

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | SEPTEMBER 2025



**ORPCA 65th
Anniversary
August 17, 2025**

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and Photos on
Pages 30-35*





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OREGON REGION PORSCHE CLUB OF AMERICA
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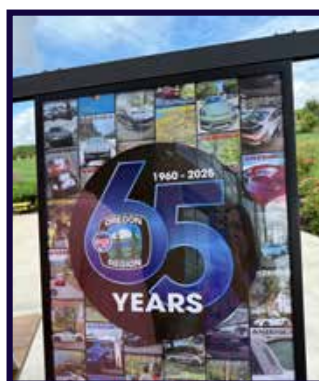
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EDITOR'S NOTE:

All coming events are
listed on our website at
www.oregonpca.org
and are emailed weekly to
our members.

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SEPTEMBER 2025

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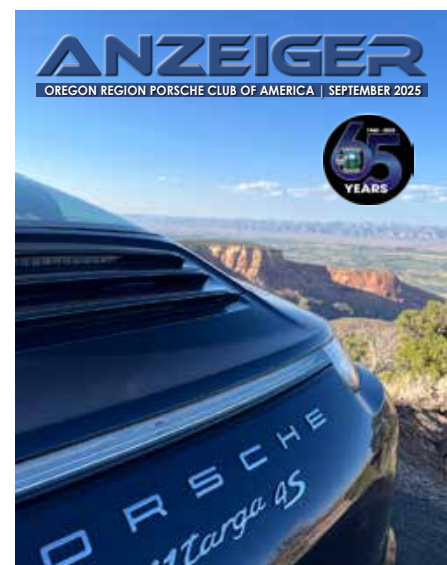
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Cover Photo by Carole Hedstrom



ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 65 | NUMBER 8 | SEPTEMBER 2025

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Board of Directors Minutes: [Click Here for August 2025 Meeting Minutes](#)

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

National Newsletter Contest
THIRD PLACE 2003, 2006, 2020

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PAUL HEINMILLER TROPHY

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EVENTS, OREGON REGION AND BEYOND

OCTOBER

11-Oct	Saturday Drive
12-Oct	Autocross #8
14-Oct	Board of Directors Meeting - In Person
15-Oct	October Social - Gustav's (Vancouver)
17-Oct	Walla Walla Autumn Tour (Oct 17-19)
18-Oct	Cayman Only
19-Oct	Sunday Cruise - Casual, easy going
22-Oct	Midweek Drive

NOVEMBER

4-Nov	Board of Directors Meeting
8-Nov	Hawaii Adventure - Big Island Driving Tour
8-Nov	Saturday Drive
16-Nov	Sunday Cruise - Casual
19-Nov	November Social - Happy Hour (Wilsonville and NE Portland)

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

DECEMBER

6-Dec	ORPCA Holiday Party
9-Dec	Board of Directors Meeting
13-Dec	Saturday Drive
21-Dec	Sunday Cruise - Casual

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ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

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- When shooting, there should be a comfortable margin around all edges of the focal point (most often, a car).

Do NOT crop! We will crop your photo to the best proportion for the page.

Photos with the edge of a car clipped off is the most common photo error.

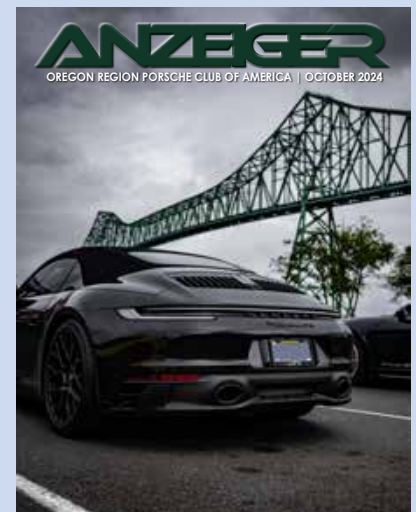
COVER PHOTOS

- The cover "bleeds" off the edges, leave a good margin on every side of the focal point (most often, a car)

- Make sure there is nothing significant in the masthead area. Vertical photos are best for cover photo options.

ALL PHOTOS

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



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 2014 911 Turbo S

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Michael Ihlenfeldt
 Vancouver, Washington
 2024 Taycan 4 Cross
 Turismo

David Hikes
 Estacada, Oregon
 2013 Boxster S

Matthew Mills
 Longview, Washington
 2023 718 Cayman GT4
 RS

Michael Stubbs
 Lake Oswego, Oregon
 1973 911T

Matt Ivy
 Newberg, Oregon
 2022 911 Carrera

Gordon Wolfe
 Portland, Oregon
 2021 911 Carrera

Nancy Lebold
 Lake Oswego
 2022 Taycan 4S Cross
 Turismo

ORPCA LOCAL SUMMARY

Primary Members:713
 Associate Members:437
 Total Local Members:1150

PCA MEMBERS IN OR REGION

Primary Members:1284
 Associate Members:741
 Total Region Members:2025

NATIONAL PCA SUMMARY

Primary Members:110036
 Associate Members:56657
 Lifetime Members:22
 Total National Members: ..166715

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12YEARS

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10YEARS

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8YEARS

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PRESIDENT'S MESSAGE

Carole Hedstrom, President

A Big Western Road Trip

Brad and I have had a “long road trip in the Targa” on our travel wish list for years. This was the perfect opportunity to make it happen.

