

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | NOVEMBER 2023

*Special Section*  
**Fall Northwest  
Passage 2023**  
*See Page 22*

**Rennsport  
Reunion 7**

*See Stories and Photos  
starting on Page 28*





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OREGON REGION PORSCHE CLUB OF AMERICA  
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# ANZEIGER CONTRIBUTORS

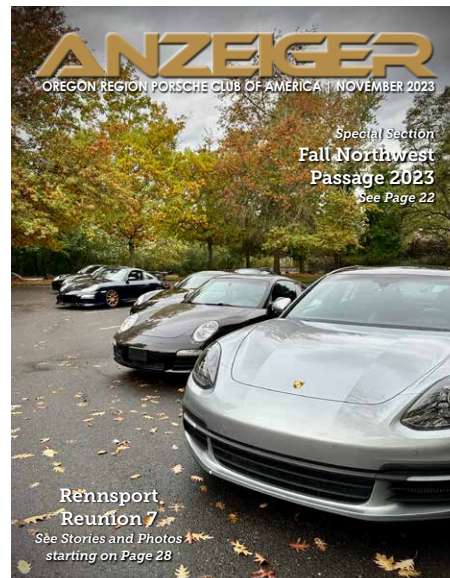
NOVEMBER, 2023

### ARTICLES

Larry Cirotski  
Mark Eichten  
Gary Feldmann  
Eric Freedle  
Carole Hedstrom  
Heinz Holzapfel  
Roy Johnson  
Karl Koroch  
Peter Linsky  
Robert McDonald  
Daniel Morris  
Peg Ryan  
John Sommerwerck  
Randy Stolz  
Chris & Karla Thomson  
Rick Wilson

### PHOTOS

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Maynard Chambers  
Jeannine Downey  
Mark Eichten  
Brian Farley  
Carole Hedstrom  
Heinz Holzapfel  
Roy Johnson  
Tosh Kanno  
Sheldon Lesire  
Robert McDonald  
Winnie Miller  
Daniel Morris  
Eric Peterson  
Peg Ryan  
Billy Senders  
John Sommerwerck  
Randy Stolz  
Rick Wilson



## ON THE COVER

At October  
Arrive and Drive.  
Photo by  
Jeannine Downey.

# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 63 | NUMBER 10 | NOVEMBER 2023

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

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

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## ANZEIGER NATIONAL AWARDS

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

## NOVEMBER

- 8 **Board Meeting (Virtual)**
- 15 **Dinner Gathering**
- 18 **SUV Drive**

## DECEMBER

- 3 **Holiday Gala**
- 9 **Winter Wonderland Lights**
- 13 **Board Meeting**

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

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

# Members Having Fun

Small group drive to Ponzi Vineyards in Sherwood for lunch.  
By Maynard Chambers



## 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

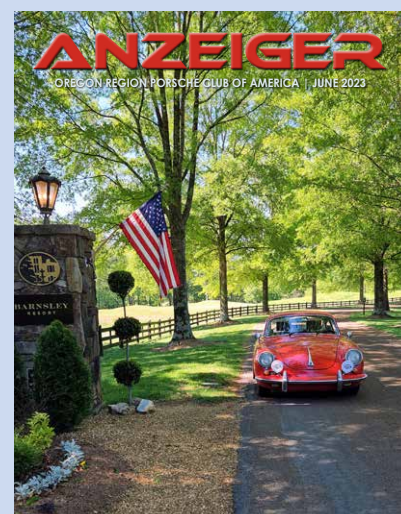
- The cover "bleeds" off the edges,

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.

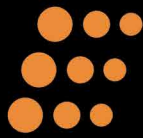
### ALL PHOTOS

- Shoot and send the highest resolution possible.
- Avoid capturing unwanted reflections or distracting backgrounds.



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





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# WELCOME NEW MEMBERS!

**Elizabeth Reitsch**  
**Edward Jeffery**  
Lake Oswego, Oregon  
2003 911 Carrera 4S

**Robert Loudenback**  
Brush Prairie, Washington  
2006 911 Carrera S

**Thomas Orth**  
**Ariel Anderson**  
Portland, Oregon  
2010 Cayman S

**Kevin Poling**  
**Jean Poling**  
Lake Oswego, Oregon  
2022 Macan S

## How to Join PCA and ORPCA

### WELCOME PORSCHE ENTHUSIASTS!

Not yet a PCA Member? Join PCA today! Are you a PCA Member, and do you live in Northwest Oregon or Southwest Washington? You are invited to join the PCA Oregon Regions Club! For more information visit

<https://www.oregonpca.org/home/orpca/membership/join/>

#### ORPCA LOCAL SUMMARY

Primary Members: .....583

Associate Members: .....388

Total Local Members: .....971

#### PCA MEMBERS IN OR REGION

Primary Members: .....1234

Associate Members: .....723

Total Region Members: .....1957

#### NATIONAL PCA SUMMARY

Primary Members: .....104,552

Associate Members: .....54,821

Total National Members: 159,373

## ADVERTISER INDEX

### Page Business

### Contact

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<b>7</b>	Avant-Garde Collection.....	503.505.6200
<b>14</b>	Grand Prix Motors .....	503.444.7771
<b>62</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>12</b>	Porsche Beaverton .....	503.505.6200
<b>62</b>	Stuttgart Autotech .....	503.635.3098

# NOVEMBER ANNIVERSARIES

---

## 49 YEARS

Stephen La Franchi  
Pam Fisher

## 44 YEARS

Stephen Harsch  
Vicki Harsch

## 43 YEARS

Peter Linsky  
Janice Linsky

## 32 YEARS

Charles Blakley  
Jennifer Blakley

## 30 YEARS

Steven Weiner

## 29 YEARS

John Joyce  
Pat Joyce

## 27 YEARS

Tom Carey  
Tyler Carey

## 21 YEARS

Christian Harrell  
Veronica Harrell

## 18 YEARS

Leslie Schreiber  
Lisa LaRouche

## 13 YEARS

Jonathan Dunn  
Karen Dunn  
Anh Le  
Carlos Santayana

## 11 YEARS

Neil D'Autremont

## 9 YEARS

Aaron Lewis  
Kirsten Lewis  
Michael Pierce  
Linda Pierce

## 8 YEARS

G Michael Gougler  
Michael Gougler  
Tom Jackson  
Melinda Jackson

## 7 YEARS

John Clemson  
Sheree Clemson

## 6 YEARS

Randall Pearl

## 5 YEARS

John Cunningham  
Teri Andler  
Marilyn Petranovich  
Milo Petranovich

## 4 YEARS

Robert Brown  
Harrison Brown  
Erik Bruun  
Katelyn Bruun  
David Burke  
Lisa Burke  
Jim Groves  
Delara Groves  
Max Noxon

## 3 YEARS

Sam Thomas  
Kerry Thomas  
John Woody  
Rosanne Woody

## 2 YEARS

Shea Mcneely  
Jason Mcneely

## 1 YEAR

Steve Burleson  
Nathan Wasilewski



# There's Still Time ... ... to Enjoy the Autumn Roads in Your Porsche

## We'll Help You Stay Safe!

You've enjoyed hours on the road this summer, and there's still time to enjoy more! If you've been driving all summer, now is a good time to ensure your car is up to date on maintenance, and keep your vehicle safe, especially if the weather turns rainy. And when you're ready to wrap up your driving season, call us for an appointment and we'll help prepare it for winter storage.

PHOTO BY HAROLD KLEIN



### Valuable offers for ORPCA Members!



#### Rainy Season Offer

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

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## PRESIDENT'S MESSAGE

Peg Ryan

### November Issue Celebrates Northwest Passage and Rennsport

---

*The racing was great — especially the vintage groups which is really what Rennsport is all about.*

---

First, I want to wish you all a Happy Thanksgiving. I hope you can spend time with family and friends and enjoy the day.

Second, I want to share some thoughts about this issue. There are four articles that I am quite excited about. There is a great article by Dan Morris, our Treasurer, about his drive on the Fall Northwest Passage. It is full of accolades for the NWP team and what they accomplished for this wonderful tour. The team pulled off a seemingly impossible feat to get this event to the finish line. It should get you excited to join next year!

There are also three articles on Rennsport. I asked two people to

write about their experience and Steve Miller asked another to share his thoughts. All three are fascinating stories – different perspectives on one very large and important event. I think these should pique your interest to attend the next one, most likely three or four years from now. Reports indicate that 91,000 people attended over the four days. I actually think all the articles this month are quite fun. The Burning Man report from Roy Johnson is fascinating. You can see just how many activities our members and friends are involved in.

I want to add something about Rennsport along with some of my favorite photos. It was so fun and



963 (L), 919 (R). It carries the name of each person who worked on the project.





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overwhelming at the same time. The off-road Cayenne ride up the dirt trail on front of the Corkscrew hill was unbelievable. I did it twice on Thursday and again on Friday. After that things got a bit crowded. The Cayenne off-road demo in the vendor paddock was also fun. Going up on 2 wheels – once on each side was ...umm, scary...but really great to see what that SUV can do.

The racing was great – especially the vintage groups which is really what Rennsport is all about. It was amazing to see those 50–60 year-old cars each day, either practicing, qualifying or racing. Saturday it rained a bit, so some of those cars did not go out with the wet track, but Sunday was dry and there was lots of wheel-to-wheel competition. The 963, 919, 911 GT3 R Rennsport and the Cayman GT4 ePerformance made exhibition runs every day - we watched each time they went out.

Then there were the Porsche tractors, my all-time favorite. They raced on Saturday and Sunday and were on exhibit in the

paddock every day. Those races required a Le Mans start – run as fast as you can to your tractor and then race the slowest you have ever raced. Many famous drivers and owners, even an NBA player under those helmets!

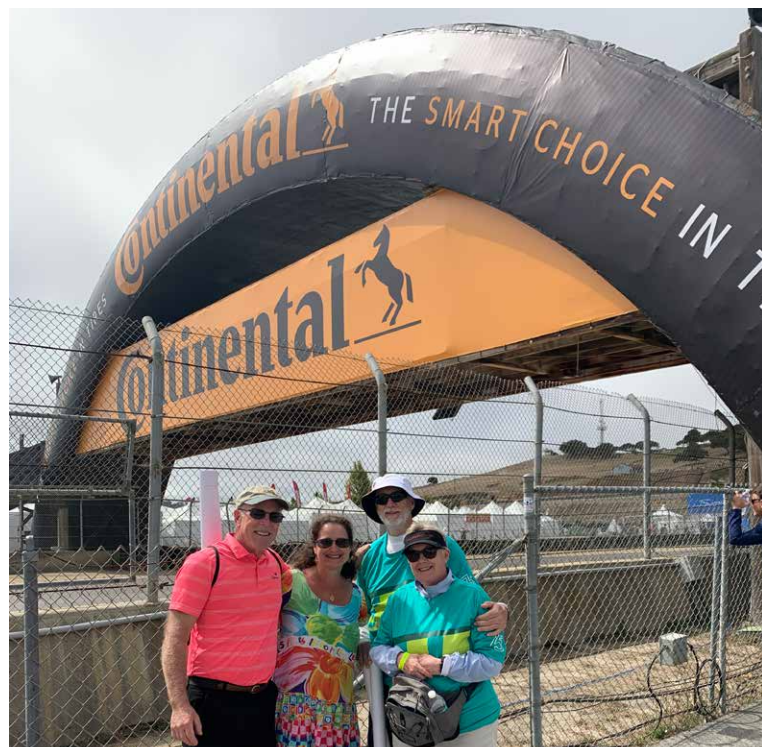
We also ran into Christine Pilosi and Doug Naef. Christine was painting her nails at the Porsche car color exhibit. Yes, there were car colors as nail polish! I hope you enjoy this issue. You can always reach me at [president@oregonpca.org](mailto:president@oregonpca.org). ■



---

*Then there were  
the Porsche  
tractors, my  
all-time favorite.*

---





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

### European Experiences

---

*Maybe a bean counter got a bonus over this, but for a Mercedes, it makes no sense.*

---

**I** just returned from 10 days in Germany, Switzerland and Austria. This was my first post-Covid trip to see old friends and my brother. I stayed with my best friend in a small town just south of Munich. To see friends for lunch and dinner I extensively used the Munich public transportation system: subways, S-Bahns, streetcars, and buses. This was actually a delightful experience. In most cases, subways or buses were waiting at key exchange points. No need for the hassle of driving a car in Munich and finding a parking spot. I did get a rental car, a Mercedes C-Class wagon, to visit my oldest daughter living in Zurich, Switzerland.

