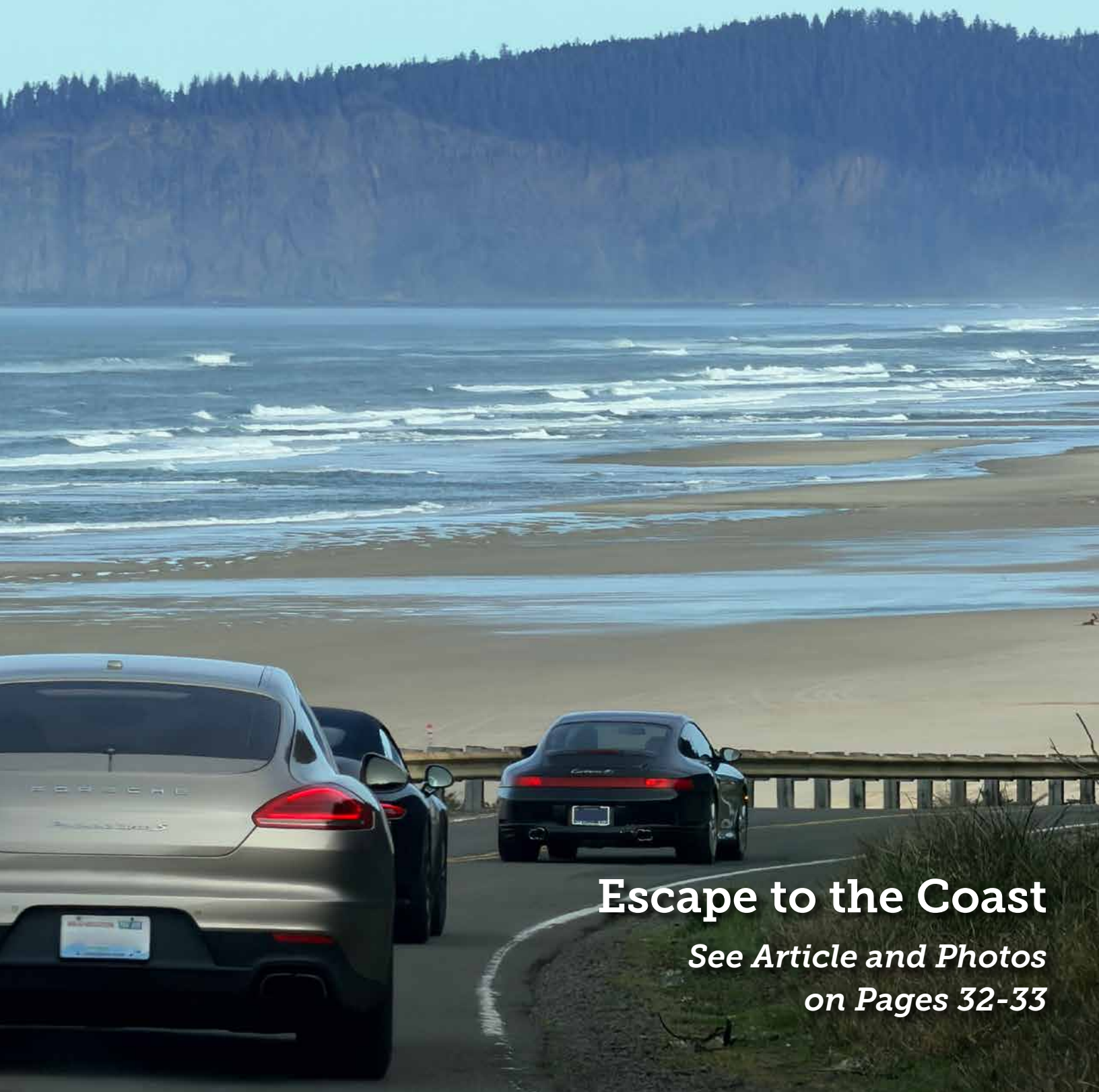


ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | APRIL 2026



Escape to the Coast

*See Article and Photos
on Pages 32-33*



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OREGON REGION PORSCHE CLUB OF AMERICA
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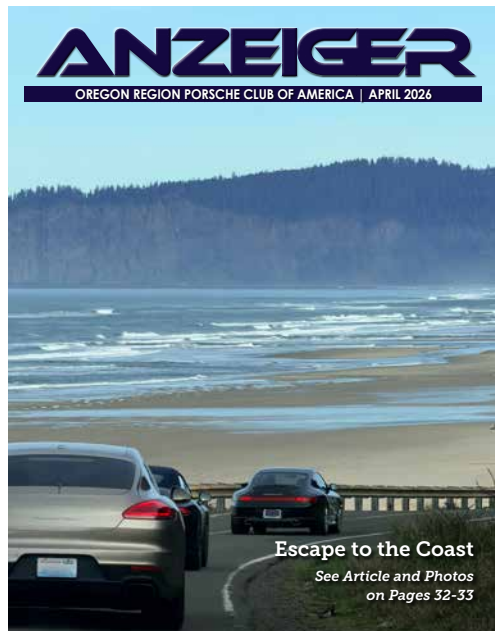
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Cover Photo by Rosanne Woody



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

The ORPCA's Award-Winning Newsletter | VOLUME 66 | NUMBER 3 | APRIL 2026

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

National Newsletter Contest
THIRD PLACE 2003, 2006, 2020

Best in PCA 1971
PAUL HEINMILLER TROPHY

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EVENTS, OREGON REGION AND BEYOND

MAY

3-May	Autocross #3
9-May	Cars, Coffee, Curves, and Brews
9-May	Saturday Drive - Waterfalls to Wheatfields
12-May	ORPCA Board of Directors Meeting
14-May	Road and Fork Dinner - Otto and Anita's
20-May	May Social (Lake Oswego)
20-May	Midweek Drive
23-May	SUV Drive
28-May	Snake n Bake
30-May	Tech Session - Immaculate Essence

