

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | SEPTEMBER 2022





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ANZEIGER
OREGON REGION PORSCHE CLUB OF AMERICA
VOL. 62, NO. 8 | SEPTEMBER, 2022

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ON THE COVER

Porsches always get attention in a parking lot, especially when people have gathered for just that purpose at a Cars and Coffee. Photo by Randy Stolz.

ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 62 | NUMBER 7 | SEPTEMBER, 2022

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[CLICK HERE](#) for August, 2022 Board of Directors Meeting Minutes

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ANZEIGER NATIONAL AWARDS

FIRST PLACE 2022 National Newsletter Contest, Class V PCA Region
THIRD PLACE 2020 National Newsletter Contest, Class V PCA Region

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

THIRD PLACE 2003 and 2006 National Newsletter Contest
PAUL HEINMILLER TROPHY
Best in PCA 1971

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EVENTS, OREGON REGION AND BEYOND

For the most up-to-date information, please go to our website at oregonpca.org.

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

SEPTEMBER

- 2-4 Indy Cars at PIR
- 10 **Arrive and Drive**
- 14 **Board Meeting**
- 17 **Tech Session:**
PT Boat 658 Museum
- 14-18 Fall Treffen, Sunriver,
Oregon
- 21 **Midweek Drive**
- 21 **Dinner Gathering**
- 20-25 Northwest Passage:
FULL
- 25 **Autocross #7**

OCTOBER

- 1 **SUV Drive, Wine Country**
- 1 **Covered Bridge Tour**
- 2 **Autocross #8**
- 8 Arrive and Drive
- 12 Board Meeting
- 15 Tech Session/Garage Visit
- 19 Midweek Drive
- 19 Dinner Gathering
- 29 SUV Drive, Oktoberfest

NOVEMBER

- 9 Board Meeting
- 12 Tech Session/Garage Visit
- 16 Dinner Gathering
- 19 SUV Drive,
Cape Disappointment

DECEMBER

- 4 Holiday Gala
- 10 Tech Session/Garage Visit
- 14 Board Meeting

ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

EVENT PHOTOS

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

COVER PHOTOS

- The cover "bleeds" off the edges, so please leave a good margin on every side of the focal point (most often, a car)
- Make sure there is nothing significant in the masthead area.

ALL PHOTOS

- Shoot and send the highest resolution possible.



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Marilyn Aylward
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Dana Bell
Camas, Washington
1979 911 SC

Michael Hoffman
Vancouver, Washington
2012 911 Turbo

Thomas Maddux
Portland, Oregon
2007 911 Carrera S

Yu-Hsuan Pan
Portland, Oregon
2021 Macan GTS

Steve Rusconi
Salem, Oregon
2015 911 Turbo S Cabriolet

Rod Santic
Vancouver
2006 911 Carrera 4S

Davie Sprigg
Beaverton, Oregon
2008 911 Carrera 4

Kenney Thacker
Vancouver, Washington
1976 914 2.0

Derrik Whitcraft
Julie Whitcraft
Vancouver, Washington
2011 Panamera 4

David Williams
Salem, Oregon
1999 911 Carrera

ORPCA LOCAL SUMMARY

Primary Members: 661
Associate Members: 387
Total Local Members: 1,048

PCA MEMBERS IN OR REGION

Primary Members: 1,159
Associate Members: 686
Total Region Members: 1,845

NATIONAL PCA SUMMARY

Primary Members: 97,586
Associate Members: 51,857
Total National Members:
149,443

ADVERTISER INDEX

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47	Stuttgart Autotech	503.635.3098
10	Vintage Underground.....	541.510.5296

SEPTEMBER ANNIVERSARIES

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36 YEARS

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33 YEARS

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17 YEARS

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14 YEARS

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12 YEARS

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11 YEARS

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Anne Rasnake
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10 YEARS

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Mary Gross
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9 YEARS

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7 YEARS

David Gross
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Mark Thayer

6 YEARS

Teresa Farrell Richardson
Lance Larivee

5 YEARS

Bruce Hoffman
Erma Hoffman
Tony Humpage
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Fredrick Kinder
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Linda Tracewell

4 YEARS

Ethan Corcoran
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Robert Pisha
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3 YEARS

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Jack Walker

2 YEARS

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1 YEARS

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PRESIDENT'S MESSAGE

Peg Ryan

Summer Driving Tour and Picnic was a Great Success!

I cannot believe it is already September. While we are still having some of the Dog Days of summer, there have been some days when you can tell fall is coming. There are still a lot of driving events coming in September and October, but it has been a busy summer already.

Our Summer Driving Tour and Picnic was a great success. We had about 100 people and just over 50 cars. We got everyone into three groups and left about 10 minutes apart. Zone 6 representative John Sommerwerck and his wife Nancy joined us and they said they had a blast. John said the drive was well organized and he loved the ending at the Evergreen Museum. He and Nancy and a number of other people took the opportunity to explore both of the Aviation and Space Museums. (Please check out the article and event photos on page 25.). Eric and I led 25 cars to Marys Peak on August 20. It was cloudy and spitting rain at times on the way down, but when we got there it was sunny and clear. We could see Mount Bachelor,

Three Sisters, Three Fingered Jack, Mount Washington, Mount Jefferson and Mount Hood.

I don't usually binge on TV shows, but this weekend we watched the whole Mecum Auto Auction at Monterey. It was amazing to see what sold and what did not. The four Ferrari Prototypes were fascinating. It would be interesting to know what someone would do with those since you cannot drive them on the road. A 1975 930 Turbo did not sell but Paul Walker's 1973 911 Carrera RS 2.7 did. PCA Executive Director Vu Nguyen did the hammer on that sale!

My husband and I will probably be at the Porsche Sportscar Together Fest at Indianapolis Speedway when you read this or perhaps on our way to Ohio to visit Eric's 91-year-old mom! We will be back around September 15, if all goes as planned. Please have patience with me during these travel times! I'll report on the "Fest" in the October Anzeiger.

You can always reach me at: president@oregonpca.org. ■



Approximately 100 drivers gather in anticipation of the Summer Driving Tour and Picnic.

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!



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

Looking at the Optimum Number of Cars on Drives

Our club offers a wide number and variety of events every year, from socials and mixers, drives and tours, autocross and garage visits, summer picnic and a holiday party. At the very core of all activities are drives; after all we are a car club and enjoy driving our wonderful vehicles and hanging out with like-minded buddies. Last year's focus was opening our drives again in a safe manner for everyone. Consequently we had to limit the number of attendees per drive, or per group. The Board discussed for several months how to get back to how we ran drives before the pandemic, and of course there's a wide variety of opinions and ideas. With the health threat from the pandemic mostly subsiding, safety for the drives is moving to the forefront again.