That car made me wonder what happened to this premium car provider. It started with the seat adjustment. I could adjust the height, angle, and headrest electrically, but could not move the seat back and forth. For that, there was a mechanical lever in front of the right side of the driver's seat. Maybe a bean counter got a bonus over this,



Heinz and Rudi. Photo courtesy of Rudi's wife, Eliane.

but for a Mercedes, it makes no sense. The car was fully equipped with several driving assists. The adaptable cruise control (ACC) in general worked well but was kind of short-sighted. When it recognized the need to decelerate it went into a rather harsh braking mode. The ACC in our 5-year-old Macan behaves much better. The Mercedes also had an optical speed limit sign recognition system. It worked in 95% of the cases, but 5% is big enough to get you a speeding ticket as essentially





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all speed zones are under automatic radar and camera control. It's not a reliable system. But the true surprise came when I activated the automatic speed limit control, which reduces the speed automatically to the posted speed limit signs. It showed the same short-sighted behavior to reduce speeds rather harshly when approaching a speed sign. It even reduces the speed if the sign shows the speed limit on a wet surface only. When I was supposed to take an exit that was under temporary construction, the real surprise occurred. The system had recognized the speed limit for the exit of 30 km/h, and when I tried to pass the closed exit, it rapidly decelerated down to 30 believing I was in the exit. Thankfully no other vehicle was behind me at that point. Overall, a not-so-great experience with this Mercedes.

Germany and Austria have very tight speed control installations. Some are partially hidden, but visible to the attention-paying driver. They are usually placed at the beginning of variable speed zones on highways, and now even in tunnels like in downtown Munich. But Switzerland beats both. Speed cameras are essentially everywhere, inside and outside towns and villages, highways, and intersections. And the ticket costs are exorbitant. The fines are linked to the personal income of the driver. Recently a Porsche Turbo S driver was caught going 230km/h in a 100 zone. Not only was his car confiscated, but he also paid more than \$200K in fines.

I used Apple Maps and Apple Car Play for navigation. It worked very well, even when using public transit in Munich. However, I had one issue:

I met my daughter in a restaurant on the Uetliberg near Zurich. Apple maps found it and showed a route right to the restaurant. When I arrived, there was no parking lot, only the station of a mountain train. Someone from the restaurant came and told me that the road up there was closed to all traffic, and it would be a 100 Franken fine. On the way down I searched for the sign I missed. There were two, one that was faded away and not readable, and one that was Swiss specific, and I didn't recognize it. And above the sign, a camera! So now I'm waiting for my 100 Franken letter.

One of the friends I visited works in the automotive area in advanced development with all German car makers. Of course, I had to give him a hard time with the experience with the Mercedes electronics. His two key projects that he is working on with Porsche are steer-by-wire and brake-by-wire. Both systems would offer wider flexibility, faster reaction and tuneability to driving modes. I guess we will find those on the Porsche options list in the near future.

The last days were spent with my best friend Rudi and his French wife Eliane in the Wachau on the Danube in Austria. If you ever did a Danube River Cruise, you know the area, as cruise ships stop there in several towns. We stayed at a winery with a fabulous restaurant, enjoying wonderful Riesling and Gruener Veltliner (a wine that has not yet gained much attention in the US but should). They also have the signature apricot brandy the Wachau is known for. And the owner is a Holzapfel as well! Sadly not related.

You can reach me at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org). ■

---

*Recently  
a Porsche  
Turbo S  
driver was  
caught going  
230km/h in  
a 100 zone.  
Not only  
was his car  
confiscated,  
but he also  
paid more  
than \$200K  
in fines.*

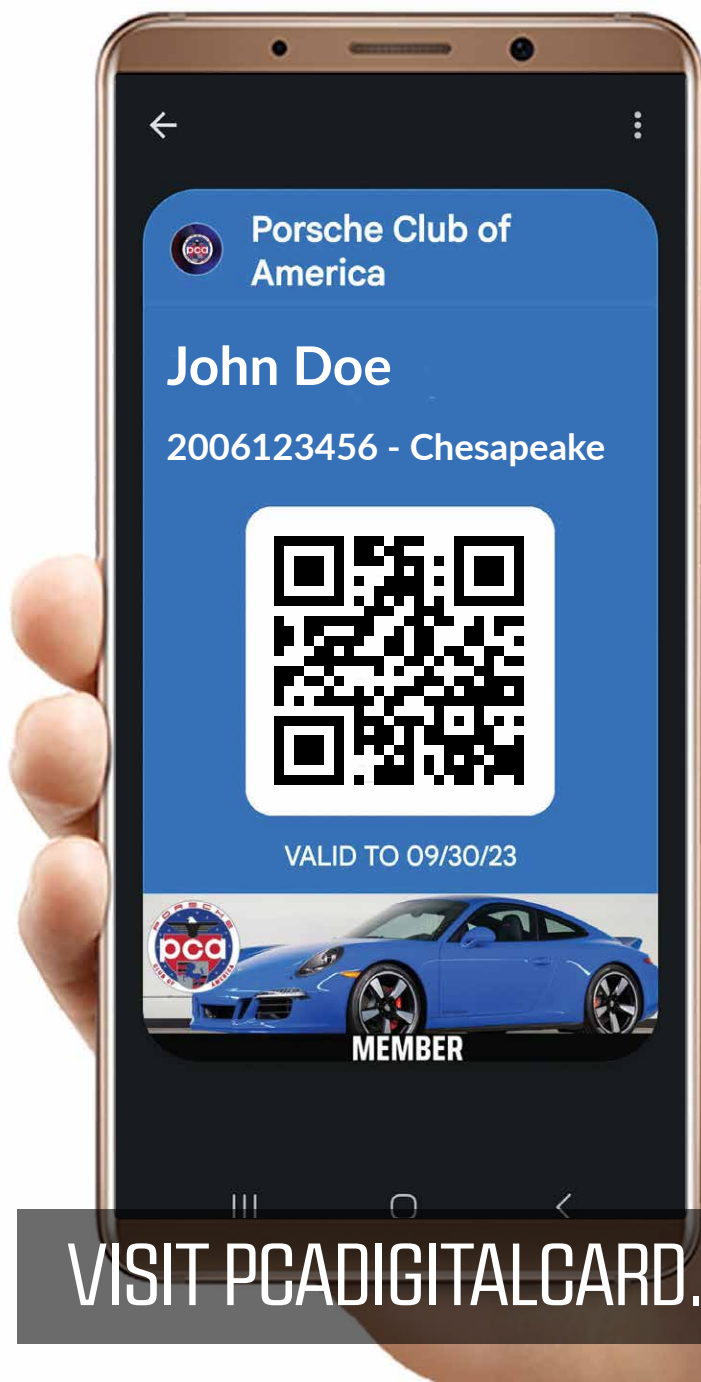
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## ZONE 6 UPDATE

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



## My Next, Last Porsche

I am writing this as we are receiving our first measurable snowfall of the year. My driving season has come to an end. I have my 911 scheduled to get a new windshield and oil change; hopefully the snow is short lived.

How many of you share my malaise: I am always looking for my next, last Porsche. Yes, I love my 991.2 911 GT3 RS, however, at Rennsport Reunion 7 (RR7), I fell in love with the new 718 Spyder RS. Overwhelming is perhaps the only word that comes close to summarizing RR7. It was a constant succession of racing, discussion panels, car displays and the list goes on. There was something for every type of Porsche fanatic from Porsche tractor racing to the new GT4 e-Performance. I ran into at least one member from each of the Zone 6 regions.

This is the time of year we should be considering making submissions for national recognition. Each year PCA makes the following awards:

- The Ferry Porsche Trophy (PCA Region of the Year)
- The Glenn Lazar-Harry Blanchard Memorial Trophy (PCA Enthusiast of the Year)
- The Porsche (PCA) Family of the Year Award
- The PCA Public Service Awards

Zone 6 regions have received each of these awards except for Family of the Year! You cannot win if you do not enter.

### UPCOMING TREFFENS:

**Treffen at Sea 2023:** December 9th – 16th. You can register now via [PCA Treffen at Sea Cruise: Western Caribbean \(medallionclassmarket.com\)](https://www.pca.org/treffen-at-sea). **Spring**

**Treffen 2024** will be held at the Mission Inn in Sonoma, California. Stay in touch with all things Treffen at: [Treffen North America \(pca.org\)](https://www.pca.org/treffen-north-america)

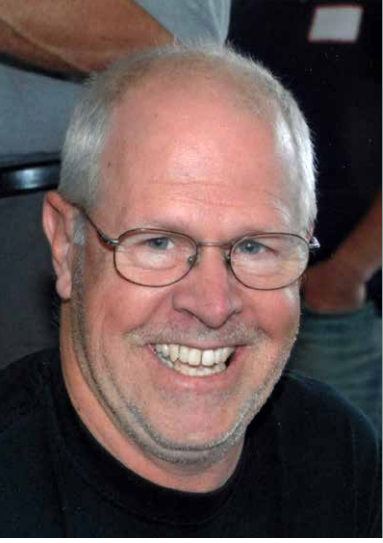
Zone 6 2024 events are already popping up on the calendar. Nancy and I will be attending Vancouver Island Region's Wochenende on the last weekend in May. Zone 6 signature events, can be found at [zone6.pca.org](https://zone6.pca.org). Zone 6 abounds in great roads to drive and great automotive venues.

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

### Parting shot. 718 Spyder RS







SPINNEN  
Randy Stolz

## Resource and Focus in the WEC 2023

**E**arlier this year, I wrote about the 100th anniversary of Le Mans and its history (see *French Lessons*). As I write this, Toyota has won the World Endurance Championship (WEC) for manufacturers in the top category (Hypercar) by finishing 1-2 at the 6th race in Fuji, Japan. The Driver's Championship is still open and will be decided at the 7th and final round at Bahrain.

As virtually the only competitor in this prototype class since Porsche withdrew from LMP1 racing in 2017; one might think that Toyota would rest easy and be caught out with all the new competition this year. With the exception of Ferrari's win at Le Mans this year and possibly another manufacturer winning at Bahrain, nothing could be further from the truth. Indeed, Toyota has kept its head down and done due diligence in the pursuit of the championship and are to be congratulated.

The big surprise this year was Ferrari. Right from the get-go they took second at Sebring and repeated that at Portimão, Spa, and Monza. With all the domestic news outlets giving us the blow by blow development of the Porsche 963, I seemingly had my

blinders on. Ferrari however is not in the business of selling prototype racecars like Porsche. Aside from their F1 efforts, they can bring greater concentration to its campaign without the distraction of potential customers to be serviced.

Cadillac also gave a good account of itself this year; especially in the early races with a huge 3rd and 4th place at Le Mans. However, Monza and Fuji were not kind to the team as they finished behind almost everyone; perhaps diverting their concentration to the IMSA championship. I wonder if Porsche found itself in a similar situation this year.

While Porsche has had its hands more than full with all of its efforts in many directions (Formula E and customer cars of many stripes) they have shown improvement, though the results have proved inconsistent. At this point one can't tell if it is development or team operation that is giving them headaches. It's likely resources or focus or both. They are, after all, running two championship series (WEC and IMSA) vs. just WEC for Toyota, Ferrari, Peugeot and the other European manufacturers. The adage of "biting off more than you can chew" may apply.

Also, choosing to field an LMDh (Le Mans Daytona hybrid) car instead of



a pure Hypercar may have had some disadvantages in WEC when cast against the backdrop of the FIA and ACO and their Balance of Performance exercise between Hypercar and LMDh. Still, as of Le Mans there was another rebalancing in Porsche's favor to which Toyota, naturally, complained.

Speaking of the FIA, it has come under fire this year for not allowing the teams to use tire warmers. Though they made an exception for Le Mans, they seemingly are keeping the rule in place. The spec tires used are made of special compounds mandated to be more sustainable as that is the desired direction of the FIA's programs. While teams and drivers have cited safety concerns as a result of cold tires; I believe this condition can and should be improved through tech and driver skill. The use of tire warmers may be fine for F1 and Indycars but aren't Prototypes supposed to be more closely tied to street cars? We'll see if that philosophy holds.