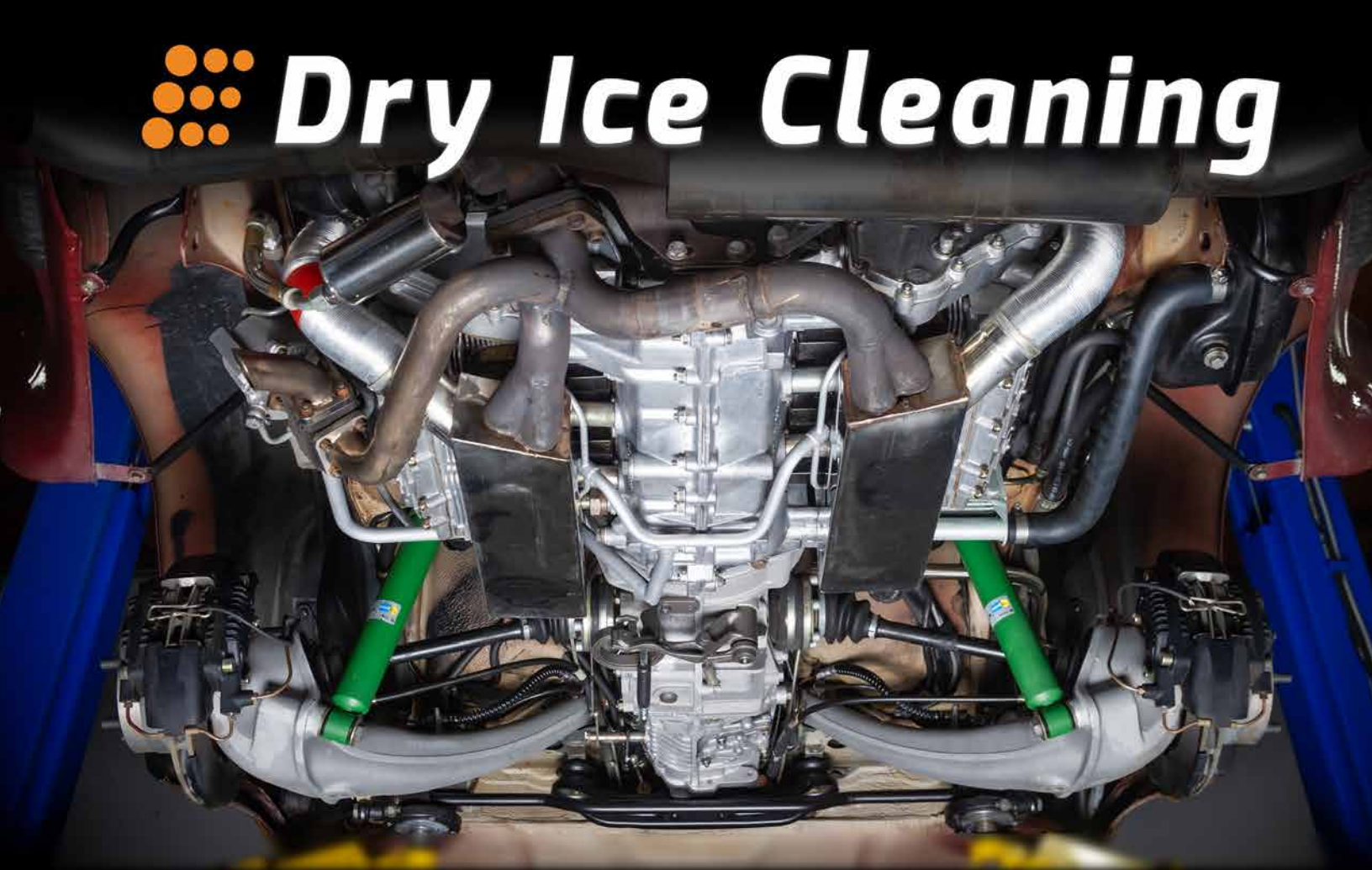
JUNE

6-Jun	Tech Session - TCT Wraps & Detail Shop
9-Jun	ORPCA Board of Directors Meeting
10-Jun	Midweek Drive - GT Car Drive
13-Jun	Saturday Drive
14-Jun	Porsche Parade 2026 - Lake Placid
14-Jun	Autocross #4
17-Jun	NW Passage - June
24-Jun	Midweek Drive
24-Jun	June Social (Vancouver)
27-Jun	SUV Drive

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

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22	Jeannine Downey - Mortgage Express.....	503.869.0903
20	Marque Motors	503.293.5386
5	Matrix Integrated (Downtown)	503.443.1141
5	Matrix Integrated (Westside)	503.747.5780
14	Newhouse Towing.....	503.236.4134
16	Porsche Beaverton.....	503.718.6040
10	Porsche Studio	503.718.6095
18	Portland Payroll	503.520.1384
12	Sports Car Market	503.261.0555
49	Stuttgart Autotech	503.635.3098
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Christopher Dalton

Vancouver, Washington
2022 911 Carrera 4 GTS

Andreas Gast

Kim Gast

West Linn, Oregon
2014 Panamera 4

Alvaro Gonzalez

Tigard, Oregon
2025 Taycan

Paul Hansen

Amy Hansen

Camas, Washington
1995 911 Carrera

Eric Hoyt

Brianna Hoyt

Portland, Oregon
2024 Macan S

Andrew Hutson

Tualatin, Oregon
1984 944

Thomas Kemp

Vancouver, Washington
2026 911 Carrera

Howard Lazarus

Portland, Oregon
1971 911S

Randy Lervold

Karen Lervold

Bend, Oregon

Andy Ottolia

Maggie Ottolia

Silverton, Oregon
1996 911 Carrera

Michael Reasoner

Shelly Reasoner

Corvallis, Oregon
1987 911 Carrera

Robert Rotticci

Tualatin, Oregon
2007 911 Targa 4S

Kenneth Scalapino

Portland, Oregon
2014 911 Carrera 4S

Richard Springer

Portland, Oregon
2013 Boxster S

Scott Torrey

Portland, Oregon
1983 911 SC Targa

Membership Data – ORPCA and
PCA (as of April 01, 2026)-

ORPCA LOCAL SUMMARY

Primary Members:766

Associate Members:467

Total Local Members:1233

PCA MEMBERS IN OR REGION

Primary Members:1311

Associate Members:757

Total Region Members:2068

NATIONAL PCA SUMMARY

Primary Members:111,993

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Lifetime Members:23

Total National Members: 170,043

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41YEARS

Bryce Kennedy
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Gene Zinda
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32YEARS

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30YEARS

Scott Baines
Marlene Baines
Jim North
Judy North

28YEARS

Joe McQueen
Ginny McQueen

25YEARS

Ron Adkins

23YEARS

Bill Munson
Peggy Munson

22YEARS

Lee Gotcher
Julie Gotcher
Ron Gotcher
Ken Krebs
Todd Hess
Janis Hess

19YEARS

Joseph Guida
Judy Clark Guida

18YEARS

Darren Lloyd
Dawn Lloyd
Francis McKernan
Kent Squires

16YEARS

Douglas Russell

15YEARS

Bryce Bederka
Christina Bederka
Barry Chapman
Aaron Kraljev
Nicholas Kraljev
Robin Shaughnessy

14YEARS

Douglas Hatch
Jared Sass
Aaron Steyskal
Andrea Steyskal

13YEARS

Gerald Brown
Anne Brown
James Cummings
Joan Cummings
Douglas Foster
Diane Burns

12YEARS

McDon Bonta
Gayle Bonta
Mark Brundage
Janelle Meyers

11YEARS

Scott Lazenby

10YEARS

Joshua Baumgartner
John Doman
Selena Doman
Andrew Hutson

9YEARS

Michael Burgoyne
Denise Burgoyne
Mike Madrid
Julie Madrid
Matthew Nenninger
Tracie Andrews

8YEARS

Linette Dobbins
Judith McGee
Jayson Gates
Carrie Gates
Tosh Kanno
Wendy Lee-Kanno
George Lozovoy
Diane Lozovoy
Justin Porterfield
Kelley Porterfield
David Wejroch
Maggie Wejroch

7YEARS

Paul Hawkins
Tessa Kerr
David Kerr
Marv La Voie
Karen LaVoie
Adam Nimmo
Jay Mallison
Steve Switaj
Christine Bushick
Craig Tenney
Chris Tenney

6YEARS

Keith Hill
Robb Hunt
Vanessa Hunt
Peter Klein
Ulrike Roeltgen-Klein
Bob Patterson
Nathan Smith
Leslie Haberacker

5YEARS

Sandy Britt
Roderick Britt
Ken Gengler
Joseph Mackie
Jamie Munn
Allison Facer
Mark Westcott

4YEARS

Bobby Bean
Monika Bean
James Luke
Jackie Ray

3YEARS

Mark Campbell
Matt Clippinger
Kristin Coppola
Wes Couser
Jessica Couser
James Ewing
Dale Henson

2YEARS

Steve Bogdon
Mary Jo Bogdon
Igor Denisevich
Marcelo Grecu
Tony Hann
Robert Isaacs
Fern Kulpreecha
Michael Porter
Victoria Porter
Scott Southwell
Cambel Winkler
Connor Wyatt

1YEAR

Robert Beatty-Walters
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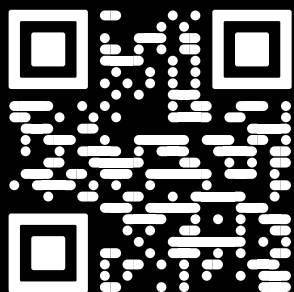
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PRESIDENT'S MESSAGE

Carole Hedstrom



Membership Diversity

If there is one truth every ORPCA Club Leader learns sooner or later, it's that no single event will make every *member* happy. Our membership is as diverse as the cars we drive – from vintage air-cooled enthusiasts and SUV off-roaders to those of you who love nothing more than sipping wine after a leisurely, fully air-conditioned, meander along the winding roads of the Willamette Valley. Each group loves something different, and that's exactly what makes our Club so special – and so challenging to manage.

Our calendar reflects that diversity. Some members live for the high-adrenaline rush of autocross or a spirited drive through winding mountain roads. Others prefer the camaraderie of a dinner event, cars and coffee, or a technical session where we trade tips about maintenance and improvements. Then there are also a few who adore detailing and the artistry of a show-and-shine. Each of these events calls to a different kind of passion within the same community.

The challenge lies in balance. A driving enthusiast might not see the appeal of sitting through a tech talk, while a new member might feel intimidated by a five-day tour through three states. As Club leaders, our goal isn't to please everyone at every

event – it's to provide something for everyone over the course of the year. That means curating a mix of events that encourages members to try new experiences and connect with others they might not otherwise meet.

Understanding what our membership enjoys, and why, helps the Club evolve. Your feedback is important and beneficial – it's through your feedback that Club leaders understand when change can and should happen. Sometimes it means saying “yes” to a variety of fresh ideas, such as PCA Racing at the Rose Cup races. Other times it means adjusting the format of long-standing traditions like changing the venue for major events like the holiday party. The energy and engagement that come from each type of event remind us why we volunteer in the first place.

At the end of the day, diversity is a sign of a healthy club. Our shared love for Porsche is the thread that connects every event, even when our specific interests differ. So, whether your joy comes from shaving a tenth of a second off your autocross lap time or polishing your classic 911 to perfection, there's a place for you here. Together, we create the rich, dynamic community that defines our region.