About a year ago, Brad's brother announced he was finally getting married, 10 years into the relationship. We were excited, as it meant we could officially wrap a new person into our lives and family forever. We were also excited when they said they would be getting married in Boulder, Colorado in the summer. That news sent us into road trip planning mode. Brad and I have had a “long road trip in the Targa” on our travel wish list for years. This was the perfect opportunity to make it happen.

We started by setting aside the time, then discussing routes and roads. We wanted to explore areas we had either not visited before, or areas we knew from previous experience would be great Porsche roads. Another goal was to stay off of Interstate highways and stick to the “blue roads” as much as possible. “Blue roads”, for anyone not familiar with the term, are often state or county highways typically printed in blue on a map, where the Interstates and major highways are printed in red.

Over the course of 16

days (minus the six days in Boulder for the wedding), we traced through nine states in the western US in a big loop of 3,800 miles, most of that with the top down and music blaring. We hit bits and pieces of Oregon, Washington, Idaho, Montana, Wyoming, Utah, Colorado, Nevada, and California. Along the way we stopped at several national monuments and national parks, interesting roadside attractions and drove the “Loneliest Road in America,” US Highway 50, cross all of Nevada.

The whole route was fantastic, but the most surprising highlights were meeting other Porsche enthusiasts along





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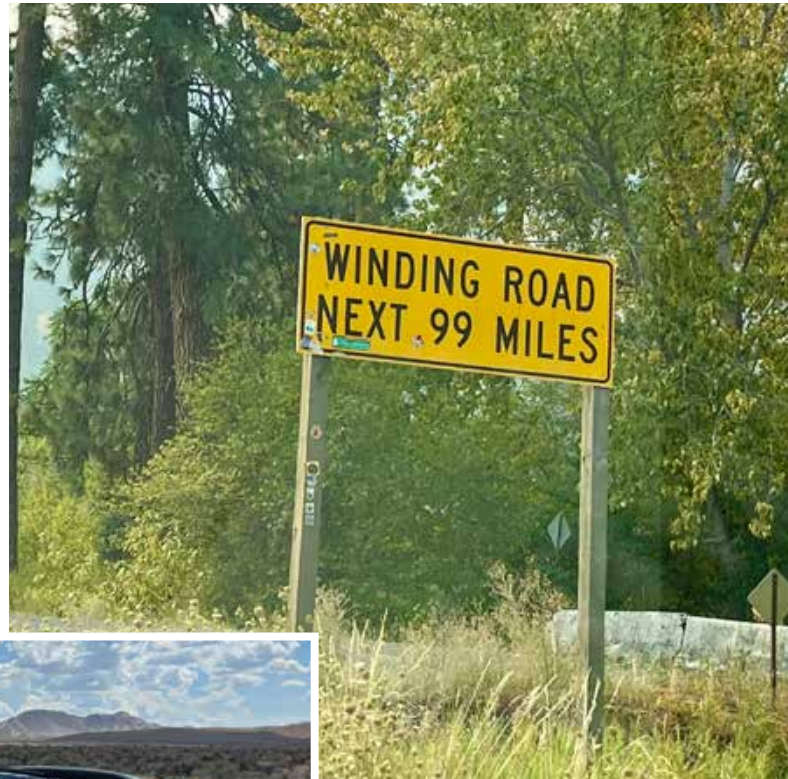


the way. It started off with the thrill of seeing a large group of Porsches coming toward us as we wound our way up Highway 12 in Idaho from Orofino to Lolo, Montana. They all flashed their lights and gave a little wave. That section of road is a Porsche dream come true with a 99-mile-long section of tight, twisty, looping curves through gorgeous forests. At the rest stop near Lolo Pass we chatted with a man who had raced with Mark Donohue, back in the day. He lovingly looked at the Targa and while he appreciated the appeal of a long-distance Porsche road trip, he said, for him, the real place to unleash the power and beauty of a 911 is on the track.

At yet another rest stop in Idaho, we met a young woman in a Subaru Outback who said her dad had a Porsche when she was small and used to take her out

on the best roads. She mentioned she tries to push her Outback to make quicker turns but knows there is no comparison. Shortly thereafter, we stopped for the night in Salmon, Idaho. As we pulled into the parking lot of the hotel, there was a man cleaning the windshield of his lovely, white Cayman GT. We cheekily asked if he could clean ours too. Turns out, he and his wife are members of Silver Sage region and were out for a few days of driving fun and were headed home to Sun Valley via the next roads on our path, US Highways 93 and 75. It was a nice confirmation that we had built a solid, Porsche-loving, route.

Further along in the trip, we stopped at Colorado National Monument near Grand Junction. As we were taking pictures of the car in front of the sign,



a 30-ish guy in an F150 pulled over to say he loves Porsches, giving us the thumbs-up as he drove away. There were other interactions as well, and all were worth the time spent talking with people and hearing their stories and opinions.

Even though we expected the trip to be wonderful in many ways, meeting of fellow Porsche people had not really occurred to us before we left. Now having done a long road trip in a 911, we are fully on board for another one. Yes, there are challenges like the lack of storage space, and the need to find a car wash in nearly every town, but when you get out on the road and see the 80 mph speed limit signs, your eyes light up and foot presses down. Taking the back roads to anywhere in the country is sure to be memorable. The people, the scenery, the interactions, it's all worth it. Everyone should do it – just pack light, fill the tank and explore our amazing country. The people you meet along the way will add to the adventure.