To that end, one of the problems with driving these cars, similar to your hybrid street car, is inconsistent brake pedal feel. That is the transition from the purely resistive energy harvesting

at the beginning of pedal travel; to the full mechanical resistance at the end of travel. All of it is controlled electronically, or "brake by wire". Drivers have complained about it, especially in wet conditions, but again I feel that's part of the challenge to engineers, drivers, and teams to come up with a solution that works for them. Likewise, "steer by wire" too has been a problem in some instances. While the desirability of eliminating hydraulics is significant, reliability still appears to need improvement. Beyond the sport, these issues and other development are a large reason why manufacturers continue Prototype racing.

Looking ahead, next year promises to be even more interesting, as Alpine, Lamborghini and Honda (Acura) are planning to compete at Le Mans and possibly a full season with the WEC. Along with new cars, F1 stars such as Jensen Button, Sebastian Vettel, and others have expressed interest in endurance racing. Perhaps there may be an expanded schedule given the renewed interest in the series. I look forward to the final race at Bahrain and next year.

- KEEP SPINNEN.■

*The Porsche 963. A prototype racer in the LMDh class running in two championships – photo Porsche*





First Day kick-off.

## Fall Northwest Passage 2023: Fun Driving Porsches on Excellent Roads with Friends

ARTICLE AND PHOTOS BY DANIEL MORRIS

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*Regardless  
of where  
we begin  
or end, it is  
the journey  
that remains  
with us far  
into the  
future.*

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### **First, a Note of Thanks to the NWP Planning Committee:**

**C**urves are great for drives and drivers but never for route planners. The Northwest Passage planning committee deserves an award for nimbleness and commitment to the success of an already complex and well-planned event under the most challenging of situations.

Approximately ten days before the fall classic, the Committee was informed that the Whitman Hotel was closed due to a gasoline leak from a nearby gas station and would not reopen in time for our event. With over forty rooms to relocate, dinners to coordinate, and routes to be redrawn (let alone reprinted, assembled, and bound) the Committee went into overdrive. Quite a feat since several were at Rennsport and already busy. We shifted from Walla Walla to Richland, from one hotel to two, and we altered meal selections. Porsche drivers are nimble and move with the flow of the road. Regardless of where we begin or end, it is the journey that remains with us far into the future. Hats off to the Committee!

### **Wild and Scenic Highways Create a Four-Day Adventure**

Northwest Passage (NWP) is an annual affair between our driving love of cars and our stunning, wonderful roads. While I am a recent addition (third year), many participants have participated in nearly all twenty-seven journeys. This year's fall escape essentially mirrored the one held in June. Having two options (early summer and early fall) provides almost two different drives.

This year's fall classic was simply joyful. Joyful because all drivers and navigators were all smiles. The weather was perfect. Fall colors were abundant in the mountains and the undulating valleys did not disappoint.





*Beautiful fall foliage in Joseph with two of the cars on the NWP.*



*Moments of reflection from the Columbia Gorge Hotel.*

Unlike a traditional Arrive and Drive where participants work to remain in an organized manner, NWP allows for pure driving, touring, and acceleration (followed frequently by braking). Small groups of similar enthusiasts drive together and frequently meet up for mid-day meals, daily après-driving cocktails, and sometimes even dinner. It is easy to make new friends and reconnect with old ones on the NWP. Clearly, Porsche owners love what they drive, enjoy those that are like them, and look for ways to smile and have fun.

Our journey began on Thursday afternoon at the Columbia River Gorge Hotel in Hood River, where we registered and collected our car numbers, booklets, and initial instructions. Soon thereafter we enjoyed a welcoming reception where new participants received some advice and instruction as to how the NWP operated. I would say nearly one-third of the participants were first-timers. I find this to be a leading indicator of the success and health of this event. Engaged participants who make new friends are more likely to remain involved with our Region, adding additional skills, talents, and drivers to our already award-winning group.

**CONTINUED ON NEXT PAGE**



*Cocktail party at the Columbia Gorge Hotel.*



*Enthusiast friends Waheed Hussain, Bash Nazir and Kamran Usmani.*





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*Fall colors  
were  
abundant  
in the  
mountains  
and the  
undulating  
valleys  
did not  
disappoint.*

---

Friday we were up early and held our first day's drive overview. From Hood River over to Washington and up the exceptional Klickitat River canyon before returning to Oregon via Biggs Junction and into the rolling Oregon wheatfields (and their new residents – wind turbines) as we made our way through Condon and ultimately to lunch in Hepner.

After lunch, we continued east along lightly-traveled roads where most cellular phones simply didn't work. According to my wife Sue, the lack of cell coverage is a good thing as it relates to my disconnecting while simultaneously adding just a bit of concern should that "emergency" event occur. Thankfully all we had was clear driving, rolling hills, and the roar of our engines. After clearing those stunning hills, we turned north on 395 via Pendleton and then continued to

the Columbia River before traveling east and meandering to Richland. The Columbia River east of Umatilla and McNary Dam is a gorgeous landscape with hills and rock walls cascading towards the water. Barges were of course active as they transported grain and products towards Portland and beyond and moved upstream with fuel and bulk supplies.

We ended our drive in Richland where we met for our first group dinner. As I have expressed, group meals allow for conversation, stories, and camaraderie. While many were already acquaintances or friends, most were new. Simply watching the faces, hand gestures, and smiles informed me that all was well with our drivers and navigators.

Saturday, we split into two groups. One group (mine) drove up through the Palouse and small farming towns,



crossing several rivers as we made our way to Lewiston, Idaho for a five-hour Jet Boat tour and lunch in Hells Canyon. Here we enjoyed the thrill of navigating rapids, moved between and among fishing boats, and learned the history of both the river and canyon. While we were boating it up, our colleagues were driving towards the Wallowa Mountains and Joseph.

Sunday, we again split up and the choices were not simple. Option one was to drive to Joseph and the Wallawas or visit Wine Country with lunch and visits to beautiful wineries. Since Joseph and Wallowa Lake were on my bucket list, we chose that option. Again, the group was almost perfectly split between destinations.

While I only heard about the Wine tour, what I was told was that it was simply enjoyable. Like our entire weekend, the roads were exceptional, the food superb, and the friendships divine. As for the Joseph tour, I can attest this may have been the most fun I have ever had driving. With fall colors in full bloom, open roads, and mountain passes combined with the following valleys, there may be no better region to drive than Northeastern Oregon. With the Wallowa Mountains in their Alpine best, Joseph sits beneath the mountains with comfortable restaurants and one of the best coffee house baristas I have met. The weather was so fantastic that almost every Cabriolet, Targa, or sunroof-



(Above) Beautiful scenery from the jet boat. (Left) On the Snake River Canyon jet boat ride.



The two Ron Bakers.

**CONTINUED ON NEXT PAGE**



enabled vehicle allowed the fall sun to warm their souls.

Sunday evening brought us all together again for our final meal and awards. Because of the change in locations, the beer wash was canceled. That is fine. We can always wash our cars and there was plenty of beer at the hotel bar.

Some notable aspects of this year's NWP included:

- Two Ron Bakers unrelated except through Porsche
- Two yellow GT4s
- Multiple air-cooled models with the oldest being a 1980 Targa
- Participants from as far away as Geneva, Switzerland, (along with UK, Canada, South Carolina, Georgia, and California) expanded our international connection with Porsches, People, and Drives.
- Along with nearly all modern Porsche models, we shared our driving with a Lexus, BMW, Lotus, and a Ferrari.

In final thoughts, driving is a privilege. Driving Porsches is an exceptional one. Driving Porsches on beautiful roads designed to be driven...and driven the way they were designed to be is exceptional. Driving these exceptional cars with new and old friends is simply joyful. I invited five guests to join my wife, Sue and I for this year's NWP. Three flew over from Europe and two drove up from California. Several of these guests have shared their thoughts and one theme was common...this wasn't a drive...it was an adventure. All made possible through the connection we share with our cars and our overall thirst for the enjoyable lives we live. ■



*Sue Morris, Ron Baker, and Sam Baker.*

## RON BAKER, NORTHERN CALIFORNIA

Inspired by stories from my friend Dan Morris, about the excitement of participating in a Northwest Passage, my journey from Northern California was a mix of anticipation and curiosity. Little did I know that this adventure would transcend my every expectation.

The meticulous planning and execution by the Porsche Club was nothing short of exceptional. They orchestrated wonderful meals, cozy lodgings, and exciting driving routes that wound through scenic vistas, not to mention resplendent weather. Each day was a new adventure, from the jet boat ride on the Snake River to the captivating town of Joseph. The group dinners were an opportunity to forge new friendships with kindred spirits who share a love of automobiles.

My 87-year-old father—and former Porsche 912 owner—came all the way from South Carolina to join me. His verdict was explicit: "This was a once-in-a-lifetime experience."

A heartfelt thanks to Dan and Sue Morris for their gracious hospitality, and to their European friends for their memorable camaraderie. And a special thank you to the Porsche Club for generously allowing a Lexus owner to partake in the ride of a lifetime alongside the Porsche elite.

The 2023 Northwest Passage was more than an event; it was a vivid tapestry of exhilarating drives, awesome people, and an assortment of scenic wonders that will provide cherished memories of a lifetime. ■

## WAHEED HUSSAIN, GENEVA, SWITZERLAND



The NW Passage Grand Driving Tour was an extraordinary four-day adventure through picturesque landscapes, featuring an impressive fleet of Porsches and other remarkable cars. Our four-car group was led by the affable Daniel Morris, and complimented by the warmth and enthusiasm of Ron and Sam Baker, the tour was nothing short of exceptional.

The carefully curated route exceeded all expectations, offering a comprehensive view of the stunning scenery and hidden gems along the way. It was a seamless blend of beauty and excitement, a testament to the meticulous planning that went into it.

The tour was made even more enjoyable by the presence of our wonderful British friends, Kam and Bash, whose lively personalities added an extra layer of fun to the experience. As a Swiss resident, I can't help but wish to return year after year to partake in this incredible journey, not just for the cars and scenery, but for the genuinely amazing people who made it an unforgettable experience. The NW Passage Grand Driving Tour is a must-do for anyone seeking the perfect fusion of thrilling drives and great company.■



## BASH NAZIR, LONDON, ENGLAND

As a true "petrolhead" who even drinks petrol instead of coffee and loves driving on the open road, I jumped at the opportunity to join the Northwest Passage road trip when I received the kind invitation from Dan.

To say that I was completely blown away by the hospitality from Dan and Sue and then the roads and beautiful surroundings would be a great injustice. Every day brought a new adventure with a unique landscape and roads that you would only see in posh car magazines. I would have to pinch myself all the time to remind myself that this is happening now.

The hardest thing would be trying to explain this adventure to friends and family, which is almost impossible to express in words, hence I took multiple photos and videos, which I periodically still look at from time to time. They bring a massive smile to my face with memories that I will cherish forever.

Thanks to Dan, Kamran, and Waheed, I had the gift of driving a Cayman GT4, Panamera GTS, and BMW M5 - three very different cars with exceptional performance and amazing fun. Looking forward to next year!.■





Steve Miller and Mike Madrid.



Scott Longballa, Jayme Christy and Karla Thomson.

## SPECIAL SECTION:

# Party Time at Rennsport Reunion 7

BY CHRIS THOMSON AND KARLA THOMSON  
PHOTOS BY WINNIE MILLER

**W**ho remembers the first time you saw a Porsche? I was around eight years old or so, living in San Diego and saw a beautiful orange 911 coupe with black "Carrera" script on the lower doors. Not only was this a gorgeous car, but the sound was an equally captivating with the purr-like whirl of a mechanical symphony, harmony of life, infinite spirit, and soul. I was hooked right then and there like so many others, and remember it like it was yesterday. This experience started a life-long love affair for sure.

Flash forward to my high school years in the mid-80s, I was lucky to work at Larry Meyers/Sunset Porsche Audi in Beaverton as a lot boy for over five years. I literally drove hundreds of Porsches, ripping them up and down I-5 doing dealer trades, often with my then high school sweetheart and future wife Karla. I never got a speeding ticket and may have outrun a state trooper or two...

Knowing that someday I would work hard enough to eventually buy a Porsche, I never thought this ownership experience would be so much fun. No question that these are the best cars ever made and as a great big thank you to us all from Porsche. Hello, Rennsport Reunion.

The first of these was in 2001 and was conceived by British former racing driver Brian Redman and former Porsche Cars North America's press spokesperson Bob Carlson to celebrate



Phil Melahn, Peg Ryan, and Andrea Melahn.