You can reach me at president@oregonpca.org to get involved or volunteer in any capacity. Let's Drive! ■

*Our membership
is as diverse as the
cars we drive...*



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SCAN ME

FROM THE VICE-PRESIDENT Daniel Morris



A Piece of Porsche History Preserved

One of the most useful tools on our website is the "Contact Us" page at oregonpca.org. When I became VP, I began receiving automated copies of each submission - and the scope of questions that come in is a testament to the depth and dedication of our Club leadership. The vast majority relate to membership: How do I join, why can't I log in, why am I no longer receiving updates? Our Membership Director, Carlos Santayana, responds swiftly and capably, typically within 24 hours. We all owe him a sincere thank you, because that work is never truly finished. When in doubt, head to the website and type away - someone will be there.

What I want to share this month, though, is a different kind of inquiry - one that became a small detective story, and a reminder of why our archives matter.

A SPYDER FROM ANOTHER ERA

Late in February, a message arrived through our Contact Us page from Andrew Hosking, a Porsche 550 historian based in Brisbane, Australia. Andrew manages the website type550.com and has spent years researching the racing and ownership provenance of these rare and remarkable cars. He was looking for a specific issue of the

Anzeiger - a January 1974 cover featuring Porsche 550 Spyder chassis number 550-0061 - and was hoping we might be able to help.

It was an intriguing request. Here is Andrew's original message:

"Good morning, I am trying to find an early issue — January 1974 of the Anzeiger — which has a Porsche 550 Spyder on the front cover. The Spyder is 550-0061 and I am currently doing some research on this car

to develop its racing and ownership provenance. I assist many owners and Porsche enthusiasts with information on these cars, so researching them is a consuming passion of mine. Any help in supplying an image of the cover or any other relevant information on this car would be greatly appreciated."

— Andrew Hosking, Brisbane, Australia



I forwarded the inquiry to our Club Historian, Randy Stolz, who quietly performed what I can only describe as a feat of archival precision. As a reminder, we have scanned and

catalogued over 600 issues of the Anzeiger, covering decades of club history — a project that required enormous patience and dedication. That effort, largely driven by Randy, has transformed our historical archive into a genuine time machine.



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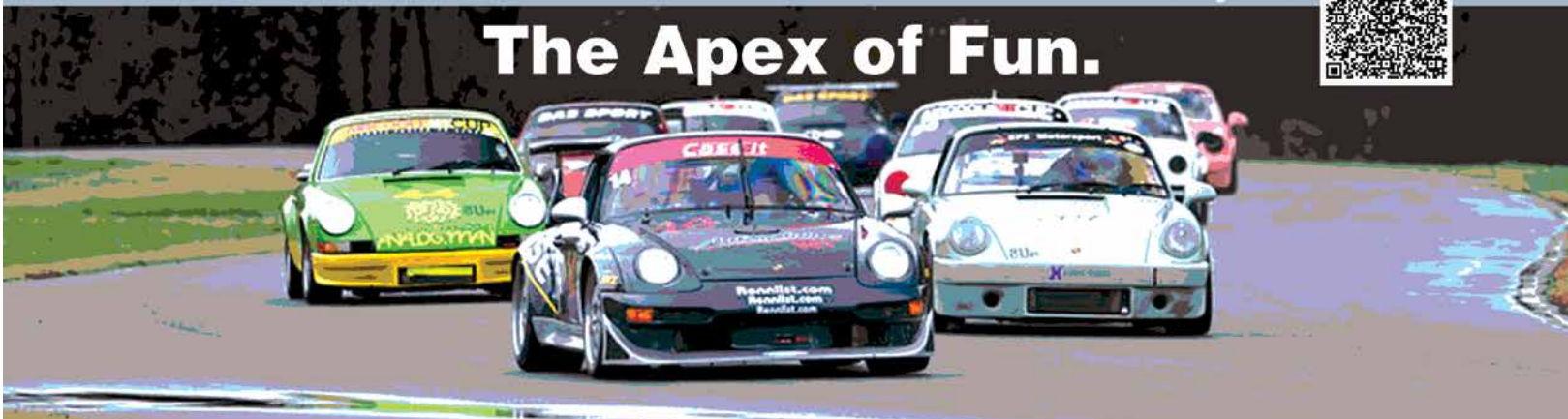


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Within a few days, Randy located the relevant issues and responded with a detailed summary of everything we knew about the car. It turned out the Spyder first appeared in the March 1972 Anzeiger, with photographs on page 9 and an article on page 10 written by Kip Luthe, wife of early owner Ken Luthe. The January 1973 cover - not 1974, as Andrew had initially believed — featured the car as well.

Randy also shared what he had been able to learn about a subsequent Oregon Region owner, Winston "Win" Casey - a well-regarded local racer and driving instructor who worked at Riviera Motors and Motor Sport International, both now defunct Portland institutions. Win drove the Spyder on the street for some years but never raced it. His short biography appears in Martin Rudow's Weekends of Glory on page 178.

Piecing together the ownership history of 550-0061, extensive research by Andrew, Randy, and Peter Linsky, the car's journey came somewhat into focus. As always, these ownership dates are subject to revision:

- **1955-1957:** Possibly sold new from Kneivel VW in Butte Montana or Johnson Imports in Spokane, Washington. Inquiries continue.
- **1961:** Milt Davis, Seattle Purchased without engine, installed 140hp Corvair engine, won his D/Modified class in a two-hour race at SIR in September 1961 and entered but may not have attended the Portland Rose Cup in June 1962.
- **1963-69?:** Bob Humphrey, Seattle Owned for about six years. Installed several different Corvair engines.
- **1969?:** Chuck Lawrence, Portland owned for about 18 months.
- **1971:** Ken Luthe Portland
- **1971:** Don Smethers, Portland Owned briefly, and then offered it for sale in the December 71 issue of

Porsche Panorama for \$4500.

- **1972:** Win Casey, Portland
- **1972-1974:** Milo Calato, Portland (acquired in trade for an Audi 100LS and cash)
- **1974-1975:** Dr. Mike Morrill, Portland
- **1975-1984:** Tony Singer Carmel Valley, CA (restored 1975-78 with correct Porsche engine; further restoration followed)
- **1984-present:** Ralph Lauren Collection, now on display in Paris

Andrew was genuinely grateful. As he wrote back to Randy: "The past owner list in the article is amazing ... I tend to believe this list based on the date of the issue and that the information wouldn't be tainted

by technology like it is today. It has given me a new line of research to pursue."

This 1955 Porsche Spyder is now part of the Ralph Lauren Collection in Paris - and its story partly preserved in our own archives. That's not a small thing.

I share this story because it illustrates something I believe deeply: we are not simply a car club. We are a community of people, and

that community has no borders. Last month's website traffic included visitors from at least a dozen countries. An inquiry arrives from Brisbane. A historian in Portland responds. A piece of Porsche history gets preserved. That is who we are.

We are a local chapter of a global family — bound not just by the cars we drive, but by a shared passion that crosses languages, time zones, and generations. I am proud to be part of an organization defined not only by an impressive tradition of excellence, but by the generous spirit of its people.

Now — start your engines, drive the highways, and connect with your soul. You can always reach me at vicepresident@oregonpca.org. ■

*This 1955 Porsche
Spyder is now part of the
Ralph Lauren Collection
in Paris - and its story
partly preserved in our
own archives.*

PORSCHE

Porsche Beaverton



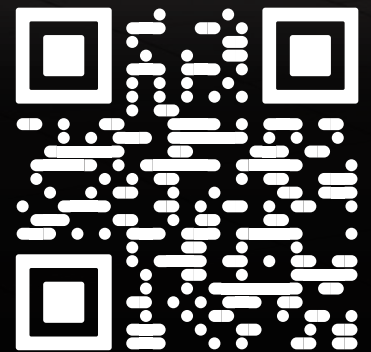
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EXHAUST FUMES

Peter Linsky



High Beams, High Stakes

I have always wanted the best forward lighting available. SAE-mandated round sealed-beam headlights were introduced in the 1940's and forced on the US auto industry until the 1970s, finally giving way to higher-wattage, rest-of-the-world headlamps with replaceable bulbs.

In the mid-1960s I stuffed Marchals in my Triumph to increase visibility during after-dark rallies. Later came a set of bulky but very efficient twin-100-watt bulb halogen Cibié Biode units in my BMW 2002. My Fiat Abarths were fitted with single 7" Carello halogens, which were OEM. The California Highway Patrol wasn't thrilled with them at inspection time but I argued my way out of a citation for those.

I couldn't do much about the headlights in my domestic rides, which by the 1970s all had rectangular sealed-beam lights. Porsche had begun using halogen lighting (H1, H4) by the 1980s more advanced halogen designs. In more recent years, Porsche gave us projector and matrix-design headlamps, very bright but increasingly complex.

