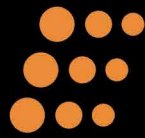
- 8** Board Meeting
- 15** Dinner Gathering
- 18** SUV Drive

## DECEMBER

- 13** Board Meeting







**avant garde**  
COLLECTION



BUY, SELL, CONSIGN



SUPERIOR SERVICE

FACTORY-TRAINED | SPECIALTY EQUIPMENT  
SPECIALIZING IN OLDER PORSCHEs

**BRING A TRAILER**

BRING A TRAILER SPECIALISTS



A-GC.COM | 503.505.6200



# WELCOME NEW MEMBERS!

**Mavis Dudley**  
**Andrew Dudley**  
Tigard, Oregon  
2017 Cayenne

**Jonathan Dunn**  
**Karen Dunn**  
Portland, Oregon  
1989 911 Carrera

**Leigh Gill**  
Portland, Oregon  
2006 Cayman S

**William Hunt**  
Gresham, Oregon  
2009 Cayman S

**Patrick Moran**  
Beaverton, Oregon  
2009 911 Carrera S

**Chandran Rajaratnam**  
**Holli Rajaratnam**  
West Linn, Oregon  
2021 718 Boxster GTS 4.0

## ORPCA LOCAL SUMMARY

Primary Members: 555  
Associate Members: 374  
Total Local Members: 929

## PCA MEMBERS IN OR REGION

Primary Members: 1198  
Associate Members: 705  
Total Region Members: 1903

## NATIONAL PCA SUMMARY

Primary Members: 101,053  
Associate Members: 53,313  
Total National  
Members: 154,366

# ADVERTISER INDEX

<b>Page</b>	<b>Business</b>	<b>Contact</b>
<b>16</b>	503 Motoring.....	503.469.9821
<b>7</b>	Avant Garde Collection .....	503.505.6200
<b>18</b>	Grand Prix Motors .....	503.444.7771
<b>55</b>	Heckmann & Thiemann Motors.....	503.233.4809
<b>12</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>55</b>	Stuttgart Autotech .....	503.635.3098

# MARCH ANNIVERSARIES

## 49 YEARS

S Branam  
Grant Branam

## 41 YEARS

Lon Jackson  
Dianne Jackson

## 38 YEARS

Steve Knepper  
Grant Knepper

## 35 YEARS

Emma Hillend  
John Hillend

## 27 YEARS

Blane Peterson

## 25 YEARS

Frank Stricker  
Cortne Stricker

## 24 YEARS

Mike O'Connor  
Mary O'Connor

## 22 YEARS

Jeffrey Baker  
Ruili Baker  
Lynne Roe

## 18 YEARS

Rick Stark  
Abby Landon

## 16 YEARS

Alan Meyer  
Muriel Meyer

## 14 YEARS

Michael Harvey  
Kathleen Brown  
Dan Walkowski  
Ruth Walkowski

## 13 YEARS

Rodger Johnson  
Mary Johnson

## 11 YEARS

Greg Anderson  
Gail Anderson  
Bryan Farley  
Aimee Farley  
Jerry Goldstein  
David Somdalen  
Patricia Somdalen

## 10 YEARS

Stephen Bledsoe  
Kris Bledsoe  
Sean Vanderheiden

## 9 YEARS

Robert Bigwood  
Patrick Gateley  
Richard Gateley

## 8 YEARS

Lori Brown

## 7 YEARS

Steve Rollin  
Debbie Smith-Wagar

## 6 YEARS

Louis Mavor  
John Savona  
Sally Savona

## 5 YEARS

Heinz Holzapfel  
Sylvia Nesson  
Mark McGirr  
Jim Reinhart  
Patrick Ridenour  
Jenny Grumbling  
Pete Sander  
Erin Sander

## 4 YEARS

Rick Miller  
Doug Andreassen  
David Riss  
Nancy Myers

## 3 YEARS

Jim M. Beeger  
Jeannette Beeger  
Bruce Moody  
Jonathan Vinson  
Devin Vinson  
Neil Ward

## 2 YEARS

Jahan Behbahany  
George Pang  
Elise Pang  
Sean Smith  
Natalie Smith  
Dan Wolf

## 1 YEAR

Kisar Dhillon  
Paul Duncan  
Brad Gebhard  
Kristy Gebhard  
Tyrus Smalley  
Julie Teal  
Derrick Teal





## PRESIDENT'S MESSAGE

### Peg Ryan

## 75 Years of Porsche: A Visit to LeMay Museum

*Steve Miller's 1955 Speedster was right up front on the left as you walk from the lobby into the exhibit.*

Things are gearing up. There was a Tours Class on Sunday, February 19th that my husband Eric taught. We are looking for people to lead our drives this year and we are hopeful to get a few signed up after the class. If you have led a drive in the past couple of years, please consider leading one again. You can reach out to Kurt Furstenau, our Tours Director at [tours@oregonpca.org](mailto:tours@oregonpca.org).

Earlier in February, Eric and I

headed to Tacoma for the "75 Years of Porsche" exhibit at the LeMay – America's Car Museum. We started on Friday at the Museum of Glass which is very near the LeMay. It was interesting but the best part was the Hot Shop where they show you how they make the glass artwork.

Then on Saturday, we headed to the Porsche Exhibit Opening Day at the LeMay. As we drove in to park, they were sending the Porsches up in front of the Museum. It was a



(Left) A sample of the "Cars and Coffee" like experience in front of the museum; (Below) Peg Ryan with members Eric Peterson, his wife Amity, and the purple Cayman GT4RS. PHOTOS BY PEG RYAN AND JEFF WAIBEL







(Top, Left to Right) 917 #20 in the Gulf livery; 930 Turbo (Orange Crush); Steve Miller's Speedster.

wonderful sight. It was just like a Cars and Coffee with people walking around enjoying these beautiful cars.

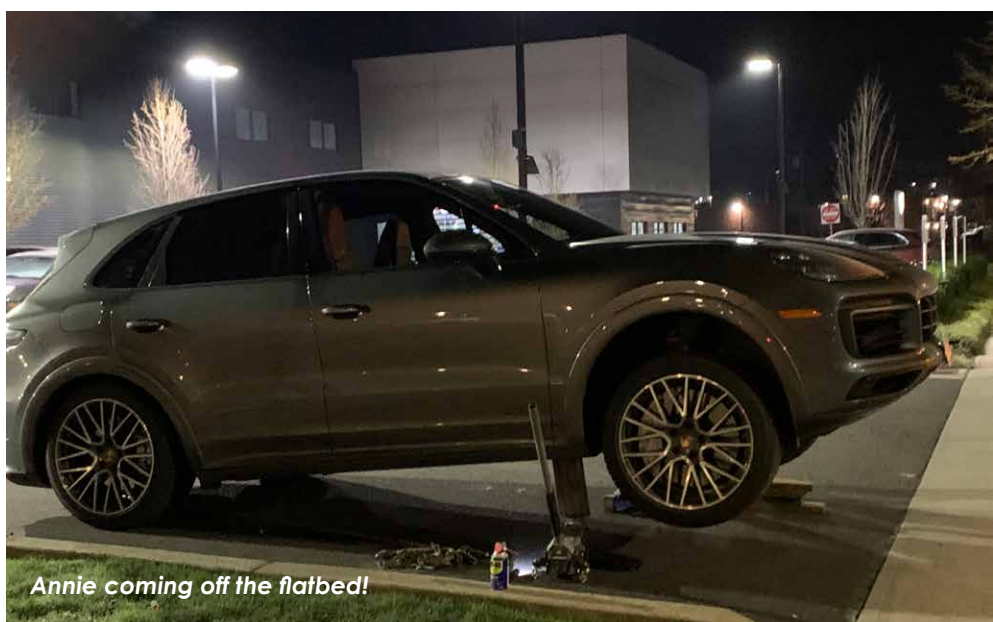
There was one that caught my eye. It was a GT4 RS in purple. The traffic folks sent the car right up to the front of the parking lot. Turns out this car belongs to member Eric Peterson and his wife, Amity. He had driven up from Camas with some friends from that area. It was great to see them all.

We then went inside to see the exhibit. In the lobby, there were 2 great cars: a 917 in Gulf Blue and Orange and a 930 Turbo known as the Orange Crush. As you walk into the actual exhibit, Steve Miller's 1955 Speedster was right up front. There are a number of other beautiful cars – about 20 to 25, as I recall. The whole museum is worth a visit, and the exhibit will be there for a year. The best thing is when we got home, we happened to look at the front of the January issue of Porsche Panorama. The car on the cover is the Orange Crush that was at LeMay and the photos were taken at the Museum of Glass!

One more item : After the February Dinner Gathering, our Cayenne would not start and we had to get it towed. Some error triggered the starter to not work. We tried to be prepared for this by reading the owner's manual to see what you have to do to get the car into neutral. We found the tool and the

place to put the tool in to disengage the transmission. It would not work for us or our tow truck driver. Turns out the cable that connects to the transmission had been disconnected. We did have to replace our engine a bit ago as part of a recall which included 12 2021 Cayenne engines. It might not have been reattached after that work was done. But... I think it might be a good idea for everyone with electronic shifters to know where your tool is and try to use it! You never know when things might not work as you think. Check out the picture of our Cayenne just coming off the flatbed – back tires would not roll so some extreme measures were used to get it off.

Have a good March. You can always reach me at [president@oregonpca.org](mailto:president@oregonpca.org). ■



Annie coming off the flatbed!



# 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

All Porsches, Free set of front windshield wiper blades with the purchase of an oil/filter change service.

NO CASH VALUE. CANNOT BE COMBINED WITH ANY OTHER OFFER.  
COUPON MUST BE PRESENT AT TIME OF PURCHASE.  
ONE COUPON PER PERSON PER VISIT. NOT VALID WITH TOWING, VEHICLE INSPECTIONS  
&/OR SUBLET PURCHASES. NOT VALID WITH OVER THE COUNTER PARTS.



## Marque Motors, Inc.

Porsche, Audi, BMW, Volkswagen  
& Mini Specialists



7310 SW Macadam Ave., Portland, OR 97219  
503.293.5386

[www.marquemotors.com](http://www.marquemotors.com)

**10% Off Labor**  
your next service  
when you show your  
ORPCA membership card.

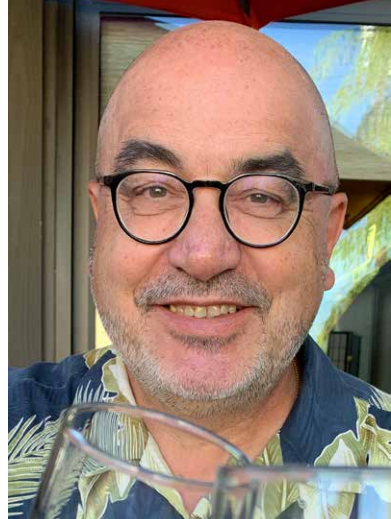


No cash value. One discount per purchase. Cannot be combined with other offers. Will not refund discount; must be used at time of purchase.