In the past we had drives, especially the May Arrive & Drive, with 60 or more cars. There are a lot of arguments for not having single groups of that size anymore. If you joined such a drive, you experienced how this large number of cars broke down into pods of five to 10 cars depending on driving style and car type. If one of the pod leads made a wrong turn, we had whole pods playing the turn-around game. Finding routes with rest stops and restaurants big enough for such a big group was always a challenge, and today, with staff shortages, it's even more difficult. Having that many cars going through communities has an impact on local traffic and noise levels in residential areas. And PCA—which provides the insurance for our drives—is more and more discouraging groups of that size, for concerns of safety and keeping everyone together.

So, most of us agree that we shouldn't have groups of unlimited size, but what's the right size? During the pandemic we restricted ourselves to 10 to 12 cars, and many of us think it should now be a higher number. We experimented with dual drives and with greater car numbers this summer; the results are very positive. We believe groups of 15 to 20 cars are very feasible, with the tour lead having the final say on the size. We will also no longer mark Arrive & Drives as "full" on the website but will open a waitlist and get as many as we can from that list into a group. For midweek drives and SUV drives, we will stay at an upper limit of 15, as it is harder to get group leads for these drives. All of these changes require the final go ahead from the Tour Director and the tour lead group. And with the driving season being in the last months of this year the real impact will be next year. But we listened and welcome your feedback!

On a different note: I was working with Zone 6 rep John Sommerwerck to redesign the Zone's website. It's now set-up as a hub for all 10 regions in the Zone, with access to each region's home page, calendar, contact and president. By the time you read this, the new site should be live! ■



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ZONE 6 UPDATE

John P Sommerwerck,
Zone 6 Representative

Enjoying Oregon Region Summer Events

We are now home after visiting four Zone 6 regions; Canada West, BC Interior, Oregon, and Inland Northwest. First up was a trip to Sun Peaks and Escape 2022. The drive up and down Sun Peaks access road made every outing fun. Next was a trip to Oregon for their summer picnic and an opportunity to visit the Evergreen Aviation & Space Museum in McMinnville. I never realized how massive the Spruce Goose is. Our last outing was to Inland Northwest Region's 50th Anniversary gala. While there, we got reacquainted with the tour leaders that lead Nancy and I on our very first PCA driving tour, many years ago. Thank you, again, Keith and Rick.

I am happy to report the revamped Zone 6 website will go live the end of August. My thanks to Heinz Holzapfel, Oregon Region, for his efforts. The site has five key components: Our Home page will note marquee events from the Zone 6 regions and PCA national. The 'About Us' section will describe our Zone and its history. The 'Events' portion will have direct links to each of our region's web pages and their corresponding events pages. We will also have links to PCA National's web pages and a 'Contact Us' section. I urge you to visit the updated site: <https://zone6.pca.org/>. We will be making quarterly updates to the site to include a photo section, software updates, etc.



I continue to enjoy seeing Zone 6 region activities celebrated in PCA's Panorama magazine. This month my thanks to; Nancy Mao / Canada West, Gary Proefke / Cascade, Mike Friend / Olympic Peninsula, Ken Moore / High Desert, Steve Fairbrother / Vancouver Island, and Andrew King / Silver Sage, for promoting Zone 6 activities.

We head out next to Cascade Region Southern Chapter's Coffee & Cars, then over to High Desert Region's hosting of the Sun River Treffen. We hope to see many of you as we travel around Zone 6.

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



Visiting the Evergreen Aviation and Space Museum.



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SPINNEN
Randy Stolz

Dreams of Indy and Carburetion Day

As summer comes to a close, the Indy Cars come to Portland. While I'm editing this the cars are testing at PIR and the championship is tight. Interestingly, Portland has a way of determining season champions as I've talked about before (see Anzeiger 6/20).

Looking back to this past May and the coming of summer, the rain while persistent seemed to moderate. The shrubs


were beginning to sprout. The robins returned and the days and the grass were getting longer... I was looking forward to the races.

May heralds the 'real' beginning of the racing season with the Indianapolis 500. Just before the race is Carburetion Day which starts the weekend. Also known as 'Carb Day, it's a time-honored tradition at Indy. I know, I know; Indy Cars use fuel injection not carburetors but we



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don't mess with tradition. Elsewhere, it's called 'Test & Tune' but at Indy there was more happening. Rick Springfield was rockin' in the Snake Pit. The press was doing their thing. Of course, there was the pit crew competition but the real deal was practice.

I was there of course with my hopes riding high. No chance of winning but mentally I was in good spirits as we headed out. We'd just finished a height adjustment and, pressed for time, I just hoped we weren't going to cut it too close.

Every lap seemed a trial. Going a little bit better here and there; I just couldn't seem to get in a trouble-free lap. This is scary because the race is only the day after next and we gotta have things right because tomorrow will be busy and even worse for available time.

There was an inconsistent surge to the motor. It wouldn't rev cleanly and my laps suffered as a result. I kept running laps to get the best performance I could but try as I might; it just wouldn't cut it.

I killed the ignition and rolled in as our crew chief said, "What's wrong? I can hear that motor and it's not right." I said "I think we can fix it. It feels like

fuel starvation. Let's tear it down and see what's going on. It's somewhere in the fuel system." Never being one to shy away from a seemingly quick fix; we dove into it.

The tank came first. A little bit of something but nothing that the filters wouldn't catch. The fuel line was OK too.

Being careful with the linkage I finally freed the intake. That seemed ok but I cleaned it out just the same and while examining everything we found a weak diaphragm in the fuel pump. More cleaning and a few other adjustments took more time.

After putting things back together it was late but I went back out. I managed a few good solid laps but then the rain came so we headed for the barn. I was confident Sunday we would be successful.

Fortunately, I had a better day than Colton Herta who went into the wall and flipped. In the old days, he might have lost a foot like Rick Mears. In those last laps I had a moment or two but I'm older and wiser now and have greater respect for the lawnmower.

—KEEP SPINNEN ■

Is a New Porsche a Good Investment?

Check this that appeared on the Stuttcars.com website...

https://www.stuttcars.com/why-porsche-is-one-of-2022s-most-desired-brands/?utm_source=Sports+Car+Digest&utm_campaign=47edd3e045-EMAIL_CAMPAIGN_2022_04_22_09_28_COPY_16&utm_medium=email&utm_term=0_d040bc0166-47edd3e045-365714809&mc_cid=47edd3e045&mc_eid=628012a7e3



FROM MY PERSPECTIVE

Mike Stack



Tires are Like Wine

We were all set for the July 31 Autocross and Saturday night I get in "Lil-P". (By the way, Stacy names all of our cars and our 981 Boxster is named Little Panther. Saying Little Panther all the time was getting old, so Stacy now calls her "Lil-P".) I start Lil-P up as I was leaving my mother-in-law's house and the red warning light appears indicating tire pressure was down 9 PSI in the right rear tire. I get out and look. It doesn't look low to me, so I drive the one-mile home and put air in it and all was right with the world, or so I thought.