Today we see thin-lensed headlights on all manner of cars, most of them imports, and they may present a growing conundrum: Take for example, the new "laser" headlights appearing on high-end BMWs and most likely other brands in coming days. They are very sophisticated, utilizing laser diodes aimed at a phosphor lens, creating an incredibly bright light and producing visibility as much as twice that of regular LED headlamps. To achieve that increased lighting range, these new headlights contain a combination of LEDs, lasers, sensors and control modules plus a cooling system (!) and carefully designed optics, all in a sealed package. What could go wrong?

Well, to start with, if that package loses its seal and is no longer moisture-proof, it will have to be replaced. Not just a component or two, but the entire thing. Same result if the car is involved in a collision that damages the lighting unit. Guess how much that will cost? Are you sitting down? *AutoBlog* reports that the owner of an out-of-warranty BMW i8 was whacked with a huge repair bill for a single laser LED headlamp

*...the owner
of an out-
of-warranty
BMW i8
was whacked
with a huge
repair bill
for a single
laser LED
headlamp
assembly
that leaked –
\$6721 for just
the parts.*



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~ Michael Madrid, President

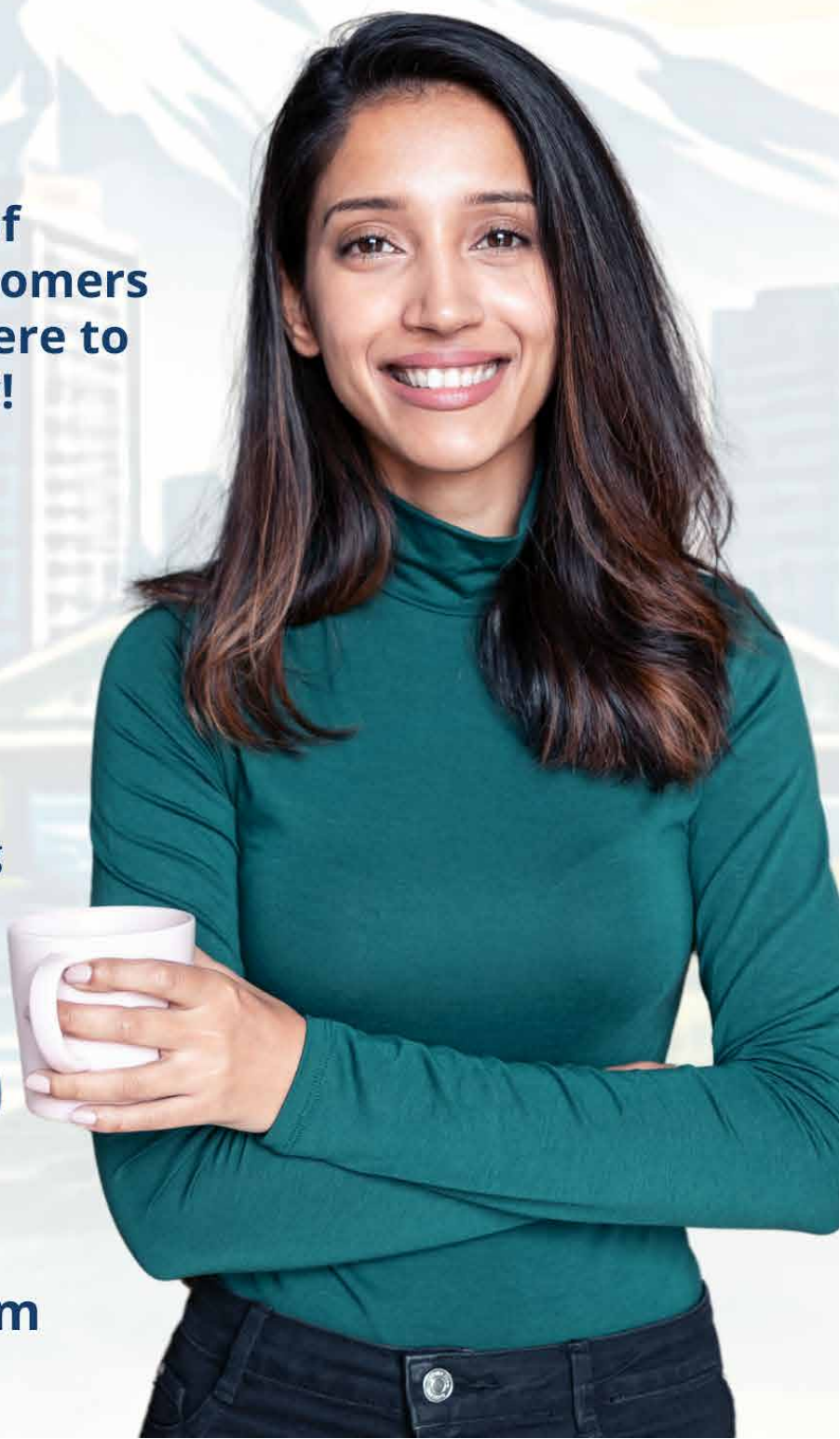
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assembly that leaked – \$6721 for just the parts, plus labor, bringing the repair tab to about \$9000! Now imagine a crash that takes out both headlight units...

What about Porsche LED Matrix-type headlights? An online search showed prices up to \$5000 per unit depending on the model of car, from both dealer and aftermarket sources. There were also a lot of very unhappy Forum comments. Best to stay on good terms with your insurance agent.

To take the thin-lensed headlamp idea a bit further, the new Toyota Tacoma pickup line now offers something quite unusual, reports *AutoBlog*: what's described as a "revolutionary lens-less headlight" utilizing modular BI-LED pods that increase maintenance ease, durability, and allow color-matching." This system was developed by a Louisiana company called Oracle Technology. Oracle promises "No more fogging, no more cracking, no more yellowing or hazing. No more more lens oxidation, no more moisture behind your lens." OK, they aren't cheap, at about \$800-\$900 a set, but mass production could bring that price down.

To this point, the new third-

generation Tacoma is the only vehicle to make these headlights available, but Toyota is expected to soon offer them on the latest RAV-4, and Ford may make them available on its popular F-150 line. ■

Ever hear of a "Hood flick"? That's what Ford engineers named the cleverly-designed bits that they added to the hood of their 2025 Mustang GTD to improve airflow and downforce during their successful runs at the Nürburgring last year that yielded a lap time of 6:52.072, quicker than any Ferrari and just three seconds slower than a Porsche GT3 RS...and most intriguing, these parts were produced at the track with 3D printing. Hood flicks are C-shaped lips fitted to the front and side edges of the hood vents that "flick" air passing over the hood just a bit higher, enough to prevent hot air exiting the engine vents from interfering with air flow to the windshield and over the roof. This addition helped boost front-end bite but didn't add to aero drag. We can expect to see these little items appear on other front-engined racing cars, and perhaps even on Porsche GTs which exhaust hot radiator air through hood vents. ■

Do you need to re-code an electronic key fob? Dealers can charge big bucks...but here's an inexpensive (relatively) shortcut. Copy and paste this link on Google to learn more.

https://apple.news/AeLAQ-LOuQw22VlpYXM_tNA ■

It's Springtime in the Northwest ... Time to Hit the Road!



Photo by Harold Klein

This spring, Marque Motors can provide your Porsche with everything it needs to be ready for twisty roads after a long and cold winter. Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. It's our shop's mission to keep your car in tip-top shape as you hit the road. And remember, we have been working on air-cooled engines since they were new.

If you've been driving all winter, now is a good time to ensure your car is up to date on maintenance, check for stored fault codes (if applicable), and keep your Porsche safe for you, your family and other drivers on the road.

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ZONE 6 UPDATE

Brad Pape,
Zone 6 Representative



In The Zone: April Highlights and What's Ahead

*This year
we will have
as our guest
from the
executive
council Aaron
Ambrosino,
the president
of PCA...*

Good April everyone. This month's In The Zone will be short and sweet. Here is what is going on In The Zone this month.

Kelly and I are heading to The Vancouver Island Region for the yearly President's meeting taking place in Sydney, British Columbia, April 12th. It is the annual gathering of all of the presidents in our region to discuss the goings on in PCA, Zone 6 and in the regions. It's also a chance for the presidents to discuss topics of interest or concern to them and their region. This year we will have as our guest from the executive council Aaron Ambrosino, the president of PCA and also via Zoom, Lindsey Robinson, PCA membership chair.

Get ready, phase 2 of Lake Placid Parade registration opened on Wednesday, April 15, 2026. Zone 6 has 37 registered for Parade.

It's good to see that the regions are taking advantage of the many subsidies that are available to the regions. Don't forget, some of

the new subsidies including 2 New Member subsidies and also the new EV subsidy and hospitality subsidy.

I have also just signed up for my first upcoming trip to the regions with the Greater Columbia, Journey Through Time tour Starting May 14th. It looks like a great adventure.

