

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | DECEMBER 2022

2022 ORPCA Holiday Gala

*See Story and Photos
on Pages 36-39*





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OREGON REGION PORSCHE CLUB OF AMERICA
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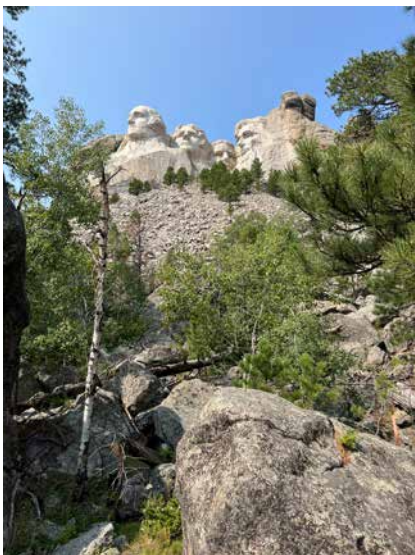
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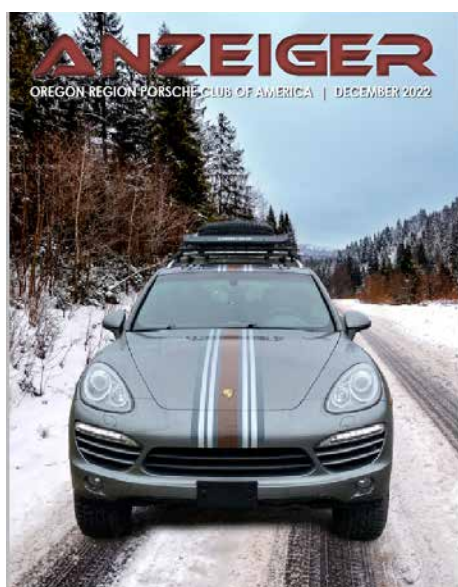
DECEMBER, 2022

ARTICLES

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Milo Petranovich
Peg Ryan
John Sommerwerck
Jeremy Williams

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Robert McDonald
Milo Petranovich
Rick Pittman
Peg Ryan
Joe Sweeney
Jeremy Williams



ON THE COVER

Jeff Gasparitsch's photo of his Cayenne
SUV on an SUV Drive.

ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 62 | NUMBER 11 | DECEMBER, 2022

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[CLICK HERE for November, 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.

DECEMBER

14 Board Meeting, Virtual

JANUARY

11 Board Meeting – Virtual

15 Brothers Collection

18 Annual Meeting and Awards Banquet

28 SUV Drive

FEBRUARY

8 Board Meeting – Virtual

15 Dinner Gathering

19 Tours Class

25 SUV Drive

MARCH

5 Quarterly Mixer

8 Board Meeting

15 Dinner Gathering

25 SUV Drive

26 Autocross #1

APRIL

8 Arrive and Drive

12 Board Meeting

16 Autocross #2

18, 19, or 20 Midweek Drive

19 Dinner Gathering

19-23 Spring Treffen, Georgia

29 SUV Drive

MAY

7 Autocross #3

10 Board Meeting

12-14 Walla Walla Tour

13 Arrive and Drive

16, 17, or 18 Midweek Drive

17 Dinner Gathering

27 SUV Drive

JUNE

3 Arrive and Drive 101 Introduction

10 Arrive and Drive

11 Autocross #4

14 Board Meeting

17 Drive, Wine, Dine

18-24 Porsche Parade, La Quinta Resort, CA

20, 21 or 22 Midweek Drive

21 Dinner Gathering

24 SUV Drive

25 Electric Car Drive

22-26 Northwest Passage

JULY

8 Arrive and Drive

8-9 Car Corral at Rose Cup Races – PIR

12 Board Meeting

15 Air Cooled Drive

16 Autocross #5

16 Quarterly Mixer

18, 19, or 20 Midweek Drive

19 Dinner Gathering

21 Summer Eve Drive

29 SUV Drive

30 Summer Tour and Picnic

AUGUST

5 Arrive and Drive 101 Introduction

9 Board Meeting

12 Arrive and Drive

13 Autocross #6

16 Dinner Gathering

17 Summer Eve Drive

18 Werks Reunion – Monterey, Ca

22, 23, or 24 Midweek Drive

26 SUV Drive

26-27 Taste of Motorsports

SEPTEMBER

1-3 Indy Cars at PIR

8-10 Umpqua Tour

9 Arrive and Drive

13 Board Meeting

19, 20, or 21 Midweek Drive

20 Dinner Gathering

20-24 Fall Treffen, St. Louis

23 Drive, Wine, Dine (SUV)

24 Autocross #7

28 – 1 Rennsport Reunion 7

OCTOBER

5-9 NW Passage

11 Board Meeting

14 Arrive and Drive

15 Autocross #8

17, 18, or 19 Midweek Drive

18 Dinner Gathering

28 SUV Drive

NOVEMBER

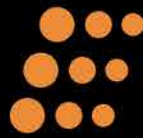
8 Board Meeting

15 Dinner Gathering

18 SUV Drive

DECEMBER

13 Board Meeting



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WELCOME NEW MEMBERS!

Joe Miller
Salem, Oregon
2014 Cayenne S

ORPCA LOCAL SUMMARY

Primary Members: 540
Associate Members: 362
Total Local Members: 902

PCA MEMBERS IN OR REGION

Primary Members: 1187
Associate Members: 705
Total Region Members: 1892

NATIONAL PCA SUMMARY

Primary Members: 99,565
Associate Members: 52,610
Total National
Members: 152,175

ADVERTISER INDEX

Page	Business	Contact
16	503 Motoring.....	503.469.9821
7	Avant Garde Collection	503.505.6200
18	Grand Prix Motors	503.444.7771
45	Heckmann & Thiemann Motors.....	503.233.4809
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DECEMBER ANNIVERSARIES

44 YEARS

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Becky Schroeder

24 YEARS

James Woodruff
Lynn Monahan

8 YEARS

Dr. Roy Johnson
Michael Prstojevich

2 YEARS

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Peter Sternkopf
Thorsten Wentzek
Susan Wentzek

30 YEARS

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21 YEARS

Harry Danberg
Stephanie Danberg

6 YEARS

Philip Carman
Joseph Jedrychowski
Phyllis Beemsterboer

29 YEARS

David Gromlich
Gabriella Tyer

14 YEARS

Arthur Hung
James Watkins
Earl Levin

5 YEARS

Philipp Muedder

1 YEAR

Jeannine Downey
Kyle Doyle
Thomas Maddux

27 YEARS

Skip Stanaway
Crystal Stanaway

12 YEARS

Bryan Brock
Veronica Brock
Eric Hoff
Mickie Hoff

4 YEARS

Andrew Boone
Nancy Boone
Eric Davis
Scott Dual
Denise Hipply
John D. Hawkins
Mary Hawkins

26 YEARS

Kirk Austbo
Angela Barber-
Austbo

10 YEARS

Robert Wenz
Michael Wenz

25 YEARS

David Brezinski
Julie Elkins
Dean Myers
Mag Myers

9 YEARS

Spencer Strahan
Joanne Strahan

PRESIDENT'S MESSAGE

Peg Ryan



A Record Year of Events in 2022

Welcome to December! It is dark by 4:30 pm which is so early. Ughhh. But our Holiday Gala was a big success with over 115 people attending. It was so fun to see you all there. Please enjoy the article on this event.

2022 has been a great year with over 65 events (Photos are posted on our Smugmug website). We did 53 in 2019 and 55 in 2020, so I am calling 2022 a record year. I want to thank everyone who helped with events this year. We have even more planned for 2023! You can see that list of events on page 6.

Campanile at Iowa State.