As always, it's not just the cars, it's the people. You can reach me at president@oregonpca.org. ■



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FROM THE
VICE-PRESIDENT
Daniel Morris

Horsepower, Age, and Safety: When to Have the Tough Conversation

We all drive differently. Some prefer spirited drives through the valleys. Others would rather cruise at a steady pace.

In 1994 I started my firm with my longtime friend, Pat. He's 15 years older than I. For his 50th birthday, we celebrated with a spontaneous trip to Disneyland. Three middle-agers and one almost-middle-ager spent the day eating whipped-cream waffles, riding Roger Rabbit's Car Toon Spin, and laughing like kids. I still treasure the photo from that day.

Fast forward thirty years. I'm solidly middle-aged, and Pat is now 80. He's still sharp and witty, though slower and more cautious. He drives with the help of Tesla's technology, and someday, either his children or I will have to raise a difficult subject: Is it time to slide into the passenger seat?

Many of us know this conversation. I've had it with family members after accidents and even with clients in my role as trust protector. It's never easy. But it matters.

Why bring this up here? Because our cars are powerful — some are street-legal race cars. Age alone isn't the issue. I've met careful drivers at 90 and reckless drivers at 25. But as a club, we are aging. Our demographics show it. And with age - and with horsepower -

comes responsibility.

We all drive differently. Some prefer spirited drives through the valleys. Others would rather cruise at a steady pace. To support everyone, perhaps it's time to expand beyond Sunday drives and consider offering Saturday cruises, designed for members who enjoy driving but not at high speeds.

Technology helps, too. Ride with GPS keeps us on course even if we get separated, and it works especially well when we don't have a navigator. But technology can't make up for unsafe habits like "rubber-banding" — dropping back only to sprint and catch up. That creates risks for everyone.

Our Tours Team is addressing these challenges. We're not a police force, and no one wants to question another member's skills. But we can't ignore the mix of age, horsepower, weather, and driving styles that shape group safety. That's why we organize multiple groups on tours. Group 1 isn't "better" than Groups 2 or 3. It's simply about safety and enjoyment. Personally, I enjoy sweeping as much as leading. And yes, lunch will still be ready if Group 3 arrives half an hour after Group 1.

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As drivers, it is incumbent upon the member/driver to confirm that the drive is appropriate for their interests. That while the tour team will do their best to encourage and support all members and driver safety, it is still begins with the driver.

At the end of the day, we are all Porsche Family. We love to drive, to eat, to laugh, and to share the joy. None of us want to stop driving, but sometimes slowing down is the right choice. Choose drives that fit your energy and comfort level. Cruise when you want to take it easy. Join spirited drives when you feel ready. And if a leader asks you to shift groups, please see it as part of keeping our community safe and strong.

That way, we all arrive with smiles — and we all get to drive again another day.

As always, you may reach me at
vicepresident@oregonpca.org. ■

SAFE DRIVING REMINDERS

- Choose the right group for your comfort and driving style - spirited or cruising.
- Use Ride with GPS or a navigator to stay on course.
- Avoid 'rubber-banding' - keep a steady pace within your group.
- Respect group leaders and sweepers - they help keep everyone safe.
- Remember: Arriving safely is more important than arriving first.

WHEN TO RECONSIDER DRIVING

- If reflexes or vision feel slower than before.
- If passengers express concern about your driving.
- After any accident, even minor.
- If driving feels stressful rather than enjoyable.
- When technology feels like it's compensating for too much.



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ZONE 6 UPDATE

John P Sommerwerck,
Zone 6 Representative



Fall Is a Special Time of the Year

Nancy & my September was relatively quiet. We only had one region visit, but it was a great one. We visited with the newest Zone 6 Region – Greater Columbia and celebrated PCA's 70th anniversary in style enjoying German food and beer.

My term as Zone 6 Rep is nearing its end. Zone rep terms are for two years and can be renewed once. So, we are now trying to figure what comes next for us. It is also that time of the year when PCA regions seek volunteers to staff the key positions. PCA as the saying goes: Is fueled by Volunteers. Will you be a volunteer?

Parting shot. Fall Colors



Fall is a special time of the year. The last of the Zone 6 signature events take place. Oktoberfest, 101 Loop Tour, Tech Ed with Alwin Springer to name a few. I will be making two of these three great events. Unfortunately, two of these events overlap. How about you? Or will you be attending Treffen Jackson Hole. Then I will be thinking about getting my cars ready for winter; storing my Spyder. Putting snow tires on the Macan.

For those long-range planners in the audience, I would note; Porsche **Parade 2026** will be held in Lake Placid, NY starting June 14th, 2026. **Spring 2026**

Treffen will be held at the Montage Palmetto Bluff (Bluffton, SC) March 29th to April 2nd. **2026 Treffen at Sea** Pacific Wine Country cruise will depart from Vancouver, BC on September 19th, 2026. **Parade 2027** will be held in Boise, ID, starting July 11th.

Nancy and my Zone 6 region visit plans are complete. We have visited six regions so far and have plans to visit the remaining five. Zone 6 signature region events can be found [PCA Zone 6 - The Pacific NW Regions](#). Zone 6 abounds in great roads to drive and great automotive venues.

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



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EXHAUST FUMES

Peter Linsky

Stamping Out Illegal Street Takeovers

There's a lot to chew on this month...