If your region is having a feature event that you would like me to attend, please let me know soon so that I can fit it into my calendar and I can also mention it in upcoming In The Zone news blasts.

It's great to see so many insurance forms coming through. To me it shows the zone is active. Don't forget to look up other regions in the zone for their activities. There might be one close to you that you can join.

This year, four of our regions are having anniversaries, BC Interior, Silver Sage, Oregon and Vancouver Island. Keep an eye out for their celebrations.

Well that's it until next month. Enjoy the spring weather and get out and warm the oil in those cars. ■

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New Cars and New Events in the Nineties

The 1990s reshaped Porsche—and the Oregon Region PCA right along with it.

Against the backdrop of a world-wide recession in the early 90's, Porsche was struggling with high costs, aging models and declining sales. The fabulous racing Porsche 962, though still winning, was in its sunset years. Porsche's Indycar effort faced challenges from a premature introduction, a rudderless PCNA program (after the death of racing director Al Holbert) and the declaration of being "unsafe" by the political cabal that was CART. The program was ended in late 1990 with just a single victory to its credit.

At the end of the Cold War and the dissolution of the USSR in 1991, the US and World economies began a rapid expansion and a rise of global cooperation. Along with this, the internal family struggles at Porsche began to wane as a new CEO (Wendelin Wedeking) initiated new manufacturing methods and new model designs while preserving the 911. The front engine cars were discontinued but the lessons learned from those cars ushered in the world of low-emissions and higher performance

through water-cooling.

In 1996 Porsche made its first profit in four years. In '98 Porsche won LeMans for the 16th time using the now iconic, water-cooled, 911 GT1.

CLUB GROWTH & TRADITIONS

In 1990 Oregon Region PCA celebrated its 30th Anniversary. For the club, the 90's saw a time of solid continuation of our programs. Along with a rise in membership and another Parade, there were new events. Many of the established traditions such as Rainbonnet, the Past President's Rallye, Progressive Dinners, Driver Education Days, Rallies and Autocross still held sway. After a two- year hiatus, the Otter Rock Weekend returned and Win Casey's BBQ continued. Club member racing continued with a mix of the front engine cars, 914s, and 911s at locally sanctioned events. Under presidents Doug Muzatko, Dennis Brookshire and Michael Ashe ski trips, golf tournaments, and chili cook-offs continued while raising funds for our then charity, Raphael House; a home for battered women.

*In 1996
Porsche
made
its first
profit
in four
years.*

THE ANZEIGER

Our monthly newsletter went through several facelifts over the decade. Starting with a black and white newsprint issue, we changed to heavier glossy paper. Then a color banner on the front page appeared while upping the printing quality. In 1995 editor Russ Lindborg won a first place with the PCA National Newsletter Contest. Things really got professional-looking towards the end of the 90's with member Chris Greenwood, our first professional graphics designer/editor.

Along the way were many memorable features. Beginning with tech articles by Sunset Imports technician Dave House, to the Dr. Rennsport column assembled by then-editor Christian Broadwell; The columns "At the Limit" by Jeff (914) Butts, "Years in the Wind" by Michael Ashe, "Flight of the Flamingos" by Mick Michaelson (so named because Mick had a pink plastic flamingo yard ornament attached to the engine lid of his car) and "Rearview Mirror" by Peter Linsky all provided a kaleidoscope of that world and cars through stories we identify with. These columns and event articles by many members give us a rich history of that time.

In 1996, Club communications had its first peek into the future with the creation of ORPCA's first homepage on the internet and published e-mail directory but 20 years would pass before the *Anzeiger* would be online.

NEW ACTIVITIES

Tangential to Club events were no less equally-significant events. The 1990 "Pit" BBQ at the Rose Cup races initially hosted by Ric Tiplady and later by Dennis Brookshire and Jeff Gamroth provided a gathering point for members at the races.

Members with older cars were treated to the first of many Sunset Imports (now Porsche of Beaverton) swap meets. The Northwest Classic Rally originated by Dale LaFollete and sponsored by Monte Shelton for the March of Dimes proved popular with club members along with a new vintage race weekend at PIR sponsored by Norm Thompson. In 1995, Gary Emory moved "Parts Obsolete" from Costa Mesa, California to McMinnville, Oregon and the first Emory Campout was held.

Another event that gained a following in the '90s was the "Whistler Weekend" put on by our friends up north in Canada West Region. 1996 would see the first Sunriver Exotic Car Show/Weekend (now the Oregon Festival of Cars) headed by soon-to-be club president John Draneas. John followed that in 1998 with the first "Half a Mille" tour (now Northwest Passage). Also in '98 was the first of four Braille Rallies benefitting sight-impaired kids chaired by Peter Linsky.

MOTORSPORT EVOLUTION

At the beginning of the decade, the Club's autocross (AX) involvement with WOWASC was continuing but our own program was still a part-time effort. While an AX at say Tillamook was a refreshing change from more urban venues in Portland, finding a consistent venue seemed important. Consolidated Freightways was there for us for a while but after struggling to find available parking lots around Portland, we eventually migrated to PIR, where our pylon parties continue today.

Racing activities were still much like the 80's with the added incentive of BBQs, club centered events, and support for our own club racers. We turned out for the big race weekends (Rose Cup, IMSA etc.) and local events to cheer on our member racers. "Porsche Hill"

THE 1995 PARADE

It had been 10 years plus since our first Porsche Parade in 1980. Enthusiasm for the San Diego Parade in 1992 led us to declare our intent to vie for the Parade in 1995, and so under the direction of Presidents Dennis Brookshire and Michael Ashe committees were formed and got to work. Our Parade Chairman was Chuck Hervey. In 1993 we won the privilege of doing it and spent the next two years in preparation.

Headquarters for the Parade was the Red Lion Inn at Jantzen Beach. The Concours was held at Central Vancouver Park. PIR hosted three days of AX, a display of historic cars, and for the first time, PCA Club Racing. Most unusual was the AX banquet held at the Oregon Zoo. The rallye was held west of Portland, culminating at Rex Hill Vineyards. The Welcome Party featuring "Johnny Limbo and the Lugnuts". The banquets, awards, Tech Quiz and more can be found in the October 1995 edition of PANORAMA online at PCA.org

overlooking Turn 2 was a popular gathering spot.

Rallies by George Baker, Mark Fisher, Dave Palmer, and John Joyce continued though other clubs also started dedicated programs.

Driver Education (Track days) was very consistent. We had as many of these if not more than AX events for many years

THE AFTERGLOW

While it's easy to see that the Club could have been very well "spent" in 1996, President Sandra Gottardt followed the tough act above. Taking suggestions and building consensus on "what's next", she kept the momentum of Parade going until personal reasons and a move required an early resignation. Vice-President Jeff (911) Butts stepped up and finished '96 and '97 and John Draneas closed the decade

seeing new highs in membership participation. You just couldn't give John a reason not to do something.