Early Sunday morning as we packed our helmets, lunch, and extra sun-screen, we started her up and the red warning lights were on again, "Crap" I said, really, I just said crap, no other profanity. I pumped it up again and as we began to drive toward PIR, we started talking. What if we have a blowout on the course. We could stop the whole autocross event, and we would have to limp off the course on the rim or worse call a tow truck to take us off the course. After three years of doing autocross I kind of know the mentality of this group and they have their inside voice and outside voice. Everyone's outside voice

would be, "don't drive on the rim, it will ruin it" but their inside voice is: "get your car off the course now, as fast as possible, let's keep this going!" We didn't want to muck things up for everyone, so we decided to err on the side of caution and scratch ourselves from the event.

I've always known that this day would come. It comes for all of us. The day of having to get new tires or as someone said, "Baby needs a new pair of shoes!"

I grew up two blocks from Les Schwab in Redmond so my entire life's experience for tires has been to go to Schwab. I realize they are not known for performance tires, so I started asking around, emailing some friends, and went to some forums and this is when I discovered:

"Tires are like wine." Everyone has an opinion and a favorite.

I know I'm going to miss your favorite tires so I'm sorry. This is just a short list of what I found so again, sorry in advance for leaving your brand out, it's nothing personal. Here is the short list of what I came across in the performance tire category:

- Michelin Pilot 4S, Goodyear F-1, Pirelli P-Zero's, Bridgestone RE-71RS, Falken RT 660, Continental Extreme



Contact Sport, Hankook, Yokohama, and Kumho.

In one of the forums a nice person posted a Tire Rack assessment of performance tires. If you are interested, here is the link. <https://www.tirerack.com/tires/tests/testDisplay.jsp?ttid=269>

Now that I've narrowed the brands down, the question is All-Season or Summer tires? I will admit that we like the look of the low-profile tire; they look cool. In looking at the online pictures they are at angles where you can't get the good view which is frustrating – see for yourself

One is All-Season the other is Summer, and you can kind of tell the Summer (hint it's the first one). Still, it's hard to decide by looking at the picture.

I mentioned we participate in Autocross events, so good grip is important. We start leaning toward the Summer tires. We also do other club activities like Arrive and Drives and Tours. We

also are the kind of people who will drive Lil-P on a Saturday or Sunday in January when it's 30 degrees but dry and sunny. We will have the heated seats turned on, main heater full blast and the top down. Our philosophy is "why have a Porsche Boxster if you don't drive it with the top down?" Now the All-Season tire scores a point for better grip below 40 degrees.

We did have another concern, the supply chain. Once we select a tire, how soon can we get it? We felt a sense of urgency because the August Autocross was on the 14th.

Decisions, decisions, decisions!

After all said and done, Summer wins out and we selected the Michelin Pilot 4S. It's the brand we currently have, and they have served us well.

I'm glad this is an every five-year-or-so experience. Now I'm open for your wine recommendations.. ■



Autocross #6 and American Ninja Warrior!

To enjoy more photos from Autocross #5, go to: <https://orpc-pix.smugmug.com/2022-ORPCA-Events/AX-5-July-31/>

To enjoy more photos from Autocross #6, go to: <https://orpc-pix.smugmug.com/2022-ORPCA-Events/AX-6-8142022/>

Above: This is a great example of a hand signal saying turn left! From Autocross #5, photo by Rick Pittman. Below: Some of the shades of Porsche red.

BY PEG RYAN | PHOTOS BY DANIELLE PAULSON AND STACY STACK

First, a big thanks to Danielle Paulson and Stacy Stack for taking photos for us. All my usual photographers were busy that day. Danielle and Stacy did a great job!

Secondly, I was thinking about my six years driving Autocross. What makes me come back? I tell my husband that I like hanging with everyone. Hot, cold, rain or sunshine, everyone is so fun. For me the challenge of doing something out of my comfort zone brings me back. My only goal when I participate is to not come in last. Although many times I

do come in last, I am good with trying to do the best that I can. Over the years, many instructors have tried to get me to go faster and I appreciate all of them. The biggest thing for me is that the instructor does not tell me to turn right or left. I need them to tell me to "go that way" and point. My brain does not work fast enough to take the direction and translate it to which way to go and make the turn. This year Eric Hoff has been helping me. He is patient and very encouraging. What I love about our Autocross is the camaraderie. Have you ever watched American Ninja Warrior? I will admit it is one of my favorite shows. But what I see at our Autocross is the same camaraderie – everyone helps everyone. While walking the course or between runs, you can always talk to others and see where they can suggest something faster. It is an amazing environment. My thanks to the Autocross team for creating this special environment.



Back to Autocross #6. The day was a little chilly at 7:15am, but the sun warmed things up a lot by the time I started my runs about 11. The first group was fast. There was a Mazda RX6 racing car driven by Jared Still that was exceptionally quick (there is a picture of the car below). Everyone tried to catch him

but to no avail.

Our next Autocross is Sunday, September 25 with the last one of the season the following Sunday, October 2. Be sure to sign up early as these are filling quickly. Check the ads in the back of this newsletter for links. Come out and enjoy the event. ■

Clockwise from top left: Roy Johnson and Sean Vanderheiden; Father/Son dual drivers: Tom and Chris Riha; Notice Eric Hoff in the background pointing out a difficult area on the track; Eric Freedle giving Roy Johnson some pointers.



AUTOCROSS 6, CONTINUED



Clockwise from left: Jared Still's Mazda nabbed Top Time of the Day; Stacy Stack enjoying her day; Eric and Mickie Hoff enjoying their day; All smiles; Lily V ready to drive. Lily is a ski racer and did really well for her first time at Autocross; Instructor ready to jump in and help; #15 Michael Pinot ready to go





2022 Driving Tour and Summer Picnic

BY JEANNIE GRETZ | PHOTOS BY RICK AND JENNIFER PITTMAN

This year's Summer Picnic was a real treat for everyone. We met at Murray Hill on a gorgeous Sunday morning where Jeannie and Jeff Gretz plus Peg Ryan registered 100 ORPCA members plus John Sommerwerck, our Zone 6 rep, and his wife Nancy. We then divided the 50 cars into three groups and headed out on a two and a half hour tour through country fields and forests, around Bald Peak, Chehalem Mountains, Yamhill/Carlton and more.

After about 50 miles of great "Porsche Roads" we pulled into Sain Creek Recreation Area on the shores of Henry Hagg Lake for a rest stop. The water level was surprisingly high for this time of year and the lake was full of kayaks, canoes, and fishing boats.

We then drove around the lake and through the town of Carlton before enjoying another 35 miles of "Porsche Roads". All the drivers especially enjoyed Woodland Loop Road, four miles of very tight curves and beautiful scenery.

We arrived around noon at the Evergreen Aviation Museum and parked together in our reserved area. We were welcomed with a glass of cold rosé from Stoller Winery (Stoller has purchased the entire Evergreen property and museums) as we entered the mezzanine overlooking some of the Space Museum's 150 aircraft including the SR-71 Blackbird, the world's fastest jet.

We had a wonderful catered lunch in the mezzanine accompanied by Stoller's ORPCA Private Label Pinot Noir plus their Reserve Pinot Noir and Chardonnay.

Access to all museum buildings was included in the tour. It's always fascinating and educational to walk among the ever growing collection of planes, drones, helicopters, even rockets!