To continue my last installment of our 6,000-mile drive over Labor Day: We headed back to Oregon stopping at Iowa State University in Ames, Iowa where Eric went to college. It is a beautiful campus with lots of trees, green lawns, and stately historic campus buildings. Founded in 1858, the first class to graduate (1872) had 24 men and just two women. I particularly loved hearing the Campanile (bell tower)

ringing every quarter hour. From there we headed to South Dakota, stopping in the Badlands National Park on the way into Rapid City and then a day at Mount Rushmore. The Badlands website describes it as the "Land of Stone and Light" with rugged beauty. The geologic deposits are mind-blowing in the middle of a prairie. We saw some of the local animals – big-horn sheep and prairie dogs.

Mount Rushmore was quite fascinating. As you walk up to the main area and look beyond the flags – there are the majestic figures of George Washington, Thomas Jefferson, Theodore Roosevelt and Abraham Lincoln, surrounded by the beauty of the Black Hills of South Dakota. There is a lovely walk through a forest that takes you around the monument providing views from different angles. It is called the Presidential Trail. It was well worth the 422 stairs (0.6 miles). I must admit that I never noticed that Teddy Roosevelt is wearing glasses! Then there is the Sculptors Studio where you can see what Gutzon Borglum was planning to carve. It is a magnificent building. The history of how this monument was created and the challenges it faced are fascinating.

We drove out of Mount Rushmore taking some great back roads and had a number of views of bison. I had to look up the difference between buffalo and bison: There are three species of bison including the American bison, the European bison, and Wood bison. Buffalo are only found in Africa and Asia. I had no idea!

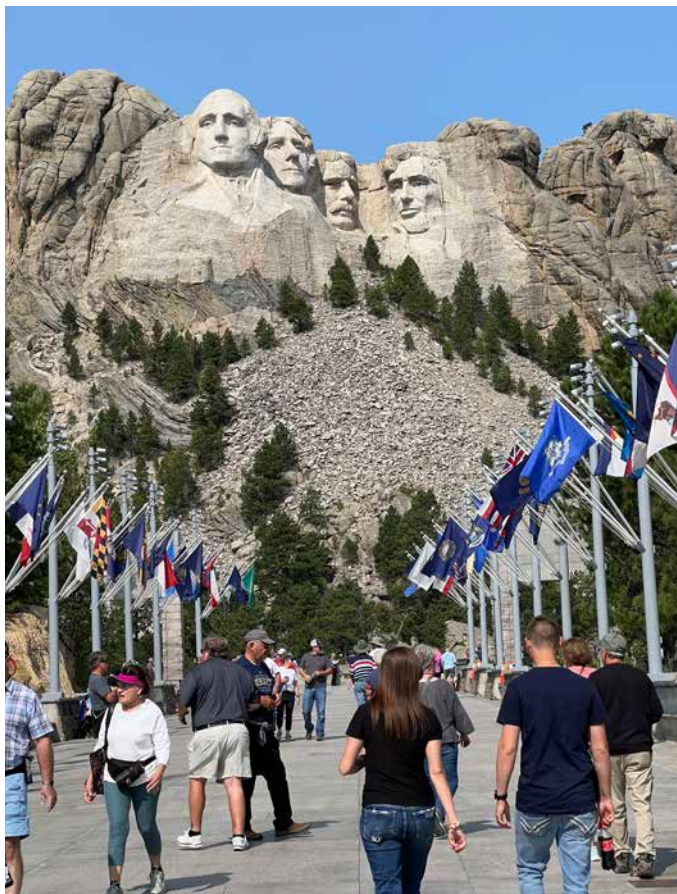
From here we planned on going up to Glacier National Park the next day stopping in Great Falls and Missoula, Montana. But because the fires in Missoula were particularly bad and the air quality was unhealthy, we ditched that plan and headed home. We will have to get to Glacier on another trip.

It was a fun trip for sure. I hope it gives you some ideas of things to do if you head out for a long drive out of Oregon! Thanks for reading.

As always you can contact me at president@oregonpca.org with any questions or concerns. P.S. Photos were taken by me or Eric! ■



(Top) The Badlands. (Bottom) Avenue of the Flags as you come into Mount Rushmore; In the Sculptors Studio – what was originally planned.



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

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

PHOTO BY HAROLD KLEIN



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

Wintertime in Oregon

In November, just before leaving for a 1000-mile drive to Los Angeles for Thanksgiving with family, I put my 911 into winter sleep. It had been detailed, got an oil change, higher tire pressure, a trickle charger, and a nice warm cover. Now it can dream about the great drives of 2022 and the drives to come in the New Year. Our Macan got winter tires on just before the drive, just to be on the safe side with the two mountain passes on the way to LA. I'm looking forward to a snowy winter with skiing and snowboarding, trusting the Macan to get us safely up and down the mountain.

But wintertime does not slow our club down, even though many of our cars go into hibernation. The last club drive of the year is our SUV drive in December. The first club drives of the New Year in January, February, and March will be for our SUV owners - weather permitting - and safety as a priority. We have our visit to the Brothers Collection in Salem and our Annual Meeting and Awards Banquet in January. Then, we start up our socials, mixers, and garage visits and before you know it will be spring and time to get our sleeping Porsches out of the garage. These are all great opportunities to hang out with old and new friends and fellow club members.

The organizational club events

continue as well, with our board meetings and the various committee meetings for next year's Northwest Passage, Walla Walla Wine Tour, and the Umpqua Discovery Tour. Our Board Meetings are open to all members, and if you haven't attended one yet, join at least one of them! We mostly do these via Zoom, so you can attend from your home with your favorite glass of wine in hand! These meetings give you great insight into the inner works of our club, and the many volunteers making all the events happen. And you might even raise your hand to organize a drive or a social event or a garage visit! In the last few years, we have significantly increased the number of driving and social events. This was only possible because of fellow club members volunteering to organize or help to organize and conduct events. Maybe one of your New Year's resolutions could be to join the volunteer group of our club!

I would like to wish you and your family Happy Holidays and a healthy and successful New Year! And a New Year filled with fun and amazing drives in our wonderful cars.

In the meantime, we are looking forward to seeing you at our wintertime events! You can reach me at vicepresident@oregonpca.org. ■

*But
wintertime
does not
slow our
club down.*



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Membership Benefits



ZONE 6 UPDATE

John P Sommerwerck,
Zone 6 Representative

Reflecting on the Past, Plan for the Upcoming Year

Our driving season is over, and we are getting ready for the holiday season. As you read this, we will have eaten too much at our Thanksgiving get-together with friends, attended the Silver Sage Holiday party, and put up our Christmas decorations.

We, like many of our friends, spend December reflecting on the past year and planning for the upcoming year. It has been a good year. We were once again able to travel. In the last issue I recounted some of the highlights of our regional visits. Recently, I received notification from PCA that it was time to submit National Award nominations. These are due by year-end and include the following awards: Region of the Year, Enthusiast of the Year, Family of the Year, and Public Service Award. If you feel your region or individual(s) in your region are deserving of these awards, I ask that you take the time to send in a nomination.

I have been working with Ernie

Munroe of the Silver Sage Region to update the Zone 6 logo. We are attempting to take the design features of the current logo – mountains and the coast, while making it more social media friendly. I have included my top two choices. I welcome your input.

It is not too early to start your 2023 PCA plans. Nancy and I have already started; we will be joining the Pacific Northwest Region in January, attending the PCA Winter meeting in February, and holding the Zone 6 President's meeting in March. There will be a lot of PCA national activities to partake in 2023, including; Spring Treffen Georgia – registration opens Jan 4th! Parade Palm Springs – June 18th thru 24th. Rennsport Reunion at Laguna Seca – September 28th thru October 1st. Please consult PCA.org for details on each of these events.