*Julie Kesse and Randi Ledbetter.*



*Mark Brundage, Janelle Meyers with Sally and John Savona.*

all things Porsche. For those of us who appreciate, worship or simply utilize vehicles from this manufacturer, PCA members were once again treated to a thrilling weekend of pure Porsche heaven.

Spanning California's legendary race track at Laguna Seca in beautiful Monterey, this four-day event was bigger than ever and provided a weekend of pure ecstasy. Can anyone find one word to accurately describe this heaven on earth? Wow? Amazing? Incredible? Awesome? Beautiful? Marvelous? Spectacular? Inspiring? Best? Delicious? Outstanding? Highest? Greatest? Perfect? Leading? Primo? Boss? Historical? Wonderful? Supreme? Astonished? Enjoyable? Infinite? Breathtaking? Distinguished? Dominant? Preeminent? Significant? Everything? Special? Luxurious? Emotional? Matchless? Ultimate? Beyond? Paramount? Foremost? Excellence? Abundant? Gleaming? Uber?...

Over the years, Rennsport has evolved into the greatest automobile celebration the world has ever seen, marking the seventh time cars, drivers, fans, customers, celebrities, gamers, industry suppliers, Hollywood, Porsche royalty and even the Doobie Brothers came together as one big family. This was not only a Diamond 75th Porsche anniversary and the 60th birthday of the 911 celebrating some of the greatest racing and high-end performance vehicles



*EC Mueller and his daughter, Eric and Amity Peterson, Mark Brundage and Janelle Meyers.*

ever built, but also about the people that also made this so special.

Steve and Winnie Miller invited Oregon Region members in attendance to swing by their RV camping spot overlooking the track for an afternoon picnic and social. We mingled with those we knew and also met some really great people. It was so much fun! Thank you, Steve and Winnie and our great Oregon Region friends. Karla and I now live in Bend and have joined the High Desert Region PCA, but will do our best to meet again when we can.

If you have never participated in a Rennsport Reunion, do it. For those who have, do it again at your next opportunity. I know I am not alone in counting the days until the next Rennsport, but at least we can join each other and talk the one thing we all love, Porsche. ■



SPECIAL SECTION:

# Travels to Laguna Seca with Ruchlos Rallye

## The Rennsport Reunion 7 Experience

ARTICLE AND PHOTOS BY MARK EICHEN



(Above) Just outside  
Telluride, CO. (Below)  
Made it to Utah.

### The Ruchlos Rallye to Laguna Seca

I knew I was going to be driving to Rennsport Reunion 7 and I wanted to meet up with others on the road. I had decided to drive my 1980 911 from Nebraska where it is stored. The Ruchlos Rallye seemed like a great way to do

that. It was a wonderful experience and it was so great to meet the people from the Ächtung Kraft and the rest of the Ruchlos crew in person. They were all super people, and I am very thankful for their time pulling the rallye together along with the community they provided.

Side note: Ruchlos Rallye defines itself as a partnership of Porsche enthusiasts working together to bring great events to others. They are focused on rallye drives for air-cooled cars. Ächtung Kraft is a group of hard-core Porsche enthusiasts from many backgrounds that live to Drive and Wrench™ on our own cars. They are located in Salem, Wisconsin.

We met up in Reno for the first day of







*(Top to Bottom) Joined up with the Rallye outside of Lake Tahoe; Canepa's showroom floor!; Canepa Museum, RSR and IMSA racers; Canepa Workshop of Dreams.*



the rallye, starting the day driving up and around Lake Tahoe. I hadn't been there in years; it was bigger than I remembered and the roads were better in a 911! We stopped in Livermore for the night. The next day, we set off on several winding roads, making our way to the Lick Observatory with glorious vista views. We traversed similar roads on the descent, utilizing the full extent of our brakes and accelerator pedals, with my final destination of the day being Canepa Motorsports in Santa Cruz. I had no expectations of Canepa; I just know the name.

The Canepa Motorsports facility is set up with multiple parts, starting with the showroom floor. My favorite in the main showroom was a Jaguar XJ220 with only 16 miles on the clock. Then it was upstairs to the main museum, which did not disappoint. I enjoyed reading about the history of several cars, including an IMSA 1977 934 1/2 driven by Canepa. Last but not least was the actual shop floor, where we had arranged a tour. I counted six 959s being worked on among several other desirable import marques on their way to becoming better-than-showroom quality. On the other side of the showroom was a full-scale Matchbox case of dream cars stacked floor to ceiling.

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(Above) First day in the Corral, in good company!  
(Right) Day 3 in the Corral: an air cooled extravaganza.



## Rennsport Reunion 7

Sometimes it's best not to have expectations, but having been to RR6 in 2018, I had high hopes. This time was different for one specific reason: I would be arriving in my 1980 SC, fully intending to drive a parade lap on Friday at the famous Laguna Seca Raceway.

I met up Wednesday evening with my father-in-law, brother-in-law, and two nephews, who are also fans of the Porsche brand. We made it to the track early the next day and into the sea of fans and Porsches, starting in the corrals. There were air-cooled Porsches of all kinds across the massive parking lot, no two alike.

We spent the day making our way through the vendor tents, bumping into and chatting with John Benton. He told us to check out his 912 build. We also checked out Bisimoto engineering and Pawel's Carbone builds in the Toyo booth. Both were better in person than pictures.

On Friday, I made my father-in-law get up at the crack of dawn to join me for what I thought would be a slow parade lap, based on the previous RR. After the formalities of waivers and PCA checklists, we were ushered out onto the track to head up the hill and

the backside of the track. I was ecstatic, and to my surprise was able to take the Corkscrew at a pretty good speed. Having done the track many times on a sim, I was pretty confident and didn't follow the drivers line in front of me, who swung way left. I committed to my line and ended up right where I thought I would be and felt a great deal of drop and excitement, carrying speed down through turns 9 and 10 as we crept to tortoise pace for 11 into the main straight. We were able to wind through a few gears and experience a good amount of smiles down the front straight setting up for turn 2, which was a blast and much more elevation than I had ever experienced on a track. What a huge bonus to come down the back straight to turn 5 seeing that we were taking another lap! I'm not sure if my father-in-law was as excited for that lap as I was, but it was a joy and we were both glad for the opportunity!

Friday morning brought more exploring in the

paddock and tents on the other side of the track, where I was able to grab a shot of Jeff Zwart preparing to go out in his number 88 914-6. It was a blast to be able to see them pushing those cars on the track. I was also able to say hello to Patrick Long and watch him take several vintage cars out to the track. I spent the afternoon volunteering in the GT corral, where I had the pleasure of meeting and directing both the president of Porsche North America and Alois Ruf and his granddaughter to their parking spots by the PCA tent!

We were able to view Porsches throughout many generations pushing it around the track. Including the new Cayman GT4 e, which looked to be as quick as the current LMP2 cars, as it whined around the circuit.

Friday night, I partook in the CheckItOut Monterey, which was a gathering of like-minded enthusiasts put on by CIO Adam Kern and his team. The cars and people were awesome, kind and welcoming. I met some more wonderful people, one from the Seattle area who had driven down with his GT car. We talked about some tracks I had to visit and of course admired each other's cars!

Saturday: Back at the track, met up with some friends from the Midwest who introduced me to their track driving coach, Riley Dickinson. It was a pleasure to meet him, really a nice guy.

Wandering amongst all the race teams, legends and legendary cars is my favorite part of the event. You're provided with pretty much all access to past and present racing team members and cars. They're all friendly and will take the time to have a conversation with you about their experiences with the cars and on various tracks. It's an experience that cannot be replicated.

Expectations blown away, can't wait for the next RR! ■



(Top to Bottom) Cayman GT4 e; Paddock Andial 962; Porsche 917 getting ready for some laps; Paddock tent old and new





# Rennsport Reunion 7

ARTICLE AND PHOTOS BY RICK WILSON

Attending Rennsport Reunion 7 was something both my wife and I were looking forward to. We had attended Werks Reunion last year during car week in Monterey and my wife and I really enjoyed that event. Since I had never been to a Rennsport Reunion I didn't know what to expect and I bought passes for all four days including a corral parking so we would always have dedicated space and easy access to the venue.

When we arrived at the event the first morning, we started looking for coffee. This turned out to be one of the choke points for the event as there was only one coffee stand outside the track area and one inside the track area. We got in line and eventually, we were able to order a cup. Then we had to stand around and wait even longer than we did when standing in line to get our cup of coffee. When they finally called our names I felt like I had just won the lottery. My wife even considered auctioning off her cup. We did get a chance to chat and make some new friends while waiting in line so I wouldn't say it was a complete waste. I didn't make the mistake of not getting coffee before going to the events for the coming days.

After obtaining our morning cup of Java we proceeded to wander through the vendor booths. It was a mixture of various items ranging from clothing, artwork, and shoes to upgrade parts from vendors such as Akropovic. I ended up buying a new messenger bag for my son which was fortuitous as when he came home the

963 at the entrance.

Concept 357 Spyder.

Elephant Racing "Safari" concept based on the first-generation Boxster.



following weekend the strap on his existing bag had finally broken. I also picked up a pair of racing shoes which I was able to use at the last autocross event of our season. As we continued through the vendors I stopped and spoke with the folks at Innovative Pro Design (IPD) looking for a plenum. They did have plenums for my 2012 911 as well as my 2015 Cayenne and my 2010 Panamera. This vendor and only this one item turned out to be the only thing that I could buy as an improvement for any of my cars from the vendors at this event. When I spoke to the various vendors, they all indicated they only carried items for newer cars. I found this extremely disappointing. If I had an air-cooled 911 there would have been a lot of items I could purchase to modify and improve my car and its performance. It seems that no one is interested in really providing for the newer generation of cars with the exception of Elephant Racing. When I stopped at their booth what really drew me in was a concept car that they had based on the 986 or first-generation Boxster. They had lifted it and created about six inches of wheel travel. They had added an exoskeleton to allow for a roof rack even though the car was a convertible. I did point out that if they modified this exoskeleton to pivot somehow at the top of the windshield it might be possible to operate the top both up and down without having to take off the crossbars. In talking with the representative he felt that there might be a real desire to make a safari version of the Boxster and given how theirs looked I would agree. When you throw in that first-generation Boxsters are getting extremely affordable, this has the makings of the custom car craze. It was such a

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*Carrera GT in the Porsche corral.*



*918 in the Porsche corral.*



*Mission X.*

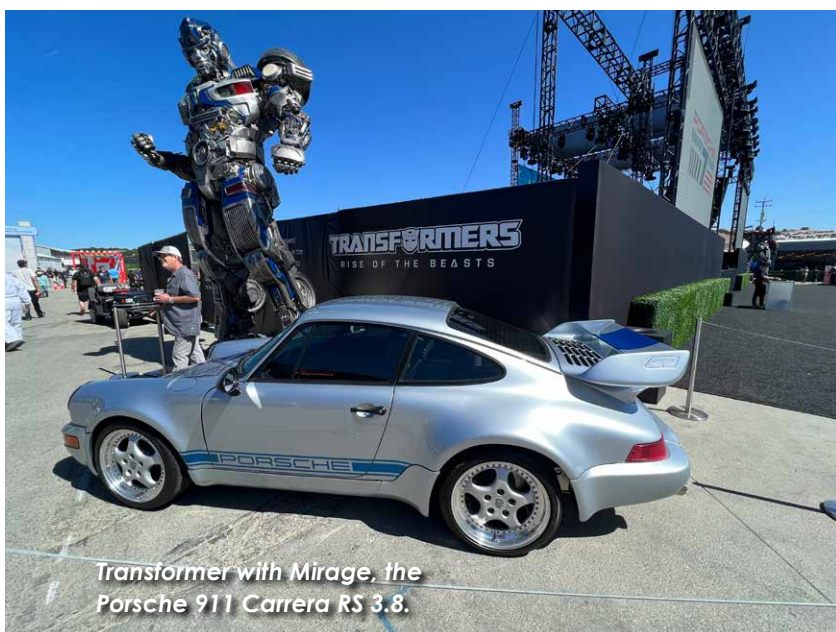




VIP Parking - 918 Spyder.



VIP Parking - Carrera GTs.