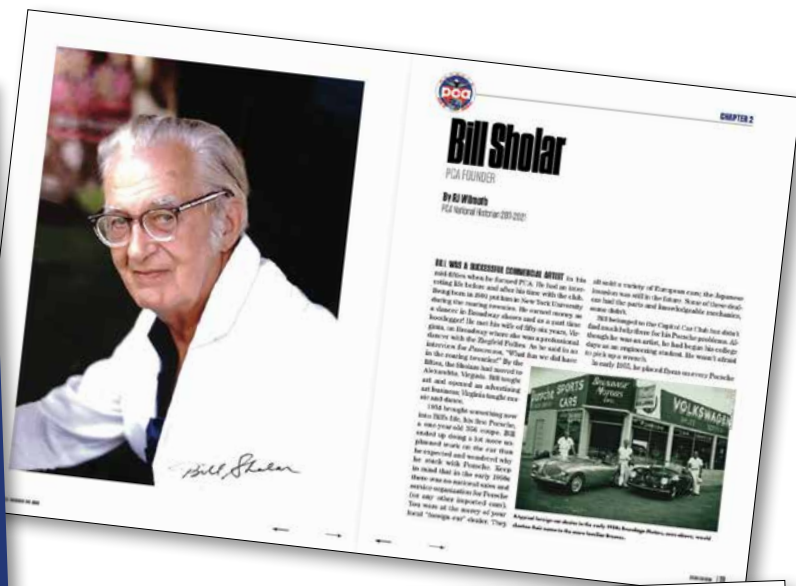
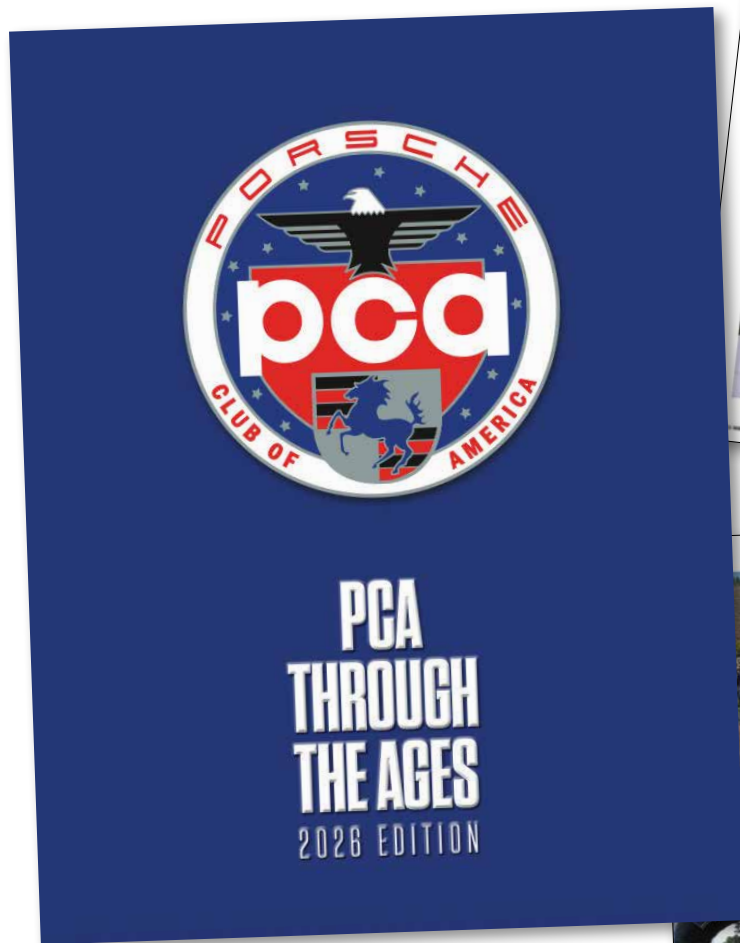
With the funds from Parade the Club formed a charitable trust.

Along the way, we remembered Porsche's 50th Anniversary, the introduction of the new water-cooled 911 (996) at PIR with nationally famous Porsche pilots Hurley Haywood and Andy Pilgrim. In 1997 members Monte Shelton and Jeff Gamroth finished 4th in class and 13th overall at Daytona. That same year, Dale Rhoney picked up the first Boxster (986) delivered to Sunset Imports and the beginning of a new era and new century was at hand. Five years later, yours truly joined ORPCA.

If you would like to contribute to the history of the club please contact me at historian@oregonpca.org . ■

*That same
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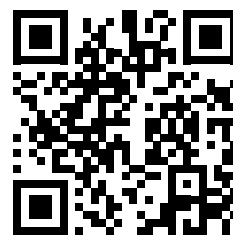
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PCA History Book

Updated for 2026, the Porsche Club of America History Book is online now. Inside, you'll find a comprehensive look at the club's journey, detailed sections on key milestones, a showcase of events, and prominent National Awards, complete with descriptions and past winners.

Read the updated book here: <https://ww2.pca.org/pca-history>



PORSCHE CLUB OF AMERICA



New Member Orientation

Sunday, March 15, 2026
PHOTOS BY CAROLE HEDSTROM AND ANH LE



(LEFT) Sue Morris, Valerie Menely and Jim Goetsch.



(ABOVE) Dan Morris and Brittany Danielle from Matrix.





March Midweek Drive

Wednesday, March 18, 2026

ARTICLE BY SCOTT LAZENBY
PHOTOS BY TODD ETCHIESON, TOSH KANNO,
SAM LEE AND KEN MITCHELL

I am a man who appreciates nice curves, so I thoroughly enjoyed our March 18th midweek drive. The route, designed and led by Dan Wilson, had plenty of hairpin, sweeping, and serpentine corners. Dan also ordered up fine weather. The calendar said it was still winter, but temperatures hit the low 70s and the cherry and magnolia trees were in bloom. And the roads were dry!

We ended the tour with lunch at the Power Station

Pub at Edgefield McMenumins. I asked some of the other drivers what was special about the morning's 106-mile ride. One said he liked the series of steep roller-coaster hills we encountered - he enjoyed watching the Porsches giving us a rooftop view as they climbed and a peek at undercarriage as they crested the hill.

Another noted that we seemed to have had the fortune of seeing every Multnomah County road crew doing their work. One of the flaggers whipped out a phone to film the parade of Porsches.

Another observed that the name of the drive

- Troutdale Loop - was apt because we kept doubling back on roads and intersections that looked familiar. We're blessed with so many good roads to choose from in the river gorges and foothills of the Cascades; why not try them all?

It could have been called the Sandy River Loop. We crossed it via four bridges, starting at the river's confluence with the





Columbia and climbing to the Marmot Bridge at River Mile 30, where the Sandy River is a wild mountain stream.

We turned around at Barlow Wayside Park. Just another 700 yards down the road and we would have been at the world-famous Sandy Ridge mountain bike park.

Our second rest stop was at the City of Sandy's Meinig Park. What appeared to be a parking lot is in fact the cover of a large underground storm water retention pond. That water flows to the Clackamas River; we were just 250 yards south of the ridge that separates the two watersheds.

These are some of the unique aspects of this drive. What it had in common with so many of our drives is the opportunity to test the fantastic handling of our Porsches, to admire the variety of fine cars (including a well-preserved 914 driven by Bob Patterson), and enjoy the company of good folks. My thanks to Dan Wilson and the other volunteers who made it possible. ■



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Dinner at McGrath's Wednesday, March 18, 2026

ARTICLE BY CAROLE HEDSTROM

PHOTOS BY CAROLE HEDSTROM AND ANH LE

Washington State gently reminds you as you cross the I-5 bridge, that you are no longer in Oregon. The speed limit increases just a touch, the road is bit less pot-holed, and the people just open their arms and say hello!

That is how it began as we stepped into McGrath's Fish House in Vancouver for our March 18th dinner and social gathering. Soon the room filled up, drink orders were taken and everyone was mingling and chatting. New members George and Joann Reynolds joined us for the evening too. They found a booth with longer-time members and made some new friends. Andrew Brewer had just returned from his time in Arizona sunshine of and Sam Lee had just returned from a snowboarding trip to Japan. Everyone seemed eager for upcoming Club drives and trips.

Bruce Jones arranged the night at McGrath's and they took great care of us, the food was great, and the service was warm and timely. If you are ever looking for a cozy meal, with or without your Porsche friends, McGrath's is a good spotting spot. Thank you, Bruce Jones, for hosting a great night out!

If you would like to host a monthly dinner with the Club, please reach out to the Social Committee with your ideas and volunteer spirit. They can be reached at

socialevents@oregonpca.org ■



George and Reynolds,
Fern Kulpreecha and
David Henning

Brad Hedstrom and
Sam Lee enjoying
their beers.



Kourosh and Sharon Shafa and Carole Hedstrom



Escape to the Coast Saturday, March 21, 2026

ARTICLE BY BY GEORGE REYNOLDS

PHOTOS BY BRAD AND CAROLE HEDSTROM, ANH LE, GREG PRIOR,
VALERIE MENELY AND ROSANNE WOODY

On March 21, a sparkling clear Saturday morning, eleven 911s, two Cayennes, a pair of Macans and a lone

Panamera set off from the Wilsonville Fred Meyer for a day-and-a-half adventure, an Escape to the Coast. The weather was perfect, the driving was spirited, the scenery was fabulous and the camaraderie was brilliant.

Heading west, we were soon winding through wine country and headed up and

over Bald Peak. Continuing through the Yamhill and Carlton AVAs, we climbed Sheridan Peak and wound our way around Darling Mountain.

This was the most technical portion of the drive through tree branch-strewn single-lane roads that rewarded the 911's balance and agility.

We pulled into Coyote Joe's Restaurant in Willamina for lunch which garnered at least two superlatives: Best Hamburger Ever (according to 10-year-old Sammie Goldstein) and Most Enthusiastic Waiter Ever (according to all of us). Hunter was beyond psyched about the beautiful Porsches and came out to the parking lot to visit every car. "I just want to touch them!"

Back on the road, we headed south and then west through Dallas and South Kings Valley Highway to Fort Hoskins Historic Park for a pit stop. Then on to Newport and up the coast to the beautiful Salishan Coastal Lodge. After a brief rest, we gathered at the Side Door Cafe for a



delicious meal and wonderful conversation.

The next morning, we set off north on often boring Highway 101, but our terrific route planners, Carole and Brad Hedstrom, managed to find side roads that kept it fun. We zipped around Devil's Lake and the North Scenic Highway. The latter was controversial in that it was arguably the most beautiful road of the trip, but it was also the roughest and was cursed by drivers with limited ground clearance. We marveled at the views at Cape Lookout State Park and Cape Mears Scenic Viewpoint before dining on the patio at Pelican Brewing in Tillamook.

