

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | MARCH 2025



**Drive to Brother's  
Car Collection**  
*See Photos on Pages 32-33*





# MARCH CONTENTS

ANZEIGER  
OREGON REGION PORSCHE CLUB OF AMERICA  
VOL. 65, NO. 2 | MARCH 2025



## COLUMNS

11

**PRESIDENT'S MESSAGE**  
Maintaining Momentum



12

**FROM THE VICE PRESIDENT**  
Belonging



15

**ZONE 6 UPDATE**  
Came in Like a Lion



17

**SPINNEN**  
Back and Forth



19

**DCT BEFORE PDK**



## FEATURES

28

**ORPCA SUNDAY CRUISE**  
February 16



30

**A MID-WEEK TOUR**  
February 18



31

**PAINFUL LOSSES**  
Denise Hippy

32

**DRIVE TO BROTHER'S CAR COLLECTION**  
February 23



34

**INAUGURAL ORPCA ROAD AND FORK**  
Marrakesh

36

**A WEEKEND IN TACOMA**  
Griot's Garage





**38**  
**NEW MEMBER  
ORIENTATION**  
March 9

**40**  
**ON THE ROAD AGAIN**  
A Drive to Mt. Angel

**42**  
**LAST WINTER DRIVE**  
March 16

**44**  
**A HIDDEN GEM:**  
The Aston Martin  
Heritage Museum



## **IN EVERY ISSUE**

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

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

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

**9**  
**MEMBER  
ANNIVERSARIES**

**46**  
**ZONE 6 REGIONS**

**48**  
**MARKETPLACE**

## **COMING EVENTS**

### **EDITOR'S NOTE:**

All coming events are  
listed on our website at  
[www.oregonpca.org](http://www.oregonpca.org)  
and are emailed weekly  
to our members.

# **ANZEIGER CONTRIBUTORS**

**MARCH 2025**

### **ARTICLES**

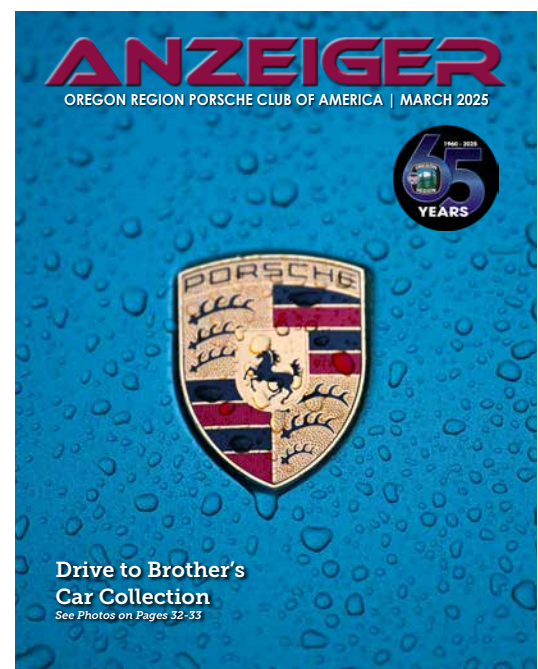
Scott Dual  
Carole Hedstrom  
Jesse Hepburn  
Arnon Kaseter  
Fern Kulpreecha  
Peter Linsky  
Mark McGirr  
Daniel Morris  
Carlos Santayana  
Randy Stolz

### **PHOTOS**

Monte Allen  
Jeannine Downey  
Carole Hedstrom  
Arnon Kaseter  
Tosh Kanno  
Fern Kulpreecha  
Anh Le  
Valerie Menely  
Carlos Santayana  
Dan Wilson  
David Zygmunt

## **ON THE COVER**

*Photo by Monte Allen*





# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 65 | NUMBER 2 | MARCH 2025

## Oregon Region Porsche Club of America BOARD OF DIRECTORS 2025

### PRESIDENT

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



### SECRETARY

Jim Goetsch  
[secretary@oregonpca.org](mailto:secretary@oregonpca.org)



### DIRECTOR AT LARGE/ ANZEIGER EDITOR

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



### VICE PRESIDENT

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



### TREASURER

Tosh Kanno  
[treasurer@oregonpca.org](mailto:treasurer@oregonpca.org)



### DIRECTOR AT LARGE

Larry Hannan  
[Larry\\_Hannan@oregonpca.org](mailto:Larry_Hannan@oregonpca.org)



### PAST PRESIDENT

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



Board of Directors Minutes: [CLICK HERE](#) for February 2025; [CLICK HERE](#) for March 2025

## PROGRAMS

### AUTOCROSS CHAIR

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

### TOUR CHAIR

Brad Hedstrom  
[tours@oregonpca.org](mailto:tours@oregonpca.org)

### ANZEIGER EDITORS

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

### SOCIAL MEDIA CHAIR

Jeannine Downey  
[media@oregonpca.org](mailto:media@oregonpca.org)

### TECHNICAL EDITOR

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

### ZONE 6 REPRESENTATIVE

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

Peter Linsky  
[linsky911@comcast.net](mailto:linsky911@comcast.net)

### SOCIAL COMMITTEE

Harry and Stephanie Danberg,  
Jeannine Downey,  
Jeff and Liette Gasparitsch,  
Anh Le, Julie Madrid,  
Wendy Wells, Rosanne Woody  
[social@oregonpca.org](mailto:social@oregonpca.org)

### SALES MANAGER

Dave Burke  
[davesales@oregonpca.org](mailto:davesales@oregonpca.org)

### CLUB HISTORIAN

Randy Stolz  
[historian@oregonpca.org](mailto:historian@oregonpca.org)

Bob Ellis  
[bob@kelandscapedesign.com](mailto:bob@kelandscapedesign.com)

### CLUB PHOTOGRAPHER

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

### MEMBERSHIP CHAIR

Carlos Santayana  
[membership@oregonpca.org](mailto:membership@oregonpca.org)

Lisa Kind, Designer  
[orpca@millennium-graphics.com](mailto:orpca@millennium-graphics.com)

## ANZEIGER NATIONAL AWARDS

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

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

Best in PCA 1971  
**PAUL HEINMILLER TROPHY**

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. © 2024 Porsche Club of America, Oregon Region, Inc. All rights reserved.

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





## REPAIR, MAINTENANCE & PERFORMANCE, 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 our personalized service and honest communication, it will be clear why our locally-owned, European automotive workshops are Oregon's premier dealership alternative.

**10% OFF FOR ORPCA MEMBERS**

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

**CONTACT US   DOWNTOWN 503.443.1141   WESTSIDE 503.747.5780**

**MATRIX**  
**INTEGRATED**

**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

## APRIL

12	Vintage Underground/ Haugland Collection
12	Saturday Drive
16	Dinner Gathering - West Linn
19	Spring Clean at Matrix
23	Mid-week Drive - Astoria Tour
27	Autocross #2
27	Sunday Cruise - Casual, easy going
30	Spring Treffen - Hot Springs, Virginia

## MAY

3	SUV Drive - Three Ferries
4	Autocross #3
10	Saturday Drive
10	Willamette Pie Drive
13	Board Meeting
15	Snake and Bake - Hells Canyon Tour

18	Sunday Cruise - Casual, easy going
TBD	Midweek Drive
21	Dinner Gathering
24	SUV Drive

## JUNE

2	Pacific NW Region: Selkirk Loop Tour
7	Saturday Drive
7	Saturday Drive #2
10	NWP Reception at Porsche Studio Portland
11	NW Passage June 11-15
15	Sunday Cruise - Casual, easy going - Father's Day
19	Midweek Drive
18	Dinner Gathering
22	Autocross #4

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

## ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

### EVENT PHOTOS

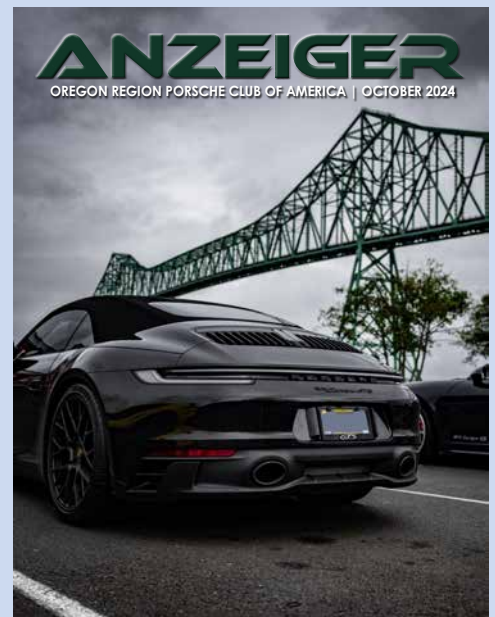
- Photos can be vertical or horizontal.
- When shooting, there should be a comfortable margin around all edges of the focal point (most often, a car). **Do NOT crop!** We will crop your photo to the best proportion for the page. *Photos with the edge of a car clipped off is the most common photo error.*

### COVER PHOTOS

- The cover "bleeds" off the edges, leave a good margin on every side of the focal point (most often, a car)
- Make sure there is nothing significant in the masthead area. Vertical photos are best for cover photo options.

### ALL PHOTOS

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



Send an email to [anzeigereditor@oregonpca.org](mailto:anzeigereditor@oregonpca.org) for directions to post your pictures.





