

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | MAY 2023







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ANZEIGER  
OREGON REGION PORSCHE CLUB OF AMERICA  
VOL. 63, NO. 4 | MAY 2023

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# ANZEIGER CONTRIBUTORS

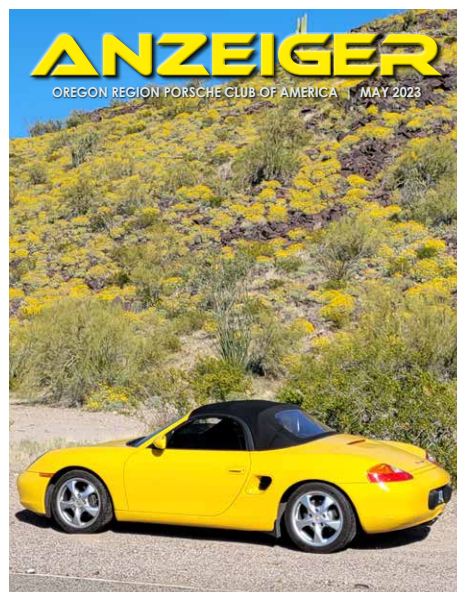
**MAY, 2023**

## ARTICLES

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Tosh Kanno  
Larry Hannan  
Heinz Holzapfel  
Rod Landes  
Scott Lazenby  
Peter Linsky  
Peg Ryan  
Diane Scott  
John Sommerwerck  
Randy Stolz

## PHOTOS

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Heinz Holzapfel  
Chuck Jarvie  
Tosh Kanno  
Eric Lewis  
Peter Linsky  
Rick Pittman  
John Sommerwerck  
Randy Stolz  
Joe Sweeney



## ON THE COVER

A perfect day in Arizona. The cover photo was contributed by ORPCA member Kurt Fuerstenau. Kurt is our tour director but in the winter he is the tour director for the Southern Arizona Region PCA.

Check out more about this day on page 41.

# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 63 | NUMBER 4 | MAY 2023

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

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

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## ANZEIGER NATIONAL AWARDS

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

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

**PAUL HEINMILLER TROPHY**  
Best in PCA 1971

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# EVENTS, OREGON REGION AND BEYOND

## MAY

7	Autocross #3
10	<b>Board Meeting</b>
13	<b>Arrive and Drive</b>
17	<b>Dinner Gathering</b>
19-21	Walla Walla Tour
20	<b>Covered Bridge Tour</b>
20	<b>Garage Visit: Avant Garde</b>
24	<b>Ladies Only Drive</b>
25	<b>Midweek Drive</b>
27	<b>SUV Drive</b>

## JUNE

3	<b>Introduction to Arrive and Drives</b>
3	<b>Electric Car Drive</b>
10	Arrive and Drive
11	<b>Autocross #4</b>
14	Board Meeting
18-24	Porsche Parade, La Quinta Resort, CA
21	Midweek Drive
21	Dinner Gathering
24	SUV Drive
22-26	Spring Northwest Passage

## JULY

8	Arrive and Drive
8-9	Car Corral at Rose Cup Races – PIR
12	Board Meeting
15	Air Cooled Drive
16	Autocross #5
18, 19 or 20	Midweek Drive
19	Dinner Gathering
21	Summer Eve Drive
22	Visit to Ken Wright Vineyards & Tasting Room
29	SUV Drive
30	Summer Tour and Picnic

## AUGUST

5	Arrive and Drive 101 Beginners Intro
5	Porsche Day at Portland Cars and Coffee (AM)
5	503 Motoring Block Party (PM)
9	Board Meeting
12	Arrive and Drive
12	Evaluation of Porsche Vehicles (by PCA National)
13	Autocross #6
16	Dinner Gathering
17	Summer Eve Drive
18	Werks Reunion – Monterey, CA
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	<b>Fall Northwest Passage</b>
11	Board Meeting
14	Arrive and Drive
15	Autocross #8
17, 18 or 19	Midweek Drive
18	Dinner Gathering
28	SUV Drive

## NOVEMBER

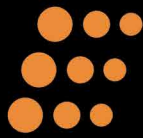
8	Board Meeting
15	Dinner Gathering
18	SUV Drive

## DECEMBER

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





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# WELCOME NEW MEMBERS!

**Scott Williams**  
Vancouver, WA  
1987 928 S4

**Brian Lawson**  
Estacada, OR  
2022 911 Targa 4S

**Brian Wrigley**  
La Center, WA  
2021 718 Cayman GT4

**Dale Henson**  
Lake Oswego, OR  
2016 911 Carrera S  
Cabriolet

**Jon Sherman**  
Portland, OR  
2013 911 Carrera S

**Paul Andrus**  
**Lora Andrus**  
Clackamas, OR  
1980 911 SC

**Monte Allen**  
**Kym Allen**  
Battle Ground, WA  
2004 911 Carrera

**Bruce Wadsworth**  
Gladstone, OR  
2021 911 Carrera 4S

**Simon Lu**  
Hillsboro, OR  
2023 718 Boxster  
GTS 4.0

**Adam Reiter**  
**Brittany Daggett**  
Portland, OR  
2020 Taycan 4S

**John Bridges**  
**Ty Resleff**  
Kelso, WA  
2006 Boxster

**Mihir Patel**  
Tualatin, OR  
2022 Macan

## ORPCA LOCAL SUMMARY

Primary Members: .....565

Associate Members: .....380

Total Local Members: .....945

## PCA MEMBERS IN OR REGION

Primary Members: .....1202

Associate Members: .....707

Total Region Members: .....1909

## NATIONAL PCA SUMMARY

Primary Members: .....102,120

Associate Members: .....53,829

Total National Members: 155,949

# ADVERTISER INDEX

<b>Page</b>	<b>Business</b>	<b>Contact</b>
<b>18</b>	503 Motoring.....	503.469.9821
<b>7</b>	Avant-Garde Collection .....	503.505.6200
<b>16</b>	Grand Prix Motors .....	503.444.7771
<b>54</b>	Heckmann & Thiemann Motors.....	503.233.4809
<b>10</b>	Marque Motors.....	503.293.5386
<b>5</b>	Matrix Integrated (Downtown).....	503.443.1141
<b>5</b>	Matrix Integrated (Westside) .....	503.747.5780
<b>14</b>	Porsche Beaverton .....	503.505.6200
<b>54</b>	Stuttgart Autotech .....	503.635.3098



# MAY ANNIVERSARIES

## 59 YEARS

Wyn Robertson  
Linda Robertson

## 50 YEARS

M Martin

## 34 YEARS

Verne Naito  
Yasuko Tsuruta  
Ronald Pihulak  
Toni Pihulak

## 31 YEARS

Paul Goudy  
Jacob Goudy

## 30 YEARS

Jeff DeRoos  
Nancy DeRoos

## 29 YEARS

Michael Sexton  
Lonnie Sexton

## 24 YEARS

David Maxwell  
Debbie Maxwell

## 21 YEARS

Mark Newsom  
Cindy Newsom  
Steve Salta  
Gladys Salta

## 20 YEARS

Ed Proux  
Becky Proux

## 19 YEARS

Neil Russell  
Lynn Russell  
Randy Stolz  
Ann Stolz

## 18 YEARS

Nathan Fekete  
Tammy Fekete  
John Hubbard  
Robin Hubbard  
Gayle Kovacs  
Don Crawford  
Richard Thomas  
Pamela Mason

## 17 YEARS

Randall Brewer  
Kathy Brewer

## 14 YEARS

Phillip Melahn  
Andrea Melahn

## 13 YEARS

David Wilson  
Karole Wilson

## 12 YEARS

Gary Feldmann  
Ina Feldmann  
David Lee  
Deidre Rapisarda  
Christopher Riha  
Tom Riha

## 8 YEARS

Anson Lytle  
Katie Lytle

## 6 YEARS

Jason Ager  
Rachael Ager  
Rod Landes  
Lyn Jenks

## 5 YEARS

Roland Italiano  
Ellen Italiano  
Michael McSwiney  
Daniel Morris

## 4 YEARS

Patrick Duffy  
Scott Peterson  
Mary Ann Peterson  
Peri Pierone  
Sandra Sprague  
Mark Sprague

## 3 YEARS

Roderick Britt  
Sandy Britt  
Pamela Fisher

## 2 YEARS

Lee Dundas  
Anna Dundas  
Dennis Gilkison  
Vivian Gilkison  
Sheldon Lesire  
Christian Manz  
Robert McDonald  
Cassie McDonald

## 1 YEARS

Xin Dudley  
Ron Emmerson  
Rick Jones  
Ann Walker  
Robert McLaurin  
Ozgur Yazicigil



# 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.

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&/OR SUBLET PURCHASES. NOT VALID WITH OVER THE COUNTER PARTS.



