

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | NOVEMBER 2024



**From the River
to the Mountain**

Midweek Porsche Adventure

See Story and Photos on Pages 32-33



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OREGON REGION PORSCHE CLUB OF AMERICA
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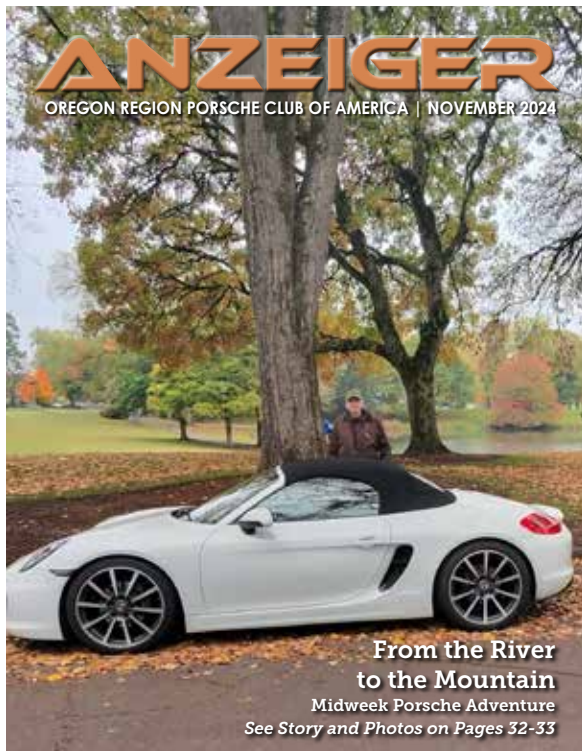
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ON THE COVER

*Photo and car of Arnon Kaseter
with his navigator, Robert Alescio*



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ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 64 | NUMBER 10 | NOVEMBER 2024

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Board of Directors Minutes: [CLICK HERE](#) for October 2024

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ANZEIGER NATIONAL AWARDS

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

National Newsletter Contest
THIRD PLACE 2003, 2006, 2020

Best in PCA 1971
PAUL HEINMILLER TROPHY

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EVENTS, OREGON REGION AND BEYOND

DECEMBER 2024

- 7 Holiday Gala - Portland Yacht Club
- 10 Board Meeting
- 14 Goose Holiday Lights Tour - McMinnville

JANUARY 2025

- 7 Board Meeting
- 11 Saturday Drive
- 15 Annual Meeting & Volunteer Awards Banquet
- Old Spaghetti Factory
- 19 Sunday Cruise
- TBD Mid-week Drive
- 25 SUV Drive

FEBRUARY 2025

- 8 Saturday Drive
- 11 Board Meeting
- 13 Portland Auto Show
- 16 Sunday Cruise
- 19 Social - Dinner

- 22 SUV Drive
- 23 Brothers' Collection - Salem
- 28 Tech and Garage Weekend in Tacoma

MARCH 2025

- 1 Griot's Tech Session and Garage Tour - Tacoma
- 2 LeMay - America's Car Museum - Tacoma
- 8 Saturday Drive
- 9 New Member Orientation/Mixer
- 11 Board Meeting - Virtual
- TBD Mid-week Drive
- 16 Sunday Cruise
- 19 Social - Dinner
- 21 Presidents Zone 6 Meeting
- 22 SUV Drive
- 23 Autorcross #1

For the most up-to-date information, please
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ORPCA HOLIDAY GALA



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Cindy Madden
Portland, Oregon
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Rex Schneider
Cornelius, Oregon
2003 Boxster

Sebastian Schoenberg
Patricia Schoenberg
Hillsboro, Oregon
2010 911 Carrera

Kevin Anderson
Salem, Oregon
2017 Cayenne

Jeffrey Ravencraft
Portland, Oregon
2016 911 Turbo S

Patrick Weiss
Happy Valley, Oregon
2023 911 Turbo S

Justin Lewis
Portland, Oregon
2024 718 Cayman
GT4 RS

Peter Seelig
Portland, Oregon
2016 Cayman GT4

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ORPCA LOCAL SUMMARY

Primary Members:635

Associate Members:414

Total Local Members:1049

PCA MEMBERS IN OR REGION

Primary Members:1264

Associate Members:741

Total Region Members:2005

NATIONAL PCA SUMMARY

Primary Members:106,578

Associate Members:55,835

Lifetime Members23

Total National Members: 162,436

ADVERTISER INDEX

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Contact

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Pam Fisher

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19YEARS

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14YEARS

Jonathan Dunn
Karen Dunn
Anh Le
Carlos Santayana

10YEARS

Robert Howard
Michael Pierce
Linda Pierce

9YEARS

G Michael Gougler
Michael Gougler
Tom Jackson
Melinda Jackson

8YEARS

John Clemson
Sheree Clemson

7YEARS

Randall Pearl

6YEARS

John Cunningham
Teri Andler
Marilyn Petranovich
Milo Petranovich

5YEARS

Robert Brown
Harrison Brown
David Burke
Lisa Burke
Jim Groves
Delara Groves
Brad Larson
Max Noxon

4YEARS

Sam Thomas
Kerry Thomas
John Woody
Rosanne Woody

3YEARS

Shea Mcneely
Jason Mcneely

2YEARS

Shayan Adl
Steve Burleson
Matthew Smith
Angela Grissom Smith

1YEAR

Kristin Lima
Gil Lima
Walter Schwidetzky



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PRESIDENT'S MESSAGE

Heinz Holzapfel, *President/Webmaster*

A Year of Change

This year has flown by in a hurry. As I write this article November is already halfway past. October was a very busy month for our club; we had seven drives, two social events and one garage event. One of the drives was the Fall Afternoon Drive at the end of the month. My idea for this new fall drive was to start around noon when the fog has lifted, the temps got warmer and the sun came out. To my surprise 20 cars signed up to a drive that started at 1pm! However, our Oregon weather gods decided to let it rain, heavily. And again, a nice surprise, 14 cars showed up! Our members are truly weather-hardy drive lovers, not afraid to get their cars wet and dirty.

Even a new member showed up! We all had a blast on the backroads route from Troutdale to St. Paul, and the fall colors were vibrant in the rain. In St. Paul we enjoyed an early dinner and good conversations and laughs at the Harvester Tap Room.

Then November rolled in. Traditionally, November is a quieter month for the club. The typical November drive calendar shows one SUV drive, nothing else. The assumption was that November is too cool and too wet to get members out for a drive in anything but a SUV. Well, the times are a'changin, and Carole and I decided to give it a try. Carole organized the "Falling for Fall" Sunday Drive and a week later I did the "Last

Call" Sunday Drive. For the two drives, 55 cars showed up in total! Both had fun routes through a picture perfect, colorful Oregon fall landscape.