Performed at Marque Motors





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

### New Year, New Rules

**PCA refined driving standards, including those for SUV/Offroad driving. You can read the details on the PCA website here: [https://mediaassets.pca.org/docs/formsanddocs/108/PCA%20Off-Road%20Driving%20Tour%20Stds\\_1-17-23.pdf](https://mediaassets.pca.org/docs/formsanddocs/108/PCA%20Off-Road%20Driving%20Tour%20Stds_1-17-23.pdf)**

*(You may need to login to get to it)*

**Self-Inspection Safety Check List [https://mediaassets.pca.org/docs/formsanddocs/389/PCA%20Off-Road%20Self-Checklist\\_1-17-23.pdf](https://mediaassets.pca.org/docs/formsanddocs/389/PCA%20Off-Road%20Self-Checklist_1-17-23.pdf)**

**W**e recently spent a few days in the Healdsburg, California wine area exploring Dry Creek and Alexander Valley wineries. If it weren't so far away this would be a great extended wine tour destination. On the way back we decided to drive 101 along the coast to Crescent City and then cut over to Medford through the Redwood Empire. It was a stormy day with rain, wind, and sunshine intertwined. Shortly before Eureka, the GPS app notified us that the road ahead was closed and re-directed us onto a small mountain road that required chains. We have winter tires on our Macan and snow tires in the trunk, but I didn't trust the GPS. The minor mountain road it was sending us to is the road where several years ago a Portland couple got stranded in their Subaru and did not survive. I stopped and checked the California and Oregon DOT websites for road closures. None were reported on our original route. So, we decided to ignore the GPS and kept going, and indeed, no road closures, no issues. While GPS apps are great, they are not perfect. Another shortcoming of these GPS apps is, while they offer features for no highways or the shortest or fastest route, they don't offer an option for the safest route. A few years back in New Orleans on the way to a restaurant for dinner, the GPS app guided us through a neighborhood we should not have been in at that time

of the day. While you can avoid such mistakes in your hometown and cities you are familiar with, it's a different matter in unfamiliar cities. Makes me wonder how safe autonomous driving is regarding route selection.

On a different matter, new year/new rules. PCA has refined its driving standards, including those for SUV/Offroad driving (*see link to the left*). Here is a short summary: There are five categories of off-road drives from Cat 1 to Cat 5. PCA only supports CAT 1-3. CAT 1 is essentially drives on unpaved but maintained and named roads, CAT 2 drives on unpaved roads that have rocks and ruts of less than 6 inches, CAT 3 are single lane, not maintained, unnamed trails.

Our ORPCA SUV drives are mostly on paved roads, with some having a higher ratio of unpaved, maintained and named roads, making those a CAT 1 drive. The only requirement for CAT 1 drives is that the participant needs to review a Self-Inspection Safety Check List (*see link to left*) prior to the drive that makes sure the vehicle is in good driving condition. To help you decide if a SUV drive is the right one for you, the event website will now show the total length of the drive, the miles on paved and the miles on unpaved roads. It will also show if the drive is a standard drive or a CAT 1 drive.

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





PORSCHE

Porsche Beaverton

# Collect More Memories

Over time, we develop and collect memories. We cherish the things that have inspired us and proved their worth to us. A Porsche automobile is no different. From conception, its goals were to deliver pure driving pleasure, impeccable quality and absolute engineering integrity.

A Porsche Approved Certified Pre-owned Vehicle delivers this dream precisely as it was intended.

Buying a Porsche Approved Certified Pre-owned Vehicle means that your dream will remain unbroken. In fact, we are so confident in our high standards that we put our name on it: **Porsche Approved.**



Membership Benefits



## ZONE 6 UPDATE

**John P Sommerwerck,  
Zone 6 Representative**

# PCA Continues to Grow

**N**ancy and I started February with a trip to Florida. While I am, some would say, a hardcore skier, it was great to head south for some warmer temperatures and to see good friends. The focus of our trip was attendance at the PCA Winter Meeting in Jacksonville. Each winter the PCA leadership team – Executive Council, Zone Reps, and National Chairs - gather to discuss all things PCA. This is the first in person gathering since 2020 – damn Covid! I prefer in person meetings to Zoom, so much more seems to be accomplished. Some key take-aways from the meeting; PCA continues to grow. As of February 15th, PCA had 101,525 primary members and 155,018 total members! We discussed Region best practices in the areas of social media, Redbook, and bylaws. The meeting closed with a night at the Brumos Museum. As one would have expected the museum highlighted all things Brumos Racing. It also included an eclectic collection of vintage cars including a 1939 Alfa Romeo that was a crowd favorite.

I hope you have completed your Phase 1 Parade registration. The 2023 Porsche Parade will be in Palm Springs, from June 18th to the 24th. I have registered for Parade and secured my housing. During Phase 2, opening on April 5th, co-entrants are added, as well as banquets, events and tours selections are made.

Nancy and I began our 2023 region visits with a trip to PNWR. I participated in PNWR's annual awards

banquet which showcased those members that had been instrumental in the region's success. On display was a new GT4 RS in shark blue, the car of my

dreams. Nancy and I are now planning on

2023 Zone 6 travels. In addition to the

Zone 6 signature events, which can

be found at [www.zone6.pca.org](http://www.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. As

part of our travels to the Zone 6

Region Presidents meeting, we will

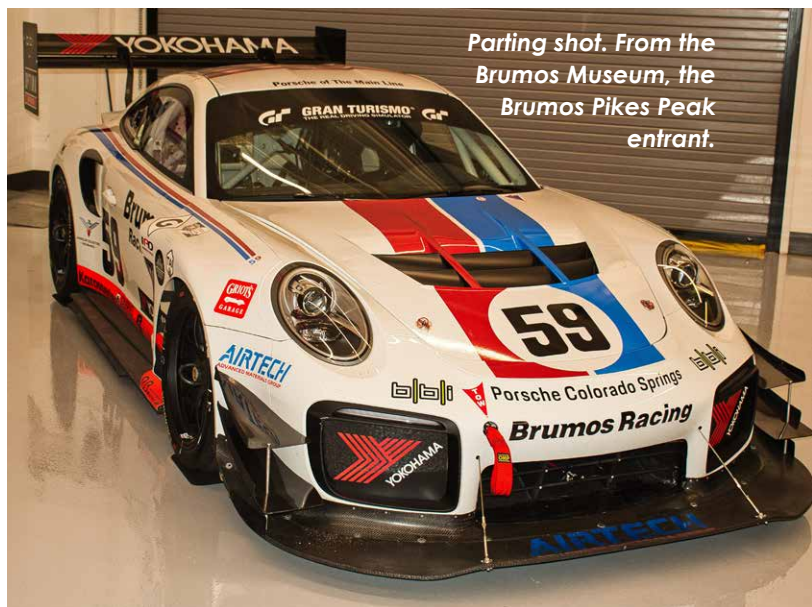
make a side trip to the Lemay Museum

in Tacoma to visit their 75 Years of Porsche

Exhibit, 75 Years of Porsche - America's Car Museum

([americascarmuseum.org](http://americascarmuseum.org)).

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



Parting shot. From the Brumos Museum, the Brumos Pikes Peak entrant.





503MOTORING.COM

VISIT US



## SERVICES + STYLING

We strive to provide the most innovative products and quality service on the market today.

STYLING & SUSPENSION



VEHICLE WRAPS



PAINT PROTECTION



WINDOW TINT



PERFORMANCE



WHEELS & TIRES



CRYO CLEANING



PAINT CORRECTION



CHECK OUT OUR VEHICLE SALES, CONSIGNMENT, AND ACQUISITIONS

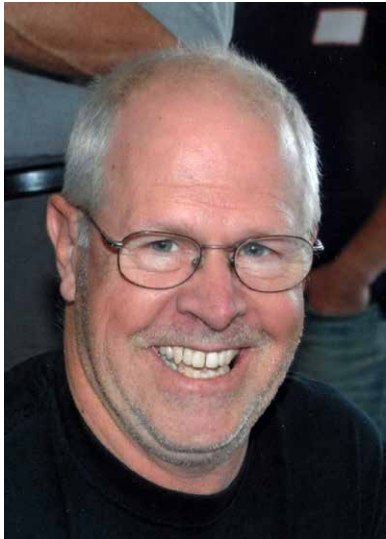
INVENTORY



5703 SW Arctic Dr, Beaverton, OR 97005  
(503) 469-9821

TO SCHEDULE YOUR APPOINTMENT

CONTACT US



## SPINNEN Randy Stolz

# I Don't Remember Birthdays

**W**hen I was autocrossing I never had to consider tire age. The tread wear and heat usually mandated change well within any expiration date. Later, still commuting but doing less autocross I switched to all-season tires but still did one or two events each year just to 'keep my hand in'. At that point, I figured they'd last three years.

OK. So sometime later ... five years (?) with fewer events and owning three cars I got cheap. I could get away with seven years.

In the interim, I had acquired a set of 16" Design 90 wheels along with a new set of Continentals using them for road trips and Concours. Except for the infrequent autocross, I forgot about the original set of 17s.

Looking at them now the birth-date stamp says week 19 of year 2011 or "1911". Hmm... that's well over the 10 year limit many manufacturers say replacement is necessary; no matter the condition. You can find the birth-date stamp on most tires on the same line of other

marks that usually begins with "DOT" (see *photo to left*).

Most tire stores won't warranty tires for more than six years. This is what happens when you hang on to an old Porsche that sees occasional use. Moreover, my old 16" tires were molded in 2014!! I don't remember birthdays ... except Ann's.



*The birth-date stamp on most tires is on the same line of other marks that usually begins with "DOT".*



After several false starts, I've decided to continue to use the more comfortable and sexy 16s and had a new set of Michelins installed this past month with a newer birthday of '2122'.

The 17" wheels will be set free of what amounts to 'rim protectors' and, well, I'm not sure what I should do with them. Either way, I'll be gaining valuable storage space in my garage.

It's true that storage and usage play a



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

We buy, sell, trade, and consign  
pre-owned Porsche models.  
Call us and we'll find your  
next dream car.



PORSCHE



1233 SW 16th Avenue  
Portland, Oregon

[grandprixmotors.com](http://grandprixmotors.com)  
(503) 444-7771

---

*“Do you feel  
lucky punk? ...  
Well do ya?”*

---

part in this. When I lived in SoCal back in the '60s the heat and ozone damage to tires made them toast in about three years. Here in Oregon these old tires look better than I do. Likely they're rotting on the inside or, like me, they're losing integrity ... What?

Old Porsches have their charm and we tend to baby their mechanicals; which is why we are so upset when issues happen on the road. Usually, without drama, we coast to a stop and call AAA. Porsches of a certain age can often be fixed by the side of the road because they almost always carry a real toolset including (drum roll please) ... a spare tire.

Hmmm ... better check that one too. Fill it up with air and have someone sit on it. Is there cracking on the sidewall?

Of note, a chat with the guys at Tire Rack reveals that space saver

tires (donut type) as used on 996s are available without the wheel and may be mounted without special equipment.

On more modern Porsches a can of 'fix-a-flat' and cell phone is all you need right? Oh, I forgot some snack bars, water and Cheetos in case the AAA guy takes more than an hour to get there. What could go wrong?

Because we keep them in tip-top shape, we use these cars like we always have and we won't know where or when something will crop up. I'm not paranoid, but high speed tread separation somewhere east of Bend or just heading south on I-5 is not something I'll chance. It reminds me of why I replaced my IMS bearing and Dirty Harry... “Do you feel lucky punk? ... Well do ya?” –KEEP SPINNEN ! ■

### 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) if you can help us.

### 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.





Mike Branam

# LONG-TIME PORSCHE CLUB MEMBERS

## *An Interview With Mike Branam*

BY DIANE SCOTT | PHOTOS BY MIKE BRANAM

## 49 years in the PCA

**FUN FACT:** Mike has all the issues of Panorama magazine for the past 49 years parked in his custom built bookshelves.

**T**he year is 1974. An oil embargo in the Middle East was creating gas rationing in the US. Some states had rationing systems that used the last digit of a car's license plate to determine which days of the week a driver could buy gas. But this did not stop Mike Branam from joining the Porsche Club in April of that year. Mike has been a long-time Porsche owner and PCA member for 49 years. I had the pleasure of interviewing Mike about his Porsche car experience and club membership this month.