We wish all of you a very joyous holiday season and Happy New Year! Stay healthy and we will see you in the Zone. ■



Current Zone 6 Logo



Rebranded Logo Option 1



Rebranded Logo Option 2



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2022 Tour Season Update

BY KURT FURSTENAU, TOUR DIRECTOR

The 2022 Tour season is over and it was a success. We offered seven Saturday Arrive and Drives, seven Midweek drives, eight SUV drives, two Northwest Passage drives, two Covered Bridge drives, one Walla Walla Wine tour, and one drive preceding our annual picnic. These events were enjoyed by over 300 members, thanks to a dedicated group of tour leaders and a very helpful group of support staff. So, I want to thank both groups for giving their time and talents to ORPCA tours. Eric Lewis presents a much-needed tour class and developed the Tour Manual. Peg Ryan acts as the Registrar, and Communication Director Heinz Holzapfel developed the website and helps me with board issues. Randi Ledbetter keeps the records, and driver counts.

None of this could happen without the tour leaders. For each tour, they drive their route at least three times to insure a safe, pleasant day for the attendees. A special thanks to Bob Ellis, Tosh Kanno, Scott Dual, Scott Lazenby, Carole Hedstrom, Ravi Rajaram, William Rasnake, Daniel Morris, Tim Neary, Edmond Frank, Brad Hedstrom, Jeff Gretz, Larry Hannon, Mike Newby, Joe Kelly, Randi Homes, Eric Lewis, Heinz Holzapfel, Joe and Ginny McQueen, Alan Meyer, and Joe Kelly.

Please consider joining this group of tour leaders. The first step is a note to me, and I will

provide the tour manual, and mentoring. We need your support. Also, plan on attending the upcoming tour class taught by Eric Lewis on February 19, 2023. Details soon.

We will offer the familiar tours for the 2023 season, with the addition of four new events. I will lead two Arrive and Drive 101 (for new drivers to these drives) on June 3rd and August 5th. These will be shorter drives with the hope of lessening the stress, and anxiety of your first drive with the club.

I will also lead an air-cooled drive, with the hope of enticing drivers of older cars to get back into touring. This will be on July 15th.

We have tour leaders for a quiet Electric Drive on June 25 featuring electric cars. Thanks to Ravi and William.

Finally, we will offer a womens'-only drive. This has proved popular in other regions, and I believe will be here also. Carole Hedstrom and Randi Ledbetter will organize and staff this event.

Andrea and I spend the winter months in the Tucson area. I am also the Tour Director for the Southern Arizona Region, leading tours there since 2009. I would be happy to lead a multi-day tour of this diverse, interesting, and winter warm area for ORPCA members. If interested, please contact me.

We will have a great 2023 season and I am looking forward to all of these events and spending time with all of you. ■

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November Dinner Gathering

BY MILO PETRANOVICH,
PHOTOS BY MILO PETRANOVICH AND BOB ELLIS



*(Above) Hosts, Milo and Marilyn Petranovich.
(Right, Top to Bottom)
The group at the dinner;
Carlton and Terri Geer
with Sylvia Nesson, Heinz
Holzapfel and Gayle
Kovacs; Randy and Ann
Stolz (waving!) with Cheryl
Carpentier, Eric Freedle
and Marilyn Petranovich;
Phyllis Thiemann, Roy
Johnson, Jackie Ray and
Muriel and Alan Meyer.*

About 30 members met for the November ORPCA dinner at The Olive Garden in Beaverton, hosted by Marilyn and Milo Petranovich. The food was very good, the service was excellent, and the company was delightfully lively, as usual. Club President Peg Ryan thanked two of our sponsors, Phyllis Thiemann from Heckmann and Thiemann Motors and Justin Williams and Bryan Farley from Matrix Integrated for their continued support of the club. She also provided an update on club developments and plans, all while deftly navigating a chicane of clever comments from the peanut gallery.

Phyllis Thiemann leads the Club's Toys for Tots program. She collected the gifts from those who brought them to the dinner and reminded members that collections of Toys for Tots gifts will also be made at the Holiday Gala on December 4 and at the December 10 Cars and Candy Canes event at the PeterKort Towne Square, 11070 SW Barnes Road from noon to 3 pm. Additionally, donations can be made at Matrix Integrated, Heckmann and Thiemann Motors, Avant Garde Collection, Marque Motors, and Grand Prix Motors. ■

Enjoy the photos.
There are more on our
SmugMug site: [https://
www.smugmug.com/
app/organize/2022-
ORPCA-Events/
November-Dinner-
Gallery-Nov-16](https://www.smugmug.com/app/organize/2022-ORPCA-Events/November-Dinner-Gallery-Nov-16)





October SUV Drive

Cars at the Carlton rest stop.

BY JEREMY WILLIAMS | PHOTOS BY JEREMY WILLIAMS, TOSH KANNO AND JOE SWEENEY

*...a family
drive through
the countryside
on the way to
the pumpkin
patch...*

Enjoy the pictures. More
are on SmugMug here:

[https://orpc-pix.
smugmug.com/2022-
ORPCA-Events/October-
SUV-Drive](https://orpc-pix.smugmug.com/2022-ORPCA-Events/October-SUV-Drive)

Awaking to dark gray clouds, fog, and dew, it definitely felt like an October morning in Portland. Fond memories flooded in from childhood; fall soccer games in the rain, a family drive through the countryside on the way to the pumpkin patch, and hot apple cider. Today was slightly different (no soccer games at least) in that my still-adventurous mom, navigator canine, and I were heading out for the October SUV Drive. Tosh and Wendy led the drive which was designed by Heinz, and what a drive it was!

We began near Murrayhill, drove kindly past the Beaverton Police photo radar van and gave a wave (thanks for the heads up, Jeff Gretz), heading towards Scholls. The pace was comfortable and welcomed so that we could take in the rolling hills and changing leaves. We headed out past Bald Peak and onto some nicely groomed gravel roads early on in the

drive. Now we're talking. A little dirt never hurt anyone and this is what my Cayenne S Transsyberia was meant for! Curves, curves, vineyards, curves, old vines, more curves, and soon we were pulling into Carlton Lower Park for a rest stop. Locals in the park were curious why 15 shiny but dirty Porsche SUVs were gathered together, and it was fun to educate them on the Club, different vehicle models, and features.

After bio breaks and leg stretches, we were back on the tarmac, out past Yamhill, headed towards Gaston and then Gales Creek. I'll admit that even after living on the west side of town for over 30 years, I hadn't had the pleasure of driving on many of these roads, which is one of the myriads of reasons I enjoy these club drives so much. We passed into areas of huge oak trees, by gigantic nurseries and Christmas tree farms, and through tall mixed forests laden with dense fog. It was a scenery bonanza. Over the river and thru the

woods to Heinz and Sylvia's house we went. And more groomed gravel roads, wahoo!!

Once we were on the northwest side of Hwy26, the roads became twistier again. Up past Pumpkin (see, there's a theme here) Ridge Golf Course, onto Skyline Blvd, then Thompson Rd = more curves, wheee! A gaggle of Porsche's with recently applied gray/brown liveries soon lined Heinz's neighborhood street. Quite the motley crew we were. A Bavarian flag waved us in thanks to the gentle breeze, while Carlton Geer was busy grilling sausages out front, overlooking his gorgeous 992 Turbo S. Heinz had his entire garage already setup with dressed tables for all, cold German beers, warm pastries/pretzels, and various sausages including homemade sauerkraut and Obatzda (German Cheese Spread). We were able to gather out of the cold around a common interest, recount the scenic byways, and share other Porsche stories. This is what a fall weekend ORPCA get-together is all about. ■

(Clockwise) Great shot of Jeremy's Cayenne S Transsyberia; At the rest stop, Wendy Kanno, Bob Ellis, Randy Homes, Joe Sweeney, Jim Goetsch, and Jeff Gretz; Lovely setting and delicious lunch; Jeremy's navigator canine, Boo.