It is nice to experience the new dynamics in our club, members embracing new ideas like a Fall Afternoon Drive or a November Sunday Drive. If you build it, they will come!

Other items: The board held two important meetings in October and November respectively. In October we had our 2025 Planning Meeting, with the objective of scheduling the 2025 club events. 12 members attended this meeting in our treasurer's office in downtown Portland, and after four hours we had a very impressive calendar assembled with drives, tours and socials. The number of driving events



will increase again in 2025! We used a new calendar format that sets target numbers for number of cars and number of groups for every drive event, as well as dates for when the event announcement is, when the registration opens and closes. This will improve the planning and execution of individual events, routes, rest stops and lunch locations.

Then in early November we had the 2025 budget planning meeting. In past years this was a rather painful process, but this year it worked like a charm. The major change was that in 2024 we put all our financial data into an online finance and budget tool, and we reviewed our financial performance once a quarter

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at the board meetings. Dan Morris, our treasurer, prepared an initial 2025 budget based on the 2024 data and new data from the 2025 planning meeting, as well as 2025 budgets for Autocross, Northwest Passage and the Holiday Party. After two hours we had a very good budget plan for 2025.

In the seven years that I have been a member of our club, this is the first time that by mid-November the club had a solid event and budget plan for the next year. Times are indeed changing!

Beginning in November our new tour team under leadership of Brad Hedstrom as Tour Director and Jim Goetsch as Tour Co-Director held the annual tour leaders meeting. About 20 members attended. In the meeting the new Tours leadership team was defined, and member names were assigned to each position. Brad will give you more details in next month's *Anzeiger*. Brad also explained the 2025 drive calendar and the new sign-up process for drive and tour leads, based on a shared Google Doc. It was fun to see the energy and enthusiasm of that team!

There are more changes in the club organization: Anh Le, our Director at Large, moved from membership and took over as *Anzeiger* Editor (what also includes the Directory and annual calendar), and will continue to oversee the Social Committee. Carlos Santayana took over the membership management. Check out our [2024 Leadership Page](#) for more details.

Looking forward, we have the Holiday Party coming up in early December. There are a few tickets left, so join us to celebrate a successful club year, and dance the night away after a delicious dinner. If you can't attend, please support our annual Toys-for-Tots

Drive. This year, we are collecting new toys both at the ORPCA Holiday Gala for our members attending the party and through an online Amazon registry. Through the registry, members who are not attending the Gala can also donate online without having to drive to a collection location. The registry will close on November 30th. The online registry allows you to select a toy for donation or donate money. Our gift card goal is \$1,000, but you can help us meet or exceed this goal with your generous donation.

Last but not least, two important dates for December: on December 8th the pre-registration for our Premier Driving Tour, the [2025 NW Passage](#) opens. The 2025 Northwest Passage will be a five-day tour, starting at the base of Mt. Hood and heading to eastern Washington and Idaho. The route will take us on twisty backroads, over mountain passes, through the rolling hills of the Palouse, and into the Idaho mountains. Then on December 11th, the tickets for our [Scenic Oregon](#) Tour will become available. Scenic Oregon is a new ORPCA multi-day driving tour. The motto of the tour will be to explore all four corners of our beautiful Oregon. This annual tour will offer an exclusive opportunity to explore Oregon's breathtaking landscapes in a curated, all-inclusive, small-group adventure, blending exhilarating drives with leisurely moments to savor the region's beauty and rich culture. The inaugural event, known as the McCullough Bridge Tour, promises an unforgettable journey along Oregon's rugged coastline.

I am looking forward to seeing you all at the Holiday Party! You can reach me at president@oregonpca.org. Together we drive! ■



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FROM THE VICE-PRESIDENT Carole Hedstrom

An Evolution of Volunteers

I have been a part of this club for nearly 10 years and have watched an evolution of volunteers. I was timid in the beginning, mostly attending dinner socials, but soon branched out with the encouragement of my husband, Brad, to join mid-week drives while he was away for work. Together we joined many arrive and drives, overnight trips and other events like German-paloosa. Eventually I stepped up to help with an event Peg Ryan was exploring, the Mary Hill Loops Tour. Organizing that event was fun and fulfilling. In addition, it put me on the radar of the Nominating Committee and the next year I joined the Board as Secretary.

While my personal volunteering path has changed and grown over time, I am not alone. Having been on the Board of Directors for some time, I see volunteer growth all around me. It's a beautiful thing to witness. I have seen past presidents and past board members evolve into wonderful, often low-key, resources for the Club. These are the people behind Northwest Passage, the Scholarship Committee, our financial and legal resource pools, and our Autocross program. Even when these people stepped away from the board and the day-to-day operations of the club, they knew their era of giving time to ORPCA was not over. They simply turned their attention to other aspects of the club and continue to serve and produce events for the benefit of the whole organization. Thank you to all the long-time volunteers!

While our long-time members are incredibly valuable, welcoming and nurturing new members is equally rewarding and beneficial. This year has seen many new members turn up for events, enjoy what they see,

feel welcomed, and then volunteer. For example, new member Wendy Wells attended a Cars and Coffee event at Porsche Beaverton in June and joined shortly after talking with Club Evangelist Valerie Menely. By October Wendy had been on four drives and had attended several social events. In November she volunteered to be a part of the ORPCA Social Committee. Thank you, Wendy!

Another new member, David Zygmunt, took a different route by joining the PCA Test Drive program before he even purchased his 2024 Taycan. Not only was David researching his next new car, but he was also exploring the people behind the famous Porsche phrase, "It's not just the cars, it's the people." David confessed that he may have cyber-stalked us a bit by checking out our website, leadership, and events. Not long into his research, he contacted us and volunteered. David is now part of our website and drive teams. His techy background plays perfectly into our operational needs, and his cheerful can-do attitude doesn't hurt either. Welcome and thank you David!

As we close out one year and plan for the next, I am grateful and thankful for the team of volunteers that run every aspect of this club. With Thanksgiving nearing, I want you to know I am thankful for each of you. Yes, it's just a car club, but for me, it's also a fun and rewarding experience I had no idea could happen simply by owning a car. Thank you ORPCA and every member! I hope your Thanksgiving holiday is filled with the three-Fs: family, friends and fun!

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

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



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ZONE 6 UPDATE

John P Sommerwerck,
Zone 6 Representative



The Forty-Six

Winter came early to the west central mountains of Idaho. The local ski areas' opening dates are the earliest they have been in 20 years. So, no last-minute opportunities to get the Spyder out for a quick drive.

On our last region visit of the year, I had the opportunity to participate in Pacific Northwest Region's Tech Ed session with Rod Emory and Cameron Healy. Many know of Rod Emory and his Outlaw 356 creations. Few know the story of the Forty-Six, the birth of Porsche motorsports, and the restoration of Forty-Six. Rod and Cameron told an

inspiring story of finding Forty-Six and restoring it to its original LeMans-winning form.