Mike began his driving career with a 1959 Ford Ranch Wagon. Yep, the old 2-door classic station wagon. The horsepower of this car is unknown, but Mike jokes it was a slug. He bought it for \$300, telling us the owner charged him a penny for each of the 300,000 miles the car had clocked. But, this classic ride got Mike to and from high school and work in Yakima, Washington. It is his interest in mechanics and how things work that got him into automobiles. He calls himself a nuts and bolts guy.

Fresh out of college, Mike bought his first Porsche on December 2, 1972. It was a 1969 911T, with a whopping 110 hp engine. Over the years, Mike has had five long-hood 911s, but, his favorite is the 1972 911S he bought in 1974. This is almost the last of the classic 911 shape we all recognize and love. Heck, even Steve McQueen drove a 911S. Mike recalls his car was Viper Green and acknowledged that it was not his favorite color (see photo). Were his neighbors green with envy? I bet they were, as there were only about 400 911S sunroof coupes made that year.

In fact, Mike has a great memory of buying this car from a person in Denver. He flew out from Portland at 8 AM on a Saturday and drove the car straight back to St. Helens. He drove some 1500 miles through snow and ice, stopping every 400 miles to buy gas for the 20-hour drive. And, yes he made it back in time to teach class at St. Helen's high school the next Monday morning. He sold this car, his favorite, in 1985 and would love to buy it back.

It was that 1972 911S that brought Mike to the PCA. In 1974 he joined the club to do autocross. He felt this car



was in the “sweet spot” for autocrossing. He had many successes in autocross, winning the A- Improved class in 1977. Back in the '70's autocrosses were occasionally held on the track at PIR. The club would rent the circuit for \$150 a day and would use the whole track, with all the corners.

Mike's involvement in PCA has been not only with autocross, but also hill climbs, track days, and serving as a board member and 1980 Parade vice-chairman. When Mt. St. Helen blew its top May 18, 1980, Parade was only a few weeks away, and ash drifted over Portland. Mike recalls many entrants cancelling their participation that year for fear of having the abrasive ash sucked into their engine or damaging the paint. The Parade driving event went on anyway, after club members swept the track with brooms!

Currently Mike has four Porsches - A 2009 Cayman S purchased from actor Hugh Laurie, a 2012 Panamera 4S, a 2013 911S Cabriolet and a 2018 Macan Turbo. Mike has driven two electric cars; the Tesla Model S and the Tesla Plaid. He recalls the Plaid was ridiculously fast and “blurred the laws of physics”. He feels those electric cars are “heavy to drive and do not dart”. All things considered, he prefers his Cayman.

Mike is a retired high school teacher/aquatic director/swim coach. He is very proud to have coached dozens of Division I swimmers into college and even a few Olympians. He is also a highly skilled wood craftsman, making custom furniture and restoring wooden dashboards for classics like the Austin-Healey, Mercedes and Sunbeam Tiger. ■



*The neighbors were green with envy when Mike pulled into his driveway with a Viper Green 1972 911S like this one.*



*2013 911 S Cabriolet*



*2009 Cayman S – Mike's favorite Porsche.*





## FROM MY PERSPECTIVE

### Mike Stack

# The Threat of Sunshine

**Editor's Note:** Did any Porsches venture out during our epic, near-record snow dump of February 22-23? I'll bet a Cayenne or Macan did... Send us a photo!

**T**hink back a few weeks to early January. Dreary, chilly, rainy, sunrise at 7:30 and sunset at 4:30, a typical day in January. On Friday, January 20th we had a "Threat of Sunshine" and for convertible drivers, we live for these kinds of days. On Thursday of that week, I'm in downtown at a client's office on the 10th floor of the building looking Northwest toward the St. John's Bridge, as we looked out we could see the clouds begin to break up and they were talking about tomorrow, Friday would be a sunny day, the wheels in my head started turning about what car I would drive to the office and wondering if Stacy's wheels were turning too?

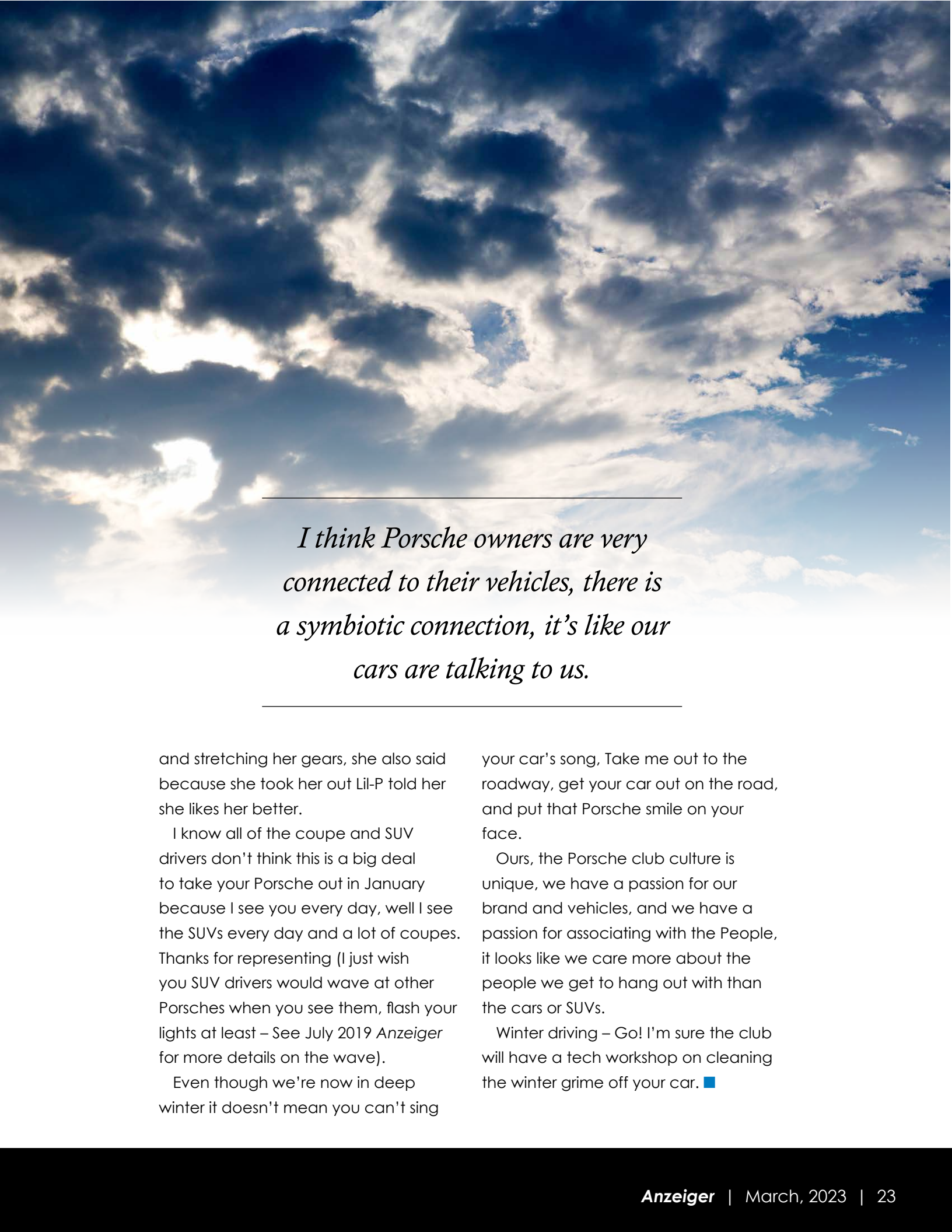
I think Porsche owners are very connected to their vehicles, there is a symbiotic connection, it's like our cars are talking to us. Do you remember the song you sing during the 7th-inning stretch at baseball games? I think it just might be a law that they have to play "Take me out to the ballgame?" Well, a funny thing, I have been hearing "Lil-P", our 981, sing a very similar song, same music, and different words. If you are new to the Porsche brand the 981 is the Boxster, a convertible so she doesn't

come out much during the cold and rainy times. Lil-P's last outing, which was sunny, windy, cold, and fun, was the PIR Christmas lights adventure. Anyway, Lil-P has been lonely and antsy to get out so come on, let's all sing along, you know the song.

*Take me out to the roadway,  
take me out to the street,  
Buy me some premium gasoline,  
I don't care if I ever get back  
So it's root root root for the Porsche  
If we don't drive it's a shame  
So it's first, second, third gears  
and we're off to the old roadway.*

Thanks for singing along, sorry but this song will be playing in your head for the rest of the day.

As it turned out Stacy took Lil-P to work on the 20th. She left at 6:30 AM and it was dark and foggy. Her drive home was awesome; broken clouds that meant partially sunny, so the top was down, ski jacket zipped up, hat, seat heaters on high, windows rolled up to try to keep a little heat around your feet, that's how it's done. Stacy said it was fun, and Lil-P enjoyed being out



---

*I think Porsche owners are very connected to their vehicles, there is a symbiotic connection, it's like our cars are talking to us.*

---

and stretching her gears, she also said because she took her out Lil-P told her she likes her better.

I know all of the coupe and SUV drivers don't think this is a big deal to take your Porsche out in January because I see you every day, well I see the SUVs every day and a lot of coupes. Thanks for representing (I just wish you SUV drivers would wave at other Porsches when you see them, flash your lights at least – See July 2019 Anzeiger for more details on the wave).

Even though we're now in deep winter it doesn't mean you can't sing

your car's song, Take me out to the roadway, get your car out on the road, and put that Porsche smile on your face.

Ours, the Porsche club culture is unique, we have a passion for our brand and vehicles, and we have a passion for associating with the People, it looks like we care more about the people we get to hang out with than the cars or SUVs.

Winter driving – Go! I'm sure the club will have a tech workshop on cleaning the winter grime off your car. ■





Rest stop in Carlton.

## First SUV Drive Of 2023

BY MIKE NEWBY | PHOTOS BY MIKE NEWBY, LOU MAVOR,  
JEANNINE DOWNEY, JOSEPH SWEENEY, MAX NOXON AND BOB ELLIS

Enjoy some of the photos. There are more on our Smugmug at: <https://orpc-pix.smugmug.com/2023-ORPCA-Events/JAN-SUV-DRIVE>

*They are muscular, tall, and wide in stance, enjoying high ground clearance, good visibility, proudly wearing their Porsche badges.*

**I**t's a New Year, and time for new experiences with the club. I have participated in many Arrive and Drive tours in the past in my 911 (Marcel), but I had never been on an SUV tour. Since I had recently acquired a 'new to me' 2015 Macan S (Ava), I decided to venture out and see what the SUV side of the club looked like. You know the ones. They are muscular, tall, and wide in stance, enjoying high ground clearance, good visibility, proudly wearing their Porsche badges.

We met at Mountain View Champions Park, which was teeming with families getting ready for a full day of soccer. The parking lot was full, especially after 14 Porsches and one BMW SUV rolled in. We sipped our morning brew, visited with old friends, and met new ones. Heinz Holzapfel was our tour organizer and leader. He briefed everyone on

the drive and conducted the safety meeting. Then we motored away freeing up the in-demand parking.