October Midweek Drive

REPORTED BY PEG RYAN | PHOTOS BY MANDY CHAO AND PEG RYAN

Enjoy some of the photos. There are more on our Smugmug at: <https://orpca-pix.smugmug.com/2022-ORPCA-Events/October-Midweek-Drive/>

We had an absolutely beautiful day for the last Midweek Drive of the year. There was a little smoke but not enough to stop us from touring the countryside with 15 Porsches. Of that number, 15 – at least six were stick shift. Tom Jackson's 2018 GT3 in Black Olive was delightful to see. We had three new members on the drive: Billy Senders and Barry and Phyllis Berkowitz. Welcome to the club! Ben Thomas has been with the club since 2011 but had never done a drive!

We ended at the Stone Cliff Inn in Carver, a lovely log cabin building, and had a wonderful lunch together. Thank you to Scott Lazenby for organizing this drive.

FACTS:

1. We had a rest stop at McIver Park and one of our drivers had been there in 1970 for a Rock Festival. It was held in order to prevent violent protests during a planned appearance by President Richard Nixon. Wikipedia indicates it remains the only state-sponsored rock festival in United States history!

2. From the Stone Cliff Inn website: The Stone Cliff Inn building has two themes from the history of Carver: quarry rock and logging. The rock wall bordering the restaurant driveway is from a quarry that was there. The foundation of the inn is basalt rock remnants from the original quarry. The logs on top of the rock are Douglas Fir harvested in Carver between 1900 and 1950. ■

(Above) Rest stop at McIver Park; (Below Left to Right) Admiring the cars at the start; Cars parked at the McIver Park rest stop.





(Clockwise) Rest stop at Mclver Park; Departing the rest stop; Stone Cliff Inn; Great river view from the Inn; Lunch on the outdoor deck; Lunch inside; Clackamas River Road; Ben Thomas (in white shorts) relating the story of the 1970 rock concert at Mclver park.



A New Member Perspective

BY NEW MEMBER STEVE BURLESON

“Will you be disappointed if you never have that sports car you always have wanted?”



I recently purchased my first Porsche. You might consider me the king of delayed gratification, as I have wanted a silver Porsche since 1981 when I saw a silver 911 Carrera with its magnificent whale tail. I was only 11 years old at the time, and there was a Porsche owner at the other end of the block. I used to stare at his car for

hours, from all different angles. It was the most beautiful car I had ever seen. I was young, but I remember hoping that someday I could buy something like that. I began drawing the 911 from memory, trying to perfect every curve.

Through the years I have continued my Porsche love, and I appreciated other models as well. I always liked the

lines of the 944, and even the 914. When the mid-engine Boxster came out, my first comment was: “I would sure like to see that in a hardtop version”. The Porsche gods must have heard me since the Cayman arrived a few years later. I was instantly a fan of the lines of the new model.

In the past few years, I have finally been in a situation where I could consider a Porsche. But I had some decisions to make. Which model? And which trim? What year range? Although a Porsche fan for many years, I had much to learn and think about when it came down to choosing “The Car”. I wasn’t





in a hurry. I took my time. Maybe a little bit too long, considering the price jump of the used car market.

I went back and forth with myself about practicality versus sports car fun. At first, I thought about a Cayenne Turbo, to have some fun but still have the ability to haul things. But I have a full sized truck, so that would be redundant. I considered a Panamera. Even for all the guff it's given for its hindquarters, I still liked it and thought a turbo would make that quite the sleeper hot rod, while still enjoying the luxurious sedan's appointments.

And then I asked myself: "Will you be disappointed if you never have that sports car you always have wanted?" And a part of me said "Yes". So I focused on the two existing hard top models, the 911 and Cayman. There was a time when the 911 was the only answer to the question "Which Porsche model?". But the 911 has changed quite a bit from that 1981 Carrera I lusted over. It's far more refined. It's larger. And let's not get into the price point. And the Cayman, though one of the newest kids on the block, has been the recipient of decades of Porsche knowledge and engineering.

I always marveled at the Porsche engineers who successfully engineered the rear engine design that

I loved for its uniqueness. However, as I assessed my usage of the upcoming Porsche, as well as my abilities as a driver, I thought that maybe I should rethink my most obvious choice. The mid-engine balance was more likely to make me, an enthusiast but not a professional driver, a better and more confident driver. And so, the Cayman became the unexpected choice.

Wanting the most feel and rawness, without drivetrain "surprises", I opted for the 987.2 Cayman S. I considered the base but knew that if I didn't get the S model, I would always wonder if I should have, so I made the decision hoping that this would be a car I would purchase without second guessing or regret.

After a lengthy search, I purchased the car this fall in Dallas Texas, and drove it to its new home in Salem. I am currently organizing the garage so I can fit the new family addition inside during the inclement weather.

The last couple of weeks of Porsche ownership has been fantastic. I've had some fun on some back road "twisties" a few times, and the car has enough front and rear trunk space to fit most anything I need during my errands. I look forward to using this vehicle as long as possible. ■



Porsche Experience Center LA and Petersen

ARTICLE AND PHOTOS BY ROBERT MCDONALD

Editor's Note: There are lots of photos from Robert's trip to PEC LA and the Peterson Museum including a video. Check this out on our SmugMug Site here: <https://orpcapix-smugmug.com/2022-ORPCA-Events/Robert-McDonald-PEC-LA-Visit/>

My family and I were traveling to Los Angeles to visit Disneyland with our 13-year-old daughter, who, I'm a bit ashamed to admit as someone who grew up in California, had never been to Disneyland. (For middle-class Millennials growing up in California, Disneyland is basically a rite of passage). Since I so rarely find myself in Southern California, I figured this was an opportunity to do something else in that area that I have wanted to do since I first heard about it: visit the Porsche Experience Center Los Angeles (PECLA).

I actually convinced my dad (Oregon PCA member Rick McDonald) to fly down to join me to do it. His girlfriend, Donna, had gotten him a performance driving "experience" as a birthday present a few years ago, but he hadn't yet actually booked anything. I was able to convince him to make that into a trip to PECLA with me.

The morning of my drive, I scheduled my Lyft to get to PECLA from Anaheim just after 9:30 AM. The driver I got ended up chatting with me about it; once I

told him what it was, he sounded super interested. In fact, I actually spotted him in the lobby while I was waiting for my appointment!

I had booked myself a Porsche Cayman. It was "just" the base car, the \$67,000, 300 hp/3,104 lb, 2.0 liter turbo flat-4. On the one hand, I was glad to have a car with barely more power than my '99 911 Carrera. On the other hand, I would've preferred something that was naturally aspirated, but Porsche doesn't do many of those anymore. With the extra insurance, it was \$500 for a 90 minute session. Honestly, not bad, especially compared to the Extreme Experience I did two years ago (which was around \$450 for only 15 minutes in a 991.2 911 GT3 at PIR).

My dad had me book his car for him. Originally, he wanted the 911 Carrera S, but I convinced him to go for the Cayman GTS 4.0 instead for the same price. The main reason I chose it was the fact that it has a naturally aspirated 394 hp 4.0 liter (hence the name) flat-6 that revs to 7800 RPM. (I had actually



Museum

mis-remembered that as an 8000 rpm redline, but I was close.)

My car was, coincidentally, Guards Red, just like my 996. The instructor that I got seemed like he couldn't be more than 22 years old, but he was super nice and a great driver.

I was a bit nervous that I would be carsick, so my doctor prescribed some medication that I had used last year for PCA events. I don't know if it helps, but it certainly didn't seem to make things worse. However, I didn't know if that would be enough when my instructor said that he was going to demonstrate what we were going to be doing while I would be in the passenger seat. Fortunately, I actually felt fine! It was quite a relief.

Our first module was a sort of autocross course they call the "Dynamics Pad." Once I had indicated that I was a bit nervous about getting carsick, he bumped that up to the first thing we did. We began with launch control, which Porsche says is good for a 4.7 second 0-60 time with the PDK. Theoretically, that's only a little bit faster than my 911, but it *felt* a lot faster the first time I did it. It was a bit frightening that first time, honestly. When I'm behind the wheel, my love of sports cars must always be tempered by the fact that I am kind of a giant chicken.