The overnight weekend format was praised by all: lots of driving, lots of great food, and extra time to get to know each other. We look forward to doing more of these drives in the future. ■



*Hunter from Coyote
Joe sporting our
ORPCA beanie.*



The Reynolds with Anh Le.



John and Rosanne Woody.



Dan Kelly and Lisa Koch.





Off the Beaten Path: March 21 SUV Drive

ARTICLE BY RICK PITTMAN

PHOTOS BY RICK PITTMAN AND JEANNINE DOWNEY



Our SUV drive brought out four Porsche Macans and seven participants. It kicked off at Oak Knoll Golf on Highway 22 and ended at Andante Winery, covering 46 miles in total, including 10 miles on gravel roads.

A side trip to Bryn Mawr Winery was well worth the view. Although the day began with cloudy skies, the sun was shining by the time we reached Andante

Winery. We were quickly seated, given a glass of Sauvignon Blanc, and taken on a private, personal tour of the winery by one of the owners.

Attendees were treated to complimentary wine tasting and enjoyed a unique selection of hand-crafted meals and wine pairings. Along the way, we were treated to stunning views of the Oregon countryside - rolling hills, lush vineyards, and picturesque farms that can only be reached by venturing off the main highway. At day's end, I do believe we all enjoyed our time together, after all, it's not just the cars....let the pics do the talking! ■





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ENTRY DEADLINE: June 1, 2026
WINNER ANNOUNCED: July 31, 2026
Multiple winners anticipated

Additional prizes after first grand prize
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ROAD AND FORK

**Tuesday,
March 24, 2026**

**HOSTS: CARLOS SANTAYANA AND ANH LE
PHOTOS BY ANH LE**



Happy 90th to Ron Gotcher!



David Zygmunt leading the presentation.



EV Curious-er Technical Session

Sunday, March 29, 2026

ARTICLE BY BRAD HEDSTROM
PHOTOS BY BRAD HEDSTROM AND ANH LE

David Zygmunt entertained and educated 16 ORPCA members on the rapidly evolving world of electric vehicles focusing, of course, on Porsche. David had led an EV tech session last year which was so well received that he offered an extended and updated session for 2026.

Everyone really enjoyed David's approach and his delivery as we all huddled in the Hillsboro Library conference room. Starting with a comparison of Taycan 4S to a 911 Carrera 4S (shown in below photo) David walked us through electric motors, high-voltage batteries, efficiency design, charging, unique EV features, road trip planning, and Porsche's differentiation

with the Taycan, Macan Electric, and Cayenne Electric. He smartly steered clear of non-technical topics like government policies, materials sourcing, and environmental regulations. David included just the right amount of technical information, with the help of some excellent photos and video, such that everyone learned something.

The group, jacked up on coffee and donuts provided by Tosh & Wendy Kanno, asked a lot of questions which David skillfully answered. The attendees were a nice mix of "EV Curious" and EV owners (Porsche and "other makes") which allowed for some sharing the experience of owning an EV.

I think David did an excellent job of explaining the technologies and the realities of living with an EV without coming across as an EV evangelist. EVs are a set of complimentary technologies that Porsche continues to experiment with in the form of new models.

After the session we went out into the parking lot and chatted about the various EVs that the participants had driven to the session: Porsche Taycan, MINI Cooper SE, Cadillac LYRIQ, Tesla Model S Plaid, and the BMW i4. Just like in the days of muscle cars the hoods were all lifted to what amounted to a “frunk off”...the Taycan won that one! ■





Autocross #1 , March 29, 2026

PHOTOS BY JEANNINE DOWNEY



Jeannine Downey
and Eric Freedle.



Autocross Events 2026

Autocross #3 | May 3

<https://orpca.motorsportreg.com/events/orpca-autocross-3-5-4-2025-portland-intl-raceway-pca-oregon-050113>

Autocross #4 | June 14

<https://orpca.motorsportreg.com/events/orpca-autocross-4-6-14-2026-portland-intl-raceway-pca-oregon-200864>

Autocross #5 | July 19

<https://orpca.motorsportreg.com/events/orpca-autocross-5-7-19-2026-portland-intl-raceway-pca-oregon-110953>

Autocross #6 | August 2

<https://orpca.motorsportreg.com/events/orpca-autocross-6-8-2-2026-portland-intl-raceway-pca-oregon-503903>

Autocross #7 | September 20

<https://orpca.motorsportreg.com/events/orpca-autocross-7-9-20-2026-portland-intl-raceway-pca-oregon-072553>

Autocross #8 | October 11

<https://orpca.motorsportreg.com/events/orpca-autocross-8-10-11-2026-portland-intl-raceway-pca-oregon-108473>

Starts at \$999/person includes room, meals, and beverages

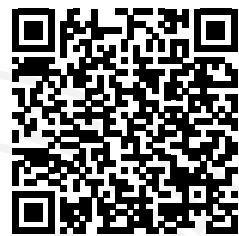


PCA Treffen at Sea 2026

Six-Day Pacific Wine Country Cruise

Join hundreds of PCA Members on the 4th Annual Treffen at Sea with Princess Cruises, from Saturday, September 19th to Friday, September 25th, 2026. We will set sail from Vancouver, Canada, to Los Angeles, CA, with stops in

San Francisco and Santa Barbara. Experience fun Porsche and partner seminars, special on-board events and activities, unique Porsche themed beverages, wine tastings, and incredible in-port experiences in partnership with local PCA Regions.



More information: pca.org/events/treffen-at-sea-2026-pacific-wine-country



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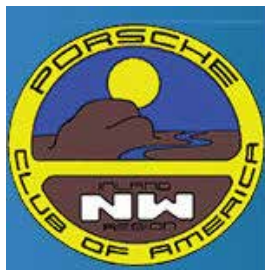
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PCA Zone 6



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Olympic Peninsula
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Greater Columbia
President: Tillie Hammond
president@gcr.pca.org
<https://gcr.pca.org/>



High Desert
President: Jay Seeley
president@highdesertpca.org
<https://highdesertpca.org>

VEHICLES FOR SALE



FOR SALE: 1956 Porsche 356A - Serial # 66021. Exterior: Red. Interior: Grey. Mileage: 27,133, Current owner for last 40 years. Clean Title in-hand. Full restoration in 1986 including paint and interior. Converted to 1600 Super engine in 1986. Engine serial # 84 439. Weber 40 IDF carbs (have original Zenith carbs). Updated 912 style fuel pump. Pertronix electronic conversion for distributor. Period correct radio and speakers installed in 2023 (sourced from Vintageblau Stereo). All service and repair history at Stuttgart Autotech in Lake Oswego since 2003. Regular oil change services. Regular brake fluid exchange services. Regular spark plug, fuel filter, belt replacements. Complete front and rear brake system overhaul in 2018 (including brake drums, pads, wheel cylinders, wheel seals, brake hoses, and master cylinder). In excellent mechanical and running condition. Extremely clean vehicle inside and outside. By Appointment Only. Asking \$124,995. Contact: Todd Jordan, Owner & General Manager, Stuttgart Autotech. 503-635-3098 jordant@stuttgartautotech.com www.stuttgartautotech.com (3/26)

2006 PORSCHE CAYMAN S: Considering Offers On My Baby That I Bought 10/23. Here's Some Info: Clean Carfax. Purchased October 2023 With 79000 Miles On Her. Now She Has 90,500 As Of Today, January 10, 2026. Arctic Silver Metallic. Black Leather. Sport Chrono Package. Heated Front Seats. PASM. PCM 2.1 Bose Sound System. Bixenon Headlamps. Led Spars. New Bosch Windshield Wipers. AFE Chrome Exhaust Tips. Clear Side Marker Lens. Silver Mesh Front, Rear, Side, Intake Grills. New Installed And Calibrated Four New TPMS Sensors. New Oil And Filter Changed • Changed Oil And Filter At 79,750 84,500, And 90,000 Miles. New Spark Plugs And 6 New Ignition Coils @ 79,750 Miles. New Mud Guards. 4 New Oz Wheels And 4 New Michelin Pilot Sport 4-S All Season Tires. New Interstate Battery. New Left And Right Lower Front Bumper Covers. New Trunk And Frunk Switch. New Starter. New AOS. New Shifter Cables. New Windshield. New LN Jack Pad. New Shifter Cable. Replaced Drivers Side Door Latch. Recent A/C Charge. New Water Pump And Thermostat. New F/R Brake Rotors, Pads, SS Lines. All Service Records Since I've Owned Her. Please Contact Paul Basile At paul2004@mac.com (3/26)