Thank you to Jeff Gretz for organizing the event, and thank you all for joining us on the enjoyable Porsche Picnic 2022. ■

Almost 100 people at the start.

To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/2022-ORPCA-Events/Summer-Picnic-Tour-Aug-7/>

**MORE PHOTOS ON
PAGES 26 AND 27**

SUMMER PICNIC, CONTINUED

Clockwise from right: Eric Lewis, Mary and Scott Peterson and Glen Zirkles's GT2 RS; At the rest stop at Sain Creek, Hagg Lake; Ready for the second half of the drive; Dee and David Lee with Joe McQueen at the start; Ready to go!





Clockwise from top: We made it; Our own parking area; Stoller's ORPCA Private Label Pinot Noir; Bell X-15; Big crowd for lunch.



August Arrive and Drive to Marys Peak

BY MICHAEL AND KAREN HOFFMAN | PHOTOS BY MARK BOWEN AND ROBERT MCDONALD

To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/2022-ORPCA-Events/Marys-Peak-AD-8202022/>

Below, left to right: Parked around the Dayton Courthouse Square Park for the first rest stop; Second rest stop at the Ritner Creek covered bridge in Pedee Oregon. Bottom: Cars lined up at Marys Peak parking lot.

On Saturday August 20, my wife Karen and I joined our first ORPCA event, a nice drive to Marys Peak. The day started out with beautiful weather, 56 degrees and overcast skies. Karen and I enjoyed meeting up with many Porsche owners at the Fred Meyers in Wilsonville. It was fun to see all the different Porches from the classic 911s to Boxsters and a Macan. The route took us along the beautiful Oregon countryside, taking us from classic small towns to the Ritner Creek covered bridge, built

in 1927. It was the last covered bridge in Oregon to serve a state highway.

When we reached the final destination at Marys Peak there were breathtaking views. We made the drive with only one missed turn ("our bad, lol!"). However, our course sweep was there to save the day! We ended the 108-mile drive with a picnic and hike to the top of Marys Peak. We had a great experience and really enjoyed meeting everyone and getting to drive the beautiful route. We look forward to our next event! ■





Clockwise from left: Enjoying the stop at the covered bridge; Aventurine Green Boxster GTS 4.0! First group at Marys Peak with a view of the mountains; Second group at Marys Peak—view of the coast line; Beautiful 992 at Marys Peak. Bottom: Cars lined up at Marys Peak parking lot.





BY DANIEL MORRIS | PHOTOS BY DANIEL AND SUE MORRIS

On a stunning July morning, 19 club members, two dogs, and their 11 fine Porsches met in Battle Ground and began an enjoyable drive along the scenic byways of Clark County through Cougar and ultimately ending up at Skamania Lodge.

The morning started along the rural roads of Battle Ground and joined the Lucia Falls Road as we warmed our tires along calm curves while the sun warmed both our roadways and our vehicles. By the time we crossed the single-lane bridge over the Lewis River, the convertibles were happy with their tops down, and the coupes were cranking up their air conditioning.

We had our first rest break in Cougar where drivers and passengers checked out cars and engine bays. For some reason an early 70's 911 with special modifications is a natural magnet for Porsche drivers.

After our break and general vehicle inspections and story swapping, we continued east along the Lewis River Highway until we joined with Forest Service Road NF-90 where we navigated a few miles of undulating

bumps along the shadowy twists and turns. We made our way up and east/southeast towards the McClellan Overlook. Here we filled the parking lot where Mt. St. Helens dominated the horizon.

After our brief intermission at the Overlook, we began the journey onward and downward towards Stevenson, Washington and ultimately to Skamania Lodge. The drive between the Overlook and Stevenson is well designed for manual transmissions and PDK's alike. The sweeping downward curves are excellent for transmission revs instead of braking. The sound of 11 engines roaring through open windows, open Targa tops, and convertibles is Automobile Mozart for the driver's ears.

After a little over 100 miles of twists and turns, we drove through Stevenson on our way to Skamania Lodge. After arriving at Skamania, we terminated our drive and broke up into smaller groups for lunch where refreshments were cold, food was tasty, conversations were enjoyable, and the weather remained perfect.

Above: Porsches parked at McClellan Overlook. Right: Gorgeous view of Porsches and Mount St. Helens; Rainey Weeks and Rosanne Woody and their dogs!

To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/2022-ORPCA-Events/Mid-Week-Drv-July-21/>



Northwest Passage: A Brief Electric Perspective

STORY AND PHOTOS BY RAVI RAJARAM

When I first signed up for the Northwest Passage, one of the first questions on my mind was what car should I take: would it be my venerable Porsche 911 (1993) or something else? A couple of thoughts crossed my mind: I could rent a semi-exotic like a Maserati through Turo or maybe take my trusted Saab 9-3. The Saab idea was quickly put aside after some well-meaning, indirect comments that the Saab would be out of its league and not able to keep up with the machinery from Stuttgart or Maranello. Among the inputs I received was one from a good friend in AZ, who suggested “how about taking your Tesla”?

That sparked my interest and got me seriously thinking about taking the Tesla on Northwest Passage – a total drive

distance of 735 miles with a maximum day distance of 270 miles, well within the 310 miles of posted range of my Tesla Model 3. After doing a quick search of the locations of Tesla superchargers in the vicinity of our “off the beaten” track route as well as other public charging stations close to our lunch stops, I figured it was something that could be done.

Of course, being doable on paper is one thing and actually doing the full distance of about 900 miles away from home and being reliant on public infrastructure of unproven reliability is a different animal altogether. In order to avail of additional backup charging capabilities, I procured adapters to enable charging at RV campgrounds, many of which are located off the beaten track as well.

Lunch stop at Yachats, Oregon. Ravi's Tesla is next to Tosh Kanno's Turbo S.



NORTHWEST PASSAGE, CONTINUED

Doing the Northwest Passage drive in the Tesla turned out to be a lot easier than I was expecting and my confidence grew steadily after completing the first day's drive, a distance of 243 miles without any need for mid-point recharging and still having plenty in reserve after getting to the official overnight stop in Bandon. To my surprise there was a level two EV charging station right outside our hotel reception area that saved me the bother of driving to a supercharger station in town to recharge for the next day.

The next stage of the drive was the longest one at 270 miles and also covered quite a bit of elevation gain through Redwood country and many scenic backroads, a cumulative elevation gain of 14,000 feet (and we all know it takes more energy to go uphill than on the flats, though a good part of that was re-generated on the downhill sections). For this section, to err on the side of caution, I elected to do a midpoint recharge at Crescent City, California, taking a 10-mile detour to get there. The charging process was really fast and took about 15 minutes to add 40% of range. With close to 90% charge now onboard, the rest of the day's drive was uneventful on many "back of beyond" roads like Cow Creek Road with miles and miles rolling by and not a soul in sight; no cell service for long stretches as well! It was a good thing that the Scenic App and GPS worked pretty well, providing some reassurance that you were not totally off track in the boonies!