Heinz led us out of the park and through a nearby neighborhood that eventually led us up Cooper Mountain and wound back down to Scholls Ferry Road. After many miles of beautiful winding asphalt, we found ourselves on our first stretch of gravel, Holly Hill Road. This being my first SUV tour, I immediately wondered how many miles of dirt road we would travel. It wasn't far, and it was nice to see a part of Oregon that I could never see through the window of my 911. Everyone kept their distance and their speed low to minimize dust, or any rocks being kicked up.

Back on the pavement, we continued through the rolling farmland and vineyards south of Portland. Then came our next gravel excursion. This



one twisted through a beautifully lush forest and rural landscape that most of us never see, even from a scenic highway. We made our way into Carlton and stopped at Carlton Lower Park to stretch our legs. Many photos were taken, especially of the very special Paint to Sample Purple Cayenne Turbo GT.

Hats off to Jurija Metovic and Brandon Rotolo! They had just purchased their new Macan S, with less than 1000 miles on the odometer and on their first ORPCA drive ever! What a great way to break in the car! Bravo and Welcome! Jeannine Downey made a short video of everyone in front of their Porsches. Her TikTok video was published to the group a few days later, and it was fun and playful, kind of like our Porsche SUVs - <https://www.tiktok.com/@g9downey/video/7193872691282201899>.

Leaving the park, we made our way Southwest and skirted around McMinnville through more farmland toward Amity, where we again turned off the pavement for the less-grippy gravel surface of Sanders Road. On this stretch, we passed several houses with the occupants looking at us in disbelief.

- Why do all of those SUVs look similar?
- Why are they in a big group?
- Why are they driving their Porsches on these gravel roads?

Heinz summed it up best later that day: "Because these cars were designed to go off-road, even though most owners will never leave



*Porsches on the Wheatland Ferry.*



*Close call – Mike Newby and Ava getting off the Ferry.*



*Yes – there was dirt!*



## SUV DRIVE continued

the security of the pavement." 'Nuff said.

We eventually made it to the Wheatland Ferry which carried us across the Willamette River. It was quite a sight seeing the entire vessel full of Porsches. More curious looks from the other travelers on the ferry.

- Do Porsches always roam in herds?
- What is the proper name for a herd of Porsches? Maybe someone knows and can share that with me. ;)

Off the ferry, we continued east for a bit, before turning north again winding through St. Paul on our way to Dundee. We ended the tour at the Dundee Bistro, where we enjoyed recapping the day and learning more about our fellow Porsche travel-mates that day. I was fortunate to sit next to Joe and Jerome and learn about the many different cars that they have both owned and enjoyed over the years.

This was a super trip, as it allowed us to see the countryside that just isn't attainable in non-SUV Porsches. In total, we were a group of 24 folks in 15 SUV's enjoying a fantastic country drive. What a great way to start the year!

Thank you to our fabulous leader, Heinz Holzapfel, and his lovely wife Sylvia Nesson. Thank you to the participants: Marc Franck, Stephanie Morrison, Joseph Sweeney, Jerome Deluz, Lynne Roe, Ron Gotcher, Eric Lewis, Peg Ryan, Lou and Queene Mavor, Matthew and Deb Rose, Valerie Menely, Jim Goetsch, Claudio and Lupita Insaurralde, Bob Ellis, Max Noxon, Jurita Metovic, Brandon Rotolo and Michael Newby. ■



*Getting our instructions.*



*Brandon Rotolo and Jurija Metovic and their new Macan S.*



*Jeannine Downey enjoyed driving her Macan.*



*Lunch stop.*

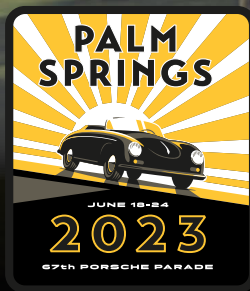


# **Don't Just Attend Porsche Parade... ...Be a Part of It!**



**Porsche Parade offers driving tours in which PCA members and guests meet up at a defined starting location, drive together along an interesting route, and enjoy a unique place or destination – often including a luncheon with PCA friends. Parade is a great time to join a driving tour!**

**Phase 2 Registration Opens April 5, 2023**



**June 18-24, 2023  
La Quinta Resort & Club  
Palm Springs, California  
[www.porscheparade.org](http://www.porscheparade.org)**





# February Dinner Gathering

ARTICLE AND PHOTOS BY JULIE AND MIKE MADRID

(ABOVE) Five Past Presidents attended. (L to r) Chuck Hervey, Chuck West, Bill Shores, Joe McQueen and Larry Hannan.

**Editor's Note:** Thank you to Mike and Julie for organizing and hosting this event, taking photos and writing this article for us!

Enjoy some of the photos. There are more on our Smugmug at: <https://orpca-pix.smugmug.com/2023-ORPCA-Events/Feb-Dinner-Meeting-/>

Spirits were high as club members gathered for our monthly dinner at Lil' Cooperstown Bar & Grill in the Willamette area of West Linn. The staff was great to work with on every level. When Mike and I arrived at 5:30, we were pleased to see the tables all set up, and our servers, Oliva, the manager, and Sunray taking drink orders for members Larry and Cathy Hannan, and Chuck Hervey who beat us there! It was just a peek at what was to come as excellent service continued throughout the night for our group of 42. Joseph Sweeney and Jerome Deluz were excited because they only had to walk four blocks from home to the restaurant. While some of us had to drive around the Willamette neighborhood blocks a few times to find a parking spot.

Everyone else had to drive a bit more to find an open parking spot.

President Peg Ryan welcomed everyone as dinner was finishing up. She then introduced new members Mark Eichten and his wife Lindsay who just moved to Vancouver from Omaha, Nebraska. I'm sure you'll be seeing

them at some drives or autocross events soon. The New Member of the Year Plaque was presented to Jeannine Downey who was unable to attend the January Awards Banquet. Jeannine has jumped right in, participating in all areas of club activities from drives to social

events since joining ORPCA the first of last year and she has recently joined the Social Committee. Peg thanked one of our Club Sponsors, Matrix Integrated, with Bryan Farley and Justin



Dessert shared by many.



Williams representing Matrix at the dinner. We appreciate all you do for the club! Peg also noted that they are hosting the Autocross Annual Tech Inspection on Saturday, February 25.

Peg also welcomed five past presidents who were on hand. Chuck West, Joe McQueen, Bill Shores, Chuck Hervey, and Larry Hannan served with terms that covered various times between 1980 and 2019. It was great to see them all attending the dinner.

Randy and Ann Stolz shared their enormous mud pie dessert with those seated nearby or in my case, just walking past. Mike will attest to the fact that I always love to have just a little bite!

Mike commented on how nice it was to share a meal with and get to know veteran vintage racer Don Crawford and Gayle Kovacs "It's great to meet new people and talk with other club members to hear their Porsche and life stories on a deeper level than just seeing them on a drive."

Have you heard of, or maybe this is your life motto: #learnsomethingnew. Some of us had a chance to learn something new when there was a QR code to pay from on our individual dinner tabs. Lil Cooperstown graciously let us order and pay at the event as many restaurants now want pre-orders and one tab for the group. They also took cards or cash from guests.

Thank you to all who attended and made this such a fun and spirited evening. ■

*Top to Bottom, Left to Right: Joe Sweeney with Lisa and Dave Burke; Mike Madrid and Don Crawford deep in discussion; Joe McQueen, Bryan Farley, Randy Stolz, and Justin Williams; Sylvia Nesson, Heinz Holzapfel, and Don Crawford; Carlos Santayana enjoying our section of the restaurant.*







# Learning To Dance On Muddy Gravel

BY JEREMY WILLIAMS

Jeremy Williams is the Oregon PCA Technical Editor. He co-owns Matrix Integrated [www.matrixintegrated.cc](http://www.matrixintegrated.cc) with his brother Justin. Jeremy can be reached at [techeditor@oregonpca.org](mailto:techeditor@oregonpca.org).

I've been a fan of Pro-style rallies for a long, long time. Cars (mainly production-based, like we lay-people can buy) race around on forest roads, in rain, sleet, or snow. The drivers are at the limit of adhesion, narrowly missing trees or boulders (or spectators!), while the co-driver gently barks pace notes about what speeds, corners, and hazards are coming up ahead.

Before Porsches, I was entranced by Audis, and as many of you already know, Audi's Quattro AWD drivetrain was legendary in the rally world. Thankfully, you too can pretend to be Walter Rohrl or Michele Mouton right here in the Pacific Northwest.

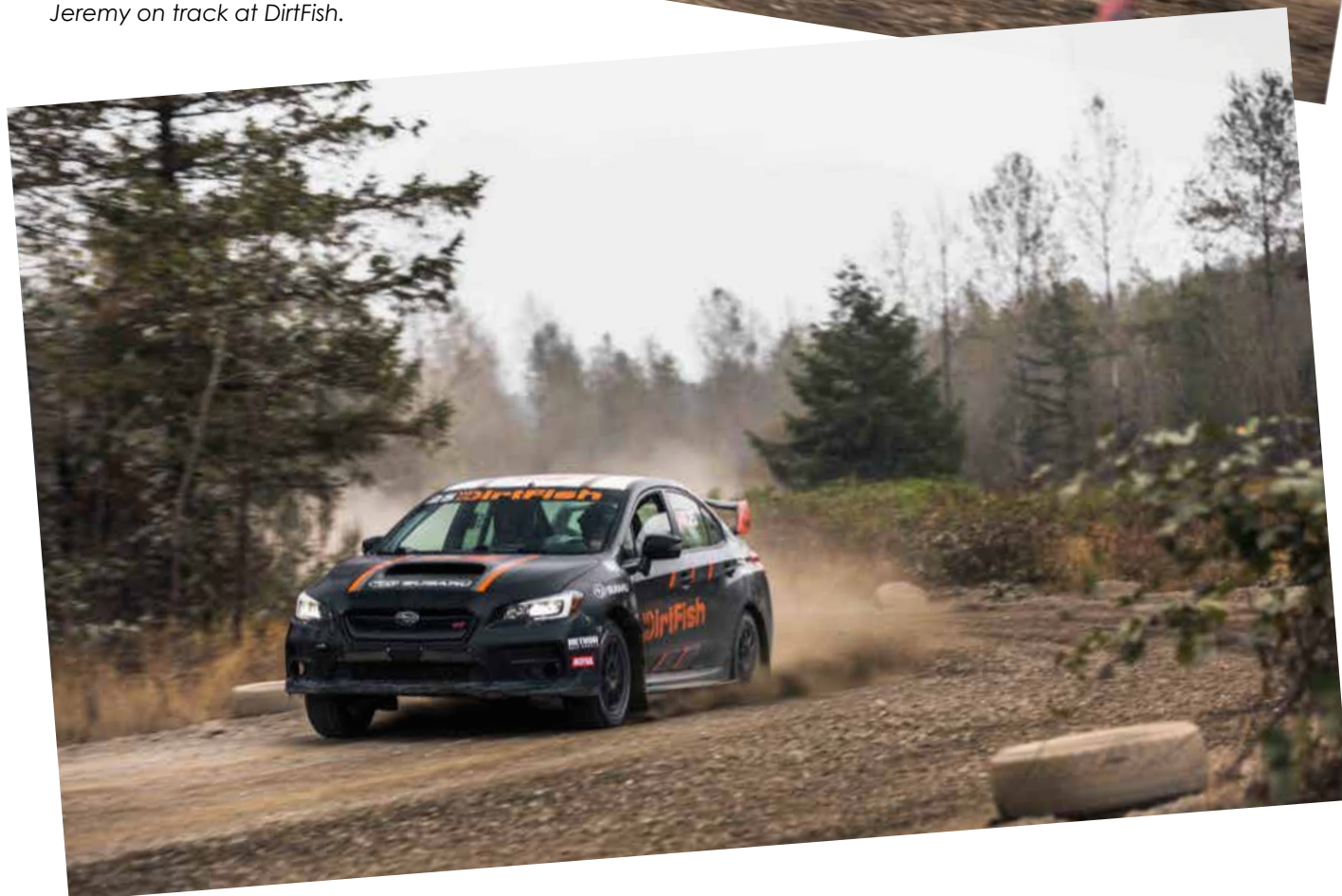
Twice now, I've had the immense thrill of "Learning to drive like a pro at North America's premier rally school." Dirtfish Rally School is definitely the ultimate playground for all things rally, and it's not too far away; only about 40 minutes NE of Seattle on 300 acres of old Weyerhaeuser logging mill property.