# **Dry Ice Cleaning**

***Restore the underside of your Porsche to like-new condition.***

*Our dry ice process deep cleans mechanical components without damaging fragile parts. As a non-chemical solution it is the safest and most effective process for cleaning dirt, adhesives, grease, oil, and other road contaminants your car picks up.*

*We can remove years of wear and road grime with the best underside detailing methods available on the market.*

Learn more or schedule  
an appointment at  
[A-GC.com](http://A-GC.com)  
503-505-6200



***avant garde***  
COLLECTION



# WELCOME NEW MEMBERS!

**Robert Klonoff**  
**Heidi Klonoff**  
 Cannon Beach, Oregon  
 2002 Carrera 4 Cabriolet

**Christopher Cimino**  
 La Center, Washington  
 1969 911E Coupe

**Thomas H Thompson**  
 Roseburg, Oregon  
 1989 911 Carrera Coupe

**Patricia Snyder**  
 La Center, Washington  
 1987 944

**Mark Campbell**  
 Beaverton, Oregon  
 2009 911 Targa 4S

**Robert Isaacs**  
 Brightwood, Oregon  
 1997 Boxster

**Derek Hiser**  
 Tualatin, Oregon  
 2014 Cayenne Turbo

**Karsten Behrend**  
**Jessica Behrend**  
 Camas, Washington  
 1967 912

**Patrick Thomas**  
 Beavercreek, Oregon  
 2009 911 Carrera S  
 Cabriolet

**Brent Bradshaw**  
 Vancouver, Washington  
 2010 911 Carrera 4S

## ORPCA LOCAL SUMMARY

Primary Members: .....673  
 Associate Members: .....424  
 Total Local Members: .....1097

## PCA MEMBERS IN OR REGION

Primary Members: .....1247  
 Associate Members: .....742  
 Total Region Members: .....1989

## NATIONAL PCA SUMMARY

Primary Members: .....107201  
 Associate Members: .....55867  
 Lifetime Members: .....23  
 Total National Members: .163091

# ADVERTISER INDEX

<i>Page</i>	<i>Business</i>	<i>Contact</i>
18	503 Motoring.....	503.469.9821
7	Avant-Garde Collection .....	503.505.6200
10	Ceramic Pro.....	503.954.2165
51	Heckmann & Thiemann Motors.....	503.233.4809
26	Jeannine Downey, Mortgage Express.....	503.869.0903
20	Marque Motors .....	503.293.5386
5	Matrix Integrated (Downtown).....	503.443.1141
5	Matrix Integrated (Westside) .....	503.747.5780
22	Newhouse Towing.....	503.236.4134
14	Porsche Beaverton.....	503.718.6040
24	Portland Auto Care.....	503.593.0911
18	Sauber Northwest.....	503.469.9821
13	Sports Car Market .....	503.261.0555
51	Stuttgart Autotech .....	503.635.3098
17	TCT Wraps.....	503.640.4444



# MARCH ANNIVERSARIES CONGRATS!

## 51YEARS

S Branam  
Grant Branam

## 42YEARS

Lon Jackson  
Dianne Jackson

## 40YEARS

Steve Knepper  
Grant Knepper

## 37YEARS

John Hillend  
Emma Hillend

## 29YEARS

Blane Peterson

## 27YEARS

Frank Stricker  
Cortne Stricker

## 26YEARS

Mike O'Connor  
Mary O'Connor  
Michael Stewart

## 24YEARS

Jeffrey Baker  
Ruili Baker Baker  
Lynne Roe

## 20YEARS

Rick Stark  
Abby Landon

## 18YEARS

Alan Meyer  
Muriel Meyer

## 16YEARS

Michael Harvey  
Kathleen Brown  
Dan Walkowski  
Ruth Walkowski

## 13YEARS

Greg Anderson  
Gail Anderson  
Bryan Farley  
Aimee Farley  
Jerry Goldstein  
Coryn Walker  
Bernadette Walker

## 12YEARS

Stephen Bledsoe  
Kris Bledsoe  
Sean Vanderheiden

## 11YEARS

Robert Bigwood  
Patrick Gateley  
Richard Gateley

## 10YEARS

Lori Brown

## 9YEARS

Steve Rollin  
Debbie Smith-Wagar

## 8YEARS

Louis Mavor  
Queene Mavor  
John Savona  
Sally Savona

## 7YEARS

Heinz Holzapfel  
Sylvia Nesson  
Mark McGirr  
Kathleen McGirr  
Jim Reinhart  
Pete Sander  
Erin Sander

## 6YEARS

David Riss  
Nancy Myers

## 5YEARS

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

## 4YEARS

George Pang  
Elise Pang  
Sean Smith  
Natalie Smith

## 3YEARS

Kisar Dhillon  
Julie Teal  
Derrick Teal

## 2YEARS

Monte Allen  
Kym Allen  
Ty Kohler  
Valen Mcnish  
Brenda Belden  
Aaron Nudelman  
Celeste Nudelman  
Thomas Opstad  
Jon Sherman  
Melissa Sherman  
Shelley Vallereux

## 1YEARS

Craig Heath  
Julia Heath  
Al Hutchinson  
Thomas Wright



# CERAMIC PRO®

## EAST PORTLAND

**// ELITE DEALER**

**503-954-2165**  
ceramicproeastportland.com



### ELEVATE YOUR RIDE

**CERAMIC COATING**  
**PAINT PROTECTION FILM**  
**WINDOW TINT**

**CERAMIC PRO®**  
**ELITE DEALER**  
**EAST PORTLAND**

Established in January 2023, **Ceramic Pro East Portland** stands out as a certified Elite Dealer for Ceramic Pro, being one of only 250 in the United States. Our collaboration within this exclusive network ensures seamless service for clients nationwide. Specializing in automotive protection and enhancement services such as ceramic coatings, paint protection film, window tinting, and auto detailing, we uphold the pioneering standards of Ceramic Pro, ensuring the best product for our clients. Beyond product quality, our focus on customer experience sets us apart in a saturated industry. Every service we provide comes with a CarFax verified warranty, ranging from a lifetime warranty on window tint to a 12-year warranty on paint protection film, ultimately adding value to your vehicle.



#### Ceramic Coating

Ceramic coating is a clear liquid that coats the paint with a thin, hard film. Once cured, it becomes a permanent part of the paint and will not wash off or break down over time.



#### Paint Protection Film

Paint protection film is a nearly invisible polyurethane film that is applied to the most vulnerable parts of your vehicle to protect it from rock chips, scratches, and so much more.



#### Window Tinting

Protect your passengers and your interior from harsh UV rays, provide additional privacy, and customize the look of your vehicle with our Ceramic Pro KAVACA window tint films.





## PRESIDENT'S MESSAGE

### Carole Hedstrom, President

## Maintaining Momentum

Oregon Region is marching through the year at a steady pace. March turned out 11 events, which may be a record for this time of year. Even though it is still early, we have seen a couple of new events on our calendar including the new dining event, Road and Fork, and an out-of-town tech session in Tacoma. I was thrilled at the number of new faces attending the New Member Orientation. Be sure to check out stories about each of those later in this edition.

I realize now one of the key elements of having so many events on the calendar is maintaining momentum while not overburdening our volunteers. The processes and procedures are ever-evolving, and while much of it is becoming routine, keeping all the balls in the air at once is challenging. The Drive Team and the Social Committee have been working overtime, and it shows. If you see any of the drive team or social committee members out and about, be sure give them a thumbs up and a smile – they deserve it!

This year ORPCA is celebrating 65 years and PCA is turning 70! The cars, the people, the clubs have a lot to celebrate. Back in 1955 and 1960, there were no 911s, no 914s, 944s, Boxsters, Caymans, Cayennes, Macans, Panameras or

Taycans and very few variations on the models that did exist. There were a handful of regional clubs and not many members. Today there are 148 regions under the national umbrella with over 100,000 members participating in over 4,000 events every year.

In the area of Club history and how PCA and Porsche have evolved in 70 years, there are two great things every Porsche owner should check out if you haven't already. One is the fantastic history of Porsche Club of America found on the PCA website: <https://ww2.pca.org/pca-history> (login to PCA.org, drop down the "Membership" tab to "PCA History" near the bottom.) This is a long read, but worth it. The other entertaining and education place to spend some time is PCA's YouTube Channel: If you have not visited the PCA YouTube Channel, be forewarned, it is an addictive spot.

<https://www.youtube.com/@PorscheClubofAmerica/featured>

With nine more months of this exacting year ahead, I trust I will bump into many of you more than once and that alone makes it worthwhile. As you know, it's not just the cars, it's the people.

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

---

*March  
turned out  
11 events,  
which may  
be a record  
for this time  
of year.*

---







## FROM THE VICE-PRESIDENT **Daniel Morris**

### Belonging

---

*Despite the few Porsches on the road, when we passed another one, there was always a wave or a quick flash of the headlights.*

---

**A**cknowledgment and connection are fundamental human traits. A subtle tilt of the head, a wink, a nod, a smile, a wave, a change in our step, or even a quick flash of headlights—these are simple yet powerful ways to recognize another person. These small gestures help foster a sense of belonging, and with that belonging, we build the foundation of a community.

I first discovered the Porsche community as a child when I had the privilege of riding in my father's best friend's 1964 Porsche 356C. It was around 1968, during our annual Memorial Day boating weekend and campout along Prineville Reservoir. That drive from Portland to Prineville left a lasting impression on me.

At eight years old, just being in a Porsche was thrilling. Though Porsches were well-established in the greater Portland area by then, they were still rare compared to the abundance of Fords, Chevys, and Chryslers. Porsches weren't just cars—they looked cool, sounded cool, and felt different.

Yet, there was something more to them than just their aesthetics or performance. My father towed the

boat behind our family's Bonneville—after all, a 356 wasn't built to haul trailers. But what stood out to me most was how Porsche drivers acknowledged each other. Despite the few Porsches on the road, when we passed another one, there was always a wave or a quick flash of the headlights. It was a simple but meaningful way of saying "hello" to a fellow driver and their car.

Funny things happen when we say hello, especially to strangers. We engage. We open ourselves up to others and, in turn, are welcomed into their world. This sense of shared connection is one of the reasons I'm a Porsche owner today. I enjoy flashing my lights at strangers on rural roads because, in a way, they aren't really strangers. They are a little like me—they drive a marque that represents something special, and they respect the essence of our shared community.

I've always admired Harley-Davidson riders because they rarely fail to acknowledge each other with a simple hand gesture. Their sense of camaraderie is unmistakable. Our Porsche community is just as strong, yet I feel we've lost a bit of that



connection over time.

Perhaps the expansion of the Porsche brand has played a role. Maybe it's the integration of technology that turns our cars into mobile offices. Or perhaps we're just so busy with life that we don't always notice what—or who—is approaching. Whatever the reason, it's time to remind ourselves that we are part of a unique community, and we belong.

As Porsche owners, we are different. Our cars are more than just transportation; they are the embodiment of engineering excellence, design, style, and performance.

Whether heading to the office, the grocery store, or the coast, driving a Porsche is an experience. You don't get that feeling in an F-150 or an Impala. While those are fine vehicles, they are not a Porsche.

So next time you're on the road and see a fellow Porsche driver approaching, flash your lights, raise a hand, nod your head, or share a smile. In that small moment, you'll feel the joy of belonging—to a family, a tradition, and a community that truly cares.