Transformer with Mirage, the Porsche 911 Carrera RS 3.8.

prolific and cheap reliable car that everybody built something or modded it out. I think this might be a great way to continue to expand the reach of Porsche to other car enthusiasts as well as a new area to enjoy the vehicles in. I did go ahead and tell the Rep that if they move from concept to production to please contact me because I have a first-generation Boxster and I think this would be a fun mod to do. I even thought of a new name for a Boxster safari edition – they could call it the Baja Boxster! My wife was even on board with doing this as long as I gave up on my plans to do some slight safari modifications to her Cayenne. I had been thinking about putting a Eurowise 2-inch lift and looking at some rock sliders or more likely drop steps for entering and exiting the vehicle from its new height. The next vendor I was very glad to see was Futura Trailers. They make a self-lowering trailer that you can drive even the lowest 911 right up onto the platform without any need for ramps or anything. They make an open and enclosed version and are built in such a way as to also keep the weight down. Most likely in the next year I will be buying one of these so I can tow my 911 to Portland for autocross instead of putting 600 miles plus for each event on my car. I'd also like to use it for hauling my Panamera to track days, especially if I can figure out a reasonable way to also camp in it.

As the day progressed it got quite a bit warmer. The sun was out and we would end up getting a little bit sunburned by the end of the day. We had lunch in the concession area which wasn't overly crowded. My wife and I ended up sitting down with a driver from Florida who was running his classic 911 in one of the races. We had a great conversation and we made sure to watch for him during practice.

Throughout the day we considered getting in line to go to the Porsche store but the wait was always over three hours. We figured we would just come early one day and get in first thing. This turned out to be wishful thinking as the line was always at





least three hours of wait time. Needless to say we did not get into the store. We also heard that all the posters and t-shirts for the event sold out in the first day as many attendees were buying multiples of them. I did get into the Laguna Seca Track store and was able to pick up a nice Rennsport Reunion 7 polo and light jacket.

We also took a spin in the Cayenne off-road setup/demo area. It was really amazing to see just how capable these cars are off-road. Also, the new features including cameras letting you see around the car as you are navigating was amazing. I'm already trying to figure out how to do something similar to my wife's Cayenne. This along with having cameras that would let her view around her horse trailer when she is towing it would be an ideal setup in my mind.

On Friday morning we made sure to get coffee before we went to the event. We parked in the corral and made sure to put my Batman Signal solar shield up in the windshield. We then headed into the area inside the track. We ended up hanging out in trackside seating at a tequila bar on some comfortable couches for a

good portion of the morning. One of the local Porsche owners texted me about attending as he had seen my car parked in the corral. We ended up bumping into each other while we were hanging out.

After watching a number of the practice sessions, we decided to explore the various staged areas. We got to see some of the Mission Concept cars which was really fascinating. I was really taking a liking to the concept 357 Spyder. I was trying to get up close to get pictures but was asked to step back off the platform. Turns out I wasn't the only one. Seeing these cars out in the sunlight was a real treat and I'm glad Porsche sent them over. We also visited the Transformers Mirage and got to see Optimus Prime. Next, we visited the movie "Cars" area to take pictures with Sally Porsche and Lightning McQueen. We continued to wander thru the garage areas to get a close look at all the amazing cars. I was definitely taking lots of pictures and felt like I was in Porsche Nirvana.

Since we had seen most of the venue the day before we decided to leave

Author Rick Wilson with movie cars Sally Porsche and Lightning McQueen.

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*Next, we visited the movie "Cars" area to take pictures with Sally Porsche and Lightning McQueen.*

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Sally 911 with Dr Porsche and the interior of Sally 911 below.



early and head back to our Airbnb. This afforded us the opportunity to enjoy a nice lunch and drive around the Monterey area. We even took in the 17-mile drive at Pebble Beach. It was my attempt to make up to my wife for the lack of things of interest to her at the event. She had so thoroughly enjoyed the Bend Treffen and the Werks Reunion the prior year. This event was a real letdown to her.

Saturday morning we got up and headed back to the event, again coffee in hand. The weather was dreary and cold. The previous days had been nice so this really put a damper on things. We went to watch some of the races but the track was running slower due to all the rain. We ducked into the Sunderwunsch to talk with the reps about possibly re-ordering the 911 Targa 4GTS we had been wanting. They had the one-of-one the Sally 911s on display. Its color was so unique. I asked if it was an available option and was told no. I asked if they would open it up so I could get some pictures and was politely refused. I was informed the car was locked up and as a one-of-one very special car. Then a bit later a group of people speaking German opened up the car! I jumped up and quickly inserted myself in such a way as to get pictures of the interior. Turns out the group was Dr.

Wolfgang Porsche and his entourage. I'm sure I became part of their conversation due to my efforts to get pictures inside the car but it was worth it. The stitching is two-tone and so subtle I almost missed it. The houndstooth inserts were the first I have ever seen that was appealing to me. The layout and attention to detail inside just really made the car special.

With rain still coming down we decided to call it a day. We had already seen everything and the prospect of standing in the rain to watch the races just didn't appeal to either of us. Two days had proved to be more than enough time to enjoy the event. In the future, I will likely only buy tickets to attend one day instead of all four days. I hope that Porsche works to make the experience more enjoyable in the future. Have more vendors. Have things for the non-Porscheophile. Make sure you can get a cup of coffee or a meal within a reasonable amount of time as well and just provide for a more upscale experience.

Enjoy the photos! ■

# ORPCA New Program Member

The ORPCA has added a new member to our team. Please welcome this new volunteer when you have a chance.

## JEANNINE DOWNEY, SOCIAL MEDIA CHAIR

Jeannine Downey has been a member of the Porsche club since early 2022 and joined the social committee in 2023. She bought her starter Porsche, a 2020 Macan in 2020. It has been her dream to own a Porsche ever since she watched the movie Sixteen Candles back in high school. Her love of taking pictures and turning them into videos is why the club chose to add her to the social media team. You have probably seen her reels on our Instagram page if you follow @oregonpca on IG. You can reach Jeannine at [media@oregonpca.org](mailto:media@oregonpca.org). ■



# A Little Reminder to Check Your Batteries

BY PETER LINSKY

I'd venture to say that for the most part, we gearheads are all pretty aware of the routine maintenance items that are necessary to keep our vehicles in good running order. Unfortunately, I recently discovered one little thing that I never thought to check, and it led to the ruin of both a large double-D-battery MagLite and a smaller three-Double-A LED flashlight.

We all have flashlights in our homes, garages, toolboxes, and gloveboxes. When is the last time you unscrewed the cap of that nice flashlight and checked the batteries for leakage?

Even the best-quality alkaline batteries – in C, D,



AA, AAA, or 9-volt size – will eventually die, and when they do, they will either simply lose their charge - or in the worst circumstance begin to leak. If you don't spot that leakage soon enough, the chemicals will corrode the interior of the flashlight body, rendering it useless.

So – Take a few minutes this fall and check all your flashlights and anything else in your home and garage that's battery-

powered, and if you spot any crumbly white powder in the vicinity, clean up the mess if you can and drop in fresh batteries. Both of my nice alloy flashlights went into the recycle barrel. ■





*Burning Man and Palace.*



*Major mud.*

## 2023 Burning/ Muddy Man

STORY AND PHOTOS BY ROY JOHNSON

**O**n my first trip to Burning Man, I had the time of my life! First, let me explain that the art festival has taken place annually since 1991 on a high desert dry alkaline lake bed known as a playa in the temporary city of Black Rock City, Nevada, about 100 miles northeast of Reno. It is a week-long large-scale desert event focused on “community, art, self-expression, and self-reliance”. The event’s name comes from its culminating ceremony: the symbolic burning of a large wooden effigy, referred to as the Man, which occurs on the penultimate night, the Saturday evening before Labor Day.

The temporary city is laid out in concentric circles and identified in quarter hours on the clock from 2:00 to 10:00 with



*Bicycles and lodging.*



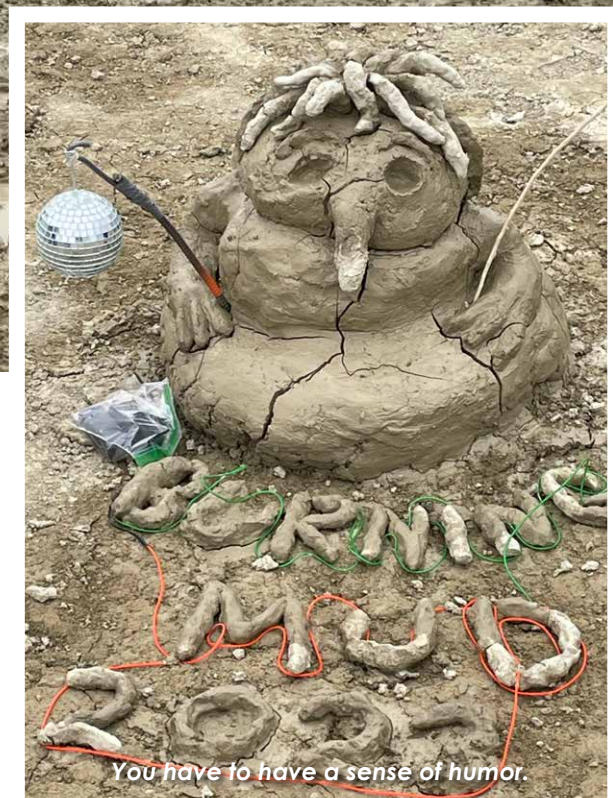


Burning Man and the Palace located at 12:00. Having lost my VW Camper for 45 minutes while searching for a camping site, I moved to the outer ring at 4:45.

With 72,000 participants, it is necessary to have a bicycle for transportation. Both people and transport needed to be illuminated with lights to prevent collisions at night. Plus, it looks really neat with both decorated people and bikes. The participants are an open and friendly population of all ages including many families. Lodging ran the gamut from basic tents all the way to huge RVs with push-out sides. There were wonderful costumes and body paint everywhere. I felt like I was back in the 70s as there was no cell phone coverage resulting in eye contact and hugs to introduce yourself and asking where to go next.

Participants are required to come and operate for a week in a self-sufficient manner. There was also an expectation that you give back to the community. I was most impressed by the free food (grilled cheese with blow touches), great music, dancing, bars, and free booze everywhere.

The event is known for its very large multi-storied



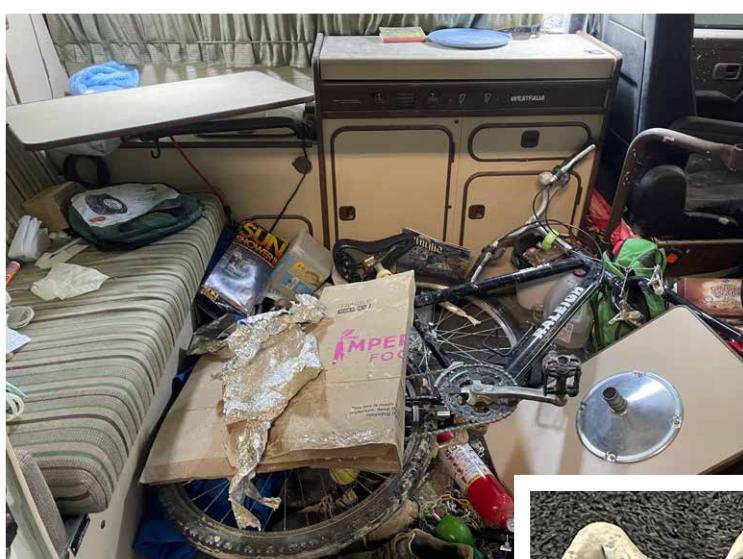
*You have to have a sense of humor.*



*Grilling Cheese.*

**CONTINUED ON NEXT PAGE**





(Top to Bottom) Roy's camper at the outer ring at 4:45; When you have to leave fast; Roy's souvenir.



structures along with amazing futuristic "cars" transiting the playa. This all came to a standstill when three months of rain fell in one night. When the sand gets wet it turns into clay and is as slick as an ice rink until it turns into mud. Everyone sheltered in place the first day. The second day a huge storm cloud

rolled in just when the playa had started to dry out. I took a chance that day and made a run for the exit while pulling out another RV. I learned that when the front wheel tires of a rear-wheel-drive VW Camper Van get totally caked with mud you have no steering at all!!! I made it to within 100 meters of the road before having mud up to the axle. I could have waited several days for the mud to dry out, but I elected to pay \$500 to get towed out.