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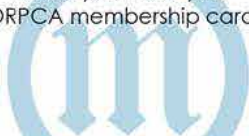
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## PRESIDENT'S MESSAGE

### Peg Ryan

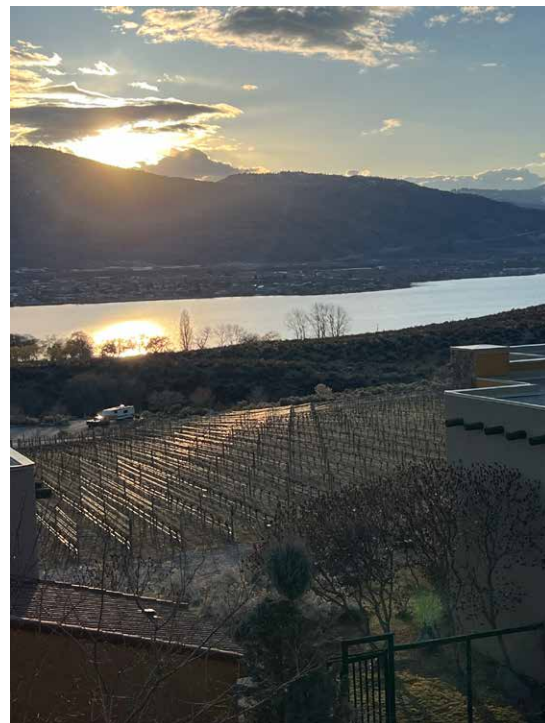
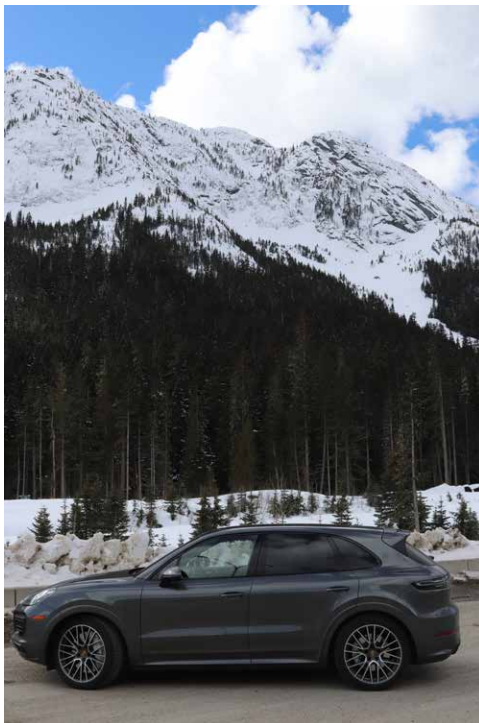
## Beautiful Vancouver, British Columbia

**A**s I related last month, Eric and I took some extra time during our trip north in Canada. Beautiful Vancouver was a lot of fun. We had dinner at the Top of Vancouver where there is a rotating restaurant. It was dark when we got there but I realized there were three ski areas lit up for night skiing. Until I saw those, I did not realize that Vancouver is surrounded by mountains. On our way out the next day, the sun was shining and we could see all the surrounding peaks. We stopped in Osoyoos, which was beautiful. We stayed at a resort overlooking the lake. Check out the photos from our trip. We also stopped in Spokane and had dinner with the President of PCA's Inland Northwest region. Our last night was spent in Bend where we had dinner with Mike and Mary O'Connor and Oregon High Desert President, Joe Mansfield.

I think we have made it through the snow, so hopefully, drives will not need to be moved around because of that. There is a lot happening in May and June, so check out the links from Page 6 to the ads for the events. Also, keep an eye on your Wednesday Emails!

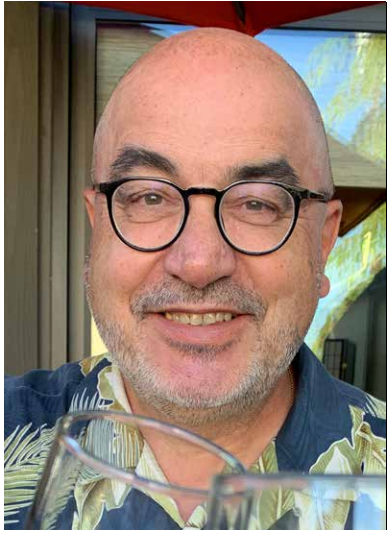
Thank you for your continued support of the club.

I hope to see you at an event or two in May. You can always reach me at [president@oregonpca.org](mailto:president@oregonpca.org). ■



(Top, Left to Right) Mountains seen from the Coquihalla Highway, British Columbia – near Merritt; A "Grape" view from our room above Lake Osoyoos. (Below) I love the gas pumps here for pulling draught beer! These were in the hotel bar at our hotel in Vancouver.  
— Photos by Eric Lewis





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

### **Spring Finally, Finally Arrived!**

**Y**es, we had SUV drives in January, February, and March, although two of them had to be delayed by a week due to snow and ice. For me, the real driving season starts when my 911 gets softly awakened from its winter sleep, the cover gets removed, tire pressures gets adjusted, I start it up and give it the first gentle warm-up drive of the season, top down. Last Wednesday, the first day of sunshine and temps over 75 in six months, I joined a group of club buddies for a drive to Astoria, in the gloriously perfect

Porsche Road OR-202 from Mist to Astoria. Perfect turns and the car nimbly following the curvy road. A perfect spring drive.

Spring is also the season for us club volunteers to finish the planning, routes and paperwork for tours and drives. I just completed the route book for our Walla Walla Wine Tour that begins May 19. The route book for the Northwest Passage is in progress, and in between were updates on drives like this Saturday's Three Ferries SUV Drive, the upcoming May Arrive and Drive and a special drive in July to Ken Wright Cellars with a wine tasting in the vineyard up in the hills over Carlton, and a few more.

I have a funny puzzle for you: How can the lead of a drive end up behind the sweep? Well, I was leading the Three Ferries SUV drive in late April. The last turn before descending to the Canby Ferry is a T-Intersection requiring a left turn, and there's a big sign pointing left to the ferry. Well, Sylvia and I were talking about the beautiful day and scenery and my Scenic App advised a right turn. So, I turned right! When the next car, which happened to be Randy Homes in his brand-new white Macan S didn't follow, I turned to the side and stopped and waited







Photo credits: Heinz Holzapfel

for him to catch up. Well, he turned left, going the right direction and following the written driving directions and the big sign pointing to the ferry. The rest of the group followed, most of them not recognizing that I was on the right side down the road. So eventually I figured out what happened, turned around and humbly caught up with the group while they are waiting for the ferry. The sweep was as surprised as most of the participants that I showed up behind them. We all had a good laugh!

We are still in need for tour leads. Please do step forward and volunteer! You can use an existing route or develop your own route. It's a fun way to get to know more members of the club!

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

---

*For me, the real driving season starts when my 911 gets softly awakened from its winter sleep, the cover gets removed, tire pressures gets adjusted, I start it up and give it the first gentle warm-up drive of the season, top down.*

---





PORSCHE

Porsche Beaverton

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Membership Benefits





## ZONE 6 UPDATE

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



## Hello from Treffen, Georgia Mountains

**H**ello from Treffen, Georgia Mountains at the Barnsley Resort. Yet another epic PCA event. We are driving a 2023 Porsche Macan GTS we rented from Porsche Drive. Nancy and I are hoping to get a build slot for a 2023 Macan GTS, so it was great to drive one before we buy. We drove both the "Tail of the Dragon" and the Cherohala Skyway. Both were great and we had little traffic on either. In fact, we did not encounter one RV! At last night's dinner, it was announced that Spring Treffen 2024 will be held in Napa Valley, California. Do not forget this fall's Treffen in St. Louis. Stay in touch with all things Treffen at <https://treffen.pca.org/>

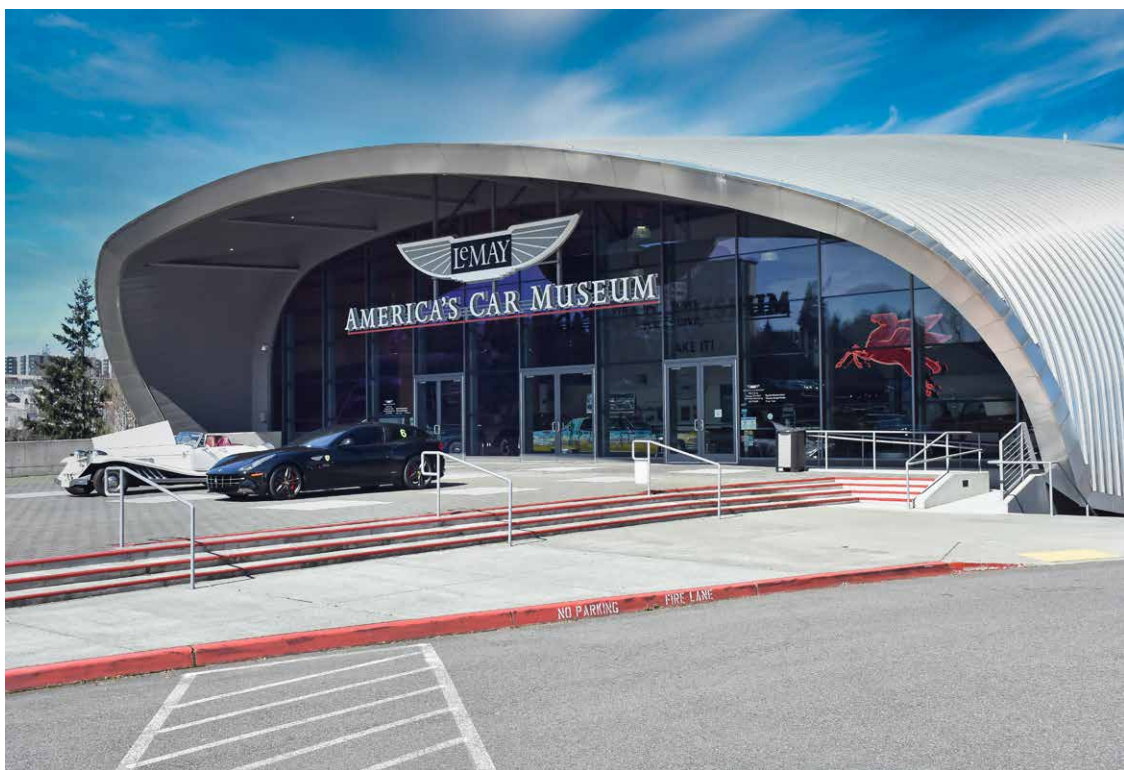
Driving season is upon us, albeit Nancy and I had to fly to Georgia to kick start our participation. So many roads and so little time! There is still time to register for the 2023 Porsche Parade in Palm Springs, June 18th to the 24th. Besides Parade, Porsche is celebrating its 75th anniversary. Nancy and I went to the LeMay Museum in Tacoma, Washington, and I am planning to visit the Peterson Museum in Los Angeles. Both have displays dedicated to the Porsche marque. The 75th anniversary celebration continues this fall with Rennsport Reunion VII at

Laguna Seca.