For those long-range planners in the audience, I would note; **Porsche Parade 2025** is scheduled for July 6-12 in Oklahoma City and **Porsche Parade 2026** is scheduled for June 14-20 in Lake Placid, New York. The **2025 Spring Treffen** will be held at Omni Homestead Resort in Hot Springs, Virginia from April 30th – May 3rd. Registration opens on February 5th, 2025. **2025 Treffen at Sea** sets sail Sunday, August 30th from New York, NY, returning on Sunday, September 6th. Treffen at Sea registration is now open! 2025 Fallen Treffen dates and location have been announced. **Fall 2025 Treffen** will be held at the Four Seasons Resort in Jackson Hole, Wyoming. [Treffen Jackson Hole \(Fall 2025\)](#) | [Treffen North America](#)

Our 2024 Zone 6 region visits are over. We are now focusing on our 2025 Zone 6 region visits. If you have an idea for an event we should attend, please reach out to me. Zone 6 signature region events can be found [PCA Zone 6 - The Pacific NW Regions](#). Zone 6 abounds in great roads to drive and great automotive venues.

As we head into the upcoming holiday season, we wish you and yours the very best and happiest of holidays. Happy New Year!

Stay healthy and we will see you in the Zone in 2025! ■

*Parting shot.
Forty-six. Credit
JP Sommerwerck.*





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Beware Of Flood-Damaged Cars

BY PETER LINSKY

There are a good many Porsches registered in the Southeast, especially Florida and Georgia, and we can only hope that their owners took care to get those vehicles to high ground before the arrival of highly destructive hurricanes which made unwelcome and very destructive appearances this past fall. Some, unfortunately, will have not, and those are the cars and SUVs to beware of in the event that you are shopping to add to your own stable in the next few years.

Jim Gorzelany, writing for the business magazine Forbes, says the car title search company CarFax has warned that "as many as 89,000 vehicles from Texas to Vermont have been flooded out by tropical storms and hurricanes that hit the U.S. between June and August (of this year). And that's in addition to an estimated 454,000 rides that remain on the road with hidden water damage incurred during previous storm seasons." The impact of Helena, for example, is certain to add to that total, says Gorzelany. Coastal flooding notwithstanding, Helena was expected to bring a foot or more of rain northward through the Mississippi Valley, sending rivers over their banks. "And as has been the case in the past hurricane seasons, we can expect a wave of flood-damaged used cars to unscrupulously find their way back into the marketplace in the weeks and months ahead, often many miles removed from the affected areas."

Simply put, any prospective buyer needs to be extremely cautious when shopping for a ride, either online or at a physical dealership. "'We see these flooded cars show up all around the country, putting unsuspecting buyers at risk,' says

Carfax's general manager for data, Faisal Hasan. 'These cars may look showroom fresh, but they're literally rotting from the inside out.'"

The law requires vehicles that have been "totaled" by insurance companies to have their titles "branded" as salvaged. They are usually sold at auctions to wrecking yards or rebuilders where any usable parts can be pulled off and re-sold. However, there have been, and will continue to be, instances where uninsured vehicles, or those that appear clean cosmetically but have suffered mild water damage and were written off because of the cost of repairing to pre-loss condition - have titles that have been altered to appear clean and legitimate.

Some are already showing up at on-line sites, others at used-car dealers. Unless you plan to buy an otherwise straight shell to strip and use as the basis for a race car, market-watchers say it's never a good deal to buy a vehicle that's been waterlogged. Floodwater, be it either fresh or laden with ocean salt, is terribly destructive, ruining electrical and electronic systems, instruments, and interiors, not to mention mechanical components. If you do want to consider a particular car, run the VIN through a title-search firm to learn its history, especially where it has lived and how recently it was serviced. Be aware, though, that even CarFax is not infallible, recording only the information it can obtain from open sources. Open your wallet and get a thorough, bumper-to-bumper, top-to-bottom, inside and out Pre-purchase inspection by a reputable shop. If the shop, or you, suspects any sort of previous water damage, walk away. ■



SPINNEN Randy Stolz

Oregon Mist

Native young men seem to be as casual about standing in the rain as cows; though even cows head for the barn when the rain is heavy.

What is rain? It's liquid air. It's Oregon Mist. It's what we come back to after summer's heat and speed. It's fun in a different way. Let me explain.

The English, like many Oregonians treat rain like it isn't there. Native young men seem to be as casual about standing in the rain as cows; though even cows head for the barn when the rain is heavy. It must be this way or we'd never live a full life, like driving in the rain.

As a young man in California, I treated rain as an event; something to be experienced, especially in a car. The first time it felt that way was, naturally, in an English car. A Triumph TR4 to be exact. Hitching a ride with a fraternity brother from school the heavens opened up and we scrambled to get the top in place. Not too bad but not without a sprinkling in the interior. Sparkling droplets were on the wood and leather dash, rearview mirror and window sills, our jackets, our pants ... everywhere. For some reason, the smell of wet leather and (rotting?) wood was exotic to me then.

It was cold too, so our breaths started fogging the glass as we negotiated rush hour in the San

Fernando Valley through the view of skipping wipers. The wipers had one setting ... intermittent. The cacophony of rain on the soft top, the mechanical noises and screeching wipers filled the pauses in our conversation.

Los Angeles, being half-covered by asphalt and concrete, is not known for the best drainage. During downpours it's axiomatic that some intersections will flood in various degrees. There was a particular intersection where a small lake would form. Given enough speed and a green light, I used to see if my watertight, flat-floored, VW Bug could hydroplane across without the usual ferry-like float until the tires grab and go forward.

Naturally, I had the heater on and the ducting from the air (now water) cooled cylinders would channel pure steam onto the windshield. Then, I was blind for a couple of blocks as I feverishly wiped down the screen. You could do that then, in the early 60's, before the insane traffic. Somehow, I survived that foolishness.

Not all cars feel this way but both the V-Dub and the Triumph had a cocoon-like feeling of security in the rain. While neither car could likely

pass current NHTSA crash tests; there was a sense, false or not, that you could forge forward through the elements protected and secure. And, that European surefootedness with narrow tires (as opposed to American road-hugging weight with narrow tires) would see you through any corner ... at least in daylight.

Every winter my Dad would wrap the distributor of his Jaguar XK140 with inner tube rubber. Instead of gliding over the water like the VW, the car would quit; leaving Dad muttering something about the electrical system. One year, he drilled holes in the trunk to let the water OUT! Great fun!