A new Tesla supercharger station was set up in the town of Myrtle Creek, 20 miles from our overnight stop at Roseburg, right off I-5, and I dove in there to

recharge for another ~20 minutes for next day's drive. It was nice to see Joe Kelly and Bob Ellis in sweep position catch up with me at the charging station. The final day's drive a distance of 222 miles was a piece of cake, made even more comfortable with EV charging stations at the Pfeiffer winery, our lunch stop. Thanks are also especially due to Maynard Chambers who was my "wingman" on most of the stages of the tour.

Thanks to the convenient location of "free" L2 EV chargers at three out of the four hotels we stayed at, the entire trip of approximately 900 miles cost me a total of \$24 in "energy/fuel" charges - a real bonus in a \$6/ gallon premium gas era!

So, you may ask, based on your experience doing the Northwest Passage in an EV, would you do it again? My answer would be a resounding yes! Things are only going to get better and faster with the growing EV infrastructure and charging times, which even today make for a very compelling proposition for the slightly more adventurous!

As a footnote I would like to mention that I was not the only EV on this tour - the other being the beautiful Carmine Red Porsche Taycan Turbo S of Bill and Anne Rasnake. Though we sometimes tapped into the same "charging well" at the hotels we stayed at, we followed our own midway "charging" paths based on our car's range abilities, with the Tesla able to do the full day's distance if one so chose to. Also, the ever expanding and reliable Tesla supercharger network gives it an edge today when contemplating long drives, off the beaten track. ■



Twenty-two Hundred Miles in a Two-Seat Convertible. Two Lanes Only Please Our Summer Road Trip 2022: Part I

STORY AND PHOTOS BY RICK PITTMAN

As you set out for “the road trip”¹ hope that your road is long, full of adventure, full of discovery ...Laistrygonians², Cyclops, wild Poseidon—you won’t encounter them--- unless you bring them along, inside your soul ...”

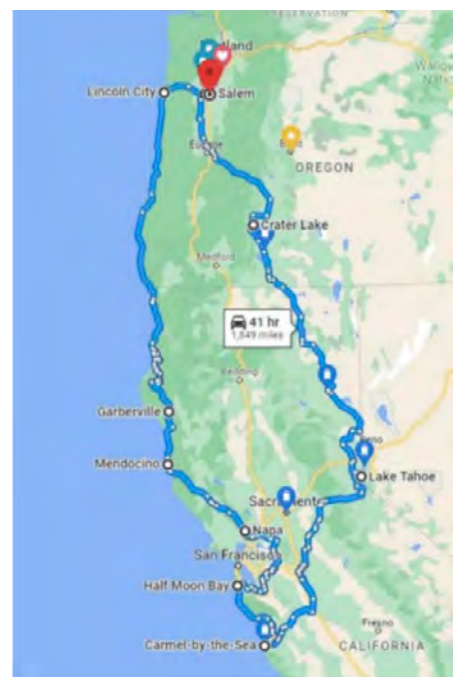
Inspired by these words, my wife Jennifer and I departed on an incredible 16-day journey that would take us through multiple changes in weather, road types, temperature, altitude, mountains, from desert to the ocean. Temperatures ranged from 36 Degrees F to 104 Degrees F. Our interpretation of Cavafy’s words led us away from the roads most travelled. We fervently pursued 2 lane highways and out of the way stopovers with a goal of 150 miles per day (to hell with Wi-Fi). These short distances allowed a completely different perspective than the I-5 corridor and gave us freedom to explore the country. Until you experience a trip like this you will never appreciate 2 lane highways the way we did. The road from Chiloquin

to Susanville, Ca (see above) was smooth, fast and ...empty! Plans to visit Lassen National Park changed when we realized if we hurried to Susanville by 2:30 p.m. we could see the movie “Maverick”, and we are glad we did. (ya gotta see it!).

How does one plan a two week+ road trip in a two-seat sports car, keeping in mind the essence of Cavafy? “It is not about the destination; it is about the journey.”

Our itinerary from Salem: (nights spent) and reason for stopping there:

- Sleep inn & Suites, Chiloquin, OR (1): on the way to Tahoe
- Diamond Mountain Casino & Hotel, Susanville, CA (1): on the way to Tahoe
- Parkside Inn at Incline, N. Tahoe, CA (3): High School friend has a condo in Tahoe
- Comfort suites Sacramento, CA (1): on the way to Carmel
- Carmel Highlands, Carmel, CA (2): 33rd Anniversary 7/15 - our honeymoon was at The Highlands.
- Holiday Inn, Benicia, CA: Brother lives in Benicia



To enjoy more photos from this event, go to:
<https://westhillsphtography.salem.smugmug.com/RDP-2022/2022-CALI-ROAD-TRIP-RICK-JEN/>
 Password: cali2022

¹ The word “Ithaka” (poem by C.P. Cavafy) is replaced by the phrase “the road trip”

² In Greek mythology, the Laistrygonians were a tribe of man-eating giants.



Above: Road to Crater Lake; Crater Lake.

Below, clockwise from upper left: Crater Lake; Road to Susanville; Balcony view, Highlands, Carmel; Rick washing the car in Benicia.

- Funk's Paradise on the River, Napa, CA (2): High school friend lives in Napa
- Wharf Master's Inn, Point Arena, CA (2): Desire to drive the coastal highways
- Benbow Inn, Garberville, CA (1): Desire to drive the coastal highways
- Best Western, Bandon, OR (1): Desire to drive the coastal highways

PLANNING THE ROAD TRIP

Goal: Two thousand miles in two weeks; our stops were chosen for reasons noted above. The last part of the journey based on the desire to drive the coastal highways

1. Perform online research and reservations of the available sleeping accommodations along your chosen route. Do this at least six months in advance. Book several at the same location if you are not sure on exact dates or where to stay.

2. Use satellite images of the venues

- What are the surroundings (remember off the road most traveled)

- Is the parking secure?
- Can your car be seen from the nearest well-traveled road? (Preferably not)
- Lights in the parking lot
- Cancellation policy?





Far left: Parkside Inn, Tahoe.
Left: Darioush Winery, Silverado Trail, Napa. Below: Funk's Paradise on the Napa River; Benbow Bridge over the Eel River in Humboldt County, California.



3. Look at the reviews posted
 4. Decide if Wi-Fi is important
 5. If you golf, learn how to use 4 clubs without a driver
 6. NO Luggage—use 5¢ plastic bags because these are easier to pack
 7. Carry car wash supplies
- We first set up some road trip rules
- #1: If Temp is 58-98 degrees F with little to no precipitation, the top is down
 - #2: Rule #1 can be broken
 - #3: Avoid highways whenever possible
 - #4: Tolls and ferries are ok if #3 is followed
 - #5: Stay off the well beaten paths
 - #6: Pack light-use fast dry clothing
 - #7: Visit 'cool' places
 - #8: Hook up with friends along the way
 - #9: Pick out safe places to stay preferably with in-house restaurant

In the end, we traveled 2,176 miles at 51 mph average and 21.6 mpg. We consumed approximately 100 gallons of gas at an average of \$6.60/gallon. Since 1996, Jennifer and I have taken a road trip, barring interruptions like COVID, traveling around 2,000 miles each year. We have journeyed in an STS Cadillac Seville, 1996 911 Turbo, 740 BMW, 2002 Maserati Coupe, 308 Ferrari, 1986 911 Carrera Coupe, 2013 BMW X5, 2016 Macan S, a 2006 30' Class A RV, 1999 Chevy Suburban, 2006 Mercedes Coupe, and others.