Driving season also includes time to hone your skills via; Autocross, High Performance Driver Education (DE), and Drivers skills. While not all Zone 6 regions offer opportunities to experience these, many do. Check your region's website and the nearby regions to find a schedule of what is being offered.

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

Parting shot. LeMay Museum. Stay healthy and we will see you in the Zone. ■



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

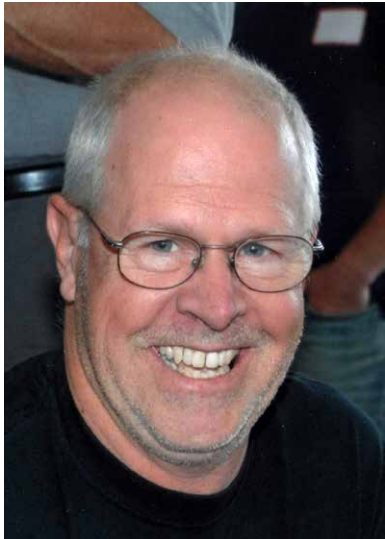
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## SPINNEN Randy Stolz

# French Lessons — Part Deux

*On ne change pas une équipe qui gagne.*

— *French proverb*

*“Don’t change a winning team”*

**T**here have been 90 editions of the 24 Hours of Le Mans. Looking at all the cars, manufacturers, teams and drivers for each would consume more than several volumes. Each race is a story unto itself and I’ll leave that to racing history of which I

Mans did not exist in a vacuum. Back then, Grand Prix racing (Formula 1 today) drew the most attention from manufacturers that could afford it. France had largely recovered from two world wars and some chose not to compete in endurance racing.



The “Blower” Bentley of 1930. Note the tonneau cover fitted over the rear seats. — photo [myautoworld.com](http://myautoworld.com)

am an ‘amateur’ in the truest French sense.

Since before WWI, the Automobile Club de l’Ouest (ACO) has organized races in France. Founded in Le Mans in 1906 it was instrumental in the creation of the first French Grand Prix, a 12 lap event over a 65 mile course that lasted two days.

It’s important to understand that Le

Nevertheless there was, as today, crossover of technology into Le Mans-capable racing cars. For example, the double overhead camshaft designs used by Peugeot from 1912-1914 allowed more power with less engine capacity. The nickel-chromium crankshaft of the 1926-27 Delage had nine roller bearings in its 1500cc straight eight and brought

reliable 8000 rpm engine speeds. Lastly, the Bugatti type 35 with its fine handling and light weight was widely raced by both professionals and amateurs.

After WWI the ACO turned its attention to designing a shorter track and with the money provided by a British wheel manufacturer (Rudge-Whitworth), the Circuit de la Sarthe and the 24 hour race was born.



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*The '34 Alfa Romeo 8C-2300. Still with 4 seats and streamlined fenders — Anonymous*

Originally conceived as part of a triennial series where the best car exceeded its specified distance by the greatest margin, the emphasis was placed on reliability, not speed; as was the case in Grand Prix racing. With that in mind, the rules for the first race basically demanded a roadworthy car with fenders, lights, horn, fabric tops and ... four seats! Fabric tops had to be erected and run for some number of laps then allowed to be retracted (to reduce drag?) and inspected for durability. None of the cars had windshield wipers.

The exception to the four-seat rule was for cars 1100cc and under. They were allowed two seats. One of these was entered by La Société des Automobiles à Refroidissement par Air (SARA). This car had an air-cooled inline four developing 28hp at 3500rpm and allowed a top speed of 60 mph. This pre-dates Porsche's entry by 28 years at Le Mans. Imagine showing up with one of these at Luftgekühlt!

And so, at 4 PM on the 26th of May 1923 the field set off just after a hailstorm, in cold rain and wind. At the end, it was the three-liter Chenard-Walcker achieving a 1-2 finish, never to repeat. Amazingly, 30 of 37 entered cars completed the exercise. Bentley won in '24. Then, Lorraine-Dietrich in '25 and '26.

In 1927 the Mulsanne straight was finally paved



*The Bugatti Type 57G "Tank" was the winner in 1937, '39 — photo Bugatti*

(ok, sealed) and Bentley was on a roll 'till 1930 when the Depression finally took hold and Woolf Barnato, the man who kept Bentley solvent while racing, and the other "Bentley Boys" withdrew to other pastimes. Bentley was then later sold to Roll-Royce but would rise again and win one more time 73 years later.

Encouraged by a fifth place finish in 1930, the British Alfa Romeo importer Earl Howe and ex-"Bentley Boy", Henry 'Tim' Birkin entered the Grand Prix-derived Alfa Romeo 8C-2300 LM in 1931 and won. Teamed with the likes of Luigi Chinetti (also an Alfa dealer) and Tazio Nuvolari, Raymond Sommer won with Alfa the next two years.

During this period, Alfa Romeo became insolvent and privatized its racing department under Enzo Ferrari, along with other private teams. Winning again in 1934, Chinetti would later emigrate to the US during WWII and become a US citizen in 1946. For a time he

## SPINNEN continued from page 19

was the sole US importer of Ferrari automobiles and owner of the North American Racing Team (NART).

By 1935, as German teams dominated Grand Prix racing, the former power-houses of Alfa Romeo and Bugatti turned to sports car racing. Privately entered, these marques were favored to win but the slower but reliable Lagonda won in poor weather after the favorites dropped out.

1936 saw political turmoil in France leading to widespread strikes involving up to five million workers. Due to the disruptions to many manufacturers and services the ACO had no choice but to cancel the race that year. Still, the French Grand Prix was held by the Automobile Club de France at Montlhéry and for all intents and purposes the rules made it a replacement for Le Mans. It was a testament to the appeal of this race and not giving Germany another stage for a win. The race was won by Jean-Pierre Wimille and Raymond Sommer in a Bugatti T57 S.

Over the next years, alternating with Delahaye, Bugatti would win in 1937 and '39 with its eight-liter Type 57 'Tank' racers. These cars with their twin-cam straight-eight engines, independent front suspension and streamlined bodywork were conceived by Ettore Bugatti's son, Jean, who worked on the sly in a shop away from his dad. Sadly, Jean was killed two months after the last victory testing the car down the road from the factory.

The Thirties saw the rise of many marques in the smaller classes particularly British. Names such as

Singer, Riley, MG and Aston Martin filled the grid. One French marque was Société Industrielle de Mécanique et de Carrosserie Automobile (SIMCA) set up by Fiat S.p.A to license-manufacture their cars in France. The common model, known as the 508 'Balilla', attracted an Italian émigré Amedeo "Amédée" Gordini to modify the car for racing which saw two class wins in '37 and '39. Similar to Enzo Ferrari, Gordini rapidly found himself the head of the SIMCA racing department acquiring the sobriquet (a French word for nickname) "Le sorcier de la mécanique" or "Le Sorcier". I suppose any tuner who could make a French-built Fiat go fast in the 30's would indeed be a Sorcerer. Like magic, he would do it again after WWII.

With the exception of a couple of private entries, Mercedes Benz and Auto Union were absent in the Thirties; instead choosing to do GP races. Adler and BMW made brief and unsuccessful attempts. Germany's remilitarization of the Rhineland in 1936 and subsequent appeasement policy



*The Ecurie Ecosse-entered D-Type Jaguar won in 1956-'57  
— photo [classiccarscatalogue.com](http://classiccarscatalogue.com)*

by Britain and France made Europe more dangerous. Hitler's astonishing détente with the Soviet Union brought war as both countries invaded Poland in September 1939. There would be no races at Le Mans for 10 years.

Le Mans resumed in 1949. Though the war ended four years beforehand, the track was left devastated by bombing. With help from the government, the pits and grandstand had been rebuilt. However, one section of the hinterland was still off-limits as it had not



*The 1963 Ferrari 250 P was the first mid-engined car to win Le Mans — photo Ferrari*



yet been cleared of landmines.

The regulations too had changed to reflect those of the newly created Fédération Internationale de l'Automobile (FIA) in 1946. Prototypes were now given admission for the first time, "as an exception to contribute towards a faster revival of automobile manufacture". This legitimized the practice started in the '30s, when race-specific cars were entered for the win with no intentions of going into production.

In '49 Luigi Chinetti won his third Le Mans contest in a Ferrari 166 while Talbot-Lago won in 1950 where the driver Louis Rosier, relieved briefly by his son, drove solo for 23 hours. 1951 saw Jaguar's first win in a secretly prepared XK-120 C Type. The arrival of Jaguar's first purpose-built racers in competition with Ferrari marked the beginning of intense competition between manufacturers of sports cars. The new sports racers would develop rapidly and put an end to touring cars as top contenders at Le Mans. '51 was the final outing for Delahaye and Bentley and the prototype tide would overwhelm Talbot-Lago in the next couple of years.

1951 was the first year Porsche entered Le Mans with two 356 SLs winning the 1100cc class. By '53 Porsche

stepped up to the 1500cc class with a pair of 550 Coupes, winning their class.

1952 saw the first post-war factory effort by Mercedes-Benz with prototype W196s later to become the 300SL. They won after the leading Talbot-Lago of Pierre Levegh broke a connecting rod with one hour to go. Levegh, attempting a solo drive, was so far ahead that it took 20 minutes for the Mercedes to go ahead on distance. The ACO set limits of maximum driving spells of 80 consecutive laps and 18 hours in total the following year when Jaguar returned with disc brakes and won overall.