A post-Army purchase of a Sunbeam Alpine re-introduced me to that wonderful English car scent and road-holding in a similar cocoon. While the roll-up windows were a delight, the sealing around the rear of the windows (acting more like scoops) left something to be desired. . Still, Ann suffered the Sunbeam's accommodations without complaint through our courtship in that odd little car.

By comparison, my bride-to-be's Mustang was dry but strangely airy. I suppose that big fastback window made it that way; though in a heavy, rain the sheet metal top would ring like a bell. Insulation was an afterthought in 1969.

Nowadays cars are seemingly impervious to rain, save the footwell. In the fall, we have grey skies, green grass, and golden wet leaves on glossy black pavement. The road is cold, slick asphalt with rivulets telling us the perils of hydroplaning. On the backroads,

running in the rain; there's a certain beauty that transcends the harsh realities and hazards of moderate pace. Properly equipped (read all weather tires), running down the interstate seems effortless. Anti-skid systems are now almost ubiquitous in cars and waterproofing is now taken for granted. Just make sure to keep the drains clear

Does anyone else use Rain-X? Originally developed for aircraft, "the invisible wiper" was adored by British car owners back in the seventies for good reason. It's superhydrophobic properties or "Lotus effect", like today's ceramic coatings, make rain bead like crazy. I'm enthralled by water on a Rain-X-treated windshield. At speed, it reminds me of the "Big Bang Theory" as the droplets, like so many galaxies, expand across the windshield. I need to stop looking at the windshield and pay attention to the road.

With all the advances in safety we can be easily lured into driving faster than we should. A recent viewing of a wet Brazilian GP should remind us that the greatest drivers in the world fall into that trap. Unlike the GPs however we have no safety barriers, no runoff room, and no deep pockets to rebuild the car let alone our bodies should the worst happen. There isn't enough money in the world to replace one life.

Pushing a Porsche through the rain, has that special feel of allowing you to enjoy the rain, fall color and a rainbow or two. Using reverse logic, don't wait for a sunny day to drive. Use those days to clean the car. Then again, if you're a native Oregonian, it shouldn't matter. Get out there and be safe. – KEEP SPINNEN! ■

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(Photos by Bob Ellis)



Fall Days: Changing Leaves, Twisty Roads, and Oktoberfest

BY DANIEL MORRIS

Jeff dressed for the part for the Oktoberfest drive



It was a crisp autumn morning in Wilsonville; the sun had just moved over the horizon, illuminating 28 pristine Porsches, all ready to embark on a memorable Oktoberfest drive. It would be more than just a drive; but rather an event combining the joy of navigating scenic rural roads with the camaraderie of our Porsche community, and, of course, the promise of a hearty Oktoberfest lunch at the end.

Gathering in the parking lot, drivers and navigators exchanged greetings, anticipating a route that would cover over 91 miles of winding roads. The Willamette Valley, famed for its vineyards and gentle hills, was our backdrop as we headed northwesterly through this lush landscape. For many, it



was the perfect way to celebrate the season—crisp air, vibrant autumn colors, and the rumble of finely tuned engines.

The first leg carried us through the beginnings of our famed rural wine region, through gentle curves of rural roads, and dew rising off the vineyards. This stretch of road allowed drivers to enjoy the smooth handling of their cars while taking in the breathtaking views that define our countryside.

*Gathering at Heinz and Sylvia's after the drive.
(Photo by Sue Morris)*

About 30 miles in, we arrived at our first stop of the day, Bald Peak. This park, perched atop a hill, offers stunning

views of the valley below, with Mount Hood visible in the distance. It was here that we parked our Porsches in a semi-circle, forming a dazzling display of automotive art. Each car had its own personality, from classic 911s to modern, high-performance models, and the owners were more than happy to share the stories behind their prized vehicles.

Drivers and navigators chatted about the drive so far and compared notes on their Porsches on the hilly roads. Smiles and laughter echoed as participants shared stories of past drives and upcoming adventures. Cameras were out in full force, capturing the unique lineup of cars against the stunning backdrop of Bald Peak.

The second leg took our groups towards North Plains, a small hamlet known for its charming rural appeal. As we rolled into town, we were greeted by picturesque murals adorning the sides of buildings, adding a bright touch to the quaint surroundings.

The final leg of the drive took us in a more northerly direction, winding our way along Skyline Road. The road, renowned for its beautiful vistas, occasional potholes, and surprising dips, offered stunning views of the



surrounding hills and forests, and for those with open roofs, it was a sensory delight. The crisp air, the vibrant colors of the trees, and the deep growl of the engines made for an unforgettable experience.

Eventually, we descended from the hills, finding our way to the home of Heinz and Sylvia. Although Sylvia was unable to attend, Heinz, along with several volunteers, had prepared a home-style Oktoberfest lunch for the participants.

The lunch was everything one could hope for; Heinz had set up tables in his back yard, which was adorned with festive decorations. Heinz had arranged for beer from the world's oldest brewery, a perfect complement to the fresh pretzels and assortment of mustards that accompanied the main course: bratwursts. Two types of potato salad, each with its own unique flavor, rounded out the meal, alongside all the other traditional Oktoberfest fixings.

As the group settled in, the yard was filled with the sound of clinking bottles, laughter, and lively conversation. It was a social event as much as it was a feast, with everyone sharing stories from the drive and their love for Porsches. The open-air setting, the crisp autumn weather, and the rich flavors of the food created a perfect sense of camaraderie.

It was more than just a Porsche drive; it was a celebration of the season, of friendships, and of a shared passion for the open road. The smiles on the faces of everyone in attendance were proof that it had been a day well spent. As the last cars departed from Heinz's home, there was already talk of next year's event, with everyone eager to relive the joy and camaraderie of the day. ■



Bob Ellis, Wendy Wells, and Warren Pease



Tim Ashcroft, Carlos Santayana, and Bill Rasnake



Mike O'Connor and Jim North. (Photos above by Tosh Kanno)



Tech Session: Ceramic Pro

PHOTOS BY MARC FRANCK

October 19, 2024

Thank you to Ceramic Pro for hosting
a demonstration on products and
services to protect from road abrasion.





Saturday Drive: Only the Brave...

STORY AND PHOTOS BY RICK PITTMAN



Sheldon Lesire & son Liam



Nowzar Ardalan

Seventeen Porsches shuttled 27 members to the Costco parking lot in South Salem on a cold and foggy morning in early October, and it became foggier as we ascended the first part of our planned trek (it was so foggy it did not seem like a drive, rather more like traveling through Jurassic Park)!

In our Portland-centric club, many, if not most, have never ventured to the southern extremes of our membership area. If you travel much further south, you will arrive in the Cascade Region of PCA, which, as its membership grew, split off from Oregon Region back in the 1980s. The beauty of this area, and the western part of Salem around the Eola Hills and beyond, is that these are untapped sources of enjoyment generated by internal combustion engine audio, blasts

of acceleration, and the rhythmic undulations of mostly-deserted two-lane back roads, with only an occasional farm tractor, bicyclist, or wandering German Shepherd pup notwithstanding.