The 2021 Porsche Boxster GTS gave us the most comfortable 2,000+ mile trip we have ever taken in a car. There were no sore bums, no arm fatigue.

In Part II we will explore the uniqueness of each leg of our journey. Stay Tuned ■



Above: On the road to Bandon; Rick and Jennifer Pittman, what a great trip!

Present at the Beginning

BY JEFF GASPARITSCH AND PETER LINSKY | PHOTOS COURTESY JEFF GASPARITSCH

He never rode in a Porsche until 2011, when he was 83 years old, but long before that, Victor Gasparitsch knew something about them. He had shaken hands with Ferdinand Porsche and Erwin Komenda at his employer's pattern-making shop in the town of Villach, Austria, in 1948.



Victor Gasparitsch with The Toy and a hand-hammered 356-2 at Helmut Pfeifhofer Porsche Automuseum—Gmünd, Austria

Victor's son Jeff, who relocated to the Portland area and recently became a new member of Oregon Region, recalls that Villach, near Austria's border with both Italy and Slovenia, was an industrial center pre- and post-war. Jeff relates that his father, a Mechanical Engineering graduate, was an apprentice pattern-maker when Dr. Porsche and Komenda his Chief Engineer, dropped in. They were looking for a company that could assist them with creating body panels for a new sports car they

planned to build. While the company was inclined to turn down the proposal, Gasparitsch's foreman pulled him into the conversation whereupon Victor declared that he was willing to take on the task. The company got the contract. Komenda, serving as Dr. Porsche's Chief Engineer, delivered a set of working drawings of the proposed 356/2 to Victor and he got to work crafting new fixturing for the fledgling automaker.

Because money remained scarce in those post-war days, Komenda allowed Victor to create a 1/10-scale pattern of the 356/2 coupe from the drawings and then cast it in aluminium at the Villach pattern foundry. Jeff relates that his father maintained a relationship with the now-established Porsche factory through the early 1950s, and even after he and his family had immigrated to Canada in the mid-1980s. Then, as it happened, Jeff noticed some drawings for a section of wind tunnel on his father's desk, and he learned about Victor's relationship with Porsche so many years before. Then Victor asked Jeff if he recalled that toy he played with as a child visiting Austria back in the 1970s; he then revealed what it really was. Victor made several visits back to Austria before finally locating the aluminium 356. It was being used as a doorstop in a family's garage outside of Villach! It finally made its way to Canada and eventually to Jeff, who now lived in the US.

The story doesn't end there, however.

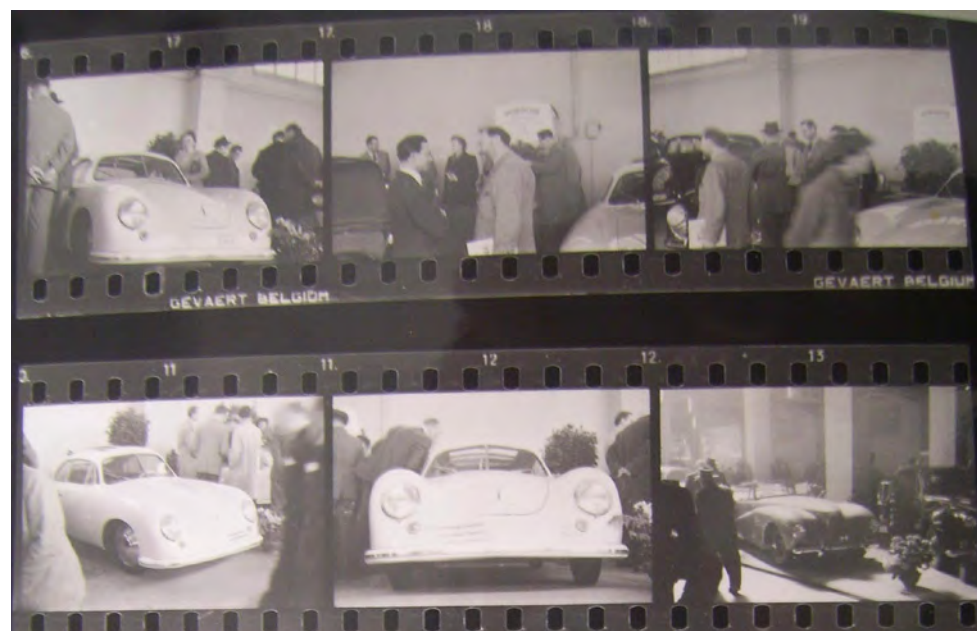
In 2010 Jeff arranged a business trip to Europe, bringing along both his father - and "The Toy", as he had dubbed the little cast 356, the latter carried in his knapsack. Two of their stops were first at the little Porsche Museum in Gmund, where Porsche's metalsmiths hammered out thin aluminium body panels which were fit over wooden forms, and then on to Stuttgart and the Porsche Museum, where they were warmly greeted by Dr. Dieter Landenberger, then the head of the Porsche Historic Archives and Deputy Head of the Porsche Museum. Dr. Landenberger provided a special guided tour of the museum and then documented Victor's project into the Archive's records. Says Jeff, "At that time, my father was one of the last living people who worked with Ferry and Erwin, and until that point he really had no appreciation for any of the work he contributed too or what Porsche Culture really meant."

At age 83, Victor finally got to ride in a Porsche, says Jeff, when the President of 356Car, a group of 356 owners in the Bay area, lent Jeff a 356B so he could give his father a ride around the San Francisco area. Although his father passed away in 2013, says Jeff, his perspective of his own life and contributions to the Porsche community changed dramatically.

Jeff and his family currently own a 2013 Cayenne and a 2016 Cayman GTS.

MORE PHOTOS ON PAGE 38

Top to bottom: The 2010 photo shoot in the Porsche Museum library – Stuttgart, Germany; Slides and photos from the Porsche Vault. Ferry's photos of one of the earliest 356/2 (above) May, 1948. Ferry's actual film (print sheet) from the unveiling of the 356 at the Geneva Auto Show in 1949.



PRESENT AT THE BEGINNING, CONTINUED

Right: In 1948 no power tools existed in the house so holes were hand drilled through the windows, then wire-sawed out. Too much work after a long day so the "mods" were never completed.

Center: Victor with Dr. Dieter Landenberger (2010); The garage in Ledenitzen Austria where The Toy was used as a weighty door-jam for over 50 years.

Bottom: The toy at a restoration project at Rennsport in 2018.