Portland is having a difficult time stamping out illegal street and bridge "takeovers" by (mostly) young men who want to video-record their stunts and post them on YouTube to score "Likes". With Portland Police admittedly short-staffed, enforcement has been a hit-or-miss exercise, with a handful of arrests and a few cars impounded.

Perhaps Portland should take a look at what the city of San Diego is doing, or rather, doing again. When this activity became a serious nuisance 20 years ago, long before iPhone videos became popular, police in communities around San Diego not only issued citations, they seized and impounded some of the cars involved... and crushed them under court order. The owners not only had to pay fines for the moving violations, but lost their cars. That seemed to work at the time, but the problem has resurfaced and San Diego appears ready to try it again.

A local TV station says it's an attempt to deter what it described as "a dangerous and growing public safety threat." The report goes on to say that street takeovers have become increasingly common in California cities. "These events damage road surfaces,

snarl traffic, and put both participants and spectators in harm's way."

San Diego's Traffic Special Investigations Unit, working with the California Highway Patrol, has stepped up enforcement, "issuing felony charges to repeat offenders and permanently removing offending vehicles from the road."

Critics of the program point out that rare or valuable vehicles might instead be sold at auction, with proceeds going to city programs, or that some cars might have been stolen. Law enforcement counters that destruction sends an unambiguous message: "The car is gone for good, and it won't reappear on the street." Is this what Portland needs to do? ■

Well, no sooner did we pass along the news that Porsche was once again in financial trouble, did word arrive (September 3) that the company's shares would be de-listed from Germany's benchmark blue-chip index as of September 22 as part of "a regular re-shuffle" of that index. The value of Porsche shares, which are majority-owned by parent VW, had tumbled by more than a third over the past year. The next day, reported Reuters News Service, CEO Oliver Blume expressed confidence in the value of

"The car is gone for good, and it won't reappear on the street." Is this what Portland needs to do?

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the company's shares and said the luxury sportscar maker aimed to return to Germany's DAX as soon as possible. Blume cited technical factors for the relegation in an interview with the FAZ newspaper, the company stating that it was taking necessary steps to shore up its value. ■

One of those steps was suggested soon afterward. According to the Wall Street Journal, Porsche Automobil Holding SE, the largest shareholder of Porsche's parent Volkswagen AG, is looking at making a major investment in the defense sector. Porsche SE is quoted as seeing "considerable development potential" as it "pivots to capitalize on the backdrop of a changing geopolitical situation and growing security policy requirements" on the continent, a clear reference to the ongoing conflict between Russia and the Ukraine. ■

Ever wonder how it would feel to drive a racing car on the street? It happens now and then, usually when a historic vehicle is driven to a Concours or other show site from a nearby parking area at a legal speed or less. How about slipping into your open-wheeled Formula car and buzzing down a public highway at a good clip? That's what police in the Czech Republic say had been going on for several years, after they arrested a 51-year-old man for driving his Dallara F2 race car - wearing Ferrari-like livery - on a local motorway. He initially denied having done so, but a number of other drivers recorded the stunt on their phone cameras, posting

the videos on YouTube. Police traced him to his home, where the car was parked. He faces a stiff fine and loss of his license. ■

Finally, a sports-car-owning friend and former Porsche owner recently shared that he was stopped in Clackamas County by a Sheriff's Deputy who told him that his car was uninsured, a violation of state law. He had switched from USAA to Hagerty in 2018, but for some reason the Hagerty coverage was not shown in the county's system. My friend showed the officer his Hagerty card and all was well. Police routinely run license plates to see if a car or the plates are stolen but the lesson is to always carry your current proof-of-insurance card with you! ■

*Porsche
Automobil
Holding SE,
is looking
at making
a major
investment
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Scenic Oregon 2025: Bridges, Coastlines, and Camaraderie

A Look Back with Smiles

ARTICLE AND PHOTOS BY TOSH KANNO, HEINZ HOLZAPFEL,
AND DAN MORRIS (SCENIC OREGON COMMITTEE)

The inaugural Scenic Oregon Drives proved to be an unforgettable adventure. Over the course of several days, members of two tours shared miles of coastal roads, breathtaking scenery, historic bridges, and plenty of camaraderie. What began as a simple idea - to explore the bridges of Conde B. McCullough and enjoy Oregon's rugged coastline together - turned into an event filled with memories we'll all carry forward.

"It was great fun," one member remarked, "even the tsunami warning didn't stop us from having a good time."

FROM ASTORIA SOUTH

Our tour began in Astoria, with drivers gathering at the Holiday Inn Express & Suites. After a morning of introductions and route briefings, we crossed the first of McCullough's iconic bridges and wound our way along the coastal mountains.

"The scenery along the coastal mountains was breathtaking, and the stop at the Elk Refuge was unforgettable," another member shared. Wildlife sightings and sweeping vistas made for a perfect introduction to Oregon's north coast.

CHEESE, VIEWS, AND CAMARADERIE

After our first morning break, our tours brought a little indulgence: a stop at the Tillamook Creamery. "The Creamery tour and ice cream was a highlight for me,"



someone said with a grin that mirrored the delight of sampling fresh creations.

From there, we continued south to the Pelican Brewery. "Lunch at the Pelican Brewery with ocean views was perfect," one driver recalled, summing up the relaxed spirit of the day.

That evening, we stopped in Newport before gathering for dinner. "Walking the waterfront in Newport and dinner together made for a great evening," echoed another.

REFLECTION AND ADVENTURE

Day two offered a moment of quiet reflection at the Veterans Memorial. "It was moving and worth the stop," one participant noted.