From 1949 to 1954 the distance covered by the winner had increased by over 550 miles. Stirling Moss in a 3.4 liter D-type Jaguar had been clocked at 154 mph with radar. In a close finish, Ferrari won by half a lap in '54. Heavy weather slowed the cars on race day. 1955 would see no such temperament of speed.

Jaguar won the disastrous race of '55 and continued to win until 1958 when regulations reduced maximum engine size to 3-liters. This left Ferrari with the advantage though the race was plagued by rain. Skillfully, American Phil Hill and Belgian Olivier Gendebien took the win with Porsche having its best

## SPINNEN continued from page 21



*In 1991 this ear-splitting Group C Mazda 787B was the first Japanese car to win.  
— photo Mazda*

year yet finishing 3rd, 4th, and 5th not to be repeated until 1966.

After 27 consecutive starts, Aston-Martin won in 1959 with American Carroll Shelby and Brit Roy Salvadori. Subsequently, Aston-Martin would leave for Formula 1. John Wyer, its General Manager at the time, would lead Porsche's 917 programs in 70-71 after his stint with the Ford GT40s.

In 1960 Ferrari would win and continue up to 1965 entering a massive number of cars. During this time, windshield size based on GT cars became an issue as applied to prototypes except for the Birdcage Maserati whose slope was almost half the length of the car. This gave them a 10 mph advantage on the Mulsanne straight but reliability issues plagued them. '62 saw the last of any front-engine car winning with a 250 GTO coming second.

Ford's win in 1966-67 is now a movie. After '67 Gulf Oil and John Wyer continued winning with Mirage derivatives of the GT40 through 1969 when Porsche's series of 917 "**loop-hole**" cars took their first overall wins in '70 and '71. 1969 was the last year of the "Le Mans start". 1970 was the year Steve McQueen filmed his movie "Le Mans". The Porsche 908 camera car

collected 250,000 ft. of film and finished 281 laps for an un-official tie for 7th overall (not classified).

The ACO was now in lockstep with the FIA's rules. As the five-liter cars (GT40, 917, etc.) had been banned and encouragement given to use of Formula 1 engines (to save cost? Reduce speed?). The French three-liter Matra V-12 looked good. Despite numerous failures in previous years, sponsorship from Simca supplied the money to find reliability and the Matra MS670s won in 1972. With Graham Hill and Henri Pescarolo the winners, Hill marked a special moment having won Le Mans, the Monaco GP, and the Indy 500; the unofficial Triple Crown of motor racing. Matra and Pescarolo would go on to win another two years ('73, '74).

With the 70's Oil Embargo and fuel-crisis came restrictions on refueling and a requisite 7 mpg. Having a thirsty engine, Matra retired from the sport in '74 and Ferrari and Alfa Romeo withdrew from sports car racing. This left John Wyer and his now private Gulf GR8-Ford Cosworth as the winner in '75.

Fuel economy rules led to the rise of turbocharging and with the exception of the Renault-Alpine win in '78 and Rondeau in 1980, Porsche would win the next



six races with its 936 Spyders and the production-based 935 K3. During this time, ties with the International Motorsports Association (IMSA) in the US grew closer as the Porsche 935 saw widespread adoption by teams in the US. Indeed, it was this tie that changed the rules again and the Group C classification was adopted in 1982.

The first six years of Group C were dominated by Porsche's 956/962 prototypes through 1988 when in 1989 Jaguar's XJR9 beat Porsche who withdrew its factory efforts to support its customer cars through 1994.

Of note during this period was the last race run without chicanes on the Mulsanne Straight where the WM-P88 Peugeot driven by Roger Dorchay set the all-time speed record of 252 mph in 1988. The car failed to finish the race.

After wins by the Sauber Mercedes C9 and a repeat by Jaguar in 1990, Mazda became the first Japanese winner with its 787B rotary engine car '91. This was followed by a series of rule changes to allow GT cars to compete for the overall win, notably the McLaren F1 GTR in '95 and the Porsche GT1 in 1998. Following this race, Porsche began a sabbatical, rumored to be part of a plan to allow Porsche's partner Audi to develop its own sports car without competition from within the organization.

Like many rules over the years, LMGT1 was full of controversial loopholes that manufacturers exploited. A humorous example was that all GT-based cars were required to have storage space capable of holding a standard sized suitcase. Mercedes exploited this by putting a small cubby hole into an unused area underneath the rear bodywork, although it was not



*The 1998 Porsche 911 GT1/98 was the last road-capable car to win Le Mans — photo Automotiv Press/Raphael Dauvergne*

as easy to access as a normal trunk. Toyota, in its interpretation of the rules, was able to convince ACO officials that the car's fuel tank, normally empty when the car is scrutineered before the race, was allowable as a trunk space since it could, theoretically, hold a suitcase.

The last race of the 20th Century saw Toyota, BMW, and luckless Mercedes vie for the win. In practice and warm-up Mark Webber lost ground-effects down-force over humps on Mulsanne and the stretch leading to Indianapolis corner, flipping his Mercedes CLR. This was followed by a similar incident on lap 75 of the race as the team once again withdrew. Fortunately, neither driver was seriously injured. BMW saw the checkered flag first in a good fight with Toyota's GT-One.

Mercedes again withdrew from sports car racing to concentrate on the German Touring Car Championship and BMW left to supply engines for the Williams F1 team. Newcomer Audi continued with new technologies along with Toyota and Porsche as we look towards the future; next time.

—KEEP SPINNEN. ■



(Above) Chuck Jarvie at Autocross with his 2004 Porsche Boxster S.  
(Below) Chuck autocrossing his 914.




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*...and yes, he drag- raced it on the street and “left a lot people behind me!”*

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# LONG-TIME PORSCHE CLUB MEMBERS

***An Interview With Chuck Jarvie***  
BY DIANE SCOTT

## 50 Years with PCA

**E**ver want to be a race car driver? I recently had the pleasure of interviewing Chuck Jarvie, a Porsche Club member since 1973, who had ambitions of doing just that.

Chuck's first car was a used 1960 Pontiac Catalina that he bought from his family for \$100.00. Fresh out of college, he needed wheels to get him to California to start his new job. The images of this car online made it look bigger than a pickup

truck and of course he got bad gas mileage. But, the price of gas was only 35 cents a gallon back then. That car lasted for two years, recalls Chuck, and finally “fell apart” with 70,000 miles on the odometer.

So, the next logical car for him in 1967 was a Corvette. But, of course, as luck would have it, new Corvettes were sold out for that year and Chuck never got his. This was during a time - around 1961 - when Chevrolet made an agreement that allowed NASA astronauts to

lease a brand-new Corvette for just one buck. Records show that six of the seven astronauts from the Mercury program took Chevrolet up on this deal. John Glenn got a station wagon. Maybe Chuck should have been an astronaut.

Chuck purchased a 1967 Dodge Coronet as his daily driver, which led him to get into the car culture in California. Then he acquired a 1969 Barracuda fastback in white with a black strip



on the side. Chuck describes this car as a hot rod; V8, four on the floor, and yes, he drag-raced it on the street and "left a lot people behind me!" Sadly this car had many quality issues, so it was sold, but Chuck retains fond memories of it.

Have you ever read the children's book "If you give a mouse a cookie" by Laura Numeroff? This is kind of a "Chuck story" about how he got into racing. His cookie was when he started out working on pit crews at Sears Point and Laguna Seca in the Bay area. He saw how much fun racing was and he decided that he too wanted to be a road racer. The milk to go along with the cookie came with his purchase of a B sports racer, a fairly simple car with a 1600cc four-cylinder engine mounted mid-ships. It weighed barely a thousand pounds with about 200hp. He first ran at Cotati, north of San Francisco, but blew an oil hose and did not finish. He soon learned that driving in traffic with 20 other cars and mixed classes is risky. He remembers crashing his car into the wall at Sears Point and leaving a big Goodyear impression on that wall. Getting the car fixed proved very expensive, and Chuck decided that an autocross car would be much cheaper.



*Chuck in his Formula Ford Race Car.*

He tried autocrossing with his Barracuda in the Bay area. The weather was great 52 weeks a year and there were lots of autocross clubs offering races every weekend. This became his new hobby.

Chuck joined the local Porsche Club region in 1973, just about the time the first big gas crisis hit America. He needed a car that could go a month between fill-ups. This prompted him to buy a Porsche 914 that got 45 miles to the gallon on the highway. "It was easy on gas and fun to auto cross." His favorite autocross car, though, was a Formula Ford race car. "Quick and nimble, like a canoe with 4 wheels. You were crammed into the cockpit, with three gallons of gas in a rubber bladder behind your back and the engine a bit further behind, so you could hear and feel the engine," remembers Chuck.

I asked Chuck what the fastest car was he ever drove. It was a Sports 2000 racer that he describes as a two person go-kart, low to the ground, with 200hp and weighing only a thousand pounds (see photo). He once hit 102mph in 2nd gear at an autocross at the Tillamook airport.

In succeeding years, Chuck has owned many Porsches, including that 914, plus a 924 and a 968.

Today Chuck drives a yellow 2004 Boxster. You can see him run at ORPCA autocrosses at PIR. Come join him.. ■

*Chuck in his Sports 2000 Racer.*





## March SUV Drive

BY TOSH KANNO | PHOTOS BY TOSH KANNO, GARY FELDMANN, MARC FRANCK AND JEANNINE DOWNEY

Enjoy a few of the photos. There are more on our Smugmug site: <https://orpca-pix.smugmug.com/2023-ORPCA-Events/March-25-SUV-Drive/>

Enjoy the video that Jeannine Made of the Drive: <https://orpca-pix.smugmug.com/2023-ORPCA-Events/March-25-SUV-Drive/i-SwkQSgw/A>

*(Above) Tosh is great about taking a photo of the group!*

Bob Ellis led an exciting March SUV drive (delayed to April 1 due to weather). This drive was themed "In like a lion, out like a lamb." The event was aimed at bringing together Porsche enthusiasts after our long cold and wet winter and to explore the scenic beauty of the countryside while experiencing the impressive capabilities of Porsche SUVs. The roads were all paved, clear, and in good condition.