Porsche Club of America

ZONE 6 REGIONS



British Columbia Interior
President: TBD
<http://bci.pca.org/>



Canada West
President: Jeff Rebiffe
president@pca-cwr.org
<https://www.pca-cwr.org>



Cascade
President: Arne Berglund
president@cascade-pca.org
<http://cascade-pca.org>



High Desert
President: Joe Mansfield
president@highdesertpca.org
<https://highdesertpca.org>



Inland Northwest
President: Dennis Garrood
presidentinwrpca@gmail.com
<https://inwr.pca.org>



Olympic Peninsula
President: Bill Elwell
president@opr-pca.org
<https://opr-pca.org>



Vancouver Island
President: Garth Webber Atkins
president@virpca.org
<https://www.virpca.org:452/>



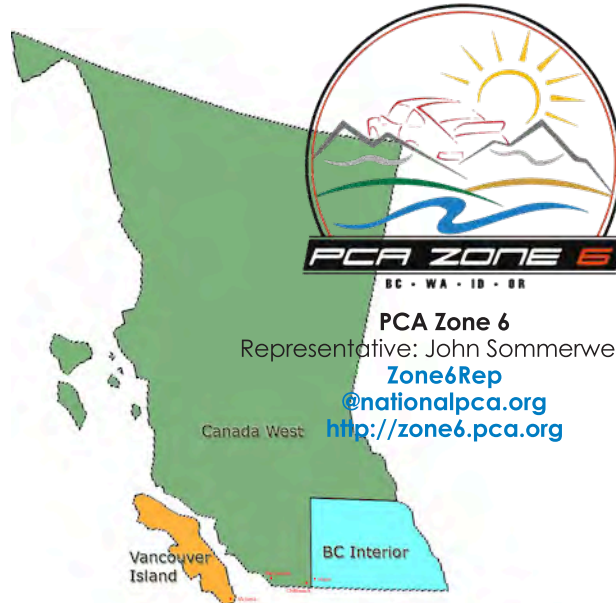
Silver Sage
President: Andrew King
president@silversageporsche.com
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Pacific Northwest
President: Doug Andreassen
president@pnwr.org
<https://pnwr.org/>



Oregon
President: Peg Ryan
president@oregonpca.org
<https://www.oregonpca.org>



PCA Zone 6
Representative: John Sommerwerck
Zone6Rep@nationalpca.org
<http://zone6.pca.org>



PCA hosts over 3,500 events, activities, and programs every year

As a member of PCA, you're invited to show off your prized possession to people who can appreciate it while attending a wide array of PCA-sponsored events. PCA activities include autocross, HPDE, Club Racing, rallies, concours, sim racing, car shows, driving tours, tech sessions, and much more. Whether you like a bit of friendly competition or prefer to socialize, there is something for you.

MORE INFORMATION: www.pca.org/activities



PORSCHE CLUB OF AMERICA



Gear Up for the 2022 ORPCA Autocross Season!

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

Car classifications remain similar to 2021 with the new S04L and P04L classes for the latest-generation, high-horsepower Porsches (All 718 Cayman/Boxster models (2017-current) and 992 911 base models (2019-current)). Please check to make sure you're registering your car in the correct class. We will not allow participants to change classes mid-season. If a car from a different class is driven, no points will be awarded for that event. Similar to past years, we will be limiting the number of cars for each event. This allows for a better participant experience and ensures we are able to efficiently

manage the run groups. Please register early if you are interested in participating. Walk-ins will not be accepted and people on the wait-list will be added in order (priority to members) if there are cancellations. Work assignments are mandatory and will be enforced. It takes volunteers to keep this thing going. If you drive, you work ... no exceptions. We realize some folks have special circumstances that may prevent them from working in specific roles. We'll do our best to accommodate you, but we ask that you consider whether the physical aspects of autocrossing are appropriate given your individual health.

Check out the links on the following page for all the Autocross events in 2022. As always, please let us know if you have any questions.

Your ORPCA Autocross Team.

SEE COMPLETE LIST OF AUTOCROSS EVENTS ON NEXT PAGE



Autocross Events 2022

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

Autocross #7 | September 25

<https://www.oregonpca.org/event/autocross-7-3/>

Autocross #8 | October 2

<https://www.oregonpca.org/event/autocross-8-3/>



AUTOCROSS #7 & #8

Sunday, September 25 and Sunday October 2
Portland International Raceway
1940 N Victory Blvd. | Portland, OR 97217

Join us for Autocross #7 on Sunday, September 25, 2022 in the South Paddock of Portland International Raceway from 7:30am – 2:00 pm. Here is the link to Motorsportreg with all the information on this event: <https://orpca.motorsportreg.com/events/orpca-ax-7-09-25-2022-portland-intl-raceway-pca-oregon-720642>

Join us 1 week late for Autocross #8 on Sunday, October 2 in the South Paddock of Portland International Raceway from 7:30 am – 2:00 pm.

Here is the link to Motorsportreg with all the information on this event: <https://orpca.motorsportreg.com/events/orpca-ax-8-10-2-2022-portland-intl-raceway-pca-oregon-016482>



For other information on Oregon PCA Autocross please go to: <https://www.oregonpca.org/home/autocross/>

General Autocross Questions: Eric Freedle – axchair@oregonpca.org

Registration Questions: Anson Lytle – axregistration@oregonpca.org

SEPTEMBER BOARD OF DIRECTORS MEETING: VIRTUAL

Wednesday, September 14 | Meeting 6:30 to 8:30 p.m.

The September 2022 Board Meeting will be held on Wednesday, September 14.

This will be a virtual board meeting using the online meeting tool, Zoom. The Zoom meeting is from 6:30 p.m. to 8:30 p.m. If you are interested in attending on Zoom, please send an email to Heinz at vicepresident@oregonpca.org with your name and email address.

All members are welcome! ■

Note: October Board Meeting is Wednesday, October 12

SEPTEMBER ARRIVE AND DRIVE

Saturday, September 10

The 2022 Arrive and Drives continue on Saturday, September 10. Scott Dual is organizing this drive. We will start east of Troutdale, journey about 100 curvy miles traveling along the sandy river thru the Mount Hood foothills, crossing the Clackamas river to venture thru the Willamette valley ending in the hop fields of St Paul, OR. We end in St Paul, OR for lunch at Harvester Taproom, a project started by fallen volunteer St Paul firefighter and newly opened by his sixth generation Hop farmer family.

There are 3 groups of 15 cars each for this drive. Registration is open and will close on Sunday, September 18 at 5:00pm, unless it fills first. Go here for complete information and a link to register: <https://www.oregonpca.org/event/arrive-and-drive-saturday-september-10-2/>

Note: Next Arrive and Drive is Saturday, October 8 ■



TECH SESSION / GARAGE VISIT: SAVE THE DATE

Saturday, September 17

Save the date for our fall start-up of our Tech Sessions / Garage Visits. Please check your Wednesday email blast for the details and registration information.

The next Tech Session / Garage Visit is Saturday, October 15. ■

SEPTEMBER MIDWEEK DRIVE



Wednesday, September 21

Start Time: 9:30 a.m.