They have 30-plus rally driving courses, 25-plus school cars, a rally simulator lounge, and DirtFish instructors ranging from ProRally co-drivers to ex-FBI agents.

My first experience was back in 2019 for a one-day AWD course. When I pulled into the Dirtfish compound, I parked my 2012 Cayenne Turbo next to a very rare 2010 Cayenne S Transsyberia; someone here has a European rally heart! That being said, since Dirtfish has partnered with Subaru, school vehicle choices are either an AWD Subaru WRX STi or a RWD Subaru BRZ. No matter that the school vehicles aren't European, we can still drive like ze Europeans! We started the day in the classroom with one of the instructors teaching us about the three inputs (did you know that while your tires help the vehicle turn, accelerate, and/or decelerate, you can only maximize most of one of those inputs at a time?), weight transfer, vehicle dynamics (pitch, roll, yaw), understeer and oversteer,



Jeremy on track at DirtFish.





---

*Sliding around in the muddy gravel  
and employing the Scandinavian  
flick (pendulum turn) when  
pertinent was a hoot.*

---

the car (i.e. you) go where your eyes go, etc. I don't want to spoil all of the critical information, but let's just say it's a lot of unlearning from how we might drive on the street/tarmac or paved racetrack, as gravel and other mediums are vastly different! Ever thought you'd "steer" the car with the brakes? You're in for a real treat. After the classroom session, we took a short bus ride to tour the Dirtfish property and then hopped in the STi's (One instructor, one student) for some initial testing of real-world dynamics on the gravel skid pad. Our instructors showed us how the vehicle's attitude would change under hard acceleration versus throttle off, versus hard braking. Then it was time to see for ourselves. Over the course of the day, we graduated in skills and were driving on The Handling Course, The Slalom, The Boneyard, High-Speed Braking, and The Link (which is comprised of many of the other sections put together).

This past year I went back for a three-day AWD course, which was even more challenging, yet even more fun!

Sliding around in the muddy gravel and employing the Scandinavian flick (pendulum turn) when pertinent was a hoot. I have a new respect for the Subarus and the amount of abuse they can take; we were not being gentle on them at all, especially 3rd to 2nd gear downshifts under extreme braking while at the same time flicking the steering wheel. As you can imagine, we received considerably more drive time over three days versus a single day. But in my opinion, since I had to again unlearn how to drive on the first day of the three, I was able to process all of that information overnight, and be much better prepared to tackle the second and third days with aplomb. Before, during the single day session, I had to process all of the new information on the fly, which was quite frustrating for a recovering perfectionist. My next goal is to attend a three-day Advanced AWD course, where we'll take what we learned in the three-day AWD school, and experience more intense instruction and technical exercises.



(Above) Jeremy's Cayenne next to the Transsyberia version. (Below) 2010 Cayenne S Transsyberia.

So, did I come home with a rally car of my own? While I was tempted (one of the instructors was selling his big turbo Volvo 242 rally car for a song), I did come home with something even better. Remember the very rare 2010 Cayenne I parked next to back in 2019? Well, one of my instructors, Michelle Miller (she's the co-driver for Lucy Block, Ken Block's wife, RIP KB43!), still owned it, and was looking to re-home it, but hadn't yet posted it up for sale. So, I was just in time and it came home with me. It's one of just 46 that were produced for the US market in the black/orange livery, a homage to Porsche winning the Transsyberia Rally from 2006-2008. I won't be rallying in it, although it'll be getting dirty off-pavement. Every time I drive it, I'm reminded of all of the techniques I learned and re-learned at rally school in order to help me become a more skilled driver all-around. ■





A photograph of a man in a dark jacket and jeans standing next to a blue Porsche Cayman S. The car is parked on a red curb in front of a modern building with large glass windows. Above the entrance, the word "PORSCHE" is displayed in large, red, three-dimensional letters. The man is looking towards the camera with his hands in his pockets. The car has gold wheels and red brake calipers. The building's glass reflects the surrounding environment.

# PORSCHE

## Pandemic Porsche

### *A Journey Navigating an Unprecedented Car-buying Environment*

BY ANSON LYTLE

**T**he last few years have been difficult in so many ways. Navigating the challenges of buying a new Porsche certainly aren't on the same level as problems many of us have endured. My hope is to share a few insights and some lessons learned along the way. COVID unfortunately is here to stay and we've started figuring out how to live with it. But many of the challenges it's created for car buyers may also be here to stay as well.

I'm sure you've heard it as many times as I have. Buying a new car during the pandemic is the worst possible time. Point taken and they're not wrong. The flood of uncertainty, and disruption to just about everything we've taken for granted, created the perfect storm. New car production slowed to a crawl, used cars evaporated, interest

rates soared, and people sat at home with time to contemplate their lives... and get on the Porsche Configurator! Admittedly, the Porsche Configurator is a popular stress-relief tool for me. I've created many masterpieces while trying to give my brain a much-needed break from the weekly chaos.

The sensible side of me never considered replacing my current 2014 Cayman S (it's for sale by the way, in case you're interested), as it's managed to stay somewhat competitive at our ORPCA autocross events. But the sensible angel on my shoulder got socked in the gut and had its lunch money stolen by the nostalgic one on the other shoulder. The 4.0-liter Caymans/Boxsters are here for a limited time and they might be the last of the naturally aspirated flat-sixes. That was

---

*Navigating the challenges of buying a new Porsche certainly aren't on the same level as problems many of us have endured.*

---



enough for me and besides, logic is so overrated! And so it begins.

In November of 2021, I was thinking a beautiful, brand-new Porsche would be a great way to celebrate my big, upcoming birthday. After all, it's not every day you turn 21 for the 29th time. My amazing wife not only supported the venture, but also provided encouragement and inspiration along the way. The next logical step was to dive back into the Porsche Configurator and create my wonderful, flat-six Cayman masterpiece. Yeah, right, as if I hadn't already done that and had a polished build ready-to-go. But this is an important point to note. If you're looking to buy a new Porsche, get well-acquainted with the Porsche Configurator. At first, you'll find it a bit frustrating when trying to select various options. Adding one thing may inadvertently remove another. Sometimes there's a valid reason for it, but in many cases there isn't.

Porsche wants to bundle certain options/packages with others and makes it rather challenging or downright

impossible to piece them out. For example, only certain interior selections provide the option for ventilated seats. Another trick Porsche has mastered is the art of splitting up options to make them appear more financially reasonable. The GTS interior package requires selection of two different line items. Adding the \$2160 GTS Interior Package doesn't sound too awful for a few more Race-Tex bits and colored stitching. But upon selection, a second GTS Interior Package item with a \$3690 price tag is added as well. So, the additional mouse fur and fancy color stitching are now a whopping \$5850! Don't get me wrong, it looks really sharp and was quite tempting. But I honestly prefer leather and, as ORPCA stalwarts Eric Lewis and Jeff Gretz had previously pointed out to me, it's surprisingly the less-expensive way to go. Choose your options wisely.

Once I had my build buttoned-up and the unique code created, I contacted my local Porsche dealership to get the ball rolling. I had heard about the supply-chain disruptions and associated



## PORSCHE PANDEMIC continued from page 35

waitlists, so I was prepared to take my number and wait. The Porsche sales associate was kind and informed me that I was number eight on the waitlist for a new Porsche Cayman GTS 4.0. He estimated it could take up to between a year and a year-and-a-half to secure an allocation. I was hoping for a year, but willing to wait my turn. I promptly put down a deposit and waited patiently (not really) for my number to be called.

After a few months, I decided to call and see if there were any updates related to the list and supply-chain issues.

I ended up reaching a different SA, who checked the waitlist and informed me I was sitting at number 12. Wait, what??? We're headed in the wrong direction here! I asked him politely to recheck, as I was number 8 when I put down the initial deposit. He confirmed, apologized, but didn't have a reasonable explanation. My best guess is, a few of the dealership's preferred customers (the ones that know the secret handshake and purchase a lot of Porsches) bumped me down the waitlist.

In fairness to the dealership, they weren't charging an ADM (covered in a bit) and probably had a much deeper list to manage. In an environment where there is a shortage of cars, you do have to take care of your best customers. However, a little honesty goes a long way in establishing integrity. While I don't blame the dealership, I'm not in the habit of randomly giving out interest-free loans. I had my deposit refunded and went back to the drawing board.

After I picked myself up off the ground, I decided

to reach out to another dealer a few hours away. I managed to contact the Sales Manager who was excited to inform me their list was only two deep and assured me I could have my car by the year's end (now in 2022). The only catch is, I would have to pay an ADM of roughly 10% on top of the MSRP of

the car. "ADM" is an acronym for Additional Dealer Markup or what I call, "Add Da' Money". ADMs aren't a new thing, but pre-pandemic were generally associated with very exclusive or limited-edition vehicles.

But everything changed

in 2020 and the lack of new and used cars put buyers, as well as dealers, in an interesting position. Some folks fundamentally wouldn't ever consider paying over MSRP for a car and it's completely understandable. As challenging as the pandemic has been for car buyers, it's been equally challenging for dealerships as well. With few new and used cars on the lot and insatiable demand, ADMs were one avenue to try and stay afloat.

I contemplated whether it was worth the additional dough to secure an opportunity to buy the Cayman 4.0L GTS or try and find one on the secondary market. I decided that it was important enough for the Cayman to be exactly what I wanted and I ponied up another deposit to ensure my spot. I let the sales manager know I was on board with the ADM and went back to \*cough\* patiently \*cough\* waiting for my number to be called. After another three months, I contacted the new dealership to see if we were ready to go. It would seem reasonable during this time, two

---

*In an environment where  
there is a shortage of cars,  
you do have to take care of  
your best customers.*

---

other buyers would have received their coveted allocations and my number would be up. I managed to snag a sales associate and had him check the list. "Yes, Mr. Lytle, I see you're number eight on the list." I fell speechless, but I'm pretty sure there was visible smoke coming out my nostrils and ears. I again asked for an explanation but didn't get one that provided any clarity. The associate offered a CPO Boxster 4.0L on the lot but couldn't provide any additional insight. I asked whether I would have a better chance at getting a GT4 and he simply chuckled. I'm guessing the same forces at work with pushing me down the list were the same ones preventing me from sniffing the GT models. It's starting to feel like the Porsche Twilight Zone. I took back my interest-free loan and shared my disappointment with the GM and sales team. I'm not sure if the original information I was given by the sales manager was an honest mistake or not. But it certainly wasn't handled well by the dealership.