After going through the cone-indicated course,



Richard and Robert at PEC LA.

When I'm behind the wheel, my love of sports cars must always be tempered by the fact that I am kind of a giant chicken.



(Above) Great looking Targa in the showroom.
(Below) Safari 911 in Showroom.



which began with a slalom, you were supposed to slam on the brakes at the very end. The first time I did it, I felt like I stopped pretty quickly, but my instructor said that the car could stop hard enough to show 1.3 G on the G-meter he activated in the instrument cluster. (I was hitting closer to 0.85) He told me we were aiming for that. On my next go-around, I got closer but still didn't hit it. The third time I finally got a 1.29 G reading. It was intense and a very strange sensation. It felt as if part of me stopped and then another part of me kept moving forward for a split second before it stopped, too. I have no explanation for that sensation other than, perhaps, the latency of the feeling in my inner ear or the carsickness medication.

Next, we did the drag race-style "Acceleration Straight." Although the acceleration had scared me a bit on the Dynamics Pad, I had no issues with it on the Acceleration Straight. We used launch control again and accelerated continuously until we reached a billboard that faces the freeway parallel to the Acceleration Straight. I was concerned that I would want to lift before we got to that like I did on the start/finish straight of PIR at the Extreme Experience. But I had no trouble staying in it. Maybe that's just the difference between the cars (the 911 GT3 I drove at PIR was certainly faster) or maybe the circumstances helped, too.



Before we started the next module, my instructor hopped out to go get into a leading car. I snapped a picture of what the G-meter had shown for the driving I had done so far before I reset it:

The base Cayman certainly can brake a lot harder than it can accelerate! But I think I am perfectly happy with 0.86 G. In retrospect, I'm disappointed that I did not get a read on my maximum speed (if it has that).

Next, we went to the 1.3 mile Handling Circuit. As I alluded to above, my instructor was in a 911 Carrera (probably S, but I'm not certain) and it was my task to follow him. Between this and the Dynamics Pad, one of the things that really surprised me was just how much grip the Cayman has. Instinctively, I didn't want to push the car nearly as hard as it was capable of cornering. I have no idea what its limits were, but I suspect that, even pushing it as hard as I was, I didn't reach them.

One of the most interesting pieces of advice that my instructor gave me was to "look out the passenger window at the [blue] apex [cone]." I've played a lot of racing video games and done quite a bit of sim racing, but my field of view was always so narrow that I have never been able to do something like that. It definitely helps and was a neat experience.

Generally, I felt like I was pushing the car as hard as I would want to. But there was one corner that we exited onto a high-speed straight where I felt like my Cayman could have accelerated harder if not for the fact that I would have run into my instructor's 911. I'm not sure why he was holding back there, but it would've been nice to floor it out of that corner; maybe it's to keep drivers from oversteering there.

After the Handling Circuit, I had certainly been able to clock more right-side lateral G's but a lot less acceleration and braking:



(Above) Aerodynamic 919 Hybrid .
(Below) 911 race car.



Our next stop was the “Low-Friction Circle,” which was essentially a polished concrete skidpad that they kept continuously wet. My goal here was to provoke oversteer and then control the slide around the circle. Given how absolutely terrible I am at drifting in “sim” racing and in “simcade” games like *Gran Turismo* or *Forza Motorsports*, my expectations were pretty low. But I’m sure that Porsche sets things up in order to flatter drivers (i.e., attempting to do this on a wet polished concrete skidpad rather than a traditional asphalt skidpad), so I was actually able to get the car to drift a bit. It was easier to do with the stability control in sport mode, but I was able to do it without it.

My instructor was telling me to try to feel the car begin to oversteer through the seat. “Some people feel it through their back, I feel it through my butt, but you should be able to feel it before the car steps out.”

I suppose that, if anything, I *kind of* felt it through my back. But I definitely did not have enough time to get a good sense of it. The main cue that I was relying on was visual instead.

Shockingly, once again, I managed to avoid getting carsick from doing this. Maybe it was the medication or maybe it just wasn’t as bad as I was afraid it would be. Don’t get me wrong, I was definitely feeling a bit dizzy, but it was totally manageable.

The final module that we completed was the “Kick Plate.” Here’s how Porsche describes it:

The Kick Plate is a flush-mounted, hydraulic plate set flush to the road. Its surface is designed to induce loss of rear wheel traction, putting the car into a skid or spin. You will be taught the correct technique to ‘catch’ the slide and bring the car under control, (but maybe not the first time).

I’ve heard that this thing can break quite often (it

was broken when Peg Ryan and Eric Lewis visited PECLA last year), so I was pleased that it was up and running. However, it was only working in one direction, so I could always anticipate where it was going to throw the back end of the car out (to my right), giving me a distinct advantage over drivers who tried this when it was fully functional.

My instructor told me that the faster we were going (there was a radar speed reading on a board ahead of us so he could tell without looking at my instrument cluster), the more difficult it would be. I caught it twice at the lower, initial speed we were going (~20

mph), before he had me take it up to 30 mph, which he indicated was as fast as you could do it. Since I was able to catch it at that speed, I guess I can say that I “passed it.” Later, my dad told me that he was not able to catch it even once. Maybe all of my “sim” racing was good for something.

After I finished, my dad and I chatted with our instructors and I took some pictures of

the aerodynamic test 919 Hybrid they had in front of the track. Our instructors also recommended we check out the Petersen Automotive Museum’s “Vault.” Sadly, however, my dad wouldn’t be going because he had to get to the airport for his return flight.

My dad and I went upstairs to the 917 Café, a restaurant Porsche has at the facility. I’ve heard great things about it and the entrée that I got (soy-glazed portobello mushroom with quinoa and barley pilaf, broccoli, and herb oil — \$26) and the pretzel breadsticks (with 911-shaped butter!) were certainly very good.

My dad and I walked around the facility for a while before he left. We checked out the cars they had there, including a 918 Spyder, the gift shop, and the “Colors of Porsche,” a wall of 165 small, 911-esque



sample models illustrating all of the “paint to sample” color options available to prospective Porsche buyers. My favorite was probably Rosso Corsa — Italian racing red, famously used on Ferraris — while my dad liked one of the greens and thought that Donna would like one of the darker blues.

After my dad left, I took more pictures (some of which required me to ask permission to go back outside on the track side of the facility) then I returned to the gift shop. Since I had done a driving experience, I got 10% off in the gift shop and there

was no way I was going to pass up that opportunity.

At first, I was thinking I might get a shirt, but they actually didn't have any in my size. Instead, I was drawn to the wall of model cars. Originally, I was thinking I would get one of my favorite racecars, the Rothmans-liveried 962C that won the 24 hours of Le Mans in 1987. However, in person, I liked the shorter-tailed Löwenbräu-liveried 962 that won the 24 Hours of Daytona in 1986.

I finally ordered my Lyft for the Petersen Automotive Museum at 2:30 PM. I arrived at the museum at 3:39 PM. I attempted to get tickets for not just the museum but also the Vault. However, I was surprised to learn that the last entry to the Vault was at 2:30 PM. I should have suspected something then, but I simply dropped off my backpack with the security guard and made my way up to the third floor where I was instructed to begin my tour of the museum, working my way down.

Right in the lobby, I was greeted with a Koenigsegg Gemera Concept and a 2019 Koenigsegg Regera “Gotham,” which looked a lot better in person than it does in photos or in videogames, and a strange golden 1981 DeLorean DMC-12. Upstairs, they had a

number of famous movie cars, including the hearse from the Ghostbusters movies, the Batmobile from the 1960s TV series, the Ford from Starsky and Hutch, and the DeLorean from Back to the Future. They had some incredibly old and rare cars and a whole exhibit on Forza Motorsports. But oddly, I saw that the simulator part of the Forza exhibit was closed.