See you on the road! You can reach me at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org). ■

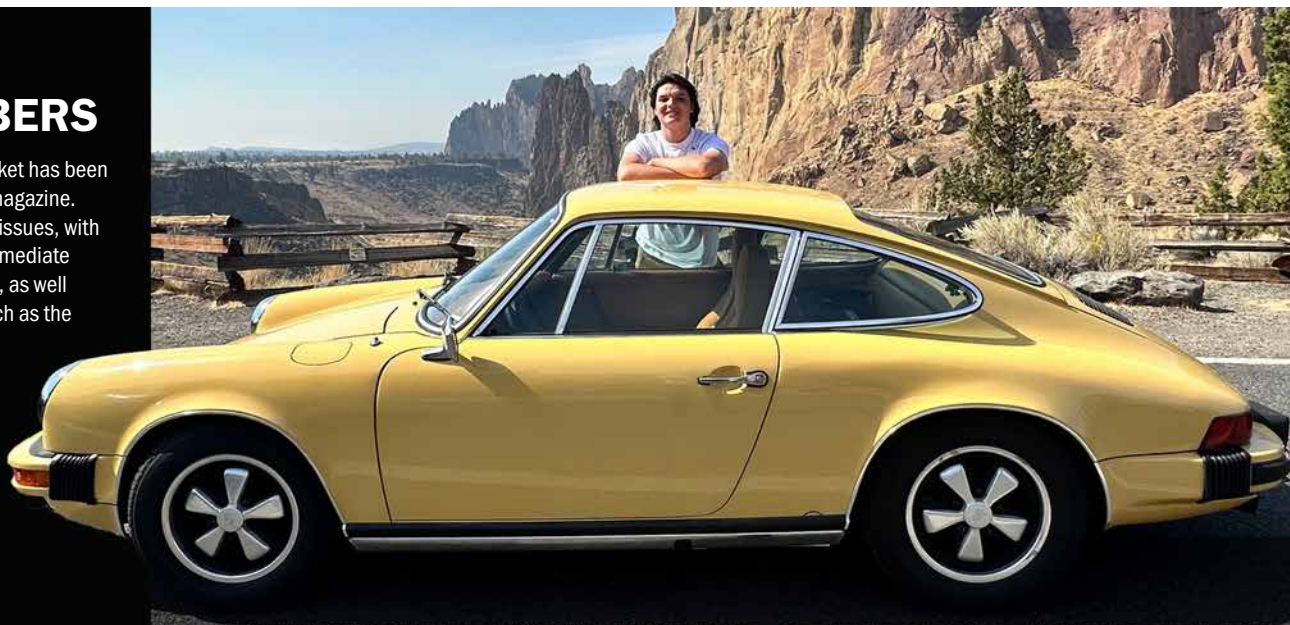
---

*This sense of shared connection is one of the reasons I'm a Porsche owner today.*

---

## 50% OFF FOR ORPCA MEMBERS

For over 35 years, Sports Car Market has been the world's leading collector car magazine. In addition to 12 monthly printed issues, with your SCM membership you get immediate access to the current digital issue, as well as exclusive print publications such as the Pocket Price Guide and specialty guides devoted to Monterey Car Week, Spring Auctions, Arizona Auction Week, Restorations and Concours. These are exclusive ONLY for members of SCM, and not available anywhere else. Offer for new subscribers only. U.S. only.



## Exclusive offer for ORPCA members:

Get a full year of car culture and auction trends for **just \$44—50% off the regular price of \$88!** Enjoy reader-favorite columns like Shifting Gears, Legal Files, Collecting Thoughts, and exclusive auction results. Cancel anytime; offer auto-renews at the regular rate.

**Don't wait—start your test drive today!**



Scan the code or visit [www.sportscarmarket.com/testdrive](http://www.sportscarmarket.com/testdrive)



# PORSCHE



ORPCA Members get

# 10% Off

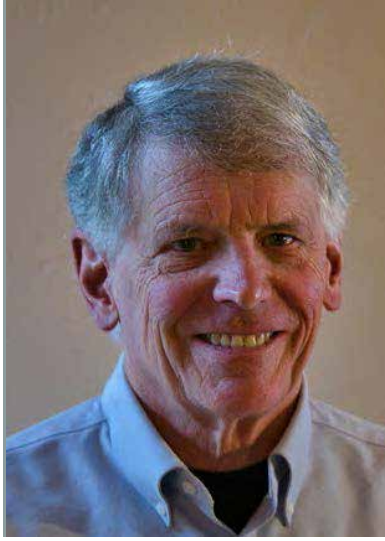
Parts and Service at Porsche Beaverton



Scan to  
Schedule Service

13875 SW Tualatin Valley Hwy, Beaverton, OR 97005 | (503) 718-6040 | [PorscheBeaverton.com](https://www.PorscheBeaverton.com)





## ZONE 6 UPDATE

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



## Came in Like a Lion

**M**arch came in like a lion. The local ski areas received over three Feet of snow in the last two weeks. I'm happy that we have the snowpack build up and longer ski season, but...that means it will be the end of April before I can get my Spyder on the road. Hopefully you will be able to get your Porsches out sooner.



Parting shot...  
'Garage Queen' Shot at  
the PECATL garage.

This past weekend I held the 2025 Zone 6 Region Presidents meeting in Boise, ID. It was great to have region leaders from all eleven Zone 6 regions actively participating. Richard Strahota, PCA National Treasurer, joined us to give an update on the status of PCA and focus for 2025. Key for PCA in 2025 is the celebration of our 70th anniversary. Have you seen the YouTube video that

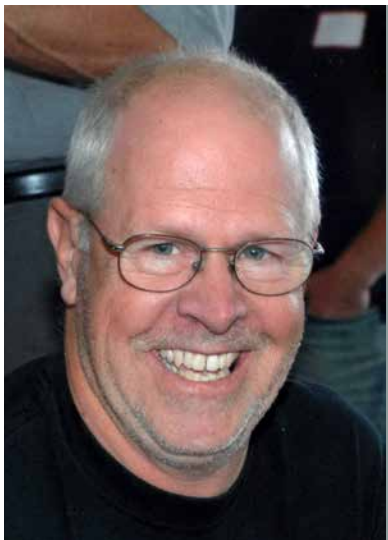
came out last week. [Celebrating PCA's 70th Anniversary: It's not just the cars, it's the people - YouTube.](#)

PCA National has several events of note; **Porsche Parade 2025** is scheduled for July 6-12 in Oklahoma City and **Porsche Parade 2026** is scheduled for June 14-20 in Lake Placid, NY. **Parade 2025** Registration is now open. As usual, Parade registration will be a two-part endeavor. First one registers as an entrant and reserves their hotel room. In the second phase events and meals are signed up for. 2025 **Treffen at Sea** sets sail Sunday, August 30th from New York, NY, returning on Sunday, September 6th. Treffen at Sea registration is now open! **Fall 2025 Treffen** will be held at the Four Seasons Resort in Jackson Hole, WY. Check it out at: [Treffen Jackson Hole \(Fall 2025\) | Treffen North America](#) . Registration opens on June 11th.

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

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





## SPINNEN Randy Stolz

### Back and Forth

---

*Porsche, after listening to all the movers and shakers, blue sky and otherwise, took the route less costly.*

---

**S**ome days I sit, head in hand, wondering what it's all about. I just hope I don't do that in the left lane on I-5 at 62 mph as pointed out in a recent article in ['That Oregon Life'](#). Introspection isn't necessarily a bad thing but curiously; it wants to be let out. We're all searching for answers. It's just that some of those questions can't seem to be satisfied just now.

What kind of power should we use in our cars?

Porsche, after listening to all the movers and shakers, blue sky and otherwise, took the route less costly. Bypassing hybrids for the most part, they fell under the post 'Dieselgate' spell of parent VW and went to electric. I'm not sure they couldn't see what happened to VW's ID.4, as those sat on dealer's lots in the US. Likely it was too late by then. Maybe they thought, "Ours will do better". Not an exact comparison but certainly telling.

At any rate, you may have read that they are back-pedaling to some degree by delaying all new electric models and seriously thinking about hybrids again. In retrospect, that begs the question of how well they know their customers, at least in the mainstream. Make no mistake; Porsche is now a mainstream

car maker. It may be that the route they took was more costly after all the beans are counted.

Will we see a hybrid Macan in '26? Not likely. Porsche has re-confirmed (as of this writing) that the gas Macan will not be coming to the US after 2026 and that only the electric version will be available afterwards. Speculation about a new hybrid car/SUV still flies about but even with development at full steam the gestation period would be 7-8 years from now.

Alternatively, I just had a good look at the VW ID Buzz. After owning four VW vans I have an addiction to this package. Thing is, it's almost Macan money. I would have been happier with a cheaper gas or hybrid model. Still, for sheer versatility in the urban landscape it's hard to beat. Did you know that VW builds an inline 1.4 liter four with three to four times the power of the original motor in the old Bus?

### READING IN

PCA now has an online archive of Panorama back to its beginning in 1955. As your historian, it's been a great resource to me for filling in gaps of Oregon Region's history and getting a better idea of the zeitgeist back then. If



you really want to get a sense of what ORPCA is all about at ground level, I urge you to take a gander at our own online Anzeiger archives. Hopefully, our archive of earlier printed newsletters (pre-2010) will be online soon.

## NOSTALGIA

Of course the whole historian thing has a hazard of complete immersion into the past.

Not unlike Gil Pender in "Midnight in Paris", there have been times when I could be transported back to the "Golden Age of Racing" even though I lived through it as a youth. As I write this, Sebring is this weekend. The granddaddy of endurance racing in America, there's a video on YouTube of the 1964 edition [here](#).

## AT THE MOMENT

Porsche appears to be headed for a year of unknown fortunes. With Chinese sales dropping, sale of the new electrics uncertain and the specter of tariffs putting Stuttgart in a quandary; the company has reduced its profit guidance downward. Cost cutting, rising prices, and 800 million Euros bound for redevelopment of ICE and hybrids, may all cast a cloud over the 963's IMSA and WEC racing program, let alone any efforts in F1. I just hope Porsche can win Le Mans this year. It would be a bright spot for the company and for the man who has invested so much with them over the years ... Roger Penske.