From reflection to exhilaration, we then headed to the Rogue River for a jet boat adventure. "The jet boat ride was exciting—we even saw bears!" came one excited recollection. Another chimed in: "Getting splashed on the jet boat and laughing together is something I won't forget."



A PEACEFUL FINISH

Our final two nights concluded at the beautiful Tu Tu'Tun Lodge along the Rogue. Nestled between forest and water, it offered the perfect setting to relax and share stories. "The Tu Tu'Tun Lodge was beautiful and relaxing," a participant remarked.

As we said our goodbyes, one sentiment rang clear: "Those who didn't come really missed out on a great adventure."

A Tour to Remember BY HEINZ HOLZAPFEL, TOUR 1

There were five solid stories from this tour: the driving on twisty backroads and along a scenic coastline, the grandeur



of the Oregon landscape between the Columbia and Rogue River, the accommodations, the amazing food and the camaraderie. Tour 1 had 12 cars and 23 members attending, small enough to allow all of us to know more about each other. The all-inclusive concept felt like a cruise on land; whether breakfast, lunch, after drive cocktail or at dinner, you just ordered and had a fun time.

The Holiday Inn turned out to be very much OK, with a nice river view and a short walk along the river to the Bridgewater Bistro. Parking was good at the hotel and unlike the last time when we stayed at the Cannery Pier Hotel, I didn't have to clean the car from these big white bird droppings. The highlight of the drive from Astoria to Newport was Cape Meares with a wonderful view down the cliffs and crushing waves.

The Hallmark Resort is a classic ocean view place, and we had a chance to mingle with fellow tour members over a bottle of wine. Dinner at Newport's Clear Water was good and Dan had arranged for a shuttle to bring us to the restaurant and back to the hotel. Very, very convenient!

The drive from Newport to Gold Beach is a breathtaking scenic adventure, from the splashing waves at the rocks in Yachats to the glorious beach side drive between Port Orford and Gold Beach. And of course, crossing the magnificent bridges designed by Conde McCullough, the namesake of the inaugural Scenic Oregon Tour.

Then the wonders of Tu Tu'Tun Lodge, great location at the banks of the Rogue River. Comfy rooms, a pool with lounges for hanging out, a wood-fired sauna in a glass house down at the river, a small but very



cozy bar well sorted with scotches and bourbons, a Michelin Star level chef, a great wine list and excellent service. This lodge alone is worth a trip down to Gold Beach. The next day a jet boat picked us up at a pier down from the hotel. The first 20 miles upriver were calm and scenic, with a few well-behaved rapids. Then at Agnes we stopped and put our life vests on...and the real fun began. These boats can traverse in less than a foot of water and negotiate rapids like young mustangs. The pilot had fun twirling us repeatedly around with nice splashes from either side. Some rapids were big enough to

spray the whole boat. What fun! And it was warm enough to get dry quickly. The boat turned around at the furthest these boats can go, probably 50 miles upriver. On the journey up and down we saw eagles, deer, bears, and ospreys. After a stop at Agnes for a rustic lunch (and picking the first ripe blackberries



of the season), another boat brought us back to the hotel.

Several of us then hung out in the pool, with cocktails in plastic cups in hand. What a day, followed by an evening with more great food and wine. Lots of laughter and happy faces, great conversations. A very classy and fun experience!

Wow, What a Great Time!

BY TOSH KANNO, TOUR 2

Four days on the road that just got better and better. Of course, the drives on the coast are spectacular, but the lodging, meals - especially dinner events - became the highlight of our journey. Having a smaller group of 11 cars/18 participants who are engaging and amazingly social made it feel like a party every day. The final dinner was an event to remember. Amazing foods, special wines, and terrific company.

Also included was a guided jet boat ride on the Rogue River. We thumped over the rapids 50 miles upriver to our BBQ lunch. Then, 50-mile scoot back down, noticeably faster with much more bow sprays as everyone cheered on. No one got seasick but got really soaked on an almost hot, perfect sunny afternoon.



This format may be very hard to replicate for a larger group, with logistics and higher cost being the major hurdles, but it really works for a small meeting of very social drivers. Very special event, I want to be there next year!

Thanks to all participants for making this a great gathering! And thanks, Dan. Truly a great event!

A Little History and Background...

Dan Morris, our current Vice President, developed the idea for a new tour concept late last year. It was simple and genius: the tour would be named Scenic Oregon and would visit every one of the four corners of our beautiful state over time, each tour focusing on one corner per year, and the tour would be all inclusive and each tour would be limited to 12 cars.

For the inaugural tour, he selected the western-most part of Oregon: the coast between Astoria and Gold Beach. He formed a committee with Rosanne and John Woody and Heinz Holzapfel as volunteers.

The first estimation for the cost of entry was around \$3,500, after getting quotes from the hotels and restaurants. That's a pretty high price point compared to the Northwest Passage, and we weren't sure how

many members would be interested. So, we put a description of the tour and the cost into the weekly email and asked members to state their interest, and they would get first dibs on the ticket purchase. We got about 10 members raising their arms, giving us confidence to go forward.

The ticket sale started in early December, announced in the weekly email, the *Anzeiger* and our web page. The pre-registered members got one-day

advance purchase, by day two all tickets had been sold, and we had a waitlist of 10 additional members wanting to go. That was very surprising and positive, and Dan agreed to re-run the tour two weeks later for a second group. Those tickets went on sale in mid-December.