It was then at about 4:20 PM, when I saw someone checking the facility, that it occurred to me that the museum might have stopped admitting people to the Vault because they might be closing soon. Indeed,

I looked up the museum in Google Maps and was dismayed to find that they close at 5 PM. This seemed absurd to me because it wouldn't allow anyone to visit it after work, but my brother and my wife both later laughed at me for suggesting that anyone would want to visit a museum after work.

Thus, I began my slightly more accelerated trip through their exhibit on electric cars (including one from 1915 that had a range of 80 miles... though only a

top speed of 20 miles an hour) and the cars of James Bond. (The 007 Aston Martins are just as good-looking in person as you would expect, even damaged.)

I saw a naked carbon fiber McLaren P1 on my way out. It looks better when all of its unpainted bodywork doesn't stand out so much from the rest of it, but it's still the ugliest of the mid-'10s hypercar trio. It was certainly no match for the silver 918 Spyder I saw at PECLA.

In short, if you are going to be in Southern California, the Porsche Experience Center is definitely something no Porsche fan — hell, sports car fan — should miss. But if you're going to go to the Petersen Automotive Museum afterward, definitely arrive earlier than I did. ■

In short, if you are going to be in Southern California, the Porsche Experience Center is definitely something no Porsche fan — hell, sports car fan — should miss.

TECH TALK: Washing Microfiber Towels

Note: This article was written by John Mueller, Pacific NW Region PCA TechEd Chair and generously shared with the Oregon Region PCA. Thank you, John!

Do you own Microfiber towels for detailing your Porsche? Have you ever washed your Microfiber towels? Were you aware that they could be and need to be washed? At a Griot's Garage TechEd, Guy Devivo spoke about the correct way to wash Microfiber Towels. Here is his guidance for us.

WASHING MICROFIBER TOWELS

HAND WASHING — Hand washing is the best method. Note: Hand washing requires 2 buckets.

#1 Pre-wash Bucket: Mix 3 ounces of Griot's - Microfiber & Foam Pad Cleaner with 1 gallon of water.

#2 Wash Bucket: Mix 1 ounce of Tide Free & Gentle or ALL Free & Clear with 3 or 4 gallons of water.

Directions To Hand Wash:

1. Pre-wash towels in the Pre-Wash solution for at least 1 hour.
2. Agitate every 10 to 20 minutes.
3. Remove towels from Pre-Wash and squeeze out the remaining liquid.
4. Wash towels in Wash solution for at least 1 hour.
5. Agitate every 10 to 20 minutes.
6. Remove towels from Wash and squeeze out the remaining liquid.
7. RINSE in warm water and squeeze out the remaining liquid.
8. Air dry.

NOTE: Don't rush the process. Do this when you are working on other projects. Every time you are near the bucket, agitate it. If towels can remain in detergent for 3 to 12 hours the towels will be cleaner.

USING A WASHING MACHINE — The Washing Machine is the second-best method.

1. Put 1 ounce of Tide Free & Gentle or ALL Free & Clear into the washing machine detergent tray.
2. Put 3 ounces of Griot's Microfiber & Foam Pad Cleaner in the washing machine pre-wash tray.
3. Use hot or cold or medium water.
4. Use a normal wash machine cycle.
5. Air dry.
6. If you must use a dryer keep the heat below 100 degrees F.

If your washing machine does not have a Pre-Wash tray:

1. Make a pre-wash solution with 3 ounces of Griot's Microfiber & Foam Pad Cleaner with 1 gallon of water in a bucket.
2. Pre-wash microfiber towels in this solution for 1 hour.
3. Add the soaked microfiber towels and remaining Pre-wash solution to the washing machine drum.
4. Put 1 ounce of Tide Free & Gentle or ALL Free & Clear into the washing machine detergent tray.
5. Use hot or cold or medium water.
6. Use a normal wash machine cycle.
7. Air dry.
8. If you must use a dryer keep the heat below 100 degrees F.

Please keep a copy of these step-by-step instructions with your car care supplies so you can properly maintain your microfiber towels.

Thank you to Guy Devivo at Griot's Garage for his technical assistance. ■



10 Microfiber Towel Do's & Don'ts

1. Never use the same Microfiber towel for Washing, Drying, Polishing, Waxing, Glass Cleaning, Interior cleaning and Speed Shining. You do not want to cross-contaminate one towel with several different detailing products. FYI: Griot's Garage sells color-coded Microfiber towels.

2. Microfiber towels loaded with oil and grease should be used as a shop rag or discarded.

3. When washing Microfiber towels, never mix Microfiber towels with other laundry items.

4. Keep Microfiber towels away from cotton. If you wash and dry Microfiber towels with cotton items, the cotton lint will adhere to the Microfiber and degrade the softness of the Microfiber.

5. Microfiber towels for Washing, Drying, Polishing, Glass Cleaning, Interior cleaning and Speed Shining can be washed and dried together.

6. Microfiber towels for Waxing (NOT Polishing) cannot be washed or dried with other Microfiber towels.

7. Do not use Fabric Softener with Microfiber towels in the washing machine or drier! If fabric softener has been used in the washer or drier wash the drum by hand to remove any remaining fabric softener residue.

8. Use Tide Free & Gentle or ALL Free & Clear to wash Microfiber towels. Avoid detergents containing dyes – scents – fabric softeners.

9. Air Drying is BEST.

10. If you must use a dryer keep the heat below 100 degrees F. ■

Members Having Fun

Maynard Chambers sent in a couple of nice photos of his Porsche and some friends enjoying their

Porsches. Thank you, Maynard! ■



A drive up the Columbia River Gorge on the Washington side to Stevenson and returning on the Oregon side crossing at the Bridge of the Gods.



Drive ending at Ponzi Winery.

Annual Autocross Banquet

BY PEG RYAN, PHOTOS BY ERIC LEWIS

Enjoy some of the pictures. There are more on our SmugMug site: <https://orpca-pix.smugmug.com/2022-ORPCA-Events/Autocross-Banquet/>

Three dozen avid Oregon Region autocrossers gathered at the Golden Valley Brewery (GVB) in Beaverton on November 13th to celebrate another year of our AX program. GVB was a new venue for our autocross banquet, which featured ample space to enjoy a delicious Mexican lunch buffet, with attendees watching a continuous loop of 2022 event photos that Peg Ryan put together for our viewing pleasure.

We socialized and then wound our way through the buffet line. After we had our 1st or 2nd servings of the very tasty buffet, Anson Lytle and Eric Freedle gave away the door prizes. Winners got to choose from among a torque wrench, flash lights, and tool bags to a magnetic tray for all your nuts and bolts and more. How about those monster brownie desserts that GVB served to the group? What was not to like!

We saw a one-point difference in

S03 between Diane Scott and Peter Burke (wife and husband), with Diane squeaking out the narrow win. Diane could not attend the banquet but wrote a very nice acceptance speech that Peter read to us all. Also, in S04 Tong Qi and David Kosa were just a single point apart! These classes always seem to be very competitive. While most of the class winners drove later-model water-cooled cars, Pete Libke and Hary Danberg upheld the honor of the earlier air-cooled Porsche contingent.

Next came the awards with plaques and gift cards depending on class. See the results on page 35.

Please note: Championship Points are awarded after each event. 10 points for first place, eight points for second place, and seven points for third. Class Championship awards are awarded based on the best of seven out of eight

events. If all eight events are run, the lowest score is dropped. A minimum of five events are needed to be eligible for an award.

Congratulations to all the class winners, and our thanks to the whole team and everyone who participated and who comes out to watch drivers try to not become pylon killers! We hope to see you all next year.

(Below) Autocrossers filled the room at the banquet.