The convoy of Porsches and one BMW set off from Wilsonville, and the drivers immediately put their vehicles through their paces, navigating the winding west-side country roads.

The route of the drive was carefully planned by Bob to showcase the picturesque scenery of the countryside. Participants drove through twisty roads, rolling hills and valleys, taking in the breathtaking landscapes at almost every turn. Along the way, we viewed misty surreal forests, expansive "post-card"

vineyards, farms, and country estates.

After a short rest stop at Graham Oaks Nature Park in Wilsonville, we proceeded on our second leg to Bald Peak Scenic Viewpoint. Luckily the light rain stopped as we continued through cloudy roads with sunlight breaking through the trees.

The final leg was as enjoyable as the first section and did not disappoint as we proceeded along Yamhill backroads to our great lunch destination at Larson House Pizzeria & Eatery.

A big thank you to Bob Ellis for organizing this wonderful drive. Thanks also to Ron Gotcher, Jeannie Downey, Carlos Santana, Heinz Holzapfel, Silvia Nesson, Peg Ryan, Eric Lewis, Gary and Ina Feldmann, Wendy Lee-Kanno, Marc Franck, and Stephanie Morrison. It was great to see all of you again and share a great drive! We hope to reprise this drive as a "Car" event on a warm and dry summer Saturday. ■



(Left to Right, Top to Bottom)  
 A beautiful drive even with the rain; Carlos' face says it all – it was cold and rainy.  
 Gary and Ina Feldmann joined him in the cold and wet; Porsche SUVs and a BMW ready for the drive!  
 We gathered under the bus stop for our participant meeting.  
 At our lunch spot in Yamhill.





# Automotive Scholarship Awarded

BY GARY KOPPANG/ PHOTO BY PCC FOUNDATION

**F**or the last seven years, the Club has given the Clackamas Community College, Mt. Hood Community College, and Portland Community College foundations money to award a scholarship to one of their deserving Automotive Service Technology students. This Spring term the award was made to Daniel Braxmeyer V. Daniel received \$1,000 to use towards tuition, books and tools as needed. To the right is his thank you letter to the Club.



## OREGON REGION PORSCHE CLUB OF AMERICA ANNUAL SCHOLARSHIP

*Dear Donor,*

*I would like to express my gratitude for awarding me the Oregon Region Porsche Scholarship and supporting me through this school year and through the automotive program. Your help allows me to focus on school and get more out of my hours in and out of school. Not having to worry about the financial side of school fortifies my dedication to school and finishing my degree and program. Furthermore, being awarded this scholarship proves to me that people recognize my efforts and believe in me to make a difference in the world.*

*I am a Portland, Oregon native and am currently finishing up my second to last term in the Automotive Service Technology program at PCC Sylvania. I started the program in Fall 2019 after getting neck deep in a love for cars during a gap year I took after my first year at a four-year university. COVID halted the program in 2020 and I waited to come back to the program until it was completely back in person. I waited because I wanted to immerse myself as much as possible in the automotive world and get the most I could out of the program. During the time the program was online I was laid off from my other job and began employment at O'Reilly Auto Parts in order to keep expanding my automotive knowledge and stay on my feet financially. I've enjoyed working there, learning so much and using all my knowledge to help customers diagnose, locate parts, and sometimes repair their vehicles. I came back to the program in Spring 2022 and am now in my second to last term and ready to move on to bigger and better things once I graduate. I plan to continue my education and training through Tesla's START program and earn a job as a technician. As a technician I want to be able to use my expertise and ability to bring people joy through well-functioning vehicles.*

*This scholarship will help me achieve that and my goals, and I am very thankful for that. Furthermore, COVID was difficult financially for me just as coming back to school has been, and this scholarship means the world to me because it relieves some of that stress and recognizes my dedication to the automotive industry. Again, thank you so much.*

*Warmest regards,*

*Daniel Braxmeyer V*



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



A Concours d'Elegance is a judged event celebrating the history and provenance of the Porsche marque. PCA members show their cars and judges deduct points from a maximum possible value based on vehicle condition and cleanliness. The Parade Concours is an event favorite. Parade is a great time to give it a try!



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# Whatever Happened to Dash Plaques, The Original Participation Award?

STORY AND PHOTO BY PETER LINSKY

*Writing recently about my own autocrossing history prompted another domestic archaeological expedition.*

I climbed into my garage attic and exhumed some treasured souvenirs of an age gone by, back when every sports car owner who spent a Friday evening or Sunday morning on a TSD rally or autocross or worked - or drove in - a weekend race came home with a bit of silk-screened or embossed/engraved aluminum or brass that spoke to their enthusiasm of our hobby. Many were quite artistic. Like bumper stickers on chrome bumpers, dash plaques on dashboards have all but disappeared.

Dash plaques seem to have begun in this country as little plaques given out to early race drivers and class winners, who would stick them on the - wait for it - dashboards of their MGs, Triumphs, Jags, Morgans, Corvettes, or whatever, to signify their participation in a particular event. Note that most those cars usually had wood dashboards, so the little plaques looked right at home. Some Porsche owners would also stick them on their painted dashboards - reluctantly - because the adhesive backing could damage the surface. Usually, though, dash plaques would wind up in a drawer, a scrapbook with photographs, under





glass on a coffee table, or glued to a hunk of wood to display on a wall.

In the 1970s, cork-faced bulletin boards became a thing, and on the west coast a retail chain called Import Plaza began to sell large dark and odiferous cork boards with wood frames that seemed custom-made for the purpose. That's where mine wound up. Most trophy stores could handle engraving jobs, but there were few companies around the country that specialized in creating real dash plaques. Most are gone now.

After I got married, my spouse voiced strenuous objection to my hanging my two smelly plaque-covered cork boards inside where hardly anyone could see them, so they were relegated to the garage, and eventually wound up in the attic, wrapped in black plastic yard bags, out of sight and out of mind.

This spring I decided to renew my acquaintance with them. My wife was quite bemused; "How many of those things do you have?" she asked. "Probably about 175 or so", I replied. "What are you going to do with them?" "I need to think about that," I said, "Each one has a story to tell." The adhesive on many of them had dried up from age and heat and the plaques had fallen off one board.

I carefully removed those that remained and spent some time carefully dissolving the glue and cork remnants. As I looked over each one, I tried to recall the event. Where was it? What did I do there? I found one from the 1967

Umpqua Autosports rally in Douglas County where the Rallymaster (me) mis-counted some signs when he composed the route instructions and sent a lot of folks on an unintended two-hour scenic detour to Crater Lake. We tossed that leg, but by then, most of the teams had headed home in disgust.

There was the one from an autocross at Universal Studios in Studio City where I spun backward at an un-holy rate through the finish line timing lights. No points for style! Hmmm...here's the one from a Concours d'Elegance at Fashion Square in Sherman Oaks where the late NBC studio bandleader Don Ricardo entered his 300SL gullwing coupe, still filthy and salt-encrusted from running at Bonneville, but still judged best in the race car class. A very original but very ratty barn-find Porsche 904 previously owned by Robert Redford placed second, relegating my clean, rare, but certainly not as elegant (Read: "Bulldog-like") Fiat-Abarth to third.

The WOW autocross at Coos Bay when the water pump V-belt lost a chunk that found its way under the toothed timing belt on our Fiat X 1/9. The timing belt jumped a couple of cogs at high revs, bending every exhaust valve and leaving my wife and I to haul the car back to Beaverton on a flatbed trailer belonging to a Corvette owner.

The better part of 20 years of friendly sports car competition from back in the day, all wrapped up in a box of memories, almost all of them

---

*This spring  
I decided to  
renew my  
acquaintance  
with them....  
As I looked  
over each  
one, I tried  
to recall the  
event. Where  
was it?  
What did I  
do there?*

---



# April Arrive and Drive

BY SCOTT LAZENBY | PHOTOS BY JOE SWEENEY,  
BILL BUSH, MARC FRANCK & RICK PITTMAN



*Mike Newby our tour organizer!*

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

<https://orpcapix.smugmug.com/2023-ORPCA-Events/April-Arrive-Drive-482023/>

**I** confess: when languishing in bumper-to-bumper traffic or enduring the monotony of freeway driving, our Subaru is a more comfortable vehicle to be trapped in than our Cayman. Country roads are another matter.

For the April 8 Arrive and Drive, Mike Newby, a five-year veteran of our club, chose a very nice 90+ mile route through Willamette Valley wine country. Three rest breaks gave us some variety in cars to follow and tag, and a lucky break in the weather gave us dry roads.

One of the rest breaks was at the Courthouse Square Park in the small town of Dayton. The idea was that we would have plenty of places to park, and we could use the public loo. Turns out we arrived in the middle of the annual Easter egg hunt, and the square was packed. Parents who had been looking into the park to watch their kids turned our way as the parade of Porsches passed. We managed to find places to park anyway.

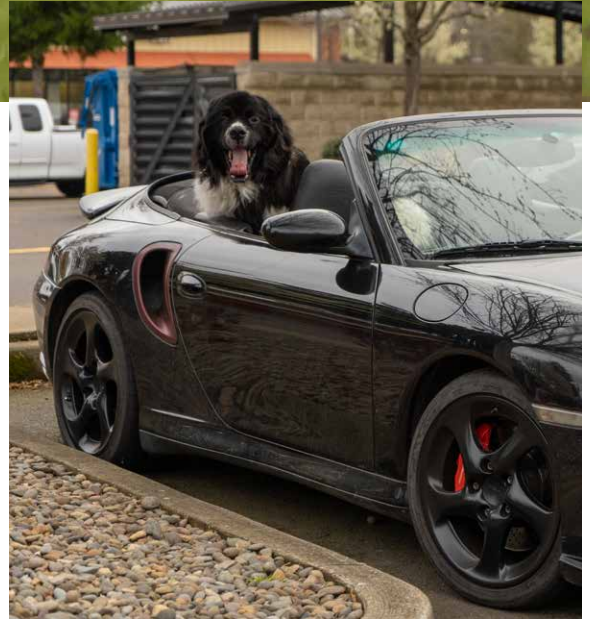
We had some nice twisty roads up into the Eola Hills, and dropped back down with vistas of the valley and the snow-covered Cascades. Downtown Amity was lined with cherry trees in full bloom and we drove past dozens of vineyards and wineries.