Our tour leader, Mike Newby, has been running these roads for over 30 years, and he designed a great route that crossed all





manner of environments, traffic demands, and elevation. Some roads are more fun driving in one direction, and not so much heading the other way. Mike felt that this route capitalized the “best of the best” the region has to offer. Make no mistake: This route, though complex, turned out to be the quintessential “This is how you do it” course.

Our first break was at the Ankeny Hill Nature Center. If you have never been there, break out your steed and give it a look; you won't be disappointed. From there, we traversed surface roads crisscrossing Interstate 5. We flew by Ankeny Vineyard, where we will later pause, and meandered up into the South Salem hills and down to River Road to our next stop at Minto Island Park. A side note: I met several retired colleagues from the medical community I had not seen in many years as we pulled into the Island parking lot. They were out for a walk and we enjoyed our chat. ■



We wiggled our way through the avant garde, nouveau riche neighbor hoods, and neatly found ourselves right back at the ANKENY VINEYARDS.





Covered Bridges Tour

STORY BY MIKE NEWBY | PHOTOS BY ROBERT MCDONALD, JEANNINE DOWNEY, KEVIN POLING, AND MATTHEW NENNINGER



RPCA's Covered Bridge Tour is a fan favorite, and I look forward to leading it each year. Earlier this year I led this same tour and had a large group (40 cars) but this ended up being a more intimate group of cars and friends. The weather was sunny and warm, perfect for a fall drive.

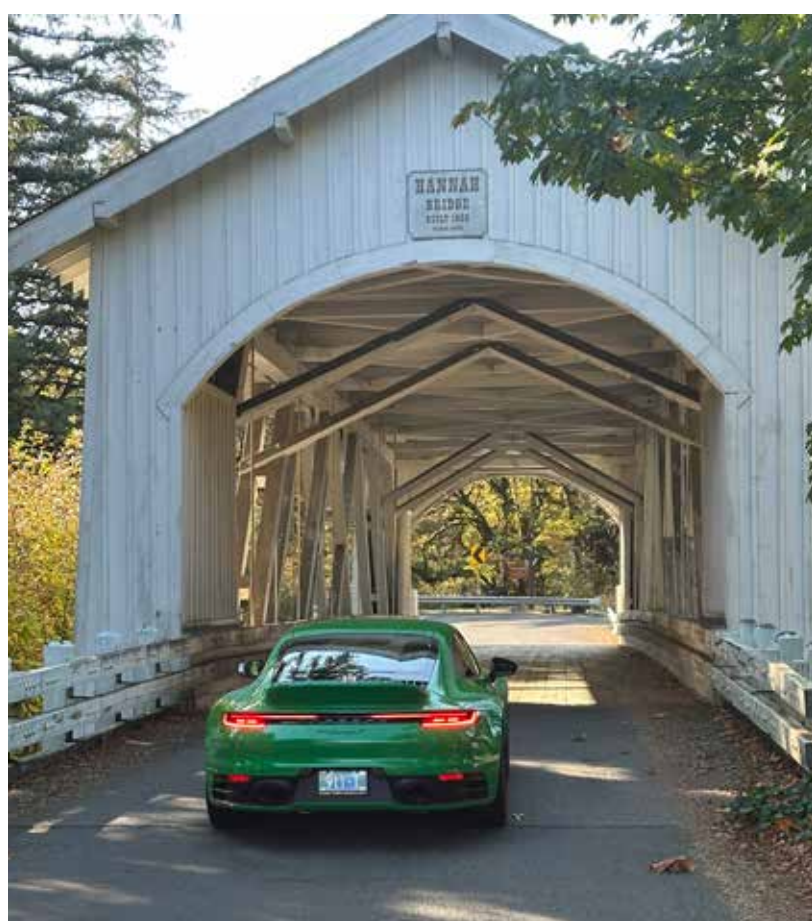
We started from the Wilsonville Fred Meyer parking lot. After our safety meeting, we drove towards Canby and Marquam and wound our way through Silver Falls State Park.

Our first stop would be in Stayton to view the Jordan Covered Bridge, the only walk-through bridge on the tour. We had the entire span to ourselves, which is pretty rare.

Just outside of Stayton, we traveled through a picturesque valley en route to the Hannah Bridge, we encountered our first drive-through bridge of the tour. About two miles away, we drove through the spectacular dark red Shimanek Covered Bridge. Then we did a brisk drive up Rodgers Mountain Loop and back down to our lunch spot at Roaring River County Park.