Now came the time to finalize the contracts with the hotels and restaurants, and trouble started right away. The anchor hotel with two nights stay at the end of the tour was the Tu Tu'Tun Lodge at the Rogue River, upriver from Gold Beach. Over the holidays the resort changed ownership and prices, bringing us into negative territory on the budget. That forced us to either raise the price or find other cost savings. The hotel on day two was the Hallmark Resort in Newport. It's a quality place and we decided not to make change there, nor at the Tu Tu'Tun Lodge. That left the hotel for the first night in Astoria. We had eyed the Cannery Pier Hotel, but they had also raised prices, so we decided with a bleeding heart to change over to the Holiday Inn, less glamorous but also right at the Columbia River. Some of our ticket holders were understandably disappointed.

Creating a new multiday tour without knowing the demand and working with quotes from hotels and restaurants for a budget and ticket price estimation is risky. Normally one would first make contracts and then create the budget, set the ticket price and sell tickets. A lesson learned for next year!

Looking Ahead

The Scenic Oregon 2025 drive wasn't just about the roads or the bridges, though both were spectacular. It was about the shared experiences—ice cream and ocean views, memorials and mountain roads, laughter and splashes—that made the trip uniquely ours. We look forward to many more Scenic Oregon adventures ahead.■





ORPCA 65th Anniversary

August 17, 2025

On behalf of the Board, thank you to everyone for attending the ORPCA 65th Anniversary held at Stoller. We are grateful to the 65th Planning Committee, Past Presidents, drive leads/sweeps, volunteers, speakers, and sponsors that contributed to a spectacular event.

To view additional photos, please go to: <https://orpca-pix.smugmug.com/2025-ORPCA-EVENTS/65TH-Anniv-Stoller>



PHOTOS BY RICK PITTMAN, JENNIFER PITTMAN, JEANNINE DOWNEY, LISA BURKE, DEE DEE WELLS, CRAIG HEATH, JANINE ESDANEL, MIKE FLEMING, JOEY SHIH, DAVID ZYGMONT, BOB ELLIS, MATT NENNINGER AND ANH LE



Brad and Carlos prepping gift bags.



Cupcake transport in the Miller's Cayenne.



Dan Morris sharing his cupcakes.



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Congrats to Our Raffle Winners

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MERCHANDISE



We still have 65th Anniversary wine and beer glasses and posters available. Please reach out to membership@oregonpca.org to purchase.





Peter Stack, Stephanie Sparkman and Wendy Wells.



SILENT AUCTION

Randy Stolz and Wendy Wells
presenting silent auction winner
Andrew Brewer (middle).

Special thanks to Andrew
Brewer and Stephanie Sparkman
for their generosity in the silent
auction. Proceeds will be
donated to past president Bill
Shores' Walk to End Alzheimer's
Team honoring his wife, Joyce.



DRIVE





The GT Drive Sunday, August 24, 2025

BY JON DANTZIG | PHOTOS BY DANIEL MORRIS,
TOSH KANNO AND KENT ZOOK

It was the beginning of a hot summer day as we headed out to Hood River at the crack of dawn August 24 to join our Porsche GT comrades for the first-ever GT drive, organized and led by the intrepid Dan Morris. The cars spanned the range of Porsche's GT offerings: GT3, GT3RS, Targa GTS, Cayman GTS, GT4RS, Panamera GTS, and a 911 that thinks it's a GT.

After the safety briefing at the Walmart in Hood River, we headed off to the hills of Washington via the Button Bridge. Dan reminded us several times to login on Monday and pay the toll, now collected by license plate. After a brief run along the river on WA 14, we headed up into the hills for some fun on the twisty, mostly deserted roads. Posted speed signs were very informative, especially when approaching blind curves.

We passed through the towns of Klickitat and Goldendale, then headed up to Bickleton. Our tour then headed south to rejoin WA 14 and a rest stop at Maryhill State Park. The final leg followed US 97 until we crossed back into Oregon at The Dalles, where we had lunch at the Bargeway Pub.

The morning run covered a total of about 190 miles, and 3000 feet of elevation. A beautiful and enjoyable way to spend a hot summer day in great cars! ■





Ackerly Community Event

PHOTOS BY BOB ELLIS

The activities director at The Ackerly at Reed's Crossing in Hillsboro contacted the Club to have a few cars displayed at the community event held on August 28th along with a few other cars from another marque. Randy Stolz, Ravi Rajaram, Ron Gotcher and Bob Ellis volunteered to show their beautiful cars at the event. ■





The Lost Hat Drive

Thursday, August 21, 2025

PHOTOS BY FRED HOLZHEISER, ANDREW BREWER,
KEVIN POLING AND BARRET STRAND







Monterey Car Week – A Return Journey

ARTICLE AND PHOTOS BY ARNON KASETER

Many years ago, we had the chance to attend Monterey Car Week, the biggest such gathering in the world, highlighted by the Pebble Beach Concours d'Elegance. This year, we returned—and it was every bit as special.

DAY 1 – ARRIVAL & PORSCHE CLASSIC

We arrived on Monday afternoon and headed straight to the Porsche Classic event. By the time we got there - an hour into the program - the block was already packed. Local Porsche owners and enthusiasts filled the streets, proudly displaying their cars. The energy was contagious, a perfect welcome back.