– KEEP SPINNEN! ■



**PAINT PROTECTION FILM | VEHICLE WRAPS  
CERAMIC COATING**



**10% discount for ORPCA members**

**[www.tctwraps.com](http://www.tctwraps.com)**

**503.640.4444 | [info@tctwraps.com](mailto:info@tctwraps.com)**

**2900 SE Cornelius Pass Rd., Suite 338, Hillsboro, OR 97123**





## SERVICES + STYLING

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

503MOTORING.COM

VISIT US



STYLING & SUSPENSION



PERFORMANCE



VEHICLE WRAPS



WHEELS & TIRES



PAINT PROTECTION



CRYO CLEANING



WINDOW TINT



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

# sauber

NORTHWEST



SAUBERNW

Automotive Restoration Service - Utilizing the latest advancement in Dry ice cleaning technology



Before



After



State of the art facility Located at:

9700 SW Harvest Ct. Unit 140, Beaverton, Oregon 97005

Call Today 503-469-9821

Discount for ORPCA Members

info@saubernw.com



# DCT Before PDK

*It took almost a century for all the parts to line up*

STORY BY PETER LINSKY, PHOTOS COURTESY THE DAVID HOBBS COLLECTION

---

*“PDK” is an acronym for Porsche Doppelkupplungsgetriebe, which directly translates to “Porsche dual-clutch transmission”.*

---



**D**ecades ago, long before Porsche began testing its new PDK twin-clutch transmission for competition, the concept had been used successfully in another racing car, and it wasn't a Porsche. Indeed, the concept had emerged in the 1920s.

By now you are likely familiar with Porsche's technologically-advanced gearbox, adopted by the company back in the 1980s for racing and eventually finding its way into the company's production sports cars in 2009. Today, you'll find it fitted to a large percentage of Porsche's sports cars, sedans, and SUVs. “PDK” is an acronym for Porsche

Doppelkupplungsgetriebe, which directly translates to “Porsche dual-clutch transmission”. In the simplest terms, this system utilizes two separate hydraulically actuated wet-pack clutches and two separate gear-sets, either seven-speed or eight, with the odd-numbered gears in one set and even-numbered cogs in the other. Each gear-set has its own output shaft, one inside the other. Depending on the driver's wishes, an on-board computer will allow fingertip-control of shifting or take care of everything by itself. There's no argument that the computer can shift gears much more quickly than a driver can shift a true manual



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

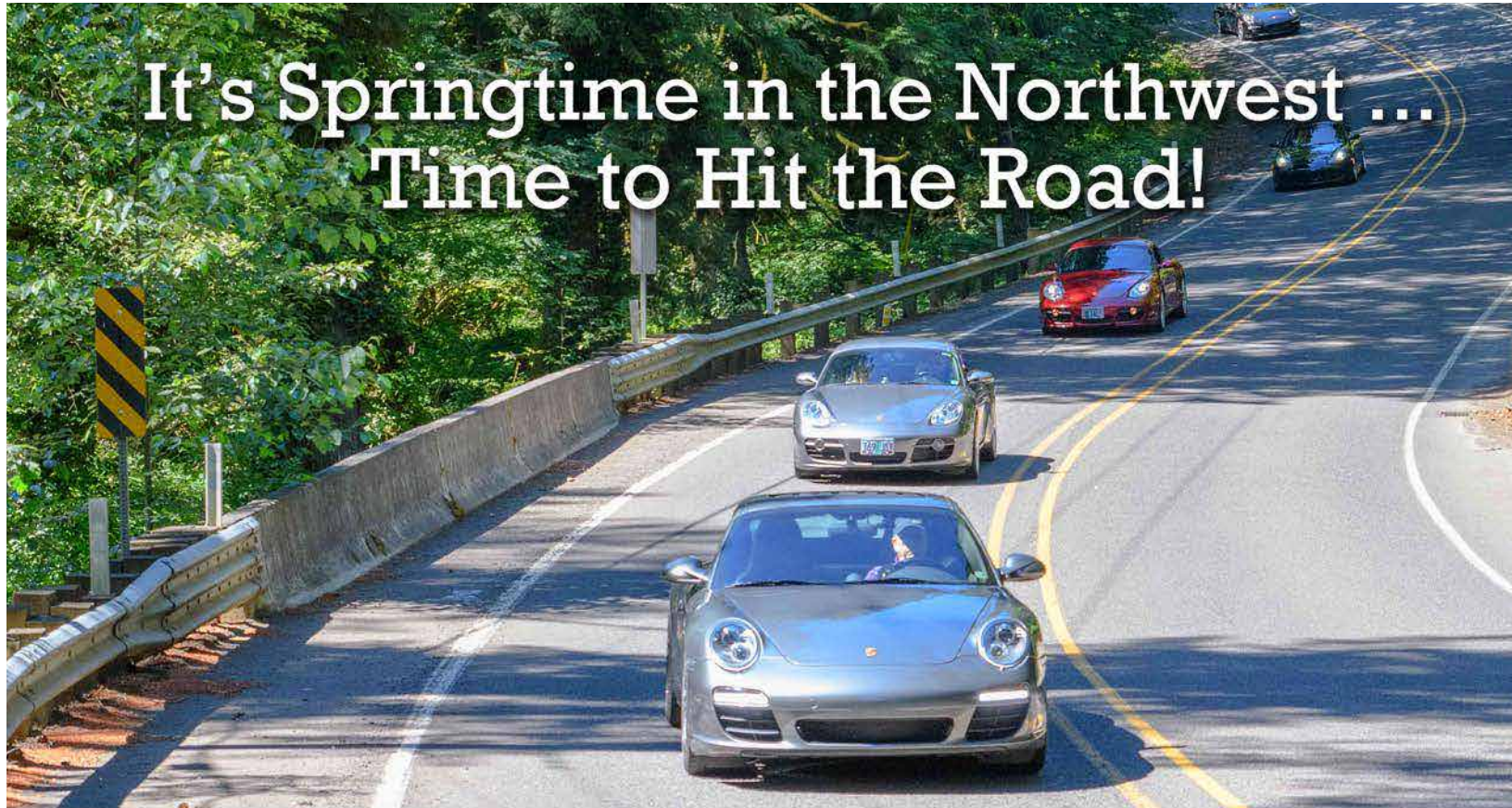


Photo by Harold Klein

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!

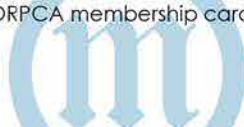


### Spring Season Offer

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.

**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.



## 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)



Performed at Marque Motors



transmission, which equates to significantly reduced lap times on the track. On the street, a PDK paddle-box offers more relaxed driving, a bit of weight savings, and better fuel economy and reliability. It's pretty sophisticated, but the basic idea had been around well before Hungarian engineer Imre Szodfridt approached Porsche with his concept around 1969. Porsche would eventually pick up the idea and run with it.

Mr. Szodfridt and his colleague Richard Knoblauch filed for a patent application for a "Double-clutch transmission" on July 25, 1986. Patent number 4714147 was issued December 22, 1987 and assigned to

Porsche. If an earlier patent hadn't expired many years before, history might have taken a different course.

Many authors, including Karl Ludvigsen in his highly-regarded "Excellence Was

Expected", have written that Porsche's then-Head of Development, Ferdinand Piëch, was intrigued with the Szodfridt design, and initially considered it as an automatic transmission for the 911. Testing of the Type 919 transmission, as it was dubbed, proved unsatisfactory for a variety of reasons, and it was put aside. It was also considered for other programs but it would be several more years before Porsche's racing department plugged it into a 956 prototype for LeMans and even longer before advancements in metallurgy and electronics allowed PDK to appear in a Porsche production car.

In a news release at the PDK's unveiling, Porsche acknowledged that there were other dual-clutch systems out there but no names were credited. We'll do that here. In the 1930s, according to the Citroen Car Club in England, that French automaker was working on a dual-clutch, semi-automatic gearbox

designed by Adolphe Kégresse for its front-wheel-drive *Traction Avant*. Development stalled as war approached and funds dried up. It isn't known if Citroen ever applied for or received a patent, but American high-performance transmission manufacturer Tremec suggests it did. Meanwhile, on the opposite side of the world, self-taught Australian engineer Howard Frederick Hobbs (1902-1982) had begun developing his own dual-clutch concept, which he called the "Mecha-Matic Automatic Gearbox", way back in 1923.

Almost everyone who follows professional sports car racing is familiar with Howard's son David Hobbs.

"Hobbo", with his acerbically dry wit, made his bones aboard a wide range of machinery, including Formula 1, USAC, Indy Car, Can Am, IROC, F5000, IMSA GT and elsewhere. David began sharing his

extensive knowledge as a US television commentator in 1979 and occasionally appeared in F1 Masters races and a few other vintage events. Today he is comfortably retired in Florida.

In a recent interview, David told me that his father never went to college but was a mathematical genius and very inventive from an early age. Howard was employed at his father's citrus-growing farm in Adelaide, and designed and built a machine for grading oranges. "He also designed a monoplane, when only bi-winged planes were made. I suspect his first automatic gear boxes were among the first. I don't think other inventors inspired him; it all came from his own head. He carried on developing, and finally a group of Australian businessmen formed a co-op to send him to England, then the centre of the world car industry. 90% of exported cars worldwide then were English. The US had already set up foreign

---

*"He also designed a monoplane, when only bi-winged planes were made. I suspect his first automatic gear boxes were among the first."*

---





**503-236-4134**

**FLAT RATE TOWING - NO HIDDEN FEES  
OR SURPRISE ADD-ONS, GUARANTEED.**

**WWW.NEWHOUSETOWING.COM**



**YOU DON'T PICK A TOWING COMPANY BECAUSE OF THE TOW TRUCKS -- YOU PICK ONE FOR ITS PEOPLE.  
OUR PEOPLE ARE THE BEST IN THE BUSINESS. WE TREAT YOU AND YOUR VEHICLE AS WE WOULD OUR OWN.  
MEMBER SINCE 2024**

plants so they didn't have to export." In 1929 David's parents and his older sister relocated to England where Howard continued to refine his dual-clutch transmission.

"When war broke out they couldn't return to Oz, so he kept developing and did work for the British government on various technical projects. All along he had a sponsor/patron, Major CJP Ball, a successful British businessman." Ball had pioneered the use of magnesium in British industry. "Ball left all development to dad, but must have paid for it too, although they charged companies for the prototypes." Howard registered a Limited Company with shares, and everything was patented, but regrettably, says David, all of those lapsed many years ago, or this tale might have taken a different course.