Come join us on this drive to a local Portland area gem - Larch Mountain, on both familiar and "off the beaten track" backroads. We will start in Sandy and work our way on many twisty backroads to our midpoint stop at Dodge Park before making the drive-up Larch Mountain where we will have our picnic lunch. Projected drive time is ~2hrs. The plan is to have one group of 15 cars. Please arrive at 9:30 am, participant safety meeting at 9:45 am, leave at 10am.

Registration is open and will close on Sunday, September 21 at 5:00pm if not full. Complete information and a link to register is here: <https://www.oregonpca.org/event/september-midweek-casual-drive-2/> Note: October Midweek Drive is Wednesday, October 19 ■

SEPTEMBER DINNER GATHERING

Wednesday, September 21 | 6:00 to 8:00 p.m.

Rock Creek Tavern

10000 N.W. Old Cornelius Pass Rd. | Hillsboro

McMenamins' community landmark Hillsboro tavern, Rock Creek, came back and better than ever after a fire that reduced the beloved original building to a pile of cinders in September 2002. With an eye to preserving the past, the outside of the new tavern looks nearly identical to its predecessor. To achieve this authenticity, they used timbers from two local barns (one dating back to the late 1800s) in the rebuild. Rock Creek Tavern is off the beaten path. With a pool table, a 22-foot shuffleboard, and great food and ales, there's no finer place to while away an evening than in this rustic lair.

Join us on September 21 from 6:00 pm – 8:00 pm, for our monthly Dinner Gathering at this McMenamin's tavern hosted by Peg Ryan and Eric Lewis. The tavern is located at 10000 N.W. Old Cornelius Pass Rd. in Hillsboro. We can have 30 people in the upstairs area where the pool table and shuffleboard are located. You can order from the restaurant menu and pay individually with a credit card at the venue.

Registration is open and ends September 16 at 7 pm or when registration is full. Full information and a link to registration is here: <https://www.oregonpca.org/event/september-dinner-gathering-2/> ■



SECOND ANNUAL SUV DRIVE, WINE AND DINE

Saturday, October 1

Join us for a relaxing leisurely early-fall drive from Tigard to and around Hagg Lake, ending at a delightful wine tasting and lunch at Ponzi Vineyards. The drive is limited to 24 people and is open for all Porsches, (no SUV required) as all the roads are paved. Registration will open on September 8 at 7:00pm. All the information on the drive is here: <https://www.oregonpca.org/event/september-suv-drive-2/> ■

COVERED BRIDGE TOUR

Saturday, October 21

Come join us as we visit six of Oregon's historic covered bridges. We will be driving through scenic farm country roads in the Willamette Valley as we travel from bridge to bridge. After enjoying a BYO (Bring your own) picnic lunch at the Roaring River County Park we may make a short stop at the Roaring River Fish Hatchery. With over 145 miles on this route, we will be driving most of the day as we stop at each bridge for photo opportunities. The route starts in Wilsonville and ends at the Oregon Garden Resort where you can enjoy refreshments at the Fireside Lounge before heading home. We will have 2 groups of 10 vehicles in each group, due to the limited parking spaces at most of the Covered Bridge stops.

Registration is open and ends September 25 at 7 pm or when registration is full.

Full information and a link to registration is here:

<https://www.oregonpca.org/event/covered-bridge-tour-2/> ■



TECH ED Brian Redman "In Person"

Saturday October 29th • 9:30^{am} to 1:00^{pm}



3 time US Formula 5000 Champion
1981 IMSA Camel GT Champion
4 World Mfg. Championship teams



To Pre-Register & Pre-Pay
Click on... <http://msreg.com/PNWRRedman>



Charity Event, OPEN to the public

SAVE THE DATE FOR THE 2023 NORTHWEST PASSAGE!

The 2023 NW Passage will be a four-day drive event. The final tour details are still in planning, but here's the outline:

Day 1 we will start at the Columbia Gorge Hotel and drive on scenic and twisty backroads to Walla Walla where we will stay at the Marcus Whitman for three nights.

Day 2 will have two options: a drive to Lewiston followed by a jet boat tour on the Snake River in Hells Canyon, or for our more enthusiastic drivers, a seven-hour drive going from Walla Walla to Enterprise, then on a very scenic and twisty mountain road to Lewiston and back to Walla Walla

Day 3 will have a morning drive followed by a winery tour in the afternoon

Day 4 we drive on backroads to The Dalles where the tour officially ends

We will again offer the same tour twice, in June and in early October, with 40 cars each. The final tour program will be announced in December on the ORPCA website, in the Anzeiger, the weekly Member email and at the ORPCA Holiday Gala. The cost will depend on the selected options and will be included in the announcement in December.

Reservation will be online, and with the announcement in December you will be able to subscribe to an email notification informing you when the reservation opens. ■



HAGERTY Morgan Stanley PORSCHE PROVENANCE

Nominations Open for Board of Directors Positions

Pursuant to the Club Bylaws, the ORPCA nominating committee is pleased to announce that nominations for the 2022 ORPCA Board of Directors are now being accepted. You can nominate someone, or yourself, for a position on the Board of Directors by sending us the candidates name and the position for which you are nominating them.

Positions open for nominations are:

President

Vice President

Secretary

Treasurer

1 Board Member at Large

You may contact any member of the nominating committee via email:

Eric Freedle: mmooter@aol.com

Jeff Gretz: jgretz@onlinenw.com

Chuck Hervey: cjchervey@sbcglobal.net

Larry Hannan: lhannan@comcast.net

Steve Miller: SMi8541125@aol.com

Nominations will close September 20, 2022. For detailed information on the elections process, see the ORPCA bylaws posted on the ORPCA website. ■



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ANZEIGER MARKETPLACE

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. ■

VEHICLES FOR SALE

1988 Porsche Targa in good condition with ~136,000 miles. Driven very little over the last ten years. Always garaged. \$32,500, Portland OR. Contact Steve at stevblanton@gmail.com. (9/22)



1996 Carrera 4 Cabriolet.

Well maintained, Condition 2. Clear Title. Midnight Blue Metallic w/cashmere interior. 6-sp. 59k miles, \$75k includes over \$5k in extras. Passes DEQ tests w/o issue. Oil analysis w/all oil changes Upgrades. I hope to sell to a club member that will appreciate driving a desirable air-cooled Porsche. More info via email to joekelly@earthlink.net. (8/22)



1989 Porsche 911 Cabriolet—excellent condition—approximately 39,000 original miles. Located in Brookings Oregon. \$50,000 firm. Walter Seput, 541-891-0020. (8/22)



PARTS FOR SALE

Gently used Porsche 997 cover that was on my 997 only once inside my garage, gray color on the outside and white on the inside. Cover comes with bag and the cover has mirror pockets. Original price \$257.99. Asking \$150.00. Please contact Larry Were at 503-320-8187.

Floor mats for Type 958 Cayenne, Never used. Free to first text, Jim Flynn, 503-789-8472 (6/22)

Radio Support Shelf-Cassette Storage. Part No. 9965522530301C New. \$25. Contact Bill Kaplan at