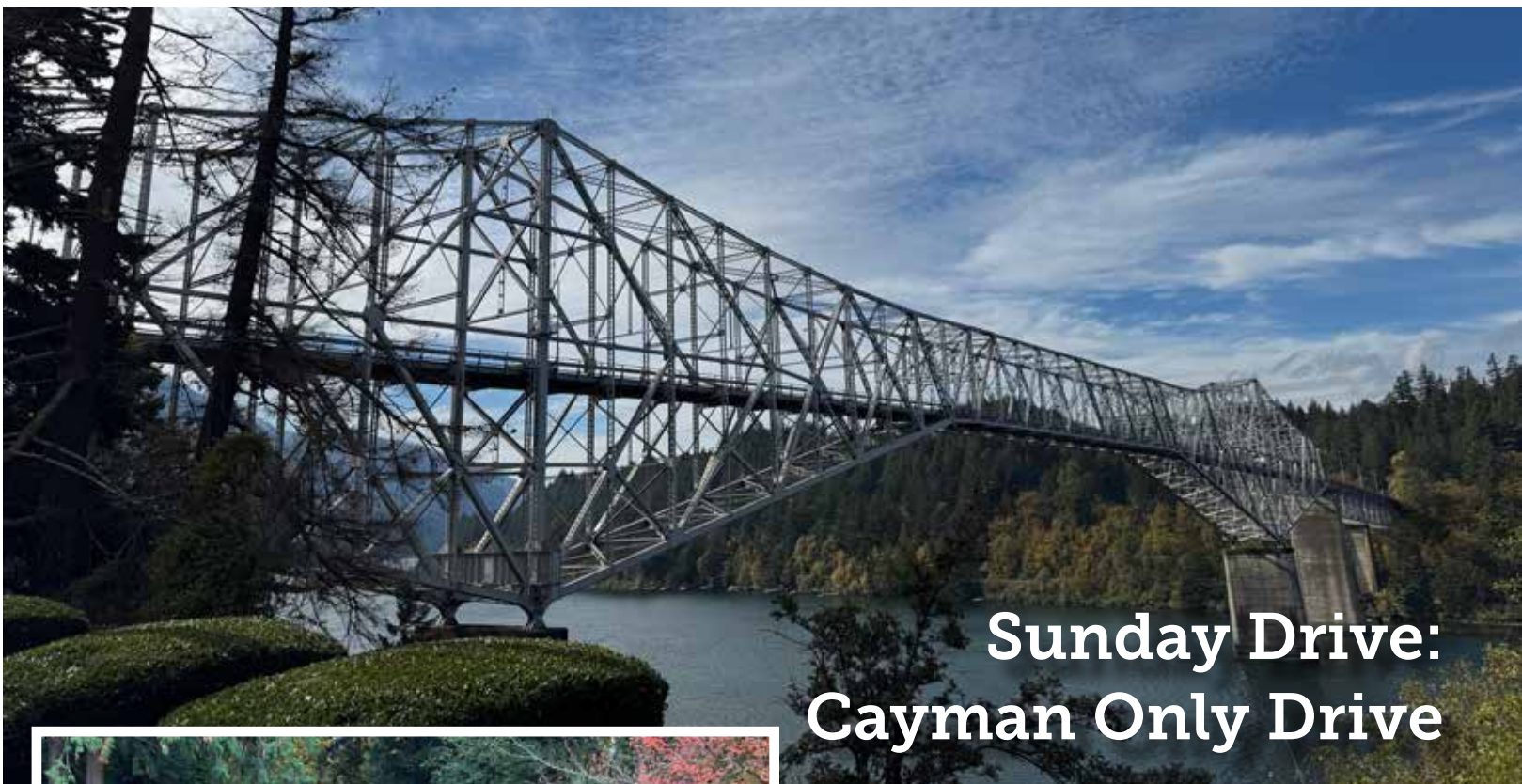
After lunch we drove through the Larwood Covered Bridge and enjoyed the farm landscape outside of Scio. We were able to stop at the Hoffman Bridge to inspect the build quality and for more photo opportunities. We forged onward to the Gilkey Covered Bridge, and then drove north towards Silverton. The highlight of this tour was that I was able to adjust my route from previous drives to include the famous Gallon House Bridge. It is the oldest functioning covered bridge in Oregon. Then followed a short sprint to the Benedictine Brewery outside of Mt. Angel to visit with friends and enjoy a cold beverage.

It's an honor to lead this tour and enjoy seeing my friends discover these marvelous gems in our own back yard. ■



(Right) Heinz Holzapfel and Sylvia Nesson;
(Below) Lunch time!





Sunday Drive: Cayman Only Drive

PHOTOS BY TOM ORTH, DANIEL MORRIS,
AND ANDREW BREWER







From the River to the Mountain

STORY BY DANIEL MORRIS | PHOTOS BY DANIEL MORRIS AND ARNON KASETER

On a brisk October 23rd morning, 20 Porsche enthusiasts gathered in Scappoose, ready to embark on a midweek drive that would take them through nearly 100 miles of stunning Pacific Northwest scenery. The route promised over 7,500 vertical feet of elevation change, making it a perfect adventure for those who appreciate both driving and the beauty of nature.

Drivers and their navigators were greeted by a teasing autumn day - blue skies obscured by a foggy marine layer. Their destination was the Coldwater Ridge Visitors Center in neighboring Washington,

famed for its panoramic views of Mt. St. Helens. While the group held hope for clearing skies, the mountain unfortunately remained shrouded in clouds throughout the day.

What unfolded, however, was an experience that showcased nearly three and a half seasons of weather. We encountered everything from fleeting sunshine to thick fog, light rain, and even a hint of snow as temperatures dipped to 37 degrees at higher elevations. As we approached the Visitors Center at 3,200 feet, the chilly weather returned to a soft mist.

Our group of Porsches included models spanning



almost five decades, including three classic air-cooled 911s dating to 1975. As the owner of a 1979 SC Targa, I always appreciate the presence of these vintage gems; there's something special about the authenticity they bring to the drive. The group was filled out by modern water-cooled variants including Macans, Panameras, Boxsters, and Caymans.

We began our journey along Oregon Highway 30, crossing the Columbia River towards Longview, Washington. A quick stop at Sacajawea Park allowed us to briefly stretch our legs. The nearly three-mile-long park buzzed with activity as we watched young runners participate in a long-distance event, their attention occasionally diverted by the sight of our vehicles.

Departing Longview, we wound our way northwest through the scenic foothills, where light traffic allowed for an enjoyable meander on rural roads. Once we reached Castle Rock, we paused again alongside the picturesque Lewis River. Here, we took a moment to watch local fishermen casting lines in hopes of catching the fall salmon run.

The final leg of our drive took us up the Spirit Lake Highway, a route that has remained a favorite despite the tragic 1980 volcanic eruption that so drastically altered Mt. St. Helens' landscape. Arriving at the Visitors Center, operated by the National Park Service, we were reminded of the area's rich history and educational value. The facility does not require parking or visitor permits during the off-season, making it an ideal stop for our group.

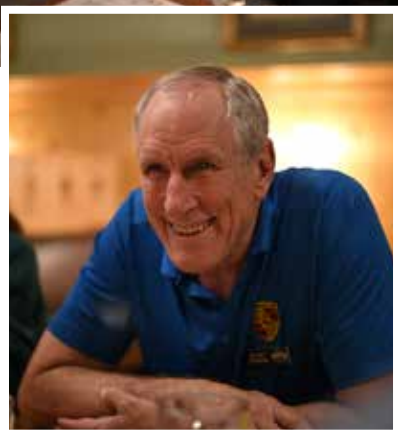
Due to the inclement weather, we opted for an indoor picnic lunch. Surrounded by walls filled with stories and comments from past visitors, the atmosphere buzzed with conversation about the mountain, our shared love for Porsches, and technical discussions on models from the 993 to the 968 and 997.

Despite the clouds enveloping Mt. St. Helens, the light rain, and the occasional threat of snowflakes, the drive was a resounding success. Everyone left with smiles, eager to reconnect for future adventures. This midweek journey proved that the true joy of driving a Porsche is not just in the destination but in the experiences shared along the way. ■





Hosts Sandra Sprague
and Sally Savona



Member Roy Johnson
enjoying the evening.



Octoberfest at Gustav's in Vancouver

BY SALLY SAVONA | PHOTOS BY MONTE ALLEN

October is one of the best months to enjoy in the Pacific Northwest....beautiful weather, fall foliage and Octoberfest celebrations.

Gustav's German Restaurant in Vancouver was the place to be for our October Dinner Gathering. In fact, many of us remembered last year's dinner at Gustav's... perhaps we will return yet again in 2025! As in the past, we had a wonderful time with our group of 30

members. While the restaurant was busy, our private room provided a large space to enjoy dinner and drinks with fellow Porsche enthusiasts. The dinner entrees were delicious, and service was exceptional as we had dedicated wait staff that was attentive to our needs.