After the war, continues David, his father had built prototypes for all manner of buses, heavy trucks, and more. Carmakers such as Austin Morris, Standard, Bristol, Armstrong Siddeley, BMW, and Daimler (then

owned by BSA), were contracted. "Borgward was very interested and we did an enormous amount of work with them. They decided to fit it to that wonderful Hansa sedan of theirs and then they went broke!!

"By then (he) had fully developed the 4-speed fully automatic transmission with manual override. It had two hydraulically-operated friction clutches and three hydraulic brakes on his unique epicyclical gear train, all way ahead of any contemporary automatics." All of those ATs, he noted, used power-soaking fluid flywheels (torque converters) and were two or three speeds at most.

Now, let's jump to the July, 1958 issue of *Sports Cars Illustrated* magazine, in which Technical Editor Stephen F. Wilder lavishly praised the new transmission: "Available for press trials was the B.S.A.-Hobbs transmission in a 1 ½ liter Morris Oxford sedan. Made in six sizes, it is especially attractive for small cars because it has no power-wasting fluid flywheel. Four



forward speeds are obtained from two planetary gear sets. Engagement and disengagement is through two clutches and three brakes, all automatically operated by a control system which is sensitive to car speed (driveshaft-driven oil pump) and to throttle opening. That oil pump has a bleed for clutch operation which enables push starts at 10-15 mph. No clutch pedal, of course, but a lever on the steering column (it's quadrant is marked A, 3, 2, 1, N, R) provides a limit to the highest gear to be engaged. Downshifts so effected will not take place until the throttle is blipped hard, and then only if car speed has dropped enough. This downshift is done by a kick-down valve which raises the shift speeds at full throttle by some 120%. Small throttle opening shifts up (or down) are about 6, 15, and 24 mph, if memory serves us right. A manual means of holding the kick-down valve open would be an improvement for keener drivers, giving automatic downshifts when slowing as revs drop. While many readers may resent this further intrusion of automation into our field, we frankly liked it very much. Its adoption by any small car builder should open up a much wider market, but they shouldn't wait too long, for the next stop for the Oxford was Detroit, where several manufacturers were anxious to have a look at it."

Westinghouse Brake and Signal had bought into Hobbs Transmission, and Ford UK was going to offer it on the Cortina, their best selling UK car, says Hobbs. The Autosport website states that "Around 1963 the gearbox was to be fitted in the Cortina, Capri and Classic and a new factory was built

for 500 units to be built a day. It was a far higher quantity than the factory could possibly produce, but due to poor manufacturing...the first batch of gearboxes was faulty and Ford then went with the Borg-Warner 35 for the Corsair, as the option for the manual gearbox." By then, both BSA - which owned shares in Hobbs - and Borgward had folded. That was the beginning of the end for the Hobbs operation.

As mentioned, the Hobbs Mecha-Matic transmission was used successfully in racing. A 2019 discussion on the Autosport Forum website related how in 1961, Hobbs delivered the engine from a Lotus Elite coupe to Keith Duckworth, then a technician at Lotus and later to become a partner in famed engine builder Cosworth. Duckworth massaged the little 1216cc, 71hp SOHC Coventry Climax engine to what was termed Stage III tune - delivering an estimated 108 hp - and fitted an experimental Mecha-Matic transmission suitably upgraded and strengthened for racing. "It was a four-speed full automatic with complete override available, which of course is what we used," says David. These were plugged back into the drastically-lightened coupe, and Hobbs entered several British GT sprint races with mixed success, having been bumped out of the production category because of the non-stock transmission. As there was no conventional clutch, gear changes were almost instantaneous and there was noticeably less torque loss in the gear train. That would all add up to several seconds saved on every lap. David then proceeded to rattle off a string of

---

*"By then  
(he) had fully  
developed the  
4-speed fully  
automatic  
transmission  
with manual  
override...  
all way  
ahead of any  
contemporary  
automatics."*

---





## PAINT PROTECTION FILM

Daily Protection - Self Healing - 10yr. Warranty

## CERAMIC COATINGS

Cut Cleaning Time by 50%!

## PAINT CORRECTION

Color Enhancement - Restoration - Preservation

# SHIELD YOUR RIDE

WITH PAINT  
PROTECTION FILM



“Our passion for our work shows in the quality that we provide”

**BEN PITZUL**  
OWNER / OPERATOR

**CERTIFIED COATINGS &  
PPF INSTALLER**

**3901 SE NAEF RD.  
PORTLAND, OR. 97267**

**PORTLANDAUTOCARE.COM**

**503-593-0911**

By appointment only  
Call for a quote today

**\*10% DISCOUNT FOR ORPCA MEMBERS!**



14 straight wins. Next, he entered the Lotus in its first international contest, the grueling Nürburgring 1000km sports car race, scheduled for May 18, 1961 on the 14-mile Nordschleife circuit.

The Lotus was fitted with a larger-than standard 15-gallon fuel tank and other mods and headed to the Continent. Because the car had a non-production transmission, the car was again protested before scrutineering and bumped up to the Sports 1.6 class. Recalls David, "The organizers moved us from GT Cars up to 1300cc to Sports Cars up to 1600cc!! Not a chance up against Porsche RSK's. Luckily, a small field in our class!" Despite miserable weather – rain and even occasional light snow in the Eifel Mountains - David and his co-driver and friend "Big Bill" Pinckney soldiered on, their red-and-blue Elite finishing a very credible 20th overall but more importantly, taking the class win after Heini Walters spun his Porsche RS61 on the final lap.

"I doubt if I knew he had spun off," recalls David, "no communication at all in those days, and being lapped by the big cars and lapping other slower ones you really had no idea where you lay, every 10 minutes a lap board, but not a lot of info on that, just laps to go for fuel and a time, plus hopefully a position."

Although the tired pair doesn't look too happy in a photo taken of them on the podium, Hobbs says "Obviously we were delighted; our first race abroad and a wonderful result for us and the gearbox held up perfectly.

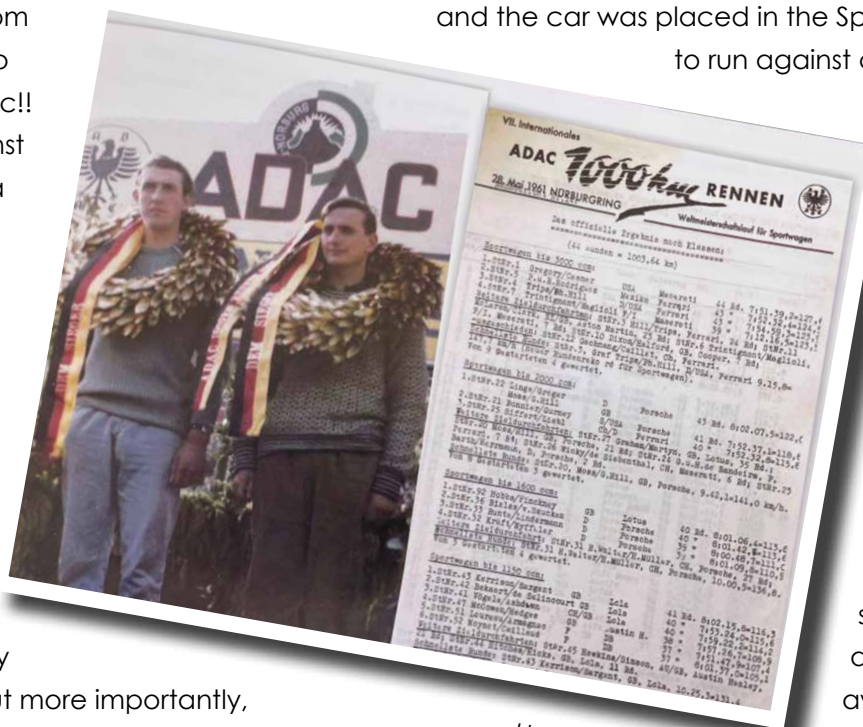
"More importantly the Germans, being very

methodical, had sliding scales for prize money and we won about four times as much as we would have in our class!!! So my complaining opponent made us some good money. The 1000ks was by far our longest race to that point and a post-race strip down revealed the maker's name was still legible on all the clutch plates."

Following several more home-country outings, Hobbs and Pinckney entered their Lotus in the Four Hours of Pescara, but its reputation had preceded it and the car was placed in the Sports 2.0 class, forced to run against cars of almost twice its displacement.

Race reports stated that the car DNF'd after a con-rod ventilated the block. Subsequent races in England revealed several weaknesses in the Elite's fiberglass tub, with both the front suspension and rear axle mounts tearing away from the plastic shell. Those issues were quickly remedied.

The Lotus' performance to that point had been very encouraging overall and Hobbo's driving abilities were gaining attention. He was invited to share privateer Peter Berry's semi-lightweight Jaguar XKE at the inaugural Daytona Continental, a three-hour endurance race for sports and GT cars, in February, 1962. That left the Mecha-Matic Lotus sitting idle. Colin Chapman called Hobbs to see if he could borrow the car for Jimmy Clark to drive at Daytona. Chapman was thinking about trying it out in his revolutionary new monocoque Lotus 25 F1 race car and wanted Clark's impression of the system. Both the Jag and the Lotus were entered by Berry.



Hobbs-Pinkney



# THE 5 D's OF MORTGAGE

DRIVE:



DEBT:



DIAMONDS:



DIAPERS:



DIVORCE:



For your **purchase and refinance mortgage needs**, work with someone you already know, like and trust, who has 24 years' experience.

Call **Jeannine Downey** today **503.869.0903** or [www.JeannineDowney.com](http://www.JeannineDowney.com)



- New **PORSCHE**, need a bigger garage to park it in?
- Have high interest credit card debt? Speeding tickets? Take advantage of your home equity with a **HELOC** (home equity line of credit)!
- Getting **married**? Time to cohabitate? I can help with your pre-approval!
- Having a **baby**? Need a bigger house? Let's see what you qualify for, what payment you are comfortable with.
- Divorce? I'm a certified divorce lending professional (CDLP), ready to help!