I concluded it was going to be too much pain and suffering to try and secure an allocation for a new GTS 4.0 and turned to the secondary market to try and locate a CPO model that checked most of the boxes. I was surprised to see that there were so few cars available across the county. I became very familiar with the popular car websites and learned all of the in-and-outs, including some of the dirty tricks. One of the more popular shenanigans sellers engage in is manipulating the valuation algorithm that's used to list whether it's a great/good/average/poor deal. Tactics such

as listing options twice, listing individual options outside of their packages, or taking dealer-ordered cars and driving them a few hundred miles to sell as used (and not get in trouble for inflated prices with PCNA) are common. I even inquired about a car that was suddenly not available to me after I mentioned possibly using my own financing or paying cash. I finally managed to find one that had most of the options I wanted and was located in Southern California. It was close enough to provide a reasonable drive home and an opportunity to get acquainted with the car. I contacted Porsche Riverside and spoke with Rob Owen, one of their Porsche Brand Ambassadors. But was disappointed to find out the car I had been considering was sold the previous week and the listing was supposed to have been taken down. However, Rob asked if I would be interested in having my own custom build instead. Ok, fool me once shame on you, fool me twice.... well you know how it goes unless you're a prominent figure named George.

I explained to Rob about my previous dealership experiences and that I'm done being Charlie Brown trying to kick the football. He assured me that he wasn't Lucy and Porsche Riverside could make it happen by the end-of-the-year. Keep in mind, it's already May at this point and that's a stellar turnaround time from what I've been hearing around the various Porsche circles. Similar to the last dealership, I would be on the hook for an ADM and deposit to secure my spot. It was either going to be three strikes or three times a charm, but I was all in. About two weeks later, Rob emailed me

---

*I'm done  
being  
Charlie  
Brown  
trying to  
kick the  
football.*

---



## PORSCHE PANDEMIC continued from page 37

that he had received my allocation and provided a high-level overview of the timeline. It's finally happening.

Over the next several weeks, I became well acquainted with the My Porsche app and learned how to track the production of my Cayman GTS from order to delivery. The application also had some built-in logic to help provide time estimates when each step would be started and completed. But I'm guessing the code was

probably written long before the pandemic and the formula didn't account for all of the chaos associated with supply-chain shortages, port strikes, the Great Resignation, and other hiccups. In fact, the initial build lock date was completed and reverted back at least 3 times along the way. It also took quite some time to begin production after the lock date finally held

its ground. But, by far the most confusing one was the production complete date. I had talked to a number of folks who had been through the process and they mentioned production was relatively quick, generally completing in a matter of 7-10 days. However, my Porsche seemed to stall out at this phase and remained in production for about a month. I had talked to Rob and his colleague, Taylor Ferguson, to try and get some insight to delay. There was a lot of chatter on the Porsche forums regarding availability of critical components for the PDLs+ (Porsche Dynamic Lighting System +) and Bose audio system. The rumor was many of the pieces were produced in the Ukraine, which was creating a lot of headaches. I even read all 2023 models had a stop order on both of these options and they were promptly removed from the Premium package roughly a week after my build locked. Other folks were seeing their builds change with these options removed mid-production,

which made me wonder if mine would follow suit. Rob and Taylor kept me in the loop and consistently checked to make sure everything was staying on track. They chalked up the delays to the supply-chain woes but were correct that my GTS managed to lock these options before the stop order. Roughly a month after production had started, the My Porsche app updated that my car was complete and already on its way to the port at Emden. From there everything

---

*Over the next several weeks, I became well acquainted with the My Porsche app and learned how to track the production of my Cayman GTS from order to delivery.*

---

seemed to fall into place, other than some expected delays with getting on a ship and making its way across the pond. Even though the car was originally on track to be delivered in early fall, I was happy it was going to arrive before the end of the year.

Rob sent me the link to [VesselTracker.com](https://vesseltracker.com) to track the ship my car was on, which really helped with planning my trip to go pick it up. I had envisioned a very different trip when I was counting on the car arriving in fall. But with an ETA of early December, things had to be a bit more fluid. When the car finally arrived, Rob sent videos of it rolling off the truck and arriving in the dealership. We got a lot of the details worked out ahead of time to ensure a smooth experience when I arrived. My friend and I flew down to Riverside, California the night before with plans of splitting the trip into three days. Day One involved driving along the coast of California and staying overnight in Monterey. Day Two was more focused

at getting some good food and drink in the Bay Area and making our way up to Willows to catch a good night's sleep.

Willows is a bit of an eye-blink if you're on I-5 and you don't know any better. But I selected it for a purpose. It's where Thunderhill Raceway participants stay and is accustomed to having a smattering of nice cars in the hotels' parking lots. When we finally rolled up to the hotel, I found my way into a spot next to a McLaren and another Porsche. There were several Porsches, track-prepared Mustangs and Miatas, and other toys waiting for the next morning's fun. Well, that's where things got a little interesting.

My friend and I had been watching the weather report and it went from not-so-good to worse in the past 24-36 hours. We had decided that if there was a window of opportunity to make a push over the pass with a break in the weather, we would go for it. I had brought some snow socks (traction devices) along just in case we needed a little help. But Porsches aren't great snowplows when there's anything but an inch or two

on the road. We woke up early the next morning and found all of the Thunderhill racers in the breakfast lounge. They were unfazed by whatever was waiting for them outside. After we checked out of the room and made our way out front, we were greeted with sideways gusts of 30-40 mph and drenching rain. A truck driver standing under the canopy had mentioned that there were blizzard-like conditions all the way from Redding up to the CA/OR border. We decided to go with Plan B, which was doubling-back 30 minutes and cutting across the Clear Lake area to take 101. It rained pretty hard and added several hours to the trip. But we felt it was a better option than risking getting stuck in the snow. All went well until we reached a section of two-way road just north of Smith

River towards the Oregon border. The weather went from heavy rain to gather-up-the-animals-in-pairs-and-load-them-on-the-ark bad. I leaned over the steering wheel like my grandmother used to do in hopes of trying to see the front of the hood. My co-pilot found it bizarre enough to take out his phone and film the action as he stared out the side window to make sure the USS Cayman was following the white line on the starboard side. As if things couldn't get any worse, that downpour started to turn to a white sheet of hail that was even more challenging to negotiate. All of the questions go through your head, is there someone

ahead of me, is there someone behind me, is there an animal in the road, do I have a change of shorts? I had to keep reminding myself that the pass was probably worse, and this was the better of two bad options. We later found out there were tornado formation conditions identified in the area we drove through. Once we made it to Coos Bay, things settled down a bit and we enjoyed moderate to hard rain the rest of the way home. But the important part is,

all parties involved made it home without any dents or scratches.

The experience was far from what I had imagined when considering buying a new, custom-build Porsche. I imagine there are many others who have had it a whole lot easier or worse. But I appreciate Rob, Taylor, and the gang at Porsche Riverside for their professionalism, kindness, and commitment to quality. I realize the pandemic and associated impact to our lives is far from over. But I'm overly delighted to have my 2023 Cayman GTS 4.0 and the bumps and bruises I encountered along the way will help the next time I'm in the market. If you're currently considering a new Porsche, I hope my experience provides a few useful nuggets. ■

---

*The experience was  
far from what I had  
imagined when  
considering buying  
a new, custom-  
build Porsche.*

---



# Porsche Beaverton's 2022 Classic Restoration Challenge Entry

REPORTED BY PEG RYAN | PHOTOS PROVIDED BY PORSCHE BEAVERTON

**I**n 2022 Porsche North America created the 2022 Porsche Classic Restoration Challenge. Entries from 62 Porsche dealerships across the US participated. Our own Porsche Beaverton was one of the dealerships with an entry.

The car they picked was a Seal Gray Metallic 2003 911 Targa 996 that needed cosmetic and performance enhancements. Porsche Beaverton Porsche-trained technicians did all the work – except the paint. These techs had a portfolio of more than 60,000 unique Porsche Classic Genuine Parts to draw upon for the work to be done.

I stopped by to see the car in their showroom. Thank you to Craig Wakefield, a member in Oceanside, who brought this to my attention. Brandon Elliott, the Marketing Manager at Porsche Beaverton, met with me to see the car and provided a video on the work and some before and after photos. They chose this car because of its racing heritage; it performs well and looks good on the track. They chose to change the color to Tobacco Brown Metallic and re-wrapped the seats in Cognac-colored leather with a quilted pattern. The front bumper was upgraded to GT3 design and they added a sport exhaust system to both increase performance and

add a more profound sound. The back wing is from a GT3 and the side skirts are GT3 based. The suspension was upgraded to GT3-spec. They also added a GT3 big brake kit and different wheels. The headlights and rear lights have been smoked. For the interior, they added a GT3 steering wheel, black Alcantara trim, and updated the entertainment system and instrumentation. The Targa badging was removed.

It is really good-looking! : Check out the video on page 45 as well as some before and after photos below and on page 45. Stop by to see the car in their showroom. Tell them you saw this article in the ORPCA newsletter! ■





AFTER PHOTOS

Video: <https://drive.google.com/file/d/1q1HzfU1Az8C2z6l-BIUaq3fZ5TLYIRcG/view>





# Organized Cone Killing

BY PETER LINSKY

Be sure to  
check out  
our club  
Autocross here:  
[https://www.  
oregonpca.  
org/home/  
club-events/  
autocross/  
orpca-  
autocross/](https://www.oregonpca.org/home/club-events/autocross/orpca-autocross/).  
We start our  
program for  
2023 on March  
26. Sign up  
early as these  
sell out quickly.

Once upon a time in our corner of the country, there existed something called "WOW", in capital letters. They were a shortened acronym for a sanctioning body whose name in full was the Western Oregon and Washington Association of Sports Car Clubs, or WOWASCC. Member clubs were mostly in and around the Portland area, but as the name suggests, included clubs all over the western halves of Oregon and our neighboring state to the north. Its major activity was autocross, or slalom, as some called it, and for many years, it was very active. When I first arrived in Portland in 1968, I dove into WOW headfirst.

A few years earlier, after acquiring a new Triumph in Southern California, I tried autocross for the first time and began learning how to drive against the clock. I bought a good open-faced helmet and tinted face shield, installed wide seat belts and a rollbar, and tightened up the car's suspension. Back then, the Los Angeles Times ran a sports car activity calendar every weekend in its automobile classified section so it was easy to plan how to attend a race, rally, or autocross as the mood struck. Since there were many sports car clubs

very active around LA – There was a sanctioning body called "SCCSCC", or Southern California Council of Sports Car Clubs", or "Sick-sick"- I could count on finding an autocross somewhere within a reasonable distance of my home and others further afield if I cared to get up at Oh-Dark-Thirty on a Sunday morning. Popular sites included the Dodger Stadium parking lot and the huge paved expanse of Terminal Island which the Cobra Owners' Club liked because it allowed high speeds. The Bay area, also being a hotbed of sports cars and racing, was home to a similar group, "Nick-sick", or Northern California Council, etc. Running on my stock Michelin X radials, I was consistently an also-ran.

By the spring of 1967, I had relocated to bucolic Roseburg, Oregon, for my first real job in radio. Roseburg's only foreign car dealerships sold VWs, Renaults, and eventually, Toyotas and Datsuns. The local VW store could service Porsches, as I learned when a neighbor and his wife purchased a new red 912 that was shipped down from Porsche Cars Northwest/Riviera Motors in Portland. There being little to do socially in Roseburg, the three of us conspired to form a new sports car club,

Hardware Party!  
Portland auto-  
crossers cleaned  
up in the Tri-Cities  
back in 1969.