During the evening, members enjoyed catching up with others and learning of upcoming events including the October Midweek Drive, November's Last Call Drive and December's 2024 Holiday Gala at Portland Yacht Club.

The event was hosted by John and Sally Savona and Mark and Sandra Sprague. They ensured that all the guests enjoyed a memorable evening with fun, laughter and a great "Octoberfest" experience. ■

F1 Watch Party: Paddy's Irish Bar





Sunday Drive: Falling for Fall

POEM BY CAROLE HEDSTROM | PHOTOS BY BRAD HEDSTROM,
ANH LE, TOSH KANNO, BOB ELLIS AND VALERIE MENELY

*Crisp leaves swirling down,
Porsches hug the winding roads,
Autumn's colors blaze*





New Members - Jozef and Anna.



New Member - Kandi Onwuama.





October SUV Drive

BY MARC FRANCK | PHOTOS BY MARC FRANCK AND TOSH KANNO

Who would have known that the most popular car color that day on a drive would be...Chalk.

On Saturday, October 26th, a group of hardy ORPCA members gathered in a cold and wet parking lot at the Hillsboro Hidden Creek Park for the start of another SUV drive. Stephanie and I arrived early enough to get some drinks at the nearby Insomnia Coffee. Due to all the families attending their children's soccer games at the park, Insomnia was very busy, we had a lengthy wait for our order. Fortunately, we had arrived early for the drive, so this turned out to not be an issue.

The drive was organized and led by Bob Ellis. We looked forward to the route he had planned since it would take us on roads not familiar to us between Hillsboro and Clatskanie.

Participating were eight Porsche Macans and a lone Cayenne. Who would have known that the most popular car color that day on a drive would be...Chalk. Normally, white or black cars ruled the parking lot.

The route Bob planned was great since we encountered few traffic lights as we made our way out of Hillsboro. As one intimate group, we climbed into the West Hills through the fog and low clouds to make this drive even more spectacular. It was an opportunity to remember





how to activate the rear fog light that most of our Porsches have.

It was a great twisty route with climbs up and down hills. Traffic was minimal, so we were able to move at a good uninterrupted pace. Along the route we saw deer, a pheasant casually standing on the shoulder of the road, and a Sasquatch carved from a log. It wasn't moving either.

The drive ended at Colvin's Pub & Grill in Clatskanie where we were all seated in the lounge of this historic building. Since the Pub smokes its own meat, a brisket sandwich was my choice and it was delicious. One of our group members pointed out pictures on the wall of the pub that showed the same bar we were seated across from. I'm guessing those photos were from the 1940's or 50's.

Thank you to Bob and the other volunteers for making this drive a success. ■



Seven Days In September

BY JOE KELLY

PHOTOS BY GREG KIRCHEM, JOE AND GINNY MCQUEEN, AND TIM ASHCROFT

Seven Porsches and 13 club members took advantage of great fall weather to explore lesser-traveled Northern California byways and visit the famed Benbow Historic Inn. The group included Joe and Ginny McQueen, Bob Ellis, Greg and Kaylene Kirchem, Bill and Peggy Munson, David and Deirdre Lee, Tim Ashcroft and Mandy Chao and Joe Kelly and Nancy Orr.

The first stop was southwest to Weaverville via Highway CA-3 through farmland and twisty roads in the Trinity Alps. After lunch, we headed west on CA 299 to the coast and US 101. Turning south, we passed through Arcata and Eureka. Once reaching Fortuna, we headed through the ancient redwood forests. We then left 101 to enter Garberville and the Benbow Inn.

This historic Inn was built in 1926, and it is nestled on the banks of the Eel River. The Inn features the charm and splendor of yesteryear. Most of us enjoyed large “king terrace rooms” that featured over-stuffed chairs,

tables and a terrace overlooking the garden and the river. Most evenings started off sharing wine and stories on our terraces, then off to dinner.

The Benbow location allowed us to select from among drives to several areas of interest. One was to Shelter Cove and its delightful black sand beaches. While walking along the beach, David Lee stopped to study an object a few yards offshore. It was a Gray whale spouting in the shallows! A stroke of luck yielded a lifetime story. Another drive took us to the 315-foot-tall Chandelier Drive-Through Tree. After inspecting the six-foot

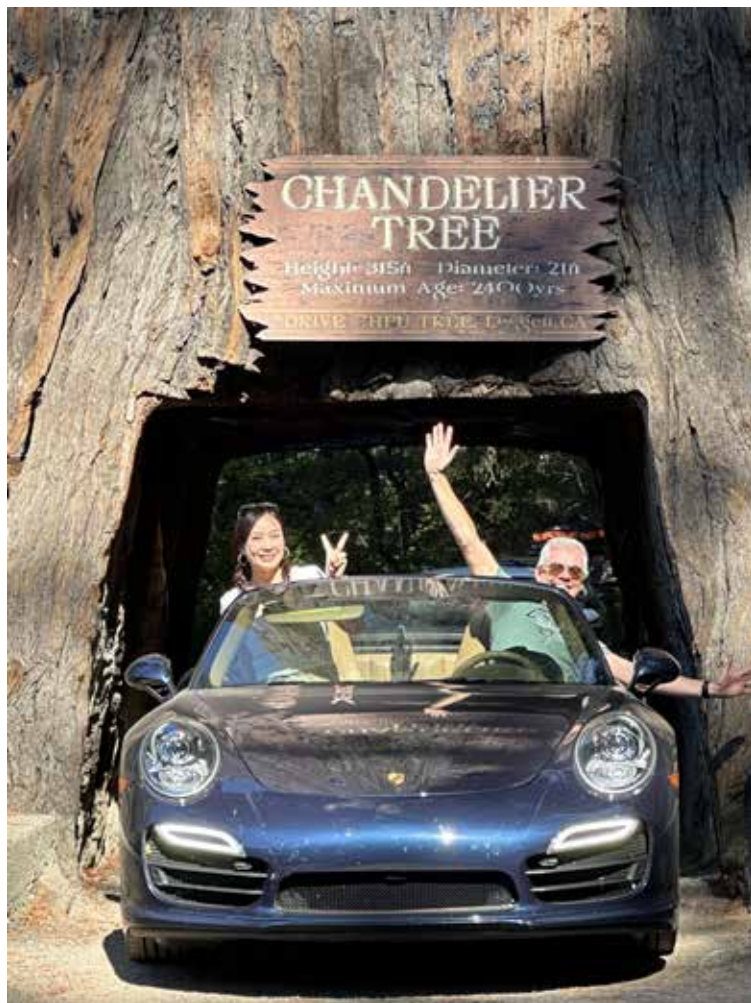


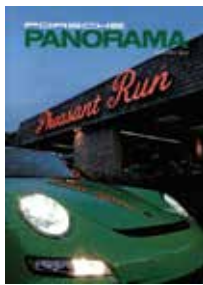
wide opening, we gave it a try and carefully drove through. Back at the Inn we enjoyed dinner alfresco on the patio and told stories of our travels. After three nights at the Benbow we departed northward through the Avenue of the Giants (another Redwood forest) with stops at another drive-through tree and the Humboldt visitor center.