Club President Peg Ryan met us at the start (in Wilsonville) to wish us well. But she said she had too



*Matching shoes and key fob in Gulf livery!*





*"Max" Dual-Hipply is our Arrive and Drive mascot.*

many chores to do and couldn't join us on the drive. Besides, she was solo, Eric usually does the driving, and she was in the Cayenne. But her friends in the club prevailed, and Peg drew on her autocross experience to expertly pilot the Cayenne through the twisties. You only live once!

We had 44 people in 31 cars so we split into two groups; Scott Dual was the lead for Group 1 and Mike Newby set the pace for Group 2. Our group ended at Golden Valley Brewery in McMinnville, with excellent food and beer and good service for our large crowd. For my tablemates, the high points of the drive were the winding roads in the hills, dry pavement, and beautiful scenery. Aside from the pleasure of being in the middle of fast cars on country roads, one of the things I like about these drives is checking out the other Porsches at the start and during breaks. Better than paying to go to a car show.

Being a tour leader is rewarding, but it does take a lot of work. My thanks to Mike Newby for organizing the April Arrive and Drive, and to the drivers and navigators for their comradery and friendship. ■

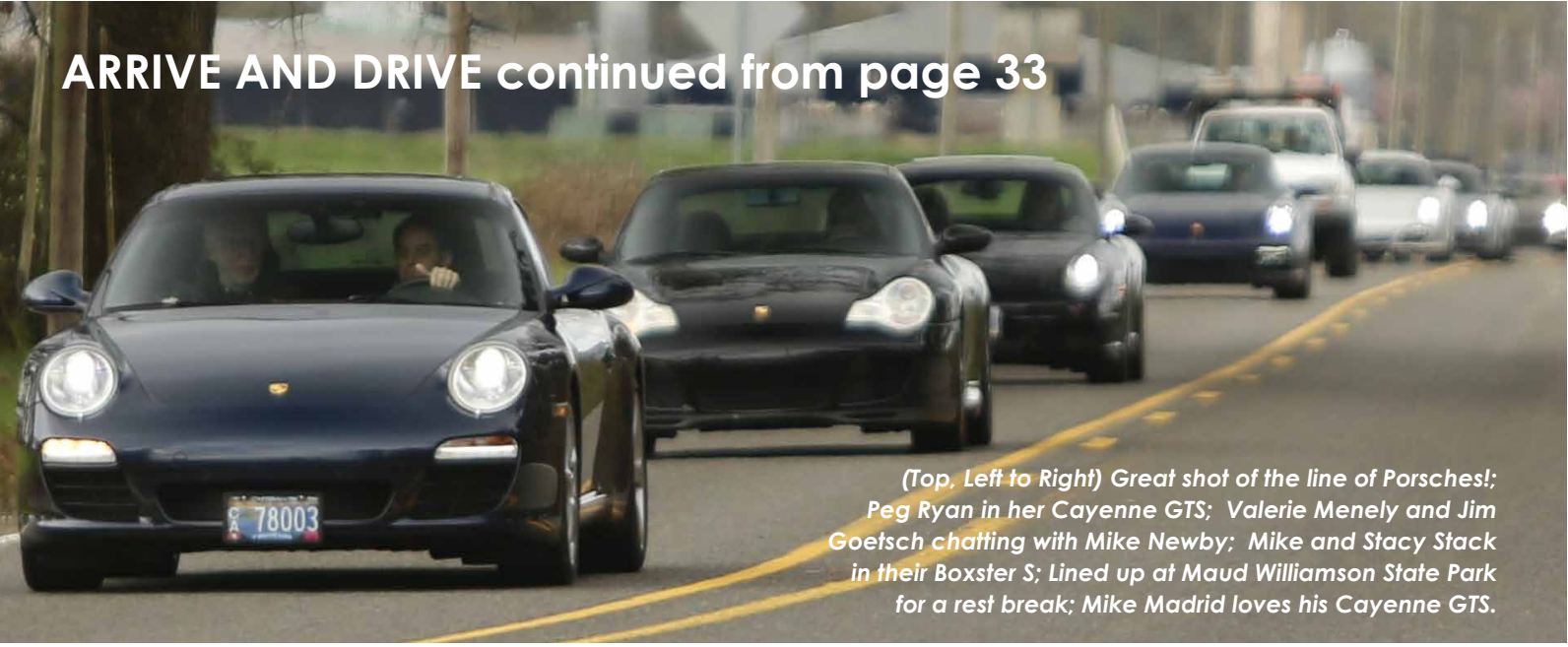
***more pictures on the next page***



*Linda Tracewell and her navigator along with Jennifer Pittman.*



# ARRIVE AND DRIVE continued from page 33



(Top, Left to Right) Great shot of the line of Porsches!; Peg Ryan in her Cayenne GTS; Valerie Menely and Jim Goetsch chatting with Mike Newby; Mike and Stacy Stack in their Boxster S; Lined up at Maud Williamson State Park for a rest break; Mike Madrid loves his Cayenne GTS.





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*The stories  
are true, the  
rear bar in  
the split-  
window  
coupe and the  
vibration of  
the rear-view  
mirror at  
speed made  
it hard to see  
out the back.*

---

## My Porsche Story

BY ROD LANDES

**T**hrough high school I was a Corvette guy, actually rode to school in my friend's new '63 Fuel-injected Split-window coupe (I know, wow, right?) I got my first speeding ticket in that car.

I was a senior in high school, driving with my friend from Arizona to California for spring break in his Corvette. The stories are true, the rear bar in the split-window coupe and the vibration of the rear-view mirror at speed made it hard to see out the back. We were flying, and the officer had to pull beside me to get my attention. He was not happy. I was ticketed for 90 mph (luckily I was slowing down). I was also cited for crossing a double yellow line after passing. It occurred to me to say "The line was engineered for safely driving 65, since I was faster I was perfectly safe," but I held my tongue.

Then muscle cars. My own first new car was a '68 big-block four-speed Javelin. I was in seminary at the time. Used to love to do burn-outs in front of the library. (I fancied myself a bad-ass seminarian, but again another story).

Later, living in DC, two kids, yearning for a sports car, but it had to have

back seats. And it was 1982 and the 944 came out, and dealers were forbidden to mark up the price! Deal done! Loved it, but noticed in 1988 that it would sell for the same price I initially paid. I came into a bit of one-time money, so, into IRA (practical), or the once-in-a-lifetime shot into a 911? Bought the new 1988 Carrera in Guards Red with all the spoilers, red piping on the black interior. Put 280,000 miles on it. Drove it across the country when I moved to Portland. Many adventures, daily-driver, figured it would be a forever car.

But then I realized I wasn't driving it much, and, at only 74 years of age, I wasn't done with Porsche adventures yet. So in 2019 I sold the car to Avante Garde Collection, who sold it on Bring a Trailer. (It recently showed up again on Bring a Trailer, the new owner Safari-ed it).

After some shopping I found a 2006 Lapis Blue Carrera 4S on Bring a Trailer. It was in Scottsdale, AZ, but so were my old high school friends, now Porsche guys as well. They tested and I bought the 997. Beautiful car, fantastic performance. It is another adventure. ■



Golden Valley Brewing offered a great room for our dinner.

## April Dinner Gathering at Golden Valley Brewing

BY HARRY AND STEPHANIE DANBERG | PHOTOS BY BOB ELLIS AND MANDY CHAO

Enjoy the photos.

There are many more on our SmugMug site:

<https://orpcapix.smugmug.com/2023-ORPCA-Events/April-Dinner-Gathering-April-19>

Almost 40 ORPCA members gathered April 19th at April Dinner Gathering at Golden Valley Brewing in Beaverton. Many arrived before the “official” 6 pm start (hence proving that the P in PCA does NOT stand for Procrastinators). The dinner was hosted by Harry and Stephanie Danberg with much-appreciated assistance from Julie Madrid and Anh Le without whom the evening would not have been such a great success. As always, the dinner social was a great opportunity for fellow car enthusiasts to come together and enjoy good food and company. The recent, crazy Oregon springtime weather didn't dampen the spirits of

those in attendance. New and old members got to meet each other or refresh old acquaintances. And while the cars bring us together, the shared stories make memories and good times.

The menu for the evening included a variety of delicious dishes, with standouts being the fish and chips, great burgers, and salads. All these were met with sounds of appreciation from the attendees. The beer, wine, and spirits were enjoyed by all. The wait staff at Golden Valley was attentive and thoughtful, making sure that everyone had an enjoyable time. With great food, good company, and a welcoming atmosphere, it was a great way to get out of the house. ■





Hosts Stephanie and Harry Danberg greeting and checking people in.



Lois of smiles. Front: Harry Danberg, Jerome Deluz, Peg Ryan. Back: Carlos Santayana, Joe Sweeney, and Mike Madrid.



VP Heinz Holzapfel flanked by Ina and Gary Feldmann.



Bob Ellis with new members Kym and Monte Allen.





# In Memoriam

## Gary Engel

40+ year ORPCA member  
Gary Engel passed away  
in December 2022. He  
had been diagnosed with  
Cholangiocarcinoma, a  
form of liver cancer, in  
March 2021. If you want to  
send condolences, please reach out to Gary's wife  
Chris, at [ccengel@comcast.net](mailto:ccengel@comcast.net).