I missed the burnings so I'll return again next year but without the camper! ■





# Last Chance Drive

BY GARY FELDMANN/PHOTOS BY BRIAN FARLEY

**A**s Ina and I prepared to leave the house to meet up with the other tour participants on the Last Chance Drive (October 25), my first thought was that this was not the most favorable weather day for driving around East County considering the temperatures were in the low 40s and there was a light rain off and on after snow overnight above 3500 feet.

Despite the conditions a small and hearty group assembled at Lewis and Clark State Recreation Park in Troutdale for a drivers' meeting led by our tour organizer Kurt Fuerstenau. Kurt told us that because of the weather our original stop at the Larch Mountain viewpoint would be scratched and a lower elevation route substituted to avoid interaction with that white stuff.

Oregon's beautiful fall colors were on full display throughout the tour route and the roads offered plenty of twisties to keep you awake and aware of the plentiful – and slippery – wet leaves. Great opportunity to practice my wet surface training and experience from previous track days and Autocross with the reminder to apply throttle as if you had an egg on the accelerator, don't crush it!

As we drove on Bull Run Road, we crossed a bridge over the Bull Run River and stopped in a turnout to get out and walk back for a view of the fall colors and the river below including

a section of rapids. There was a slight delay along the route while a road crew was trimming the trees way up high. I was reminded of the many times I've been up that high doing construction using similar equipment work before I retired. Great views from up there if you don't mind heights! As we continued, we were going past the home of one of our tour participants, Mike Martin, who graciously invited us to stop in for some coffee, conversation, and pit stops! Thanks to Mike and his wife Molly for inviting us in. Ina and I really enjoyed meeting their sweet dog!

Back on the road we headed to our last stop at Ristorante de Pompello in downtown Troutdale for a hearty lunch and conversation. Many thanks to Kurt for organizing this drive, it was great to get our Porsche out again after it was out of commission for a couple of months while I corrected some PCM hard drive issues that started back in August during the summer picnic tour. Everything is back together and I added Apple CarPlay and backup cam but that's a whole other story. ■







# Oktoberfest SUV Drive Last Day of September

BY LARRY CIROTSKI | PHOTOS BY TOSH KANNO

Enjoy the photos. There are a few more here: <https://orpcapix.smugmug.com/2023-ORPCA-Events/Sept-SUV-Drive-9232023/>

(Above) Cars on the drive at a rest stop. (Below) Larry Cirotski, Jim Goetsch, Debora and Bob Owen and Kris Bledsoe.

Laura and I eagerly anticipated this drive, after a hectic summer filled with the usual life distractions, like health issues and competing events at other organizations. But here it is, an SUV drive to fulfill my driving passions, even if it's in a Diesel Cayenne. Laura's total hip replacement in May precluded any bouncing around in the 911's Recaro sport seats. Oktoberfest seems to begin earlier each year, but we'd been out of town and missed other events. Oregon summers go by quickly, and suddenly it's time for fall and the Oktoberfest SUV drive. What a great way to celebrate

the change of season, enjoy our ORPCA friends, and exercise the Diesel emissions system with a strong regeneration cycle!

**Leg One** started at Murrayhill in a familiar parking lot, where our close group of 14 Porsches and one other SUV signed in, reviewed the operating parameters and introduced a young couple on their first SUV drive. Their 'chalk' Macan S was easy to pick out in the pack. The Fortunas reminded us of our first club drive; their excitement was contagious.

We headed south on Scholls Ferry Road and then approached Bald Peak and the familiar Albertson Road that leads to the Yamhill Valley. A very recent top coating on the road smoothed out its flaws and helped us hurtle down the hill. Thanks to the folks living on this mountaintop for getting a rural road improvement that helped us.

We went through Carlton, passing at least two dozen wine tasting rooms, and arrived at our first rest stop. Lower Wennerberg Park, on the western edge of Carlton is a nice facility on the banks





of the North Yamhill River. Our four-footed Brittany passengers were so excited to see the park that they could have stayed there all day.

**Leg Two** directed us briefly south to the edge of Lafayette, then north toward Cornelius. Not difficult, except that my navigator became briefly confused. The pre-drive review memory kicked in and we continued to follow the leaders on the right path. This part of the route seemed very familiar, being part of a route we followed recently to the Pink Martini concert at McMenamins Grand Lodge.

The difficult part of this route for us was coming into the second pit stop in North Plains. We were about in the middle of the pack, skirting the northern edge of a newer housing development. As a motorcycle approached, I continued obliviously along until he suddenly turned on his flashing lights and then pulled right into our lane in front of us! He came alongside my window, looking like Stallone in Judge Dredd.

After informing me that I was 20 mph over the 25 mph limit, I was sure my goose was cooked. Goodbye, tolerable insurance rates and safe driver discounts. But he gave me a warning in the form of a SLOW DOWN barked at us. He then went on to pass his advice to others in our group.

This is a good reminder of the

rubber-band effect of trying to keep up with the leading cars—watch your speed in these zones!

Jessie Mays Community Hall and Park became our second pit-stop, with welcome flush toilets.

**Leg Three** sent us north again into the hills of Germantown Road, Skyline Boulevard, and on to our VP Heinz's home. The potholes of Multnomah County appeared as warned—glad we were in the SUV, though a higher suspension setting might have been a better choice so we didn't lose sight of the sky while in a pothole.

Traffic and stop lights made it harder to keep sight of leading cars; expecting this, we were prepared to engage Heinz's address loaded into WAZE, just in case. We did lose the leader and following cars, but we all found the house.

What a spectacular reward at the end of this drive: Heinz and Sylvia had a full-on Oktoberfest lunch ready for us as we arrived. German bier, brats, kraut, pretzels, potato salad, and cakes! They have a lovely home and a gorgeous backyard patio that was perfect for this group. We were so grateful for the hospitality.

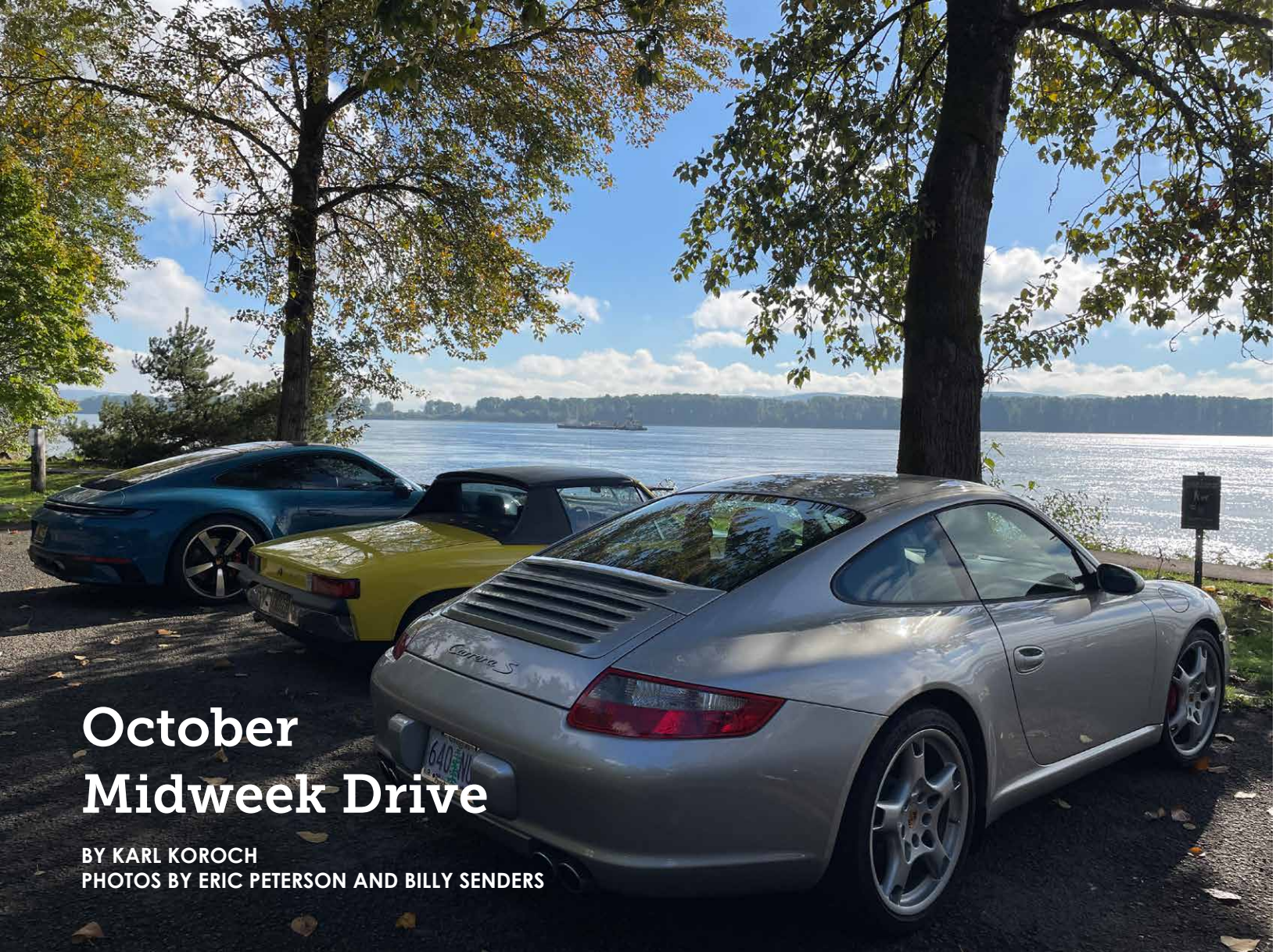
This was a really great drive: well-planned, superbly documented, and expertly led. ■



(Top to Bottom) Bob Ellis and Jeannine Downey's White Macans; Queene Mavor, Gary Conrad and Giancarlo Fortuna; Lynne Roe, Mandy Chao, Lou Mavor.







# October Midweek Drive

BY KARL KOROCH  
PHOTOS BY ERIC PETERSON AND BILLY SENDERS

(Above) Porsches along the Columbia River.  
(Left) Rosanne and John Woody.

**T**hursday, October 12 brought the last Midweek Drive of this season and the weather did not disappoint. Organizer Daniel Morris rounded up a healthy group of 22 cars. Of these, one was a 914-6, which was joined by four G-series 911s, making five air/oil-cooled cars; this might be a record!

We were blessed with spectacular weather: Temperatures in the high 60s and clear skies. The route Daniel devised took us from our meetup location north of Vancouver to Ridgefield, La Center, and Kalama. We then headed west on Washington State Route 4 and into the hills to our rest stop at County Line Park on the Columbia River.







(Above) Parked for lunch in Ilwaco.  
(Right) Mike Madrid and organizer Dan Morris.

From there, we continued west on Washington 4 and into the forest to the north where we enjoyed some great scenery and roads with lots of gorgeous fall colors. Our route took us to Naselle, then south to view the Columbia River, past the Astoria Megler bridge, and to our final stop for lunch in Ilwaco.

We had great weather, beautiful cars, and, most importantly, time with our good friends in the club. A giant thank you to Daniel for organizing the drive and to the volunteers who led each group, Mark Westcott and Eric Peterson. ■

Enjoy the photos. There are a few more on our SmugMug site here: <https://orpca-pix.smugmug.com/2023-ORPCA-Events/October-MW-Drive-10122023/>







Enjoy the photos.  
There are more  
on our SmugMug  
site: <https://orpca-pix.smugmug.com/2023-ORPCA-Events/October-AD-10142023/>

[com/2023-ORPCA-Events/October-AD-10142023/](https://orpca-pix.smugmug.com/2023-ORPCA-Events/October-AD-10142023/)

(Above) The start at Lewis and Clark Recreation Site; Max Dual! Nominated for Arrive and Drive Mascot. (Below) Peg Ryan set up the back of the Boxster with goodies from Rennsport 7. Kurt Furstenau checks it out.



## October Arrive & Drive

BY ROBERT MCDONALD | PHOTOS BY ROBERT MCDONALD, SHELDON LESIRE, MONTE ALLEN AND JEANNINE DOWNEY

Our October Arrive and Drive began with three groups convening at the Lewis and Clark Recreation Site in Troutdale at around 8:15 AM. Scott Dual was leading our drive again and I was delighted to find, as I got out of my car, that he had once again brought his enormous canine companion Max to the event. (I still maintain that Max should be the official mascot of Arrive and Drives!)