Our route home took us onto CA 36 eastward to CA 3 then north to CA 299. Highway 36 and sections of CA3 had been freshly paved and offered a great, hundred-mile-plus Porsche driving experience. We stopped at Hayfork along CA3 for a soda or ice cream. Then it was on to Redding, where we enjoyed dinner at Cattleman's Steakhouse. We shared more stories, including wedding anniversaries and Bill Munson's Carrera 4 turning over 100,000 miles on the trip.

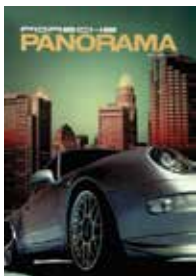
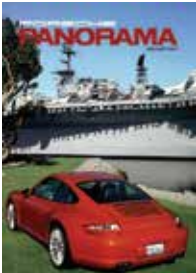
The next day we all headed home, but Joe Kelly and Bob Ellis were not ready to quit, so they enjoyed an enthusiastic drive on the twisty Cow Creek Road and spent the night in Roseburg.

The trip was wonderful. We each drove over 1400 miles with no car-related issues. The camaraderie among thirteen friends was like attending a Porsche high school reunion. We will remember and talk about this trip for years. ■





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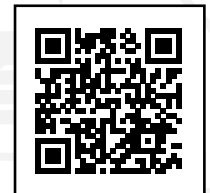


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ANZEIGER MARKETPLACE



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

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

VEHICLES FOR SALE



For Sale: 2006 Carrera 4S Stock except for cats and H&R springs. Asking \$49,000. Clean title and carfax. Recent \$26,500 in service and preventative maintenance. Extensive photos and two videos are available. New Continental tires. Clutch package. Completely detailed including the bottom of the car, wheel wells etc. Restored factory wheels. Please contact Dave Hanning at davehanning@aol.com. (3/24)



For Sale: 2007 911 Turbo NEW PRICE: Tiptronic transmission. 83K miles. Artic Silver Metallic with Stone Gray full leather. Bi-Xenon headlights. Power Sunroof. PCM with Navigation. Bose audio. Heated front seats. No wrecks. Ceramic coating. New rear tires. The car is located in Vancouver, WA. Asking \$60K. Please call Jim at 360-904-0464. (1/24)

ANZEIGER MARKETPLACE



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



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)



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

Have you taken some great photos on your recent drives?

Share them with your fellow members!

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

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PARTS FOR SALE

For Sale: Brand New Rotors For a Porsche

Boxster S (1987) Front and Rear Discs (also fits other many other years). I sold my 2010 Boxster S and have an extra set of brand new rotors. First reasonable offer takes them. These definitely fit my 2010 Boxster, but also fit many other years. You can verify fit on Pelican Parts using the part numbers below. **Porsche Brake Disc Front:** Zimmermann Coat Z 460 1525 20, Part#: 996-351-405-01-M359, \$161.75 **Porsche Brake Disc Rear:** Zimmermann Coat Z 460 1528 20, Part#: 987-352-403-01-M359, \$149.25 Please text Joe at 503.522.6656 or email him at pokeythrowaway@gmail.com. (4/24)

Porsche 18" wheels and winter tires for Boxster and Cayman:

Pirelli Winter Sottozero Serie II 240 NO tires, 235/45R-18 and 265/45R-18. New in September 2023, used less than 800 miles. Date Codes: 2123, 2223, 2623, and 2623. 18" Ronal wheels: 8J x 18 ET57 front, 9J x 18 ET47 rear, with Porsche center caps. TPMS sensors installed. Front wheels weigh 19 pounds each, and Rear wheels weigh 21-22 pounds each. (Tire weight not included). Fit all Porsche 981 Generation; will also fit 982 Generation (718) but TPMS sensors are not compatible. No curb rash. The previous owner lightly sprayed the wheels black. (Car not included). \$1000. Free delivery in the Portland area. Please contact Chris at Ccurtin@rockisland.com (8/24)



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

Want To Buy: G-body 1978-89 Porsche 911

Coupe: My 12 year old son and I are looking for a G-body 1978-89 Porsche 911 coupe in mainly stock condition to create memories with and to ultimately pass along to him some day. We're looking to use it as a third, fair weather car. I'm a 20 plus year ORPCA member. Please contact Jeff at 503-544-4218 or email jbake.1012@gmail.com (12/23)

For Sale: OEM Standard Headlights From a

1999 C2 cab: Up for sale are my OEM standard headlights from a 99 C2 cab. They are in excellent exterior condition. No fogging or discoloration

at all. There is a h7:S-V.4LED bulb installed on both sides and will be included in sale. The seals need to be replaced and



the passenger side does have some worn wires – currently the turn signal wiring likely needs to be redone. Price is \$650 OBO. These would be a perfect setup for return to OEM or mod job. Also for sale are a stock stereo and trim pieces for \$200 and \$125 respectively. Please email Matt Smith at marosmith@gmail.com about these items. (12/23)

Wanted: Boxster Spyder or Cayman R Forged Alloy Wheels...

for a 2006 Cayman S. Front-235/35ZR19. Rear-265/35ZR19. Please contact Phil Dollar at dollarphil58@gmail.com. (2/24)

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For Sale: Rare 1991 Porsche 928 S4: Only 1792 were Manufactured and only 263 were Imported into the USA. This 928 is equipped with a 5.0 liter V8 engine featuring a Motorsports Stage 1 Supercharger kit, aluminum engine mounts, and a custom stainless-steel X-pipe exhaust. Power is sent to the rear wheels through a 4 speed automatic transaxle. Excellent condition all Original Paint (Grand Prix White) and Interior (Supple Gray Leather). Options Include: Heated Left and Right Front Seats, Side Protection Moldings, Air Conditioning with Improved Efficiency (Rear Seat A/C), Electrical Slide Roof, CD Player (CD 2) with Radio, Removed Vehicle Type from Rear End, Over Ten Years of Records Including Last One Dated October 22, 2024, Original Porsche 928S Booklets, Entered in 2022 Forest Grove Concours d'Elegance. Located in Portland Oregon \$39,000 Contact: Doug Foster (503-701-6120 or dfoster@teleport.com) for more information(11/24)

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



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