We saw so many cool Porsches – both air- and water-cooled. Our favorites were the 356s. Among those there was a new EV company based out of England. Evertati is a British company that specializes in converting iconic classics into electric vehicles (EVs). They take donor cars like the Porsche 911, rebuild them, and resell them at \$300k +

DAY 2 – CARMEL & AUTOMOBILIA

The next day took us to Carmel-by-the-Sea for Concours for a Cause, a free charity event with a wonderful mix of classic and modern cars. After strolling Ocean Avenue, we enjoyed lunch, then walked down to the beach to relax on the white sand under the California sun.

Later, we visited Automobilia in Seaside, a treasure trove of car-related art, posters, books, and collectibles. The day ended with a long walk along Fisherman's Wharf in Monterey, continuing to Pacific Grove just in time for a spectacular sunset.

DAY 3 – ASTON MARTINS & MOTOLUX

Back on Ocean Avenue, we discovered a

grand display of Aston Martins. Seeing so many models together reminded us why this marque's design remains timeless—elegant, refined, and unmistakably a gentleman's car.

One of our favorite traditions - The Little Car Show – stages in downtown Pacific Grove. It's a charming, free event, featuring small-engine classics of every kind: vintage minis, micros, electrics, steam-powered cars, and other wonderfully arcane creations. We easily spent 2 - 3 hours strolling the streets, chatting with proud owners who were more than happy to share stories about their quirky machines. It's a different vibe from the big-ticket shows, more



personal and full of character, and always leaves us smiling. Street parking was easy but a bit further away.

That evening, we attended the exclusive Motolux event, where million-dollar supercars were displayed alongside private jets and helicopters. From exquisite food to live music and dancing, it was an unforgettable night.

DAY 4 – PEBBLE BEACH TOUR & FERRARI IN CARMEL

We woke early for the Pebble Beach Tour d'Elegance. Cars began lining Portola Road by 7:00 a.m., departed at 9:30, and returned around noon after a scenic drive through Pebble Beach.

From there, we explored Concours Village (open





Thursday through Saturday), a vibrant hub filled with manufacturer displays, test drives, and luxury showcases. Here we bought cool jackets and a vest from the Pebble Beach store. Parking isn't bad here on Thursday, and it's free. Don't pay money at the entrance to 17 mile drive. Tell the guard you are here for the car event.

Meanwhile traffic stretches for miles. Carmel hosted two major free events: the Ferrari Owners Club Concours - seven blocks filled with Ferraris and Italian motorcycles, drawing massive crowds and hours of traffic delays—and the Prancing Ponies Women's Car Show, featuring an inspiring lineup

of women-owned hypercars, and classics. It took three hours in the morning to get to this event if you didn't come out from Concours Village. And of course, parking was a huge issue. Many spectators ended up leaving their cars off-site and shuttling in.



DAY 5 – ASTON DRIVE & WERKS REUNION

The morning highlight was the Aston Martin Driving Experience. Despite battling rush-hour traffic, the payoff came on a twisting canyon road. I pushed the car hard, and it delivered beautifully—precise, composed, and thrilling.

On the way back to Monterey we passed by The Quail, A Motorsports Gathering - better known simply as The Quail. It's a high-end car show at Quail Lodge & Golf Club in Carmel Valley. It's all about rare vintage cars and motorcycles, mixed with great food and a relaxed garden-party vibe. Lottery system, and expensive. Parking, of course, had sold out months ago. The only available spots were nearly a mile away, going for \$100 each. We just laughed, shook our heads, and kept driving. Our humble rental Toyota didn't quite belong alongside

the supercars lined up in those premium lots, their owners happily paying for the privilege. It would have been worth it to catch a glimpse of those rare classics and wild supercars from the outside, but oh, well - there's always next year.

Later, we attended Werks Reunion Monterey, the ultimate Porsche gathering. With hundreds of Porsches - from rare air-cooled icons to the latest models—the show was a feast for enthusiasts. Parking wasn't easy (free if you could find it, \$40 otherwise), but the experience was worth every moment.

That evening, we wandered through RM Sotheby's Monterey Auction, taking in an astonishing lineup of cars destined for new owners. Every car telling its own story, from vintage legends to modern icons. We wrapped up the day with a delicious dinner by the water on Cannery Row, the perfect way to wind down after so much excitement.



DAY 6 – FAREWELL & LOOKING AHEAD

Saturday is always one of the biggest days of Monterey Car Week, featuring Concorso Italiano (the largest Italian car gathering in the world) and the legendary Pebble Beach Concours d'Elegance. We've attended both in the past, but chose not to this year—knowing we'll be back.

There were many more events we didn't catch—like Exotics on Broadway, Legends of the Autobahn, and of course racing at Laguna Seca, but that's the magic of Monterey. No one can see it all in one trip, and that leaves us with plenty to look forward to next year. I hope this helps you navigate such a huge gathering. Book your stay early to avoid high costs, and leave the fancy cars at home - parking is scarce. ■





Saturday Dundee Dash Drive

ARTICLE BY STEVEN JOHNSON | PHOTOS BY DAVID ZYGMONT,
JON AND ANNE DANTZIG, AND MARC FRANK

It was a beautiful, sunny, and dry Saturday morning on September 13 where 20 Porsches of all types got together for a drive from Fred Meyer in Hillsboro to Dundee along the back roads in a route organized by David Zygmunt, our fearless leader for this drive. We had all types of Porsches from the 911s to Cayennes. In the mix, we had five new members, four drivers and navigators, that got to experience the curves and thrills of driving in a Porsche arrive-and-drive. Before starting the drive, David gave a very interesting history lesson on the importance of the Sept 13th date to the Porsche Club of America.