Tire swapping made easy.  
Jantzen Beach, 1969.



## CONE KILLING continued from page 47

Umpqua Autosports, and we organized tours and rallies which drew cars from Eugene and Medford. But no autocrosses.

Upon arriving in Portland in December 1968, I immediately began looking for sports car events. Being in the middle of winter, needless to say, there wasn't much going on...but one club decided to put on an autocross on the parking lot of Mall 205 in east Portland. That weekend saw a foot of snow on the ground and sub-freezing

temperatures. Of course, they could hold an autocross! Only one rule: No chains or studded tires. Top time of the day went to a guy named Win Casey, who piled three other guys into his VW Bug...and drove the course backwards! Win later owned a Porsche 550 Spyder with a Corvair engine and was an enthusiastic club racer.

I soon joined Cascade Sports Car Club. A few weeks later I learned the hard way what driving skills I had didn't help when I encountered black ice one night driving home from work, leaving my Triumph

about a foot shorter for the experience. I was soon driving a new BMW 2002, the first 1969 model sold in Portland. This little three-box sedan proved very adept at dodging cones. First time out and dead-stock, I grabbed a C-Sedan class win on a tight parking lot course. That really set the hook, and I became a consistent front-runner after installing adjustable Konis set to "firm". I had a set of wider steel rims (BMW centers, Corvair outers) made up at Willamette Wheel and fitted them with Goodyear slicks. Larger anti-roll bars would have been a big help, but they weren't yet available. My dealer, Salzmann Motors, was impressed and agreed to pay my future entry fees

and give me magnetic signs to stick on the doors. My main competition was a guy in a rare BMW 2000TII with dual carbs, a five-speed, and a limited-slip diff - a four-door sleeper. Sometimes I beat him, sometimes he beat me. Mini Coopers were also formidable.

Like the LA Times, the Oregon Journal and later the Oregonian published a calendar of sports car activities, so again, those of us so inclined could find things to do on Sundays. WOW kept everyone

informed of pending events via a phone recording that I helped update weekly.

There were lots of autocrosses at large shopping center parking lots such as Mall 205 and Jantzen Beach.

We occasionally rented the Damascus go-kart track and Portland Speedway. Once, the local Chamber of Commerce in the Longview-Kelso area staged an interesting slalom event on the streets around the Longview city square. My friends and I figured out a time-and-labor-saving pit-stop exercise: Swap the wheels and tires without using a jack. BMWs were light

enough that after I broke the lugnuts on one side loose, half a dozen of us could quickly tilt the car, pull the lugnuts, swap my street tires for the race rubber, tighten the nuts, lower the car, get everything tight, and attend to business. We reversed the process when it was time to drive home. Easy Peasy!

In late 1969 there was a long drive east to the Tri-Cities. A convoy of 18 Portland-area men and women caravanned out on I-84 for two days of challenging eastern Washington hot-shoes. Our group included a Porsche Super 90 coupe, a 912, a Speedster, a couple of SAABs, a pair of MGBs and Midgets plus Triumphs, a Sunbeam Alpine, some Corvettes, a couple of

---

*Top time of the  
day went to a guy  
named Win Casey,  
who piled three  
other guys into his  
VW Bug...and  
drove the course  
backwards!*

---

Mustangs, my 2002, and a BMW 1600. As I recall, our speeds heading over there averaged something approaching 100 mph. The one OSP Trooper who saw us scream past in Umatilla County didn't bother to try to chase us down. He must have figured that there weren't enough cells in the county jail to hold us all. On arrival, we learned that the first day involved a tight course on a go-kart track, while the next day was a higher-speed course at the Tri-City Speedway, a steeply-banked stock car oval with only a few gates to keep us in check. A couple of cars actually got up on two wheels turning upward on the banking. Luckily nobody rolled, but I recall that there were some folks in need of fresh underwear. There was a lot of hometown grouching at the Sunday awards presentation, as the Portland contingent claimed more than half of all the class-winner trophies. For some reason, we were never invited back.

I then returned to SoCal for a few years, running events near my home in Santa Barbara, as well as around LA and Ventura. By then, I had swapped my trusty BMW for a stubby little Fiat Abarth. They couldn't find it in the rulebook and tossed me into Class A, where I was utterly uncompetitive. Remember SCCSCC and NCCSCC? Every fall, they co-hosted the Golden State Grand Prix, a state championship weekend staged at the Santa Maria airport. When I attended the seventh edition, in 1971, a well-prepped Irish Green 914-6 driven expertly by Elliot Forbes-Robinson Junior scored Top Time of the Weekend from among several hundred entries. A highlight was dinner at Jocko's Steakhouse in Nipomo, which roasted whole sides of beef over an open pit barbeque.

Returning to the Rose City, I found WOW autocrosses in full swing. Events were on tap nearly every weekend around Portland, Vancouver, Salem, and as far away as Coos Bay. Porsche 911s were the cars to beat in A Production, usually contending for Top Time, with Oregon Region members including Dennis Puetz, Fred Flegel, Paul Donkin, and the late Todd Webb vying to be the quickest. I helped design courses at PIR, at Newport airport for SCCA's infamous

"Non-race Race Weekend", and even around the perimeter road at Clackamas Community College. Try getting away with that today!

A club in Astoria hosted the 1972 Western Washington/WOWASCC Championship at the Tongue Point Job Corps Center during Regatta Week. The old military site boasted a huge sprawl of concrete, perfect for a higher-speed layout. The Tyee Sports Car Club in Olympia had an autocross at a local shopping center where I managed to grab a class win. While driving to see friends in Seattle, I happened across an SCCA Solo 1 event at a giant Boeing parking lot. I was without my tires and helmet, so I just stopped and watched. Because it was a "points" event, there were entries from up and down the west coast. I recall seeing a highly-modified MGB roadster powered by a Capri V6. Sponsored by Hollywood Sports Cars, it was very quick. Painted across the trunk lid were the words "The secret to winning is to not slow down for the corners"!

By the mid-70s access to parking lot sites was growing scarce, and property owners were sweating liability issues, so I decided to go club racing. After about six years I sold my MGB race car, and that's when my wife put her foot down and insisted that we buy a 911. By then WOW as I knew it was fading away; SCCA's new Solo 1 program had grown, and that was pretty much all that was offered locally to autocross enthusiasts.

Today, there's a new WOW, but it isn't in Oregon or Washington. It now stands for "Wide Open Wednesdays", and offers track days and autocrosses at the Utah Motorsports Campus in Grantsville, Utah, just west of Salt Lake City. Here at home, ORPCA has a thriving autocross program, and SCCA thus far has seven Solo 1 dates on the calendar this year at PIR and Sanderson Field, with others pending at Packwood.

Nearly six decades have passed since I first tried my hand at killing pylons...How time flies when you're having fun! ■





# Carrera Cup North America will race at Rennsport VII!

BY PETER LINSKY

For all the Rennsport Reunion VII information and to purchase tickets go to: <https://www.porsche.rennsportreunion.com/>. But you might want to look for a place to stay first!

If you haven't made up your mind about attending the seventh edition of PCA's Rennsport Reunion at WeatherTech Raceway Laguna Seca this fall, here's a bit of welcome news to help your decision.

Porsche has just released its 2023 Carrera Cup North America schedule for 2023, and the picturesque 2.1-mile circuit on the Monterey peninsula has been added to the schedule. And note that it won't simply be the "2023 Carrera Cup North America", but the "2023 Porsche Deluxe Carrera Cup", just so you don't confuse it with the regular old standard Carrera Cup series. The Deluxe Corporation, an American payments and business technology company, has signed up as the major name sponsor.

This year's North American Carrera Cup contests, pitting many leading professional and semi-pro drivers and teams against one another in identically-prepared 911 GT3 (992

series) coupes, begins March 15-16 at Sebring, piggy-backing onto the IMSA/WEC 12 Hours Super Sebring weekend, followed by inclusion at the Long Beach IndyCar/IMSA races April 14-16, the Formula 1 event at Miami International Autodrome (Who came up with that name?) May 5-7, the IMSA weekend at Watkins Glen, New York, on June 22-23, the NASCAR race at Road America on July 27-29, the IMSA weekend at Indy September 15-17, then Laguna Seca, and winding up at the Circuit of The Americas Formula 1 weekend October 20-22. The season will comprise 16 40-minute sprint races. At season's end, Porsche will crown champions in three different categories.

All events will be streamed live to an international audience of Porsche and motorsport enthusiasts, but you'll want to be there to watch live. ■

# 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>



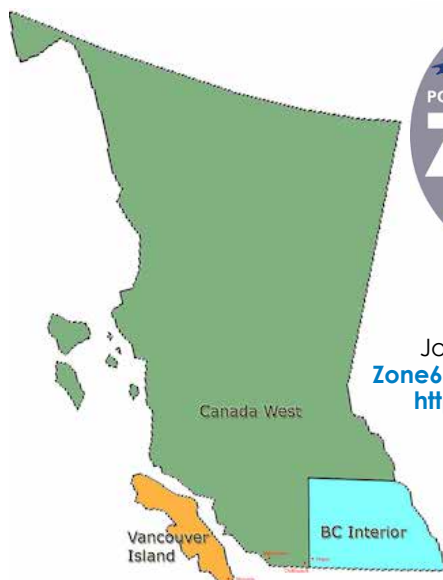
**Canada West**  
President: Matt Stogryn  
[president@pca-cwr.org](mailto:president@pca-cwr.org)  
<https://www.pca-cwr.org>



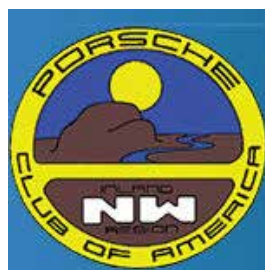
**Cascade**  
President: Greg Dino  
[president@cascade-pca.org](mailto:president@cascade-pca.org)  
<http://cascade-pca.org>



**High Desert**  
President: Joe Mansfield  
[president@highdesertpca.org](mailto:president@highdesertpca.org)  
<https://highdesertpca.org>



**PCA Zone 6**  
Representative:  
John Sommerwerck  
[Zone6Rep@nationalpca.org](mailto:Zone6Rep@nationalpca.org)  
<http://zone6.pca.org>



**Inland Northwest**  
President: Trevor Bacon  
[presidentinwrpca@gmail.com](mailto:presidentinwrpca@gmail.com)  
<https://inwr.pca.org>



**Olympic Peninsula**  
President: Jill Diefenderfer  
[president@opr-pca.org](mailto:president@opr-pca.org)  
<https://opr-pca.org>



**Vancouver Island**  
President: Garth Webber Atkins  
[president@virpca.org](mailto:president@virpca.org)  
<https://www.virpca.org:452>



**Silver Sage**  
President: Vicki Pentecost  
[president@silversageporsche.com](mailto:president@silversageporsche.com)  
<https://silversageporsche.com>



**Pacific Northwest**  
President: Kevin Nouwens  
[president@pnwr.org](mailto:president@pnwr.org)  
<https://pnwr.org>



**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. We look forward to seeing you on March 26 for Autocross #1. 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 #1** | March 26

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

**Autocross #2** | April 16

<https://www.oregonpca.org/event/autocross-2-2023/>

**Autocross #3** | May 7

<https://www.oregonpca.org/event/autocross-3-2023/>

**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 #1

Sunday, March 26 | 7:30 a.m. to 2 p.m.