Jeannine Downey, Loan Officer, [jdowney@mtgxps.com](mailto:jdowney@mtgxps.com)

NMLS#215401





At the green flag, Clark quickly seized the GT 1.3 class lead. He was leading his class by miles, recalls Hobbs, but the starter failed after a pit stop and the car wouldn't restart after a late refueling stop. The Lotus was classified as 29th overall. The Hobbs/Berry E-Type went out early with a fuel system failure. Clark, however, was extremely impressed with the Lotus' quick-shifting gearbox. Soon afterward he acquired an Elite for himself - fitted with a Mecha-Matic - as would another esteemed driver named Stirling Moss. At least three Hobbs-equipped Lotus Elites are known to survive.

By then, says Hobbs, both BSA and Borgward had failed and Ford UK had walked away, and with them, any hopes of major financial success for Howard Hobbs' enterprise. David recalls that when the company finally closed its doors, there was a Mecha-Matic transmission designed for Chapman's Lotus 25 sitting on the shop floor.

Now we must travel to 1981, when Porsche transmission development engineer Rainer Wüst pulled the Szodfridt gearbox out of storage and tried to figure out how to improve it. He and his team experimented with the small clutch package, trying various pneumatic and hydraulic valving, and building a new prototype that was installed in a black, nondescript 944 Turbo mule for testing. Then Development Director Helmuth Bott wondered if the new box might be applied to his racing program, and the experimental PDK was track tested in both the 956 and 962 racers. The website oneshift.com says it was proven to work well "after the powerful control electronics to implement the sensitive clutch control necessary for

installation in production cars were finally available."

Wüst is quoted as saying "Hans-Joachim Stuck should get credit for the idea of the addition of paddle shifters, which meant drivers didn't have to take their hands off the wheel to shift. The PDK gearbox also made left-foot braking easier, meaning drivers could keep the 956/962's turbocharger spooled up at all times. However, shifts were very rough, which put a lot of stress on the transmission. It also ruled out road-car use for the time being." That problem would eventually be ironed out.

Howard Hobbs' original double-clutch Mecha-

Matic concept has since been adopted by other manufacturers. High-performance transmission builder Tremec, for example, quotes Corvette chief engineer Ed Piatek as commenting: "They change gears quicker than any human can shift a manual transmission. Understandably, GM and Tremec engineers used

PDK as their key performance target". Again, we see that Porsche rather than Hobbs gets name credit.

Reflecting on his father's career, David Hobbs is contemplative of what might have been. "His life is a terrible story of amazing talent thwarted on every side by disbelief, jealousy, especially from engineers who he dealt with who couldn't grasp that he, without a degree, knew far more than they; lack of real financial clout and a lack of the aggressive push to get his way, although the Ford deal wasn't a result of that. Dad wasn't like say, Penske or Colin Chapman, who were not only great engineers and inventors but incredibly astute business managers too."

Although Howard Hobbs' Mecha-Matic – conceived a century ago - was not perfect, it laid the groundwork for today's very efficient PDK. ■

---

*Although Howard Hobbs' Mecha-Matic – conceived a century ago - was not perfect, it laid the groundwork for today's very efficient PDK.*

---





# ORPCA Sunday Cruise

BY MARK MCGIRR

PHOTOS BY JEANNINE DOWNEY



A bunch of us gathered at the Oregon City Fred Meyer Sunday morning, February 16, eager to share more drive time during the dreary winter months. This day tour was a delightful and easy cruise led by our VP Dan Morris and his wife Sue. We were all recovering from the Valentines Day snow and ice blast, and, maybe some libations over the weekend?

The roads were very wet with threatening full-on rain, however, we dodged the looming storm cells and were only treated with copious mist lifted off the pavement from our tires. A dozen cars and 17 souls participated; one car went the whole way with the top dropped! One inquired if he brought along a snorkel in the frunk? (answer - No!)

The route covered 63 miles starting in Oregon City, then through Molalla, Woodburn, St. Paul and finishing at the BooneTown Tap & Grill in Wilsonville. Most of it had sweeping turns through rural areas with much to look





at and take in. A few twisties appeared as we got close to Wilsonville grabbing our attention. Lunch was small and intimate with great conversations, laughter and building friendships. And with Dan and Past Prez Heinz together, a few past shenanigans were shared. I have to say, the Club community we create with all these drives planned (70+!), has my fun meter fully engaged. Thank you, Dan, for a great Sunday escape! ■




---

*The roads were very wet with threatening full-on rain, however, we dodged the looming storm cells and were only treated with copious mist lifted off the pavement from our tires.*

---





## A Mid-Week Tour

BY MARK MCGIRR | PHOTO BY DAN WILSON

---

*We were fortunate that the temperatures were mild so the pavement was just wet, however there was snow just off the roads, creating a unique misty fog in patches as it melted.*

---

**T**he familiar Lewis and Clark Recreation site in Troutdale was our starting location.

We embarked on this February 18 midweek drive with six cars and eight humans following our leader Dan Wilson and wife Lynn into the curvy and scenic roads (Marmot, Barlow Trail, Lolo Pass, Historic Columbia River Highway) hugging the Sandy River up to Zigzag in the Cascade foothills, then turning onto Cherryville Drive to Ten Eyck following the river back to Troutdale. We were fortunate that the temperatures were mild so the pavement was just wet, however there was snow just off the roads, creating a unique misty fog in patches as it melted.

Our 85-plus-mile route was all rural, first passing through Corbett, and climbing up the side of the Gorge we were treated with a brief view of the Vista House at Crown

Point, and the snowcapped hills above Highway 14 in Washington. Snapshots in my head of our visual treats after that include cool properties with outstanding views, the large old moss-covered deciduous trees leaning from both sides over the roads in the forest, popping out in the mountain valleys we went by a Century farm, roaming horses, and a pasture with cows grazing among a 70's Eldorado convertible rusting in the middle of it! We snapped back to reality as we encountered some 270-degree, 10 mph turns and then many more twisty bits all the way back to Ristorante Di Pompello for lunch.

Dan, your drive mates James, Joe, Warren, Bryan and myself thank you for the planning and execution of our midweek small group adventure. Well done! ■





## Painful Losses

BY SCOTT DUAL

This winter, we lost two beloved members of the Oregon PCA family. Denise Hipply passed away in March after an 11-year battle with Stage 4 Colon Cancer. Denise kept her illness private, just as she wished, so most were unaware of her struggle. Sadly, before her passing, she also lost her beloved Newfoundland dog, Max, in December.

Denise loved the Oregon PCA community and cherished moments spent with fellow members. Mike and Stacy Stack gifted Denise, her husband Scott Dual, and Max their Oregon PCA membership in 2018. From that moment on, they embraced everything the club had to offer, especially the tours and autocross events. Denise enthusiastically participated in the "Grand Tour" in 2019, NW Passage in 2023, and countless Saturday drives. She attended and played a key role in creating, leading, and navigating many of the club's tours alongside Scott.

And then there was Max—"Little Maximoo," as Denise affectionately called him. From the moment he was a puppy, he made it clear that Scott and Denise were simply borrowing his 911. He took his role seriously, often sitting guard in the garage to supervise. His happiest moments were spent cruising down the road, top-down, drool and fur flying.

Denise will be dearly missed by all who knew her. Her warmth, love, strength, and compassion touched her friends, family, and everyone she encountered. Though she and Max are no longer with us, their spirit will always ride alongside us on the open road.

*To share your support for Scott during this time, please donate in Denise's memory to a cancer charity of your choice. Thank you.*















# Inaugural ORPCA Road and Fork

BY FERN KULPREECHA | PHOTOS BY FERN KULPREECHA AND ANH LE

*Inaugural Road and Fork diners*



Region Region is trying something new; a variation of Drive and Dine...We're calling it "Road and Fork", the brainchild of the Social Committee, a social dining experience catering to our foodie members who would be willing to venture out to different parts of town for exquisite cuisine and have a wonderful time socializing with like-minded car enthusiasts.

As we stepped into Marrakesh in downtown Portland, the beautiful culture of Morocco spoke to us in its terrific and colorful decorations. The ambience was peaceful and comfortable. What was particularly impressive were their customary hand-rinsing with fragrant flower water and the special tea served before the meal. The food was interesting, flavorful and unique. Eating with one's fingers was something new for many. The Moroccan white wine was a perfect pairing with the food. The gorgeous and talented belly dancer seemed to be the highlight of the evening. Everyone was having a great time. It was a successful event and we are looking forward to next quarter's "Road and Fork". ■





Maria Menor and David Zygmunt taking a break between courses







# A Weekend in Tacoma

BY CAROLE HEDSTROM

PHOTOS BY CAROLE HEDSTROM AND DAVID ZYGMONT

**W**hat started out as an idea to host a tech session at Griot's Garage in Tacoma, Washington, turned into something a little more. A low-key weekend for a small group was a welcome change to some of our larger, more boisterous events here at ORPCA.

Friday was the unofficial start and saw three cars take the "fun way to Tacoma." Leaving from Longview, we headed northward on

roads somewhat parallel to I5. Although the direction was the same, the route itself was twisty and beautiful with almost no traffic. We made our way up the west side of the lower Sound to Port Orchard and then crossed into Tacoma via the famous, once infamous Tacoma Narrows bridge. It was a beautiful, top-down, day. The evening brought together six souls for German food at Berliner Beerhall.

Saturday was the big day and started early at Griot's which was hosting its monthly Caffeine and Gasoline event. Although the feature marque was Ferrari, there were hundreds of cars of every make and model and hundreds of people as well. Griot's handed out 80 dozen donuts! After the crowds drifted away, our small group nearly had the whole facility to ourselves. We gathered for a simple lunch before our tour of Richard Griot's private car collection. This collection is worth seeing. Small, yes, but carefully curated and interesting. The cars there include Richard Ayrton Senna's Monaco winning 1992 MP4-7-07 F1 car that Richard bought from Zak Brown, the principal of McLaren Racing. Another looker is a RAUH-





Welt 911 housed in the collection. Akira Nakai, founder of RAUH-Welt, is the Japanese automotive artist and tuner specializing in custom Porsche wide-body kits. His re-work on Porsches is polarizing, with people either loving or hating them.

After looking at cool cars, we got down to the business of how to keep our own cars looking their best. We moved into Griot's working garage and Dan Morris pulled in his Panamera to serve as the test subject. The Griot team of Scott and Lily got to work showing us the Brilliant Finish™ synthetic clay tool used with Speed Shine, as well as a full demo of the Ceramic Glass Coating. Dan's car came away with a few gorgeously clean areas. It was a fun, interactive demonstration of many of their exceptional products. Afterward they offered us a nice 20% discount with many members taking full advantage.