The route took us through the back roads into the wine country where we experienced some straight roads, but of course, some very fun twist and turn roads as well. The 20 cars were broken into two groups of eleven and nine cars. We had a “nature call” break partially through the course at the convenient Bald Peak Park.

Leaving the park, the second group passed another driving club, Jaguar, and multiple waves of the hand were exchanged. At our final stop, people had the option of getting lunch at two different locations in Dundee before they began their trip back home. ■







Cars and Coffee to Carson Drive

BY BENJAMIN GOLDSTEIN | PHOTOS BY ANH LE, JEANNINE DOWNEY, MORGAN LEE, DAN WILSON AND GARY FELDMANN

This drive is one of the best drives I've ever been on, if not the best, and there are three reasons why. The first is the views, you get many views, including over a few lakes and rivers, and one of the rest stops is a viewpoint. The second reason is because you start at an area where there is a cars and coffee, you get to look at cars and get some coffee or drinks. Third is the roads, the roads are relatively windy, and have some downhill and uphill. This drive is an overall 8.9/10, so I really recommend it.

(Written by our member Brian Goldstein's 11-year-old son for the drive that started from the Audi Service center to Carson. Definitely a future member.) ■





Ina and Gary Feldmann



(Below) Matrix Representing.





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Don't wait. Every ticket you purchase boosts your chances of claiming one of these dream prizes. Log in and click the link above to enter and secure your chance at winning a piece of Porsche perfection. Drive. Dream. Win. Good luck, members!

More information: pca.org/news/fall-2025-raffle



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ANZEIGER MARKETPLACE

VEHICLES FOR SALE



2015 Boxster S for Sale: FOR SALE: 2015 Boxster S with PDK transmission. White with black interior. 50060 miles, always garaged. Includes all around clear bra, front/rear cameras, built in radar detector, & cover. Regularly serviced with records available. Never taken to track and no accidents. Located in the Monmouth, OR area. Asking \$52,000. Email Joe at jwguida@gmail.com, or text to 813-956-7476.(4/25)

2001 986.1 Porsche Boxster S "Spyder": Ever wondered what a 986.1 Boxster Spyder would be like if Porsche had built one? Wonder no more because here it is! Here for sale is my 2001 Porsche Boxster S "Spyder" with 55,154 miles. 6-speed manual. It is a summer/ fair weather car and is kept in a garage when not being driven. I am the 4th owner and to my knowledge, all previous owners are PCA members. It is in excellent condition. I have all service records dating back to the original owner. This is a very unique build and all upgrades were done by Vision Motorsports in Laguna Hills, CA. It has both OEM parts and aftermarket parts. Here are some of the highlights: -Full OEM Porsche GT3 Aero Kit II. -Bilstein PSS9 suspensions. -18" Sport Classic II Wheels. -Upgraded brakes with red calipers. -Carbon fiber steering wheel, shift knob, and brake lever. -996 GT3RS Recaro sports bucket seats. -Glass rear window. All other upgrades are shown in the pictures. For more details or if you're interested please feel free to contact me. Price is \$27,500. Dez Text 541-390-3786 desmovu@gmail.com (7/25)



For Sale: 2003 Boxster 986 Cabriolet – Seal Grey Metallic on Graphite Grey Interior. Six cylinder, Five speed manual. Original owner, Condition 2, Almost like new. 42,000 miles, Garage Queen, new battery, newer tires, red calipers, metal pedals, rear speakers, cruise control, 17" wheels, non-smokers kit (never smoked in), clear side markers, silver bulbs, aluminum pedal kit, dash gauge accents, leather interior, molded trunk liners, intermittent wiper switch, manual spoiler switch, red and black floor mats, wheel caps with colored crest, IMS repaired and dry, always garaged and covered, silverguard car cover, no accidents, no dings. Must show driver's license and insurance to test drive. Cash or verified cashier's check only. \$19,995. Serious inquiries only. Phone number 858-663-7631 (5/25)



ANZEIGER MARKETPLACE

PARTS FOR SALE

19" Porsche Sport Classic replica wheels for wide body 996, 997: 8.5x19 ET 55 Front, 11x19 ET 50 rear. Mounted with Hankook Premium Summer Tires, 235/40 ZR 19, 285/35 ZR 19. 1,380 Miles on set, just had lips remachined, baked clear coat by Factory Wheel Outlet. Presently on PCA Mart also. Prefer to sell locally \$2,600.00 OBO. Chris Hikes – Text or call 503 830-8278, email dchikes@comcast.net (8/25)



Partially built Sim Racer Equipment: I have a partially built Sim racer I would like to find a good home for. Some of the parts I have: The Simucube 2 sport / pro mounted in a frame with the steering wheel and pedals., 3 Samsung Odyssey Neo G7 43-inch gaming monitors, still in the box, TR80 FMMS5 blk – legs for monitor stand, Other miscellaneous parts Please contact: daveriss@gmail.com 503-720-6381 (4/25)

PCA Magazines (approx. 2017-2022): I am a former ORPCA Portland member and have five years of PCA magazines (approx. 2017-2022). that I would like to give away to someone who might enjoy them. I live in Portland and they can

be picked up at my home. Michael Volk mlvolk01@gmail.com 503-201-6747 (4/25)



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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. ■



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