ANZEIGER MARKETPLACE

VEHICLES FOR SALE



For Sale: 2014 Cayenne Diesel – 81,200 Miles – \$26,000: 18inch OZ wheels, 265/65R18 BFG tires, 10mm front spacers, 20mm rear spacers. 2" Eurowise lift, new shocks and front struts, alignment at Audi Eugene. Eurowise Bumper Bull bar, Hella off-road lights, Morimoto yellow LED fog lights, clear corner lights, LED door puddle lights, factory-style mudflaps, front metal skid plate and running boards. Factory roof cross bars and roof box. Roof box not included but could be. Rennline magnetic phone mount, Porsche all weather mats and new Umber brown carpet mats. Stage 1 Malone/Tunezilla software tune. All work completed in the last year and less than 8,000 miles ago. New Pads, rotors, filters and fluids. All factory emissions equipment in place. No rips, stains or smells. Clean Oregon title, no accidents, clean Carfax. 81,200 miles. \$26,000. Call or text Joe @ 503-545-5101 (11/25)



2014 911 S – \$89,500: well optioned- see build sheet in pictures. Clean Carfax, no accidents, no air bag deployment, all service preformed as per Porsche. Service done in Eugene, Eric Jones Motor Sports. Recent PPI done \$450, 100% checked all the boxes. If you did not know this was a 2014 you might guess it just came off the showroom. Interior & exterior are mint. No scratches, dings, or paint chips. Recent CERAMIC coating, PPF, all services records, 4 brand new Pirelli's, Sport chrono, Premium pkg., Bose Sound, Electric Slide sunroof, 14 way memory seats, heated & ventilated. Never tracked or smoked in. Extremely well cared for, climate controlled garage. Artic Gray Metallic / Black interior. \$89,500. Ronnie Adkins at adkins.ron@hotmail.com (03/26)



For Sale: 2016 Porsche Boxster – 41,588 miles – \$32,250 This is a 2016 Porsche Boxster, 6-speed manual with 41,588 miles. Always garaged, the ragtop and rear glass in pristine condition. Comes with a fitted cover. The tires are fairly new and lots of life left in them. All functions and mechanics work properly. Minor front ,left damage to lower cowl and blinker reflector. VIN# WP0CA2A89GS120596. Asking \$32,250. Rich Duer (503) 969-9470 (11/25)

ANZEIGER MARKETPLACE

VEHICLES FOR SALE



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)



2019 PORSCHE CAYENNE FOR SALE: \$38,500, 55,000 miles. Very clean, non-smoker and garage kept. Attractive Moonlight Blue Metallic exterior on gray leather interior. PPF installed on the entire front of the vehicle from brand new. Recent ceramic coat. Factory window sticker & Blackstone oil analysis available upon request. This Cayenne is enthusiast owned, and I am the second owner. Very well equipped, maintained to above normal standards and complete maintenance history from new. Sold new and maintained at Porsche Beaverton. Includes two sets of key fob remotes and owner manuals. Clean title and CarFAX. Equipment Highlights: Premium Plus Package. PDLs+ headlights, 3.0 liter V6 turbo 335HP. Porsche all weather floor mats and cargo space liner. 2" receiver hitch with 7-way trailer electrical socket. 14-way power seats. Heated & ventilated front & heated rear seats. Heated steering wheel. Marc Franck m1franck@mac.com (01/26)

ANZEIGER MARKETPLACE

PARTS FOR SALE



992 Pirelli Tires and Wheels with Tires: One set of near new Pirelli P Zero NA1 tires (Dated 2025) from a recently delivered 2025 992 Porsche. Tires have less than 50 miles on them and are in perfect condition. Sizes: 245/30ZR20- 305/30ZR21 Price- \$1750.00. One set of aftermarket wheels and Pirelli P Zero NA1 tires (Dated 2022) for a Porsche 992 with less than 1,000 miles. Sizes: 245/30ZR20- 305/30ZR21 Price- \$1750.00. Contact – Earl Green Rothsport Racing 971-626-1340 earl@rothsport.com (4/26)



Vintage Porsche Lithograph and Wine Glass Set – \$700 OBO (floor at \$550) I have for sale two vintage Porsche collectible items were at the Larry Myers Porsche & Audi dealership, the original Porsche Store in Beaverton (before the current dealership – Beaverton Porsche & Audi). These date back to the 80's and were in the owner Larry Myers office! I am selling for my father who acquired them while working there for 8 years during the 80's. Contact Jermaine Talbert at: jermainetalbertpdx@gmail.com (3/26)

Hardtop for 996! Removable hardtop for 996 ('97-05 911). Can fit 997 ('05-13) once a few OEM parts are added—I can provide further info. Comes with rolling stand and soft support. Good condition. Black in color. Paint is shiny. 1 smaller ding in center of top. Located in Portland, OR. \$1800. Jeremy Williams. jeremy@matrixintegrated.cc (4/26)



Valvetronic Valve controller module. Valvetronic Valve controller module. Complete kit. \$140 Located in Seaside Oregon. Mike Brackenbrough mikbrackenbrough@gmail.com (3/26)

ANZEIGER MARKETPLACE

PARTS FOR SALE

Carrera S

factory wheels

(992.601.025.C)

and Michelin Pilot

Alpin 3peak snow

tires – \$3,500 OBO:

Fits 992 Carrera,

T, S and maybe

others with 5x130 bolt pattern. Will entertain offers!

Used for two wet winters, never in snow. Less

than 5,000 miles on rear tires. Approx. 6k on the

fronts. No abnormal wear. Local pickup preferred.

Possible delivery to Portland or Eugene with full

payment in advance. Real Carrera S factory wheels

992.601.025.C 20x8.5 front and 992.601.025.D

21x11.5 inch rears. Professionally powder coated

a matte brown/gold. (Tire Rack \$782 ea!) . \$3500

OBO. Call or text Joe @ 503-545-5101 (11/25)



2006 Cayman S Wheels – \$300:

From 2006

Cayman S. Front 235/35 (8"x19"), Rear 265/35

(9"x19"). Wheels are in good condition, except

dented driver side front which may be repairable.

Portland area, local pickup only. Contact Phil Dollar

@ dollarphil58@gmail.com (3/26)



Set of four CEC C884 Wheels and Pirelli P-Zero

Tires \$1500. Porsche 991.1 narrow body fitment

and possibly others. Wheel sizes are 8.5x20 et45

and 11x20 et60 with center bore of 71.6mm and

bolt spacing 5x130. Tires are size 245/35ZR20

and 305/30-ZR20 all approx. 6/32 tread depth. No

curb rash or damage to wheels or tires. email, call

or text Gary Feldmann at feldgary@comcast.net

971-303-6642 (3/26)



Pirelli take offs for sale – \$300:

4 Pirelli Pzeros

with 5000 miles of easy street wear. 2 235/35/20s,

2 265/35/20s 1 tire patched from puncture. No

leaks. \$300 for all. Mike Brackenbrough, Text 503

440 1960 (3/26)

ANZEIGER MARKETPLACE

PARTS FOR SALE

Blizzak WS90 winter/snow tires on rims – \$500 OBO:

Selling four (4) Bridgestone Blizzak WS90 winter/snow tires on rims. Tires – 235/50/18 (101H XL BSW), run

3 (local) seasons, 8/32 tread remaining. Rims – Liquid Shadow 18x8 (5-112.00 40 BKM TXX). They were on VW Tiguan. \$500 obo. Contact Charles Foote – 503-318-9506. – footec911@gmail.com (12/25)



Rennline Porsche Fire Extinguisher Mount in black – \$100:

Gently used Rennline Porsche Fire Extinguisher Mount in black. Great condition. I

had this mounted in a 997 but should fit 964/993/944/968/996/986/997/987/991/991.2/981/981.2/718/992 per website description. Prefer not to ship; willing to meet in the Portland metro area. \$100. Email Scott R at ffrscott@gmail.com (11/25)



Macan (and other fitments) Tire Chains – Never used – \$75:

One set (pair) of SCC Tire Chains Model SZ435 brand, new never used. Fits base Macan rear wheels (19") with 245/50-19 (standard OEM) tires. Includes tensioners. For other fitments see <https://www.amazon.com/Security-Chain-Company-SZ435-Passenger/dp/B000HZDFVY?th=1>. \$75 cash. Pick-up. No shipping. Contact Randy @ 503-707-9184 (11/25)

PCA Magazines (approx. 2017-2022):

I 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)



Have you taken some great photos on your recent drives?

Share them with your fellow members!

Send an email to Anh at

AnzeigerEditor@oregonpca.org for directions and we may include them in a future Member Gallery.

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.** Make checks payable to Oregon Region PCA and mail to PO Box 281, Lake Oswego, OR 97034. ■



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