Since some members had just come up for the day on Saturday, Sunday morning at the LeMay America's Car Museum found just a handful of us wandering the collection. The feature exhibit was Shinka, an immersive Japanese Automobile show. The collection included a history of the Japanese automotive industry and many "sleepers." It was an interesting look at both JDM (Japanese Domestic Market) and US versions of popular models we all found familiar and some more exotic examples as well.

If you haven't been to Tacoma and taken in the various aspects of car culture, I recommend a trip. Griot's is great experience with friendly staff and amazing restrooms. There is another LeMay collection at Marymount (a former military academy facility) as well as the more commercial experience of America's Car Museum. Great food, great views of Mt Rainier and great coastal history abound in this Pacific Northwest city. ■





# New Member Orientation

BY CARLOS SANTAYANA  
PHOTOS BY CAROLE HEDSTROM AND ANH LE

Once a year, ORPCA invites new members to an orientation seminar where Board members and various committee heads can meet them face to face.

The March 9 orientation was held at Mi Cava & Cocina Mexican restaurant for the second time in as many years. About 20 new members came and listened to presenters talk about the club's activities and programs, all while enjoying delicious food and drink.

New members also received goodie bags comprising ORPCA luggage tags and Griots Garage cleaning products.

In keeping with the club's motto of "it's not just the cars, it's the people," other long-time members dropped by for a casual mixer after the seminar completed it's agenda. ■

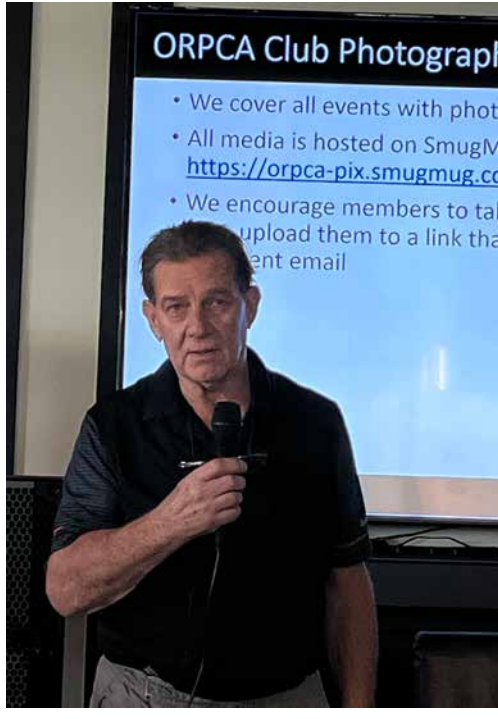
To view more photos/videos of this event, visit <https://www.instagram.com/share/reel/BAMGO2H-Ym>



Carlos Santayana, Daniel Morris and Brad Hedstrom showing off our sign gifted by PCA to celebrate our 65th Anniversary.







Cliffton Bong ready to try the great food

Daniel Morris gives our new member John Collins his raffle winnings.







BY JESSE HEPBURN

PHOTO BY CAROLE HEDSTROM, TOSH KANNO, VALERIE MENELY, AND CARLOS SANTAYANA

**O**n Saturday, March 8, I joined the first group of Porsches gathering at Clackamette Park in Oregon City for an 80-mile journey through the Willamette Valley. The day started crisp and cool under brilliant sunshine - perfect driving weather that would warm beautifully as the morning progressed.

As a first-timer with my manual 911 Turbo, I felt a familiar excitement as I gripped its leather-wrapped gear shift, having dearly missed the engaging experience of rowing through the cogs these past few years. Event organizers Jim and Valerie had mapped out a spectacular route that would take our group of twelve cars through a mix of rural backroads, forested curves, and open farmland vistas.

The drive was pure joy, with our lead group

maintaining a spirited pace that let me reacquaint myself with the precise clutch work and power delivery of the 911 Turbo. The high-speed sweepers proved to be the highlight, where the car's incredible balance and grip showcased exactly why the 911 platform is so revered. Each curve and straightaway

brought back muscle memory while creating new ones, the car responding exactly as I remembered but somehow even better than my memories suggested. Our journey concluded at Lou's Kitchen in Mt. Angel, where the German-themed exterior gave way to an efficiently-run restaurant that



handled our large group with impressive speed and skill. Over lunch, conversations flowed easily among newfound friends, all of us sharing the collective high of a perfect morning drive through some of Oregon's most beautiful countryside.■





Bill Greene and Warren Pease



Carole and Brad Hedstrom enjoying the drive in their Targa



Randi Ledbetter and Carlos Santayana







## Last Winter Drive

ARTICLE BY FERN KULPREECHA  
PHOTOS BY FERN KULPREECHA AND MONTE ALLEN

**O**n March 16, the last Sunday of winter, 14 ORPCA members' cars gathered in Vancouver for a Sunday Drive designed and led by Dan Morris. Everyone was ready to hit the road on this beautiful and scenic route Dan had planned out for us. We were going to drive up to Woodland, along the Lewis River. Our stop was at Yale Reservoir, which was very beautiful at this time of the year.

The road was still quite wet, but we lucked out that there was no rain! The cars were divided into two groups. Off we went and were so pumped to explore this new route, which took us through mountains and farmlands, alternating with the views of the rivers, lakes and beautiful railroad bridges. We all arrived at Gustav's restaurant with smiles on our faces eager to enjoy lunch. The food was delicious, and the service was top-notch. Luke, the manager, was very attentive and he made sure everyone was happy. It was a wonderful Sunday driving experience with great company..■







Monte Allen and  
Carlos Santayana




---

*...which took us through  
mountains and farmlands,  
alternating with the views  
of the rivers, lakes and  
beautiful railroad bridges.*

---





# A Hidden Gem: The Aston Martin Heritage Museum

STORY AND PHOTOS BY ARNON KASETER

**I**f you're visiting the UK, for just £10, you can experience something truly unique.

On my recent trip, my UK Porsche buddy took me to the Aston Martin Heritage Museum in Wallingford. Tucked away in the countryside, we stumbled upon an old barn with a weathered wooden Aston Martin logo. At first glance, it seemed unremarkable—just another rustic building—but inside, history came alive.

Our guide shared the story: the barn dates back to the 14th century, built with ancient elm beams from a time when those trees were plentiful. Disease later wiped them out, making the structure itself a relic of a lost era.

Inside, the museum felt like a hidden sanctuary for car enthusiasts. Classic Aston Martins lined the polished tile floors, from vintage open-wheel racers to sleek modern supercars. Trophies, racing suits, and worn steering wheels told the brand's rich racing story. One display case held a Le Mans helmet still marked with race grit, while another featured a Union Jack beside a well-worn leather driving glove—silent witnesses to Aston Martin's motorsport legacy. Insurance for one of the cars alone runs the equivalent of \$18K per year.

Standing beneath the towering wooden arches, you could feel the weight of history—centuries-old craftsmanship now housing one of Britain's most iconic automotive legacies.

This visit was made even more special by the friendship that brought me there. What started as a simple conversation on the back of a bus in Montenegro—sparked by a worn Porsche polo—has grown into a cross-continental bond built on a shared passion for cars and the stories they tell. ■

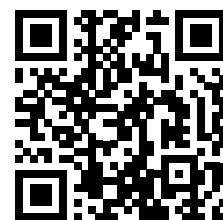






# PCA Video Celebrates 70 Years!

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



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



**PORSCHE CLUB OF AMERICA**



# Porsche Club of America

## ZONE 6 REGIONS



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



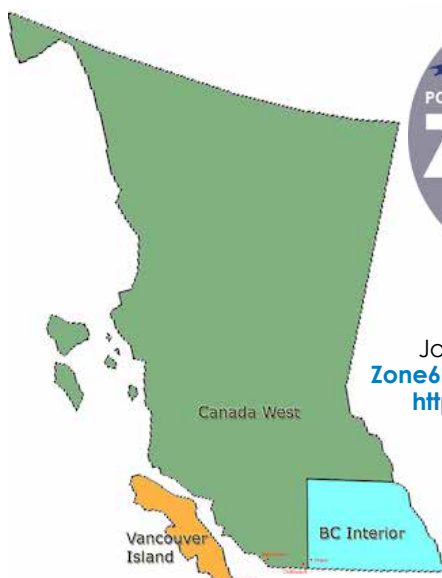
**Canada West**  
President: Brad Bushel  
[president@pca-cwr.org](mailto:president@pca-cwr.org)  
<https://www.pca-cwr.org>



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



**High Desert**  
President: Fred Nielsen  
[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: Tim Hagner  
[president@inwr.pca.org](mailto:president@inwr.pca.org)  
<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: Paul Rossmo  
[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>