2022 Class Champions

Porsche

Class	Place / Trophy Points	Driver	Car
I01	1 / 69	Pete Libke	1983 911 SC
I02	1/ 70	Eric Freedle	2016 Cayman GTS
I02	2 / 48	Josh Sechrist	2018 718 Cayman
P02	1 / 50	Eric Hoff	2008 911 Carrera 4S
P02	2 / 42	Jeff Gretz	2001 Boxster S
P02	3 / 31	Michael Parkinson	2000 Porsche 911 C4
P03	1 / 70	Jay Mallison	2014 Cayman S
P04	1 / 56	Rob Palmer	2016 Porsche GT3 RS
S01	1 / 70	Bryce Bederka	1999 Boxster
S02	1 / 70	Chris Rhia	1999 Porsche 911
S02	2 / 57	Rob Bosworth	2005 Porsche 911
S02	3 / 49	Tom Rhia	1999 Porsche 911 (Chris's Dad!)
S03	1 / 56	Diane Scott	2013 Boxster
S03	2 / 55	Peter Burke	2013 Boxster
S03	3 / 42	Jeff Reece	2007 Porsche Cayman S
S04	1 / 59	Tong Qi	2018 GT3 RS
S04	2 / 58	David Kosa	2022 Porsche
S04	3 / 46	Mark Qandil	2022 Porsche
V01	1 / 57	Harry Danberg	1973 Porsche 911T

Open

Class	Place / Points	Driver	Car
Open	1 / 55	Anson Lytle	2014 Cayman S
Open	2 / 51	James Paulson	2020 Camaro SS 1LE

Non-Porsche

Class	Place / Points	Driver	Car
AWD	1 / 50	Nathan Waldbauer	VW Golf R
RWD	1 / 55	Seth Whiteley	2003 BMW M3
RWD	2 / 50	Danielle Paulson	2020 Camaro SS 1LE
RWD	3 / 39	Arash Baratloo	2006 Mazda Miata
MOD	1 / 53	Arron Mauldin	1997 Cowbell Del Sol
MOD	2 / 49	Ben Mason	2017 Ford Focus RS
MOD	3 / 47	Carl Ag	2001 Chevrolet Corvette Z06

AUTOCROSS TEAM MEMBERS

- Bryce Bederka
- Eric Freedle
- Jeff Gretz
- Eric Hoff
- Chuck Jarvie
- Dave Kosa
- Pete Libke
- Anson Lytle
- Ben Mason
- Jay Mallison
- Sean Vanderheiden



Eric Freedle and Anson Lytle ready to hand out all the plaques and gift cards.



Enjoying Diane Scott's acceptance speech!



David Kosa was only one point from first place.



Snow Graces the 2022 ORPCA Holiday Gala

BY ANH LE, PHOTOS BY HEINZ HOLZAPFEL, JEANNINE DOWNEY, RICK PITTMAN, AND JEFF GASPARITSCH

(Above) The perfect venue for the ORPCA holiday gala; (Below) The room is ready at the Oregon Golf Club.

While snow fell and graced the landscape the morning of Sunday, December 4, 2022, the ORPCA Social Committee and other members volunteered to jump out of bed early and decorate the Oregon Golf Club for the ORPCA Holiday Gala scheduled that evening. Working diligently through the morning,

the group set up the tent, tables, and outside signage for what promised to be a fabulous evening.

The Social Committee (Judi Jennings, Julie Madrid, Sylvia Nesson, and Mike Roy) planned the event months in advance and were ready to rumble. The evening started with a festive cocktail hour, members enjoying beverages and hors d'ouvres followed by a welcome by ORPCA President Peg Ryan. Lisa and The Hitmen entertained more than 110 attendees during dinner service and through the night as people hit the dance floor. Heinz Holzapfel, Jeannine Downey, Rick Pittman, and Jeff Gasparitsch were our photographers, floating around the tables and manning the photo booth to capture the joy and laughter that filled the ballroom.

The Toys for Tots table was impressively filled with gifts brought in by our club members. Marine Staff Sergeant Alponete and Sergeant Gil joined us



for dinner and took the donated toys at the end of the evening. We thank them both for their support and service. We also thank Phyllis Thiemann from Heckmann & Thiemann Motors for her efforts in coordinating the toy drive with our other sponsors.

Congratulations to our raffle winners who won a Maisto model Porsche and some also got a bottle of wine. A special thanks to ORPCA members Peter Linsky for donating the model cars and to Randy Stolz for delivering them. The winners were:

- Andrew Boone
- Ted Ciochon
- Rick Clark
- Harry Danberg
- Mike Harvey
- Judi Jennings
- Dr. Roy Johnson and Shelley

Thank you again to all those who attended the event, and also to our wonderful volunteers who worked on Saturday and Sunday to make our 2022 Holiday Gala a smashing success. In the end, the light dusting of snow added just the right touch to decorate the grounds of our beautiful venue as we concluded the year with our fellow members. ■



Enjoy some of the photos. There are so many more here: <https://orpca-pix.smugmug.com/2022-ORPCA-Events/Holiday-Gala-2022-The-Oregon-Golf-Club/>



(Top to Bottom)
Even the view from the outside looking in was amazing; Lisa and The Hitmen entertained more than 110 attendees during dinner service and through the night





So many donations to our Toys for Tots program.



(Above) ORPCA Board of Directors; (Left) Marines with Holiday Gala organizers – Julie Madrid, Sylvia Nesson and Judi Jennings; (Bottom Left to Right) The wine offered on the tables; The band, Lisa and the Hitman, played as attendees danced all night.





(Left to Right, Top to Bottom) Robin Shaughnessy with Marine Staff Sergeant Alphonse and Sergeant Gil; Lou and Queene Mavor; Judi Jennings, Jeff Gasparitsch and Julie Madrid behind the masks; Anh Le and Carlos Santayana; Anne Rasnake was ready to rock; Mark Harvey and Kathleen Brown; Nancy and Andy Boone; Jeanine Downey, Peg Ryan, Anh Le and Liette Gasparitsch were having so much fun dancing.



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
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Vancouver Island
President: Garth Webber Atkins
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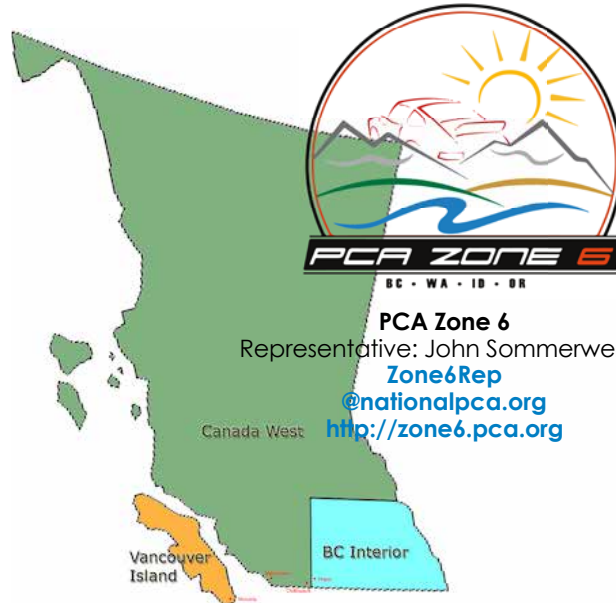
Silver Sage
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Pacific Northwest
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FOR MORE INFORMATION: <https://pcasimracing.com>



PORSCHE CLUB OF AMERICA

DECEMBER BOARD OF DIRECTORS MEETING: VIRTUAL

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

The December 2022 Board Meeting will be held on Wednesday, December 14 from 6:30 to 8:30 p.m..

