

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | DEC 2025 - JAN 2026



ROUTE 66
Kingman

EST. ARIZONA 1882





DEC. - JAN. CONTENTS



ANZEIGER
OREGON REGION PORSCHE CLUB OF AMERICA
VOL. 65, NO. 11 | DECEMBER 2025 - JANUARY 2026

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

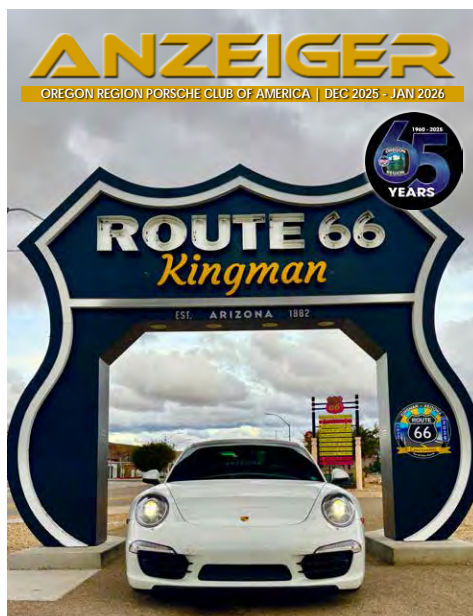
Thank You!

Thank you to our 2025 Board for your time and dedication to the Club:

- ~ Carole Hedstrom ~
- ~ Daniel Morris ~
- ~ Jim Goetsch ~
- ~ Tosh Kanno ~
- ~ Heinz Holzapfel ~
- ~ Anh Le ~
- ~ Larry Hannan ~

ON THE COVER

Cover Photo by Arnon Kaseter



ANZEIGER CONTRIBUTORS

DECEMBER - JANUARY

ARTICLES

- | | |
|------------------|-------------------|
| Carole Hedstrom | Kar Chung |
| Arnon Kaseter | Jeannine Downey |
| Peter Linsky | Gary Feldmann |
| Daniel Morris | Brad Hedstrom |
| Matt Schulwitz | Julie Madrid |
| John Sommerwerck | Daniel Morris |
| Randy Stolz | Sue Morris |
| | Matthew Nenninger |
| | Jennifer Pittman |

PHOTOS

- | | |
|-------------|--------------|
| David Burke | Rick Pittman |
| Lisa Burke | Dan Wilson |

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ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 65 | NUMBER 11 | DEC 2025 - JAN 2026

Oregon Region Porsche Club of America BOARD OF DIRECTORS 2025

PRESIDENT

Carole Hedstrom
president@oregonpca.org



SECRETARY

Jim Goetsch
secretary@oregonpca.org



DIRECTOR AT LARGE/ ANZEIGER EDITOR

Anh Le
AnzeigerEditor@oregonpca.org



VICE PRESIDENT

Daniel Morris
vicepresident@oregonpca.org



TREASURER

Tosh Kanno
treasurer@oregonpca.org



DIRECTOR AT LARGE

Larry Hannan
Larry_Hannan@oregonpca.org



PAST PRESIDENT

Heinz Holzapfel
pastpresident@oregonpca.org



[Board of Directors Minutes: Click Here to Review Past Board of Directors Minutes](#)

PROGRAMS

AUTOCROSS CHAIR

Eric Freedle
AXChair@oregonpca.org

TECHNICAL EDITOR

Jeremy Williams
techeditor@oregonpca.org

SALES MANAGER

Dave Burke
davesales@oregonpca.org

CLUB PHOTOGRAPHER

Rick Pittman
clubphotographer@oregonpca.org

TOUR CHAIR

Brad Hedstrom
tours@oregonpca.org

ZONE 6 REPRESENTATIVE

John Sommerwerck
Zone6Rep@nationalpca.org

CLUB HISTORIAN

Randy Stolz
historian@oregonpca.org

MEMBERSHIP CHAIR

Carlos Santayana
membership@oregonpca.org

ANZEIGER EDITORS

Anh Le
AnzeigerEditor@oregonpca.org

Peter Linsky

linsky911@comcast.net

Bob Ellis

bob@kelandscapedesign.com

Mark McGirr

gjrski@comcast.net

Lisa Kind, Designer

orpca@millennium-graphics.com

SOCIAL MEDIA CHAIR

Jeannine Downey
media@oregonpca.org

SOCIAL COMMITTEE

Harry and Stephanie Danberg,
Brittany Danielle,
Jeannine Downey,
Jeff and Liette Gasparitsch,
Anh Le, Julie Madrid,
Joe Sweeney,
Wendy Wells, Rosanne Woody
social@oregonpca.org

ANZEIGER NATIONAL AWARDS

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

National Newsletter Contest
THIRD PLACE 2003, 2006, 2020

Best in PCA 1971
PAUL HEINMILLER TROPHY

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EVENTS, OREGON REGION AND BEYOND

JANUARY

- Jan 10** Saturday Drive
- Jan 13** Board Meeting (in-person)
- Jan 14** Midweek Drive
- Jan 18** Sunday Drive - Cruisin On a Sunday
from West Linn to Helvetia Tavern
- Jan 28** Annual Meeting & Volunteer
Awards Banquet
- Jan 31** Ladies Lunch and Learn

FEBRUARY

- Feb 7** Social Media School
- Feb 10** Board Meeting
- Feb 14** Saturday Drive (Cupid Car Cruise)
- Feb 22** Brother's Collection