Although the forecast had called for

rain, it was dry and merely a bit chilly. Notably in attendance this month was Tour Chair Kurt Furstenau, and his white 993 911 Carrera coupe. While 993s aren't my favorite

generation of 911, I know that that last generation of air-cooled 911s holds a special place in many Porschephiles' hearts and I was pleasantly surprised to see one in attendance. I often feel like that generation is underrepresented on our drives.

Not joining us, however, was my wife nor my dad, leaving me without a navigator. Fortunately, Carlos Santayana and Anh Le were going to be in the same group as me in their black 996 911 Carrera 4S and graciously offered to let me follow them.

Leading our group (#2) would be Eric Lewis and Peg Ryan in their silver 982 718 Boxster GTS 4.0. Peg and Eric were also fresh back from Rennsport Reunion 7, and had Porsche-themed swag to hand out. Personally, I got a small seventy-fifth-anniversary Porsche flag.

The fall foliage was a nice backdrop to our foray into the foothills of the



Portland metro east and southeast areas. Our first stop was at the Estacada Portal Rest Area. It's a place we have visited before. It's always unclear on these drives exactly how much time we should wait between groups starting so that we don't all end up clogging our stops' parking lots. But as it turned out, our timing was just about perfect - as we entered Estacada, we saw the first group pass us on their way out of town. There was plenty of available parking, which was not terribly surprising considering the weather. As for group #3, we passed them just as we were leaving the Rest Area's parking lot.

Since I did not have a navigator, if I had lost Carlos and Anh, I would have been forced to rely on taking Google Maps' much more boring and direct route to our destination. Fortunately, that was not a concern. Throughout the remainder of the drive, I was able to keep up with them without much trouble. Unfortunately, the same could not be said for the cars behind me. We got separated by traffic a few times. The first time the car in front of them was too slow—luckily, the second time that happened, the Hyundai Elantra in their way kept pace with the rest of us. I'm told its driver even waved at them as their paths separated!

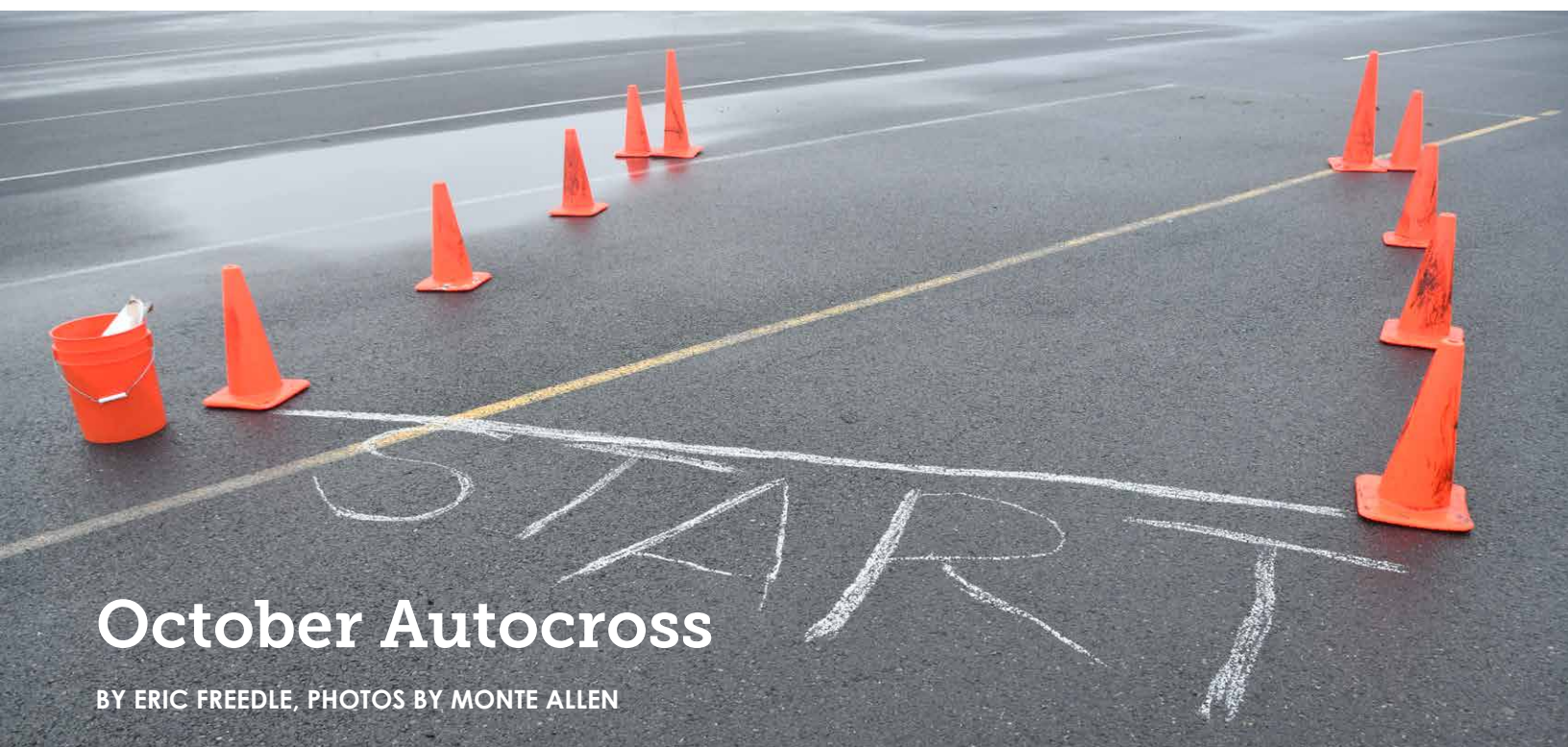
Our drive concluded at the Harvester Taproom in St. Paul. We were slightly ahead of schedule - they evidently wanted to wait until noon before "firing up the grills" for lunch. But by the time we ordered, the lunch menu was open to us. They were wonderfully accommodating to our rather large group.

Thank you to Scott Dual for organizing the drive and the other volunteers who led and swept groups. ■



(Top to Bottom, Left to Right) Chris and Pat Moran; Eric Lewis enjoying the table identifier for the club!; Sheldon and Patrick Lesire, Klaus Heyne, Clint and Ronda Grassman, Patrick and Sheldon Lesire; Mo Selim, Bonnie Lawless, Jeannine Downey, Anh Le and Carlos Santayana definitely having fun!; End of the drive at the Harvester Taproom in St. Paul.





# October Autocross

BY ERIC FREEDLE, PHOTOS BY MONTE ALLEN

Enjoy the photos.

There are more on our SmugMug site:

<https://orpcapix.smugmug.com/2023-ORPCA-Events/AX-8-10152023/>

Anson Lytle and Eric Freedle kicking things off!

**F**all has arrived in Portland but a dose of rain didn't deter the local autocrossers who came out to test their skills on a very damp day!

Oregon Region's eighth AX of the year utilized PIR's "pumpkin patch" – a section of the south pits that extends into the track entry. There were technical offsets and a slalom that rewarded those who were able to handle that combination successfully. The top ten times were within 1.1 seconds – very close competition! Porsche Caymans dominated; eight of

various years and designs muscled their way into the Top Ten. Yet, James Paulson from the Oregon's SCCA AX group - in his not-that-stock 2020 Camaro SS 1LE took down all of those Caymans to take the Top Time of The Day (TTOD) by 0.1 sec! Well played, James! (Editor's suggestion: Make those corners a bit narrower!)

Many thanks to everyone on our autocross team who consistently make this program work and welcomes all entrants, regardless of skill! Without all of them, these events would not happen! We encourage our members to come out and experience the thrill of getting around those orange cones, and finding new skills that come with driving in this environment!

We will be celebrating our 2023 Autocross season with our annual Awards Banquet at Golden Valley Brewery on Sunday, November 12. Please go to Motorsportreg to register for the event: <https://www.motorsportreg.com/events/2023-orpc-autocross-awards-banquet-golden-valley-brewery-pca-oregon-319128> ■





## AUTOCROSS #8 - TOP DRIVERS BY CLASS

Class	Driver	Car	Fastest Time
Champion	James Paulson	2020 Chev Camaro SS 1LE	36.221
I01	Pete Libke	1983 Porsche 911 SC	39.993
I02	Eric Freedle	2016 Cayman GTS	37.035
P01	Alexei Peters	1992 Porsche 911 C2	41.900
P02	Russell Grim	2000 Porsche 911 C4	40.120
P03	Jeff Reece	2007 Porsche Cayman S	36.510
P04	Rob Palmer	2016 Porsche GT3 RS	36.325
S01	Bryce Bederka	1999 Porsche Boxster	39.224
S02	Tom Riha	1999 Porsche 911 C2	40.535
S03	Steve Savas	2015 Cayman GTS	36.441
S04	David Kosa	2022 Porsche Cayman GT4	36.318
NPA	Jon Steeves	2023 Audi RS 3	38.934
NPF	Jackson Waldbauer	2008 Volkswagon Golf	42.134
NPM	Jared Still	1993 Mazda RX-7	39.867
NPR	Dan Sloan	2003 BMW M3	39.361



*It was foggy early on.*



*Alexei Peters and his 1992 Carrera 2 coming into the finish box.*



*Bryce Bederka, Ben Mason and Sean Vanderheiden in the trailer.*



*Focus, Focus!  
Some intense looks ahead of the run.*



*Roy Johnson and his GT4 on the start line.*



*Four generations enjoying autocross. Dick, Tom and Chris Riha along with Chris's kids.*

*Tom and Chris Riha share Chris's car for autocross.*



*David Story coming through the finish box.*





Ready for the racing.

## Formula 1 Viewing at At The Garages: Circuit of the Americas

STORY AND PHOTOS BY CAROLE HEDSTROM

*Along with beautiful fall colors and decent weather still good for Porsche outings, the North American leg of Formula 1 Racing is in full force.*

**I**t's the time again, with once-a-year events peppering everyone's calendars. Along with beautiful fall colors and decent weather still good for Porsche outings, the North American leg of Formula 1 Racing is in full force. What this means for us is that the races are daytime events! There is no need to get up at 3:00 a.m. to catch a live broadcast. October 22nd brought the series to Austin, Texas for the Lenovo US Grand Prix at Circuit of the Americas (COTA), and a crowd of Porsche enthusiasts turned out to watch it together courtesy of At The Garages in Lake Oswego.

At The Garages set aside its patio area for us and served up burgers, beer,

and pizza for everyone. Friends chatted and shared their preferences for certain teams or certain drivers. A number of us seemed to fall on the side of, "anybody but Verstappen," or even "anyone but Red Bull," while others fell into the "anti-Hamilton" camp. All of this made for happy chatter among the group while watching the 56 laps go by.

It was a good race made slightly more entertaining by the fact the leader Max Verstappen started from sixth position, allowing more up-front leader changes than we've been seen at most other races on this year's circuit. There were no yellow flags and no crashes during the race. The real drama came after the end when seven-time World





Great viewing.



Enjoying the racing.



Good food and beer!

F1 Champion Lewis Hamilton of Team Mercedes was disqualified from his second-place finish, as was Charles Leclerc of Ferrari from his original sixth-place finish. Both were DQ'd due to a technical breach involving underbody plank wear inspections. Inspections were conducted on four cars: Hamilton, Leclerc, Verstappen and Lando Norris. The disqualifications thereby promoted Lando Norris to second place and Carlos Sainz to third position. The win gave Max Verstappen his 50th career win, 15th win of the season, and become the first driver to win five consecutive Grands Prix in the USA.

The Porsche party wrapped up after the race and everyone wondered if Verstappen would dominate the remaining races of the season. If you attended this event and liked it, or if you would like to see more of this type of event hosted by ORPCA, please let us know. Planning for 2024 is underway and thoughts and comments from our members make a difference. Please let any Board member know if you like or don't like particular events. Your opinion matters. ■



# 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>



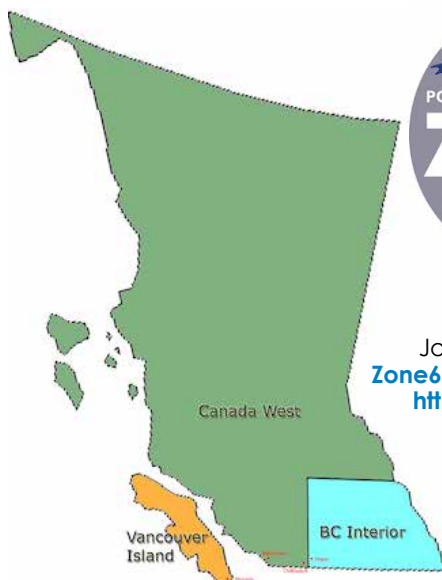
**Canada West**  
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**Cascade**  
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**Olympic Peninsula**  
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**Oregon**  
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## 2023 Drives and Tours

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.