Here are a few pictures that Chris Engel sent in. ■

(Below) A labor  
of love: Gary's  
incredible  
"Speedster  
GR", featured  
in Excellence  
magazine in 2013



# In Memoriam

## Wyn Robertson



With much sadness, this is to notify you all  
that we lost Wyn Robertson last week. Wyn,  
95, passed away after a brief illness. As many  
of you know, Wyn owned a Porsche repair  
facility in Sacramento for decades. Several  
years ago, he and Linda sold the business  
and retired near Salem.

Wyn's pride and joy was his 356 Speedster  
which he routinely raced at tracks up and  
down the state of California. Wyn was one  
of the many Porsche owners/drivers who  
became immortalized in the book entitled  
"Speedster Wars". This group of racers made  
history in the 50s, 60s, and 70s and are now  
well-established in rich Porsche lore.

Wyn and his wife, Linda were married over  
50 years and owned several Porsches during  
those years. - Steve Miller

**Editor Note:** We published an article in the  
February Anzeiger in a new column – Long  
Time Porsche Club members. Wyn was our  
inspiration for doing this column, and his  
Porsche story was our first article. ■



# April Midweek Drive

ARTICLE AND PHOTOS BY TOSH KANNO

**S**unshine? We don't need no stinkin' sunshine! The April 19 Midweek drive started in light rain (For the record, this April was the fourth-wettest ever!). Our drivers' safety meeting was held under the picnic pavilion at Rood Bridge Park in Hillsboro. We originally expected 17 participant vehicles but due to the weather, our brave group was down to nine cars and three navigators.

This was a 60-mile drive but the quality of this one was due to the roads chosen rather than merely the distance covered. These country roads are in great condition and expect you to keep alert to smoothly carve your turns.

Linking Eric Lewis's favorite roads between Hillsboro to McMinnville, our drive started down toward Farmington and Forrest Hills, then up to Bald Peak rest stop. The weather continued to submerge us in beautiful mist and fog. Arriving at Bald Peak we were greeted with a light dusting of snow. (Is this April?) But the roads are still clear and call on us to continue our trek.

We covered some of the most engaging west side roads including Blooming Fern Hill, Laurelwood, Albertson, Woodland Loop and Worden Hill.

Our lunch destination was now the appropriately sunny skies at "Matzalan" in McMinnville. A hearty lunch with friends! Great food, great conversations, and a great drive. Thank you, Eric Lewis! ■



*At the start – Rood Bridge Park.*



*The group for the Midweek drive.*



*Having fun in light snow at Bald Peak.*

Enjoy the photos. There are many more on our SmugMug site: <https://orpcapix.smugmug.com/2023-ORPCA-Events/Midweek-Drive-April-29/>





A recently completed  
1956 Chevrolet Nomad.



Owner Steve Frisbie  
(middle) talks about the  
history of Steve's Auto  
Restorations.

Enjoy the photos. There are many more on our  
SmugMug site: <https://orpc-pix.smugmug.com/2023-ORPCA-Events/Steves-Auto-Restoration/>



## A visit to Steve's Auto Restoration

ARTICLE AND PHOTOS BY LARRY HANNAN

On April 15th thirty club members met at Steve's Auto Restoration in east Portland for a tour of his 14,000 square foot shop. According to Steve's website they are a "multi-faceted shop specializing in transforming automotive dreams into reality." Owner Steve Frisbie was on hand to tell us about his more than 40 years in the business of building and restoring cars.

The shop floor had cars in various stages of customization or restoration, many stripped down to bare metal. The projects included a Corvette that was being restored to Concours condition and two highly customized cars that may be entered in the Ridler award competition when completed, an award that Steve's won in 2017. The Ridler is awarded at the Detroit Autorama and is considered the top award in the custom car world. While it would have been nice to show pictures of these two cars, any photos of the cars prior to their debut at Detroit could make them ineligible for the coveted award.

We were all very impressed by the high-quality work this shop produces and the welcome we received. What is fun about these events is discovering businesses many of us never knew existed. One of our members commented that he had no idea we had a custom builder of Steve's quality and reputation in our region.

Enjoy the photos. ■



## Member Having Fun: Organ Pipe National Monument



Member, Kurt Fuerstenau, lives in Arizona in the winter. He took this photo during the Southern Arizona Region recent Escape to Ajo. Kurt's Speed Yellow Boxster matches the abundant bloom of Brittlebush on the hillside at the Organ Pipe National Monument. He commented that the blue sky, and 80 degree day just added to the overall success of the event.



## Member Having Fun: From Jersey Shore to Timberline Lodge

BY HEINZ HOLZAPFEL

It was a long, grey, wet, snowy winter. But that doesn't mean you can't have fun. In late March, Sylvia and I spent three weeks on the Jersey shore (yes, it's not the coast or the beach, it's the shore over there). One afternoon we met friends in Brooklyn, and on the way there we stopped under the Manhattan Bridge on the Brooklyn side. You probably recognize the location, it's in millions of Instagram posts. It was a rainy, very windy, cold day, but literally, hundreds of tourists crowded the street for their Instagram shot. Well, so did we!

Then in mid-April we went with Sylvia's son and youngest grandson up to Timberline Lodge for three days of skiing. We had the last major winter storm of the season, and got 8-10 inches of snow overnight. The fireplaces were going, the wind was howling, and the skiing was great at 15 degrees wind chill! And our Macan with winter tires on brought us up and down safely and had no issues to get out of the snow drifts in the parking lot! Great car!







John Johnson and Peter Burke enjoying coffee.



Lots of great cars on hand.



Leather reconditioning.



The sweatshirt says it all.

## Perfect Day for a Spring Clean

BY PEG RYAN, PHOTOS BY ERIC LEWIS

Saturday, April 15 turned out to be a perfect day for our annual Spring Clean. Justin Williams and Bryan Farley from Matrix Integrated lent us the use of their garage in the South Waterfront District. A big thanks also goes to Mike O'Connor for organizing the whole event for us.

We had five vendors on site: Factory Wheel Outlet for wheel rash repair, The Leather Guy doing interior leather reconditioning, The Dent Guy for paintless dent repair, Showroom New doing paint chip touch-up and River City Glass for windshield chip repair and headlight lens restoration.

Not only did many of us get some annoying cosmetic issues fixed, but we also got to see some great cars and chat with club members, some of whom we don't get to see very often. Our thanks to everyone who supported the event. ■

Enjoy the photos.  
There are many more  
on our SmugMug  
site: <https://orpcapix.smugmug.com/2023-ORPCA-Events/Spring-Clean-Apr-2023/>





On right: Mike O'Connor, Mike Wifling, Becky Schroeder, and Chuck Hervey



Working on the wheels.



Paint chip repair.



This headlight lens repair was remarkable!



Fixing small dents.



Fixing a windshield chip.



Quite a tool.



Working on the wheels.



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

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



Porsche Experience Center in Atlanta



+1 313 312 0780  
[broadarrowauctions.com](http://broadarrowauctions.com)





# 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>



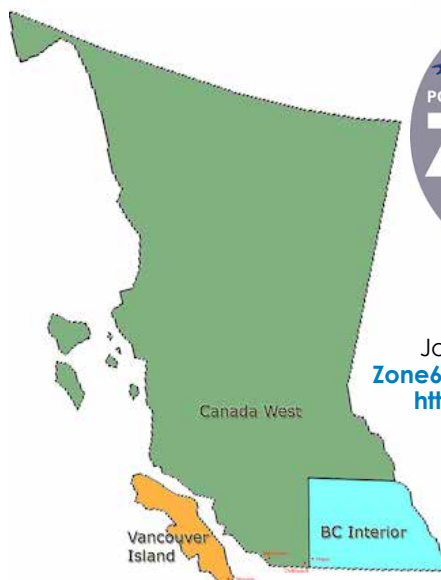
**Canada West**  
President: Matt Stogryn  
[president@pca-cwr.org](mailto:president@pca-cwr.org)  
<https://www.pca-cwr.org>



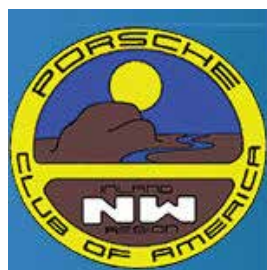
**Cascade**  
President: Greg Dino  
[president@cascade-pca.org](mailto:president@cascade-pca.org)  
<http://cascade-pca.org>



**High Desert**  
President: Joe Mansfield  
[president@highdesertpca.org](mailto:president@highdesertpca.org)  
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**PCA Zone 6**  
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**Inland Northwest**  
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**Olympic Peninsula**  
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**Vancouver Island**  
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**Oregon**  
President: Peg Ryan  
[president@oregonpca.org](mailto:president@oregonpca.org)  
<https://www.oregonpca.org>



## Gear Up for the 2023 ORPCA Autocross Season!

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

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

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

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

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

Your ORPCA Autocross Team ■

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





# Autocross Events 2023

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

**Autocross #4** | June 11

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

**Autocross #5** | July 16

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

**Autocross #6** | August 13

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

**Autocross #7** | September 24

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

**Autocross #8** | October 15

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

## AUTOCROSS #4

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

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

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

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



## 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.



### MAY

19-21	Fri - Sun	Walla Walla Tour
13	Saturday	Arrive and Drive
17	Wednesday	Dinner Gathering
20	Saturday	Covered Bridge Tour
24	Wednesday	Ladies ONLY drive
24	Thurs	Midweek Drive
27	Saturday	SUV Drive



### JUNE

3	Saturday	Introduction to Arrive and Drives
3	Saturday	Electric Car Drive
10	Saturday	Arrive and Drive
20-21-22	Tues Wed or Thurs	Midweek Drive
24	Saturday	SUV Drive
22-26	Thurs-Mon	Northwest Passage





## MAY BOARD OF DIRECTORS MEETING: VIRTUAL

Wednesday, May 10 6:30pm – 8:30pm

**T**he May 2023 Board Meeting will be held on Wednesday, May 10 from 6:30pm – 8:30pm. This will be a virtual board meeting using the online meeting tool, Zoom. If you are interested in attending on Zoom, please send an email to Heinz at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org) with your name and email address. All members are welcome! ■

*Note: June Board Meeting is Wednesday, June 14*

## ARRIVE AND DRIVE: PICNIC LUNCH AT MARYS PEAK EVENT IS CLOSED FOR REGISTRATION

Saturday, May 13

This event is closed for registration!