This will be a virtual board meeting using the online meeting tool, Zoom. If you are interested in attending on Zoom, please send an email to Heinz at vicepresident@oregonpca.org with your name and email address. All members are welcome! ■

Note: January Board Meeting is Wednesday, January 11

VISIT TO THE BROTHERS COLLECTION

Sunday, January 15, 2023 | 1:00pm - 4:30pm

We'll be visiting one of the largest private automobile museums in the world. It's located about an hour south of Portland. We'll be viewing 350 cars on display from a private collection of over 600 cars. We've arranged exclusive access for ORPCA members only. This is truly a world-class collection and an unforgettable experience. The cost for the Museum visit is \$25 per person. Registration opens on December 14 at 7:00 pm and is limited to 100 people. Our last visit sold out in less than a week so register ASAP! We will open a waitlist when this fills. For complete information and to register, go to: <https://www.oregonpca.org/event/brothers-collection/>. ■

ANNUAL MEETING AND AWARDS BANQUET

Wednesday, January 18 | 6:00 to 8:00 p.m.

Old Spaghetti Factory

715 SW Bancroft Street, Portland, Oregon 97239

Met the recipients of our 2022 Volunteer Awards and the new 2023 Board of Directors. Enjoy some great Italian food. The Annual Meeting and Volunteer Awards Banquet registration is open. Complete information and a link to registration are here: [annual meeting and awards banquet](#).

Note: The next Dinner Gathering is on February 15. ■



JANUARY SUV DRIVE

Saturday, January 28

Save the date for the SUV drive on Saturday, January 28. Please check your Wednesday email blast for the details and registration information.

Note: The next SUV Drive is Saturday, February 25. ■



Oregon Region Porsche Club of America

NORTHWEST PASSAGE 2023

June 22 - 26 and October 5 - 9

Announcing the 2023 NW Passage Tours!

The ORPCA Northwest Passage Team has put together another great driving tour, and is offering it again twice in 2023, with fun roads, beautiful scenery, great accommodations, delicious food, and an opportunity to renew old friendships and make new ones. From majestic rivers, deep canyons, rolling hills, mountain roads to vineyards, the 2023 Northwest Passage route takes us again through some of the most scenic and best driving roads in the Northwest. The 2023 tour will visit the Columbia River Gorge, the canyons of the Columbia Plateau, the rolling hills of the Palouse, the Snake River Canyon, the majestic Wallowa's and some wineries of Walla Walla.



Porsche of Beaverton will host a pre-tour social event on Wednesday, June 21 early evening in their beautiful showroom. An event not to miss, we will be treated to a tasty selection of hors d'oeuvres, wine and beer, amidst beautiful Porsches as we say hello to old friends and greet new tour participants.

The 2023 Northwest Passage begins on Thursday afternoon when participants meet at the Columbia Gorge Hotel. The Northwest Passage Team will host a welcome reception on Thursday evening with hors d'oeuvres, wine and beer to welcome participants and to provide a time for us to meet and socialize with one another.

Friday morning, we cross the Columbia River and drive along the Klickitat River to Goldendale, then turn south to Maryhill where we cross the river again and zigzag our way to Condon and Hepner for lunch stop. After lunch we head towards Hermiston, then along the Columbia River and finally turn east towards Walla Walla where we reach our accommodation for the next three nights, the Marcus Whitman Hotel.

For Saturday, you have two options: a drive to Lewiston followed by a 5-hour jet boat tour through the Snake River Canyon including lunch, or an exciting driving loop from Walla Walla, to Enterprise, then over

twisty mountain roads to Lewiston and back to Walla Walla. Saturday evening, we then meet all again for a hosted reception at the Marcus Whitman hotel.



On Sunday you have two options again: a drive to Joseph and exploration of the Wallowa's, or a morning drive to the conjunction of the Snake and Palouse river through the rolling hills of the Palouse followed by visits to two wineries in the afternoon.

Sunday late afternoon we meet all again for the traditional beer wash. This event gives everybody a chance to wash the road grime off their cars, socialize and just have fun.

Sunday evening, we have a hosted banquet at the Marcus Whitman.



Monday morning, we leave Walla Walla and drive on the Washington side of the Columbia River to The Dalles for the end of the tour.

Like last year, the 2023 NW Passage is again a five-day event. We will have two tours, each with 40 cars. The estimated cost will be \$950. Registration for both NW Passage tours is online at the ORPCA website, and payment will be by credit card at time of registration.

For registration questions, contact Heinz Holzapfel (650)-823-0951. If you have questions about the tour, contact Joe Kelly (562)-587-3090.

Registration will open 1/2/23 at 7pm.



Treffen Spring 2023

When: April 19 – 23

Where: Barnsley Resort
Adairsville, GA

Website: treffen.pca.org

*“Touring the Southern
Blue Ridge Mountains”*

Bring your Porsche out of hibernation and join us at the Barnsley Resort as Treffen continues east to Georgia. Our host hotel has the unique set up of a pedestrian-friendly village with multi-room cottages, which you can share a common area with friends and family; and an inn for those who prefer a traditional guestroom or suite. The Peachstate Region has planned many tours on the twisty, curvy roads in the nearby mountains. We are also making plans for excursions to Porsche Experience Center – Atlanta. Registration opens on January 4, 2023. Check our website for info and follow us on Facebook at <https://www.facebook.com/treffenorthamerica> for latest updates.

INAUGURAL RALLY: JULY 19-23, 2023 800 BREATHTAKINGLY BEAUTIFUL, UNFORGETTABLE MILES.



Our first Rally will take place over 4 days launched each day from Lewiston, Idaho, covering approximately 800 miles of driving. The Clearwater River Lodge will act as our home base, with Lewiston's surrounding topography and roads providing a dynamic mix of rich scenery, history and wildlife.

Each day will present a curated experience, blending unforgettable drives with a historical examination of the Nez Perce Native American tribe, their interactions with the Lewis and Clark Expedition and deep dives into the local geology.

Visit WesternStatesRallyClub.com or email John Payne at john@westernstatesrc.com or Erik Swensson at erik@westernstatesrc.com to learn more.



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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

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)



For Sale: 2013 Boxster S.

Always garaged and covered. Has 27,800 miles. Serviced at Sunset Porsche. \$48,000 OBO. Additional equipment: Porsche Doppelkupplung (PDK) Dual clutch transmission; Heated steering wheel; 20" Carrera S wheel; Seat Ventilation; Bi-Xenon headlights; Porsche dynamic Light System (PLDS); Park Assist; Power Steering Plus; Leather interior with Espresso brown natural leather; Mahogany interior package (with leather interior with PDK); Automatically dimming interior and exterior mirrors with integrated rain sensor; Infotainment Package with BOSE Surround Sound System; Convenience Package. Please contact Wade Peterson at wadethetrade@comcast.net or call or text him at 503-781-3432. (11/22)



ANZEIGER MARKETPLACE

PARTS FOR SALE

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



Wheels For Sale: Starke BC Matte Graphite w/sensors. Will fit a 991. 2 ea 19x8.5 mounted with 235/40R19 PS2. 2 ea 19x11 mounted with 305/30R19 PS2. About 40 PIR laps on the tires. \$950/set Local Buyers only. email: dan997@me.com. (11/22)



Wheels and Tire set from a Porsche Boxster 981 18" OEM Porsche Wheels and Pirelli Sottozero - Winter 240 235/45 R18 Tires - \$1000. Wheels are mint condition, Tires have 90% tread life left. Chains in great condition - \$200. Local Sale Only. Please call Ron: 971-266-9755 (10/22)



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.

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



Set of four 16 inch Porsche Wheels: Fits 911 ('89-'94), 944 S2('87-'91), 986 Boxster (also S with spacers). May fit other P-cars with spacers. The wheels were finished in clearcoat and a machined lip by Wheel Haus (\$800) in 2016. Used in Concours with about 10K miles with a few "love marks" easily touched up. The insides show part numbers and sizes as follows: Front: 964.362.114.01 7JX16-ET55 Rear: 964.362.116.01 8JX16-ET52.3. \$1000. Call Randy 503-524-8888. (12/22)



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