### NOVEMBER

4	Saturday	Drive, Wine, Dine
18	Saturday	SUV Drive

### DECEMBER

9	Saturday	Winter Wonderland Lights at PIR
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## NOVEMBER BOARD OF DIRECTORS MEETING: VIRTUAL

November 8 6:30 – 8:30 pm

**T**he November 2023 Board Meeting will be held on Wednesday, November 8 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: December Board Meeting is Wednesday, December 13*

## NOVEMBER DINNER GATHERING FINE DINING WITH FRIENDS

Wednesday, November 15 | 6:00 – 8:00pm

Location: Mingo 12600 SW Crescent St, Beaverton, OR 97005

**J**oin us Wednesday, November 15 for a modern hand-crafted Italian dinner at Mingo located at 12600 SW Crescent St, Beaverton, OR 97005. You will choose your evening meal from our exclusive event menu. Dinner orders will be taken that night at the restaurant. Mingo has consistently earned top honors in Open Table's Diner's Choice category. Come and enjoy this fine dining experience. The wine is exceptional, all food is made with local, northwest ingredients from organic farms by the long-time chefs of Mingo's. Space is limited. We have room for only 32 guests, so don't delay in reserving your spot for this dinner gathering. Tickets are on sale here: <https://www.oregonpca.org/event/november-dinner-gathering-new/>

## NOVEMBER SUV DRIVE

Saturday, November 18

Please watch your weekly email for information on this SUV Drive.



# HOLIDAY GALA

Sunday, December 3  
Portland Yacht Club  
1241 NE Marine Dr, Portland, OR 97211

**L**ooking for a fun-filled night surrounded by breathtaking views of sparkling lights on beautiful yachts? ORPCA is hosting our Holiday Gala at the lovely venue - The Portland Yacht Club located at 1241 NE Marine Dr, Portland, OR 97211.

We'll be bringing you a festive evening including passed hors d'oeuvres, a special holiday cocktail, a no-host bar, and plated holiday meal. Then dance the night away to the upbeat tunes that sought after Portland-area DJ, Greg Pressler, will be spinning.

But that's not all! We are thrilled to once again support the inspiring Toys for Tots program. Join us in the spirit of generosity as we create lasting memories. With the Columbia River at the Portland Yacht Club as your backdrop, come have a sensational evening while making a positive impact. So, pack up your dancing shoes and your toy donations, and prepare to be part of this truly magical experience.

The Portland Yacht Club is providing secured on-site parking. So, drive up, park with ease, and enjoy this festive event with ORPCA friends.

The ticket includes your evening entertainment, one drink ticket per person at cocktail hour with hors d'oeuvres, dinner entree with red and white wine, salad, and sides. There will be a dessert display with coffee.

That night we will also be collecting new, unwrapped toys for our annual Marine Corps Reserve Toys for Tots charity. Marine Corps Reserve Toys for Tots' mission is to bring the joy of the season to less fortunate children by gathering and distributing new, unwrapped treasures that will light up their faces this holiday season. <https://www.oregonpca.org/event/2023-holiday-gala/>





# WINTER WONDERLAND HOLIDAY LIGHTS AT PORTLAND INTERNATIONAL RACEWAY

Saturday, December 9

**L**et's join up for a Festive winter after-noon/evening tour on Saturday, December 9. We will explore some of East Clackamas/ Multnomah County and/or the Winter Wonderland Lights with dinner at Ponderosa Lounge and Grill.

We will start with an optional afternoon leisurely 45-mile drive starting in West Lynn. We will follow the Clackamas, Sandy, and Columbia Rivers to Jubitz Truck stop for a rest stop and gathering place for all attending. The route is designed for all Porsche models.

We will gather the latecomers (those who spend the afternoon shopping!) and head out for a Porsche Parade through the Winter Wonderland Light Show at PIR. Once fully charged with festive spirit from the lights, we head back to Ponderosa Lounge and Grill for dinner and refreshments.

The cost of the event for entry to Winter Wonderland is \$50.00 per car. We will be entering the Winter Wonderland event as a group so payment with the registration will be required and not refundable after Monday, December 4 at noon.

For those doing the afternoon drive please plan to arrive by 3:00pm. The mandatory safety meeting will be at 3:15 and we will leave at 3:30pm.

For those meeting at Jubitz please arrive by 4:30pm. Mandatory safety meeting will be at 4:45 and everyone will leave for the lights at 5:00pm. All participants, driver and passengers (if you have any), please register for this event: <https://www.oregonpca.org/event/winter-wonderland-holiday-lights-at-portland-international-raceway-2/>





# ZONE 6 Events

## 2024 ZONE 6 ESCAPE AND WOCHENENDE (WEEKEND) AT CROWN ISLE RESORT

Courtenay, British Columbia, Canada  
May 23-26, 2024

**R**egistration is open for the 2024 Zone 6 Escape and Wochenende (Weekend) at Crown Isle Resort in Courtenay, BC, May 23-26, 2024. The Vancouver Island Region is excited to host the Zone 6 "Escape" for 2024, combined with our second annual Wochenende (German for "Weekend") at Crown Isle. This multi-region event takes place from Thursday, May 23 to Sunday, May 26, 2024. Main activities for the event include a Thursday evening Welcome Reception; Friday "Show & Shine"; organized drives and rallies on Saturday; and a Gala Dinner & Live Auction on Saturday night.

The pricing is being held at \$399.00 per person - the same as 2023. Rooms are available to book now through the Crown Isle Front Desk, call 1-250-703-5000 or email [frontdesk@crownisle.ca](mailto:frontdesk@crownisle.ca) and tell them you are a part of the VIRPCA group. Room rates start at \$199 per night plus taxes. A credit card is required to guarantee your booking.

The link for the main event is here: <https://www.motorsportreg.com/events/2024-vir-wochenendescape-crown-isle-resort-courtenay-bc-pca-vancouver-island-800591>. The link for Rally only is <https://msreg.com/2024-WochenendEscape-Rally>. Please note: You must have a MotorsportReg Account to register. You can sign up for an account free of charge at: <https://www.motorsportreg.com/index.cfm/event/register.start>







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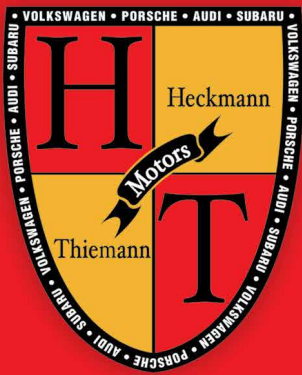


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Belize City, Belize





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# ANZEIGER MARKETPLACE

## VEHICLES FOR SALE



**For Sale: 2017 Porsche Cayenne S e-hybrid Platinum Edition:** Calling all Porsche enthusiasts looking to step into the hybrid/electric world! Presenting the exceptional 2017 Porsche Cayenne S e-hybrid Platinum Edition. This meticulously maintained SUV delivers a combination of power, efficiency, and opulence that sets it apart from the rest. With its striking design, advanced features, and low mileage (less than 33,000), this is an opportunity you don't want to miss. For the complete description please go to the web: <https://www.oregonpca.org/for-sale-2017-porsche-cayenne-s-e-hybrid-platinum-edition/> Priced at \$46,900, it represents a perfect blend of luxury and performance. Call or text Marina at (971)330-6770 today for more information! (7/23)

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**For Sale: 2017 Macan GTS:** ORPCA Member, John Thomas, is selling his 2017 Macan GTS. It is Mohagini Metallic with 27,000 miles and is in very nice condition. Price is \$48,000. John also has extensive records for this car. Interested buyers can text TJ Ernst (who is selling the car for John) at 971-506-8847 or email TJ at [tjsk8rx@gmail.com](mailto:tjsk8rx@gmail.com). (8/23)



**1975 911 S Targa For Sale:** Member John Thomas is selling his 1975 911 S Targa. The Porsche has Carrera graphics and a whale tail. It has 84,000 miles and is in very nice condition. John also has extensive records for this car. He is asking \$48,000. Interested buyers can text TJ Ernst (who is selling the car for John) at 971-506-8847 or email TJ at [tjsk8rx@gmail.com](mailto:tjsk8rx@gmail.com). (8/23)



**For Sale: 2004 Silver Nissan 350 Sports Convertible:** One of our members has a 2004 Silver Nissan 350 Sports Convertible for sale: 6 Speed Manual 287hp- 3.5 LV6, 46,200 miles, Excellently Condition-Excellently Maintained- Garage Queen, Apple Car Play Navigations System with Back-up Camera, Bose Stereo Speaker System, Heated Sports Trimmed Leather Seats, Sports Rims -Two-way Power Seats and Adjustable Seat Confront Control, Rearview Mirror, Garage Door opener capable, \$14,500 or best offer. Please contact Les at: 360-635-3878 or [les996@ME.COM](mailto:les996@ME.COM) (8/23)

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# ANZEIGER MARKETPLACE

## PARTS FOR SALE

### 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 \$2995. Call/text Pete K 703-772-5515 or email, [pkurzenhauser@icloud.com](mailto:pkurzenhauser@icloud.com) (1/23)



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

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



### For Sale: Seats for an Early 911/912:

For sale: A pair of seats from early 911/912. These have been stored indoors for decades and appear to be in good condition.

Seller can deliver locally. Cost: \$400 for the pair. Contact Donn Snyder at 503-381-7179 or email at [snyderaero@gmail.com](mailto:snyderaero@gmail.com) (10/23)



### For Sale: Macan Winter Wheels & Tires: 18"

Drag DR-69 Rims in Flat Black with Bridgestone Blizzak tires. Tire size is 255/55/R18. They were used for one winter and still have over 90% tread.

Includes Porsche TPS monitors already installed and security lug set along with lug removal tool.

Located in Sherwood, OR. \$1200 OBO. Please contact Jonny Wood at [jkwod10@gmail.com](mailto:jkwod10@gmail.com). Link to Wheels: <https://www.dragwheels.com/wheel/dr-69-flat-black-full-painted/11690/3540/5/> (10/23)



### LED Neon Porsche Crest Sign

– Great for a Garage! The sign is brand new and measures 27" x 23" and is mounted on a black acrylic background. These are made to order and take 4-6 weeks for delivery. The price is \$979 including shipping. Please contact Jeff Gretz at 503.915.2364 or [jgretz@onlinenw.com](mailto:jgretz@onlinenw.com) (10/23)



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. ■

## ORPCA Photos on SmugMug

### HOW TO FIND THE UPLOAD LINK TO SHARE YOUR PHOTOS

BY RICK PITTMAN, CLUB PHOTOGRAPHER

A big thank you goes out to those who volunteer to take photos and then upload them for us to use. There is no greater feeling for a photographer than to see their work published. We get thousands of photos each year; perhaps one of yours will appear in the *Anzeiger* or in our yearly calendar.

In general, the process for uploading images needs to start on our Smug Mug page where you will find the upload link to Dropbox for each event.

1. Once the photographs are uploaded to Dropbox, I will be notified.

2. The photographs will be edited and uploaded to the appropriate SmugMug Folder.

In summary, each event for the year has a DropBox upload link. Please use it. Each link can be found in the Photographer's Calendar embedded in our SmugMug site. If you have questions, please contact Rick: [clubphotographer@oregonpca.org](mailto:clubphotographer@oregonpca.org) You can also text me at 503-871-3718. If the answer is easy, I will text back. If not, I will call you back.

*Notes: Apple HEIC format; iCloud, Google, Personal DropBox, etc. downloads to the Club Photographer, will not be accepted.*

**Here is a step-by-step guide to upload your photographs from an ORPCA event:**

1. Go to our photo website:  
SmugMug Oregon PCA <https://orpca-pix.smugmug.com>
2. Scroll to the *Photographer's Calendar* on the right.
3. Choose the date of the event and open the link. There may be more than one event per date, so pick correctly by clicking on the options and checking the name of the event.
4. Click on the link in the Description field. This will take you to the DropBox folder for that event.
5. Drag and drop your photos into that folder.