**J**oin us for the May Arrive and Drive. To attend, bring your favorite Porsche (with plenty of fuel), and ideally, a navigator, picnic lunch, and chair(s) to sit on. The drive starts in Wilsonville and will end at Marys Peak.

There will be three groups with a maximum of 15 cars in each group. All Groups Arrive at 8:30. Participants meeting will be at 8:45. Group 1 leaves at 9:00; Group 2 leaves at 9:10 and Group 3 leaves at 9:20. ■

*Note: Next Arrive and Drive is Saturday, June 10.*

## MAY DINNER GATHERING

Wednesday, May 17 | 6:00 – 8:00pm

Location: Billy Blues Bar & Grill, 7115 NE Hazel Dell Ave, Vancouver, WA 98665

**W**e'll be north of the river in Vancouver for our May Dinner Gathering on Wednesday, May 17 from 6:00 – 8:00 pm at Billy Blues Bar & Grill. Stay after dinner for music by Spellbound Band. Billy Blues is not just a bar, a grill or even a building. Billy Blues is two young men's vision where friends, family and the common stranger could gather for great food, cutting-edge drinks, and good times! We have room for 40 attendees. Registration is open here: <https://www.oregonpca.org/event/may-dinner-gathering-4/> ■

*Note: June Dinner Gathering is Wednesday, June 21*



## GARAGE VISIT: AVANT-GARDE COLLECTION

Saturday, May 20 | 10:00am – 12:00 noon  
678 N Thompson St, Portland

**O**n Saturday, May 20 we will visit the Avant-Garde Collection from 10:00am – 12:00 noon. Located at 678 N Thompson St, Portland, Avant-Garde specializes in exotic, vintage, and specialty vehicles. We will hear from owner, Matt Crandall, about his business model and then have time to see the cars that are currently in his shop.

There are 10 openings remaining. You will need to register. If you are bringing a guest, please register that person as well. There will be ample on-street parking around the garage.

Complete information and a link to register are here: <https://www.oregonpca.org/event/garage-visit-tech-session-avant-garde-collection/> ■

## COVERED BRIDGE TOUR – FULL, WAITLIST OPEN

Saturday, May 20 | Starts at 8:30am

**T**his Tour is full. Please add your name to the waitlist. If someone cancels, we will notify you in a first come first serve manner.

This tour travels to six of Oregon's historic covered bridges. We will be driving through scenic farm country roads in the Willamette Valley as we travel from bridge to bridge. Bring Your Own picnic lunch for a stop at the Roaring River County Park. With over 145 miles on this route, we will be driving most of the day. We start in Wilsonville and end at the Oregon Garden Resort where you can enjoy refreshments at the Fireside Lounge. Full information and a link to the waitlist are here: <https://www.oregonpca.org/event/covered-bridge-tour/> ■

## LADIES! START YOUR ENGINES

Wednesday, May 24 | Starts at 9:30am

**D**on't miss this chance for a fun drive with the gals. Join us for a short jaunt through beautiful Oregon farmland, up the Chehalem ridge to Bald Peak and into Forest Grove for a get-to-know-you-better brunch. Grab a friend, sister, daughter, or other nonjudgmental woman as navigator for this ladies only drive (sorry guys, maybe next time). This is an easy, no-pressure, introductory drive meant to encourage and empower all the Porsche Ladies to come out and drive! It's the perfect chance to continue existing friendships and forge new ones. Porsches preferred as this is a Porsche Club, but other marquees are welcome. There is an optional brunch following the drive. For complete information and a link to register, please go to: <https://www.oregonpca.org/event/ladies-start-your-engines/> ■



## MAY MIDWEEK DRIVE – FULL, WAITLIST OPEN

Thursday, May 25 | Starts at 8:30am

**T**his drive is now full. Please add your name to the waitlist and we will contact you if someone cancels.

We will start in Hillsboro, drive to Vernonia via Scappoose, stop in at the Jewell Meadows Wildlife Area for a rest stop and finish in Astoria, Oregon. The drive ends at the Bridgewater Bistro around 1:00 PM but lunch is on your own. Full information and a link to the waitlist are here: <https://www.oregonpca.org/event/may-midweek-drive-2/> ■

*Note: The next Midweek drive is Wednesday, June 21*

## MAY SUV DRIVE

Saturday, May 27

**S**ave the date for the SUV Drive on Saturday, May 27. Please check your Wednesday email blast for the details and registration information. ■

*Note: The next SUV drive is Saturday, June 24*

## INTRODUCTION TO ARRIVE AND DRIVES

Saturday, June 3

**A**re you new to the club or have never done an Arrive and Drive? Then this drive is for you. This drive will be shorter (55 miles) with the hope of lessening the stress, and anxiety of an Arrive and Drive. The drive will be in the Columbia River Gorge area, with nice twisty roads and great views. Please join the region's Tour Director, Kurt Fuerstenau, for a fun informative morning. There will be 1 group of 15 cars. We will meet at 9:45 and roll out at 10:30. Lunch will be at the Italian restaurant, Ristorante Di Pompello in Troutdale. Registration will open on Thursday, May 4 at 7:00pm. For complete information and to register go to: <https://www.oregonpca.org/event/introduction-arrive-and-drive-1/>

# ELECTRIC CAR DRIVE

Saturday, June 3

**O**RPCA's First Electric Vehicle Arrive and Drive, Saturday, June 3 - If you own a Porsche 918, Taycan, Panamera E-Hybrid, Cayenne E-Hybrid, or any other brand of all-electric car (Tesla, Audi, BMW, Mercedes-Benz, Polestar, Jaguar, VW, etc.) come to be a part of ORPCA history and join Ravi Rajaram and William & Anne Rasnake on June 3. This drive will open for registration on Thursday, May 4 at 7:00pm. For complete information and to register go here: <https://www.oregonpca.org/event/new-electric-vehicle-arrive-and-drive/> ■

# 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. ■



## ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

### EVENT PHOTOS

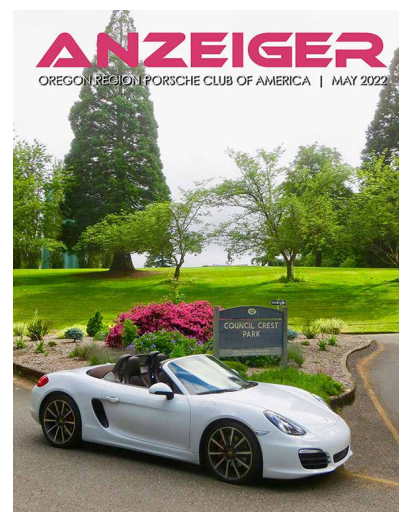
- Photos can be vertical or horizontal.
- When shooting, there should be a comfortable margin around all edges of the focal point (most often, a car). **Do NOT crop!** We will crop your photo to the best proportion for the page. *Photos with the edge of a car clipped off is the most common photo error.*

### COVER PHOTOS

- The cover "bleeds" off the edges, so please 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.

### ALL PHOTOS

- Shoot and send the highest resolution possible.



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



# 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

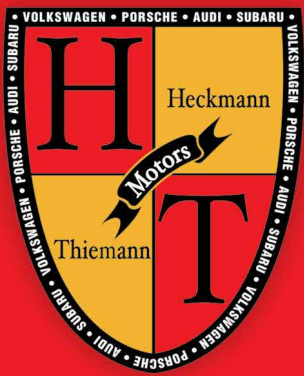
[northwestclassicroally.org](http://northwestclassicroally.org)



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







**50**  
**YEARS**  
and running strong



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# ANZEIGER MARKETPLACE

**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. ■

## VEHICLES FOR SALE

### 1996 Carrera 4

#### **Cabriolet.**

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

6-sp. 59k miles,

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

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



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



# ANZEIGER MARKETPLACE

## PARTS FOR SALE

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



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



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

## 986 Boxster Tonneau Cover by

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

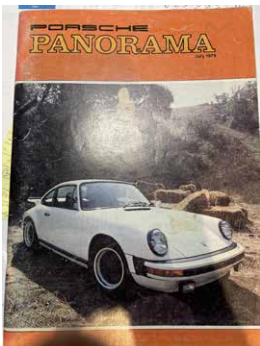


**Early Boxster Hardtop.** Silver, near perfect condition. With perfect condition stand and poor condition cover. \$1500. John Draneas (503) 780-5362 (12/22)



## Panorama Collection For Sale:

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



## 986 Boxster Aero Kit For Sale:

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



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

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

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





# ANZEIGER MARKETPLACE

## Two 3-Day Porsche Rennsport Reunion VII

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

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

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



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

## Weather Tech Floor Mats – Front Only – Macan

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

The WeatherTech FloorLiner accurately and completely lines the interior carpet giving

“absolute interior

protection"! The

WeatherTech

FloorLiner lines the

interior carpet up

the front, back and

even up the sides of the 2015 Porsche® Macan's

footwell. Digital laser measurements of interior

surfaces offer a consistently perfect fit! \$70 obo

If interested, please text or call Mike at 503-910-

9062. (4/23)



## For Sale: Autocross Automobile Equipment:

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



## 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)

## 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.