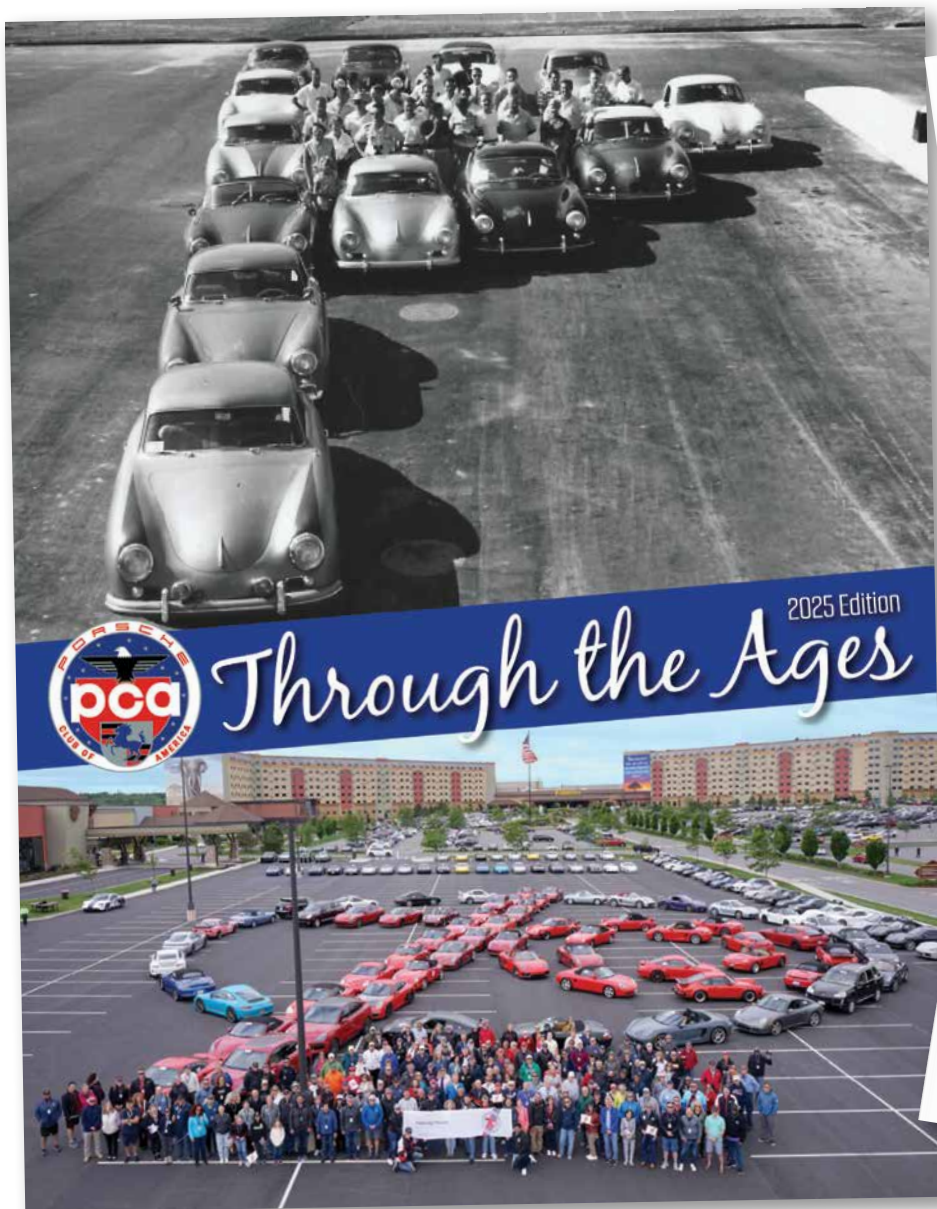


**Pacific Northwest**  
President: Kevin Nouwens  
[president@pnwr.org](mailto:president@pnwr.org)  
<https://pnwr.org>



**Oregon**  
President: Heinz Holzaphel  
[president@oregonpca.org](mailto:president@oregonpca.org)  
<https://www.oregonpca.org>





# Updated PCA History Book Online Now!

*Through the Ages* now features the latest club events and programs

New for 2025, the Porsche Club of America History Book contains an overview of the club's history, followed by individual sections covering specific detailed items. Some sections were designed for use as standalone articles for region newsletters. Individual chapters and page numbers can be "clicked on" from the contents page. Major National Awards are also included.

Take a look: <https://ww2.pca.org/pca-history>



## PORSCHE CLUB OF AMERICA



# ANZEIGER MARKETPLACE

## VEHICLES FOR SALE



**For Sale: 2016 Porsche Panamera GTS:** This vehicle features the final iteration of the Porsche 4.8 Liter Naturally Aspirated V8 engine, delivering 440 HP / 384 lb ft torque, equipped with VarioCam Plus and Sport Exhaust. It was custom ordered from Porsche Beaverton Oregon by the original owner and has been meticulously cared for and exclusively serviced by Porsche Beaverton and Porsche Bend Oregon. The vehicle received service in April 2024. With only 9,571 ultra-low original miles, the car has always been garaged and has never been taken to the track. It includes \$24,000 worth of options, an original window sticker, owner's manuals, and two Porsche keys, with an original MSRP of \$137,400. The car is Carrera White Metallic with a full Black and Carrera Red leather interior, 20" 911 Turbo wheels, instrument dials and sport chrono in white, Porsche dynamic chassis control (PDCC) incl. PTV Plus, Porsche active suspension management, and LED headlights in black with the Porsche dynamic light system. It also features 18-way adaptive power seats. Asking \$59,500. Please contact Keith Hill at [keithhill1@mac.com](mailto:keithhill1@mac.com). (7/24)

---

**ORPCA Classifieds:** To put an ad on this page please email your item description and pictures to [classifieds@oregonpca.org](mailto:classifieds@oregonpca.org)

---



**For Sale: 1985 Porsche 944:** I have inherited a 1985 944 Porsche from my son. It needs work, but is fixable. I'm told that it has a linkage issue, other than that most of the refurb would be cosmetic. It was driveable before the linkage broke. It has been garaged for a few years and comes with several extra parts. I am happy to answer any questions to the best of my ability. Priced at \$3,000. Please contact Karen at [batchelk7@gmail.com](mailto:batchelk7@gmail.com). (9/24)

---



**For Sale: 2015 Porsche 911 GT3.** 8700 mi. Special order in Dark Blue Metallic with leather interior black/alcantara, light-weight 918 bucket seats, Ceramic brakes, extended range fuel tank, front axle lift, PDK, sound package plus, model delete, protective film, one owner, always garaged. \$135,000. Contact Gordon Ledbetter [early911s@aol.com](mailto:early911s@aol.com) or 503-799-7496 (please text me before calling so I accept your call). (3/25)

---



# ANZEIGER MARKETPLACE

**For Sale: Rare 1991 Porsche 928 S4:** Only 1792 were Manufactured and only 263 were Imported into the USA. This 928 is equipped with a 5.0 liter V8 engine featuring a Motorsports Stage 1 Supercharger kit, aluminum engine mounts, and a custom stainless-steel X-pipe exhaust. Power is sent to the rear wheels through a 4 speed automatic transaxle. Excellent condition all Original Paint (Grand Prix White) and Interior

(Supple Gray Leather). Options Include: Heated Left and Right Front Seats, Side Protection Moldings, Air Conditioning with Improved Efficiency (Rear Seat A/C), Electrical Slide Roof, CD Player (CD 2) with Radio, Removed Vehicle Type from Rear End, Over Ten Years of Records Including Last One Dated October 22, 2024, Original Porsche 928S Booklets, Entered in 2022 Forest Grove Concours d'Elegance. Located in Portland Oregon \$39,000 Contact: Doug Foster (503-701-6120 or [dfoster@teleport.com](mailto:dfoster@teleport.com)) for more information(11/24)



**For Sale: 2018 911 Turbo 991.2:** Your local chance to own a 911 Turbo, before it goes for sale on BAT. This 2018, 991.2 Coupe with just 8300 miles is in showroom condition exactly as it came from the factory (no mods). All wheel drive, 4-wheel steering, 540 HP and loaded with magnificent features that make a 991.2 Turbo incredible in both luxury and performance. GT Silver Metallic with Black Accents and Interior. PPF on front facing surfaces and Ceramic coated in 2023. Clean Title in hand, No track time, No accidents, No dings or blemishes, Clean Carfax. Porsche CPO Warranty is transferable and good through January 2026. For questions or to schedule a time to see it, please call Mark at 503-887-5895 or email [Smithmd59@hotmail.com](mailto:Smithmd59@hotmail.com) \$152,000.(2/25)



**For Sale: 2012 Porsche 911 Carrera S** VIN # WPOAB2A99CS120539. Black leather Interior/ Guards Red Exterior Color. Low mileage; 14,060 miles. 3.8L H6 Gas FI DOHC 24V. 408 HP. Sports Spoiler (newly replaced). 20" Carrera S Wheels. New Michelin Cup 2 tires (minimal use). PDK Automatic. Rack and Pinion Steering/ Power steering. Coupe Body Style. Electric Slide Tilt. Mint Condition. Maintenance by Marque Motors in Portland, Oregon (records available upon request). Purchased from Kendall Porsche dealership in 2016; second owner. Always garaged. Highway Mileage 25 mpg / City 18 mpg. No accidents. Asking \$78,000. Please contact Val King at [valkingkelley@gmail.com](mailto:valkingkelley@gmail.com) (7/24)





# ANZEIGER MARKETPLACE

## PARTS FOR SALE

### For Sale: Brand New Rotors For a Porsche

**Boxster S (987)** Front and Rear Discs (also fits other many other years). I sold my 2010 Boxster S and have an extra set of brand new rotors. First reasonable offer takes them. These definitely fit my 2010 Boxster, but also fit many other years. You can verify fit on Pelican Parts using the part numbers below. **Porsche Brake Disc Front:** Zimmermann Coat Z 460 1525 20, Part#: 996-351-405-01-M359, \$161.75 **Porsche Brake Disc Rear:** Zimmermann Coat Z 460 1528 20, Part#: 987-352-403-01-M359, \$149.25 Please text Joe at 503.522.6656 or email him at [pokeythrowaway@gmail.com](mailto:pokeythrowaway@gmail.com). (4/24)

### For Sale: Tesla Wall Charger

**48A @ 220V:** Brand new Tesla Wall Charger. In unopened box. I got this by redeeming Tesla referral points that were about to expire. Already have one, so I don't need it. Hard wired 48A @ 220V on 60A breaker. This is not the universal charger – other vehicles can be charged, with an adapter for the plug. Please check the Model Number 1517085-02-E for details. \$300 Phone: 317-439-8004. Email: [dantzig@illinois.edu](mailto:dantzig@illinois.edu) (12/24)



### FOR SALE: Harold Cleworth Porsche 911SC poster 36" x 24" from 1982.

Framed and glazed. Poster is perfect, a few small scratches in metal frame, easily touched up. Covered and stored last 25 years. \$75.00 firm. Peter Linsky 971-409-4508 Leave message (2/25)



**Wanted: Private Garage Space:** Looking for a private garage space for 1 of my Porsches. Prefer a location that is in inner SE Portland. Please contact Andy Kappler at [andy.kappler@gmail.com](mailto:andy.kappler@gmail.com). (7/24)

**Wanted: Boxster Spyder or Cayman R Forged Alloy Wheels...** for a 2006 Cayman S. Front-235/35ZR19. Rear-265/35ZR19. Please contact Phil Dollar at [dollarphil58@gmail.com](mailto:dollarphil58@gmail.com). (2/24)

**For Sale: Porsche 928 Workshop Manuals, Volumes 1-8:** Porsche 928 Workshop Manuals, Volumes 1-8. Really good condition and ready to be put to use. \$395 Aaron, 503-260-2179 (2/25)



The Anzeiger Marketplace has a track record of sales and is a free service provided to members. We are now including your listings in the Classified section of the Club website as well. To submit, update or renew an ad, email [classifieds@oregonpca.org](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. ■





**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](http://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**