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

**J**oin us for Autocross #1 on Sunday, March 26, 2023, in the South Paddock of Portland International Raceway. Here is the link to Motorsportreg with all the information on this event: <https://orpca.motorsportreg.com/events/orpca-ax-1-03-26-2022-portland-intl-raceway-pca-oregon-881336>

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)





## 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.

### APRIL

8:	Saturday	Arrive and Drive
18-19-20	TWTh	Midweek Drive
29	Saturday	SUV Drive

### MAY

12-14	Fri-Sun	Walla Walla Tour
13	Saturday	Arrive and Drive
16-17-18	TWTh	Midweek Drive
20	Saturday	Electric Car Drive
27	Saturday	SUV Drive

# MARCH BOARD OF DIRECTORS MEETING: IN PERSON

Wednesday, MARCH 8 | 6:00 to 8:30 p.m.

**T**he March 2023 Board Meeting will be held on Wednesday, March 8 from 6:00pm – 8:30pm. This meeting will be in person at Dang's Thai Kitchen located at 670 N State St., Lake Oswego. Food/drinks will be available for purchase starting at 6:00pm. Meeting will start at 6:30pm. Please let Heinz know if you want to attend. The number of people will be limited by the size of the room. Contact Heinz at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org) if you want to attend. All members are welcome! ■

*Note: April Board Meeting is Wednesday, April 12 – Virtual*

## MARCH DINNER GATHERING

Wednesday, March 15 | 6:00 to 8:00 p.m.

Location: Café Murrayhill, 14500 SW Murray Scholls Dr #103, Beaverton

**R**obert & Cassie McDonald will be our hosts for the evening for the March Dinner Gathering on Wednesday, March 15 from 6:00 - 8:00 pm at Café Murrayhill at 14500 SW Murray Scholls Dr #103, Beaverton. Café Murrayhill is locally owned and offers fresh ingredients coming from nearby quality farms and vineyards. No corporate production kitchen here! Come join us for an evening out by Murrayhill Lake to enjoy tastes of the NW and good car talk with other ORPCA members and friends. We have room for 40 attendees.

You will order from our special dinner menu and pay after ordering online. Drink orders will be placed at the restaurant. Registration is open here <https://www.oregonpca.org/event/march-dinner-gathering-3/> ■



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

## Taste of Motorsports POP-UP Hosts the Oregon Region Porsche Club: PORSCHEs AND COFFEE

Saturday, March 11 | 8:30 am - 10:30 am | No Registration Required  
Peterkort Towne Square at 10860 SW Barnes Road, Portland

**O**n March 11 the Taste of Motorsports POP-UP is hosting the Oregon Region Porsche Club for a Porsche and Coffee. This should be fun! We start at 8:30 am and go to 10:30 am. This is being held at Peterkort Towne Square located at 10860 SW Barnes Road, Portland. Stop at the Sunrise Bagels in the Towne Square for Bagels and Coffee and then enjoy the cars. No registration is required. ■



## QUARTERLY MIXER

Sunday, March 12 | 3:00pm - 5:00pm | No Registration Required

At The Garages, 17880 SW McEwan Rd, Lake Oswego

**J**oin us at our first Quarterly Mixer of the year on Sunday, March 12, 2023, from 3:00 pm to 5:00 pm at At The Garages Eatery & Taphouse located at 17880 SW McEwan Rd, Lake Oswego. Come gather with other fellow club friends and meet new members. NO registration is required. Come when you want and stay as long as you want! The Club has reserved the Courtyard for a private gathering. There will be seating in the adjacent patio, weather permitting. At the Garages serves over 20 kinds of popular Northwest beers, fine wines by the glass or the bottle, and eight different hard ciders. This is a no-host event with food and drinks available to purchase on separate checks. You can view their menu here:

<https://atthegarages.net/menu/>

Complete information on this event is here: <https://www.oregonpca.org/event/quarterly-mixer-no-registration-required/> ■

## MARCH SUV “IN LIKE A LION, OUT LIKE A LAMB” DRIVE

Saturday, March 25

**S**ave the date for the SUV drive on Saturday, March 25. This route has a little bit of everything except gravel roads. It will meander past gravel pits, through forests, past vineyards, farms, country estates, llama farms, Christmas tree farms and wineries. The drive will begin at a park in Wilsonville, make a figure-eight loop north through south Tualatin, and then back to another Wilsonville park for a short rest break. Our route will continue west and ends at a downtown Yamhill restaurant for lunch. Please check your Wednesday email blast for more details and registration information.. ■

*Note: The next SUV drive is Saturday, April 29!*

## WALLA WALLA WINE TOUR

May 19 – 21 | Open for Waitlist Only

**T**his is a three-day extended weekend event, combining drives on scenic backroads, visits to three wineries and two joint dinners. We are heading to the western border of Walla Walla and the Palouse. On Friday, the tour starts at the Rowena Crest Viewpoint, takes curvy backroads to Condon and Heppner, and then reaches Richland, where we stay at the Lodge at Columbia Point.

Friday evening, we will have a joint dinner at the hotel. On Saturday, the morning drive takes us to scenic Palouse and the Lyons Ferry State Park. After a rest stop, we will head to the Red Mountain AVA. We will have combined lunch and wine tasting at a winery in Richland, followed by two more wineries in the Red Mountain AVA, including a wagon ride. Saturday evening, we will have a joint dinner at a restaurant within walking distance of the hotel. Sunday, we drive back on scenic backroads, through the Red Mountain area, up the Columbia Plateau, through Bickleton and then a lunch stop in Golden-dale. After lunch we drive along the Klickitat River to Lyle and on to Hood River where the tour ends

Complete information and waitlist registration are here: <https://www.oregonpca.org/event/2023-walla-walla-wine-tour/>. ■

# SPRING CLEAN

April 15 | 9:00am -1:00pm

Matrix Integrated, 4000 SW Macadam Ave, Portland

**J**oin us for the 12th Annual Spring Clean at Matrix Integrated, located at 4000 SW Macadam Ave in the South Waterfront District. Matrix Integrated is a sponsor of the club and they have graciously allowed us to use their garage on this Saturday. Experts will be on hand to take care of all those niggling cosmetic issues that have been eating at you for who knows how long. Get them all taken care of at once, and at a great price, from our team of pros. Crack open your piggy banks or stop at the ATM, as all services are for cash. Sorry, no plastic is accepted at this event!

To see the vendors that will be there and to register, please go to: <https://www.oregonpca.org/event/2023-spring-clean-event/> ■

## GARAGE VISIT: STEVE'S AUTO RESTORATION

April 15 | 9:00 am – 11:00am

4440 SE 174th Ave, Portland

**J**oin us for a Garage Visit to Steve's Auto Restorations at 4440 SE 174th Ave in Portland. Steve's Auto Restoration has been bringing family heirlooms back to life since the 1970s. They have restored many vehicles that have been passed down from generation to generation. From bare metal restorations to body restorations to mechanical restorations to upholstery restorations, they do it all. You can check out their website at <https://www.stevescollisionrestoration.com/restoration/>. You will need to register for this event.

Complete information and a link to register are here: <https://www.oregonpca.org/event/garage-visit-steves-auto-restoration/> ■

## 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.





# INAUGURAL RALLY: JULY 19-23, 2023 800 BREATHTAKINGLY BEAUTIFUL, UNFORGETTABLE MILES.



Our first Rally will take place over 4 days launched each day from Lewiston, Idaho, covering approximately 800 miles of driving. The Clearwater River Lodge will act as our home base, with Lewiston's surrounding topography and roads providing a dynamic mix of rich scenery, history and wildlife.

Each day will present a curated experience, blending unforgettable drives with a historical examination of the Nez Perce Native American tribe, their interactions with the Lewis and Clark Expedition and deep dives into the local geology.

Visit [WesternStatesRallyClub.com](http://WesternStatesRallyClub.com) or email John Payne at [john@westernstatesrc.com](mailto:john@westernstatesrc.com) or Erik Swensson at [erik@westernstatesrc.com](mailto:erik@westernstatesrc.com) to learn more.



VINTAGE  
UNDERGROUND

## Northwest Classic Car Challenge

*Rally & Tour*

# August 3rd - 6th, 2023

An Alfa Romeo Owners of Oregon Event



## SAVE THE DATE!

Known for more than 34 years as the Northwest Classic Motor Rally, with its longtime presenting sponsor Monte Shelton, we have a new name: Northwest Classic Car Challenge. This year's event will continue to be a rally and tour with added automobile challenges and a new title sponsor, the renowned Vintage Underground.

Join your hosts, the Alfa Romeo Owners of Oregon, August 3 - 6 and enjoy a summer weekend of friends old and new, exceptional cars, stunning routes, awards, food and events! Starting in Portland, and winding through the Southern Willamette Valley, your team can drive one of the longest running TSD rally's in the US or take a more leisurely tour run. See you there!

RESERVE YOUR SPOT TODAY

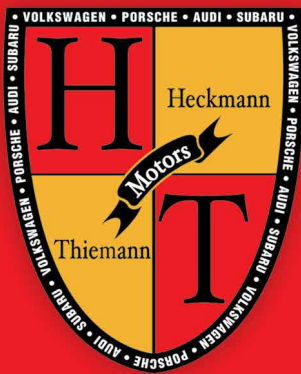
[northwestclassicroally.org](http://northwestclassicroally.org)



Questions: 503-421-9388  
Donald & Leslie Jackson, Chairs







**50**  
**YEARS**

and running strong



**"We personally invite you to visit us  
at our *NEW* facility."**

**Ed & Phyllis -**



**Porsche specialists  
in service, repair  
and restoration**

## **HECKMANN & THIEMANN MOTORS**

**3220 SE 19th Avenue Portland, OR 97202 503.233.4809 WWW.HECKMANNTHIEMANN.COM**



**SERVICE AND REPAIR FOR**

**Porsche • Audi • BMW • VW • Mini**

**503.635.3098**

**stuttgartautotech.com**



**17263 SW PILKINGTON ROAD • LAKE OSWEGO, OR 97035**



# ANZEIGER MARKETPLACE

## 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: 2013 Boxster S.** Always garaged and covered. Has 27,800 miles. Serviced at Sunset Porsche. \$48,000 OBO. Additional equipment: Porsche Doppelkupplung (PDK) Dual clutch transmission; Heated steering wheel; 20" Carrera S wheel; Seat Ventilation; Bi-Xenon headlights Porsche dynamic Light System (PLDS); Park Assist; Power Steering Plus; Leather interior with Espresso brown natural leather; Mahogany interior package (with leather interior with PDK); Automatically dimming interior and exterior mirrors with integrated rain sensor; Infotainment Package with BOSE Surround Sound System; Convenience Package. Please contact Wade Peterson at [wadethetrade@comcast.net](mailto:wadethetrade@comcast.net) or call or text him at 503-781-3432. (11/22)

**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)



**T**he 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. ■

# 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)

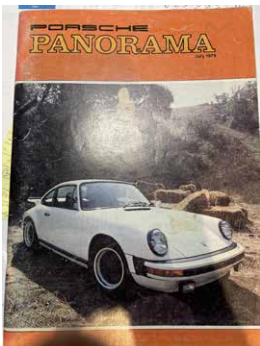


**Early Boxster Hardtop.** Silver, near perfect condition. With perfect condition stand and poor condition cover. \$1500. John Draneas (503) 780-5362 (12/22)



## 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 \$3495. Call/text Pete K 703-772-5515 or email, [pkurzenhauser@icloud.com](mailto:pkurzenhauser@icloud.com) (1/23)