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

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COLLECTION

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2022 Taycan 4 Cross
Turismo

Lucian Baker
Wendy Baker
LaCenter, Washington
1999 911 Carrera 4
Cabriolet

Michael Brackenbrough
Seaside, Oregon
2024 718 Cayman GTS 4.0

Kar Chung
Ginny Chung
(Delaware)

Dustin Dalen
Salem, Oregon
2008 Cayman S

Darrel Hutchins
Jennifer Hutchins
Camas, Washington
1964 356 cabriolet

Andy Kraft
Amy Elias
Portland, Oregon
1999 911 Carrera

Paul Olenginski
West Linn, Oregon
2003 911 Carrera

Paul Weber
Laura Weber
Newberg, Oregon
2026 911 Carrera 4 GTS

Natalie Wilson
Paul Wilson
Camas, Washington
2008 Cayman S

ORPCA LOCAL SUMMARY

Primary Members:741
Associate Members:451
Total Local Members:1192

PCA MEMBERS IN OR REGION

Primary Members:1284
Associate Members:738
Total Region Members:2022

NATIONAL PCA SUMMARY

Primary Members:111439
Associate Members:57339
Lifetime Members:23
Total National Members: .168801

DECEMBER ANNIVERSARIES CONGRATS!

47YEARS

David Schroeder
Becky Schroeder

33YEARS

Patrick Murphy
Lisa Foley

29YEARS

Kirk Austbo
Angela Barber-Austbo

28YEARS

David Brezinski
Julie Elkins
Dean Myers
Mag Myers

27YEARS

James Woodruff
Lynn Monahan

24YEARS

Harry Danberg
Stephanie Danberg

19YEARS

Brad Bernard
Debra Bernard

17YEARS

Arthur Hung
James Watkins
Earl Levin

15YEARS

Bryan Brock
Veronica Brock
Richard Denny
Jean Denny
Eric Hoff
Mickie Hoff

13YEARS

Robert Wenz
Michael Wenz

11YEARS

Dr. Roy Johnson
Marleen Van Hulle
Michael Prstojevich

8YEARS

Philipp Muedder
Theresa Utlaut
Mark Utlaut

7YEARS

Scott Dual
John D. Hawkins
Mary Hawkins

5YEARS

Jeff Gasparitsch
Liette Gasparitsch
Paul Robeznieks
Alek Robeznieks
Nolen Sternkopf
Peter Sternkopf
Thorsten Wentzek
Susan Wentzek
Brian Wrigley

4YEARS

Jeannine Downey
Kyle Doyle
Brittany McCall

3YEARS

Christopher Craig
Jurija Metovic
Brandon Rotolo
Jay Poizer
David Samuels

2YEARS

Manas Mohanty
Anthony Resleff
Anthony Wei

1YEAR

Andrew Baek
Annie Baek
Kirk Harrison
Sandra Harrison

JANUARY ANNIVERSARIES CONGRATS!

49YEARS

Dale Rhoney
Kay Rhoney

46YEARS

Chuck Hervey
Judy Hervey

34YEARS

Vartan Varoujean
Leila Varoujean

33YEARS

Ed Thiemann
Phyllis Thiemann

30YEARS

Skip Stanaway
Crystal Stanaway

29YEARS

Larry Cirotski
Laura Cirotski
Michael Clancy
Paula Clancy

28YEARS

Neil Hutchinson
Karen Hutchinson
Gary Koppang
Theresa Koppang
Donn Snyder
Ladorna Snyder

27YEARS

George Clarke
Sarah Clarke

25YEARS

Timothy Ashcroft
Mandy Ashcroft

22YEARS

Stephen Miller
Winnie Miller

21YEARS

Dean Willoughby
Gretchen Willoughby

20YEARS

Kurt Leipzig
Jackie Leipzig

17YEARS

Terry Petersen
Jill Petersen

15YEARS

Steve Johnson
Cristy Johnson

14YEARS

Joseph Kelly
Nancy Orr

13YEARS

Keith Martin

11YEARS

Richard Barakat
Louise Barakat
Gerald Roos
Michael Roos

9YEARS

Charles Czech
Lianne Czech
John Johnson
Maria Menor
Peter Oehler
Brian Ruess
Natasha Ruess
David Williams
Jennifer Williams

8YEARS

Clint Grassman
Ronda Grassman
Terry Hagberg
Elizabeth I. Hagberg

7YEARS

Kyle Kloewer
Jade Madsen
Grant Rochelle
Brian Stein
Will Whittemore
Mimi Whittemore

6YEARS

Ronald Lee
David Visse

5YEARS

Barrett Strand
Kree Strand

4YEARS

Donald Ives
Scott Klinger
Tracy Klinger
Steve Moody
Kristin Moody
Mo Selim
Sahar Elguindy
Douglas Stites
Adam Tilton
Simonida Tilton

3YEARS

Kevin Anderson
Tim Frary
Annette Frary

2YEARS

Kevin Fischer
Bob Frasier
Ben Gaunt
Kevin Huang
Kenneth Ott

1YEAR

Neil Anderson
Cliffton Bong
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PRESIDENT'S MESSAGE

Carole Hedstrom, President

ORPCA Bringing PCA Club Racing Back to Portland

We are just a few weeks into 2026, and I can already feel the energy and enthusiasm for the next driving season. In addition to our monthly social events, the best autocross program in the region, seven multi-night tours, and 60+ single day drives, ORPCA is bringing PCA Club Racing back to Portland. An opportunity to host Club Racing at Rose Cups at Portland International Raceway presented itself in December. After hours of discussions, back-and-forth, weighing of pros and cons, the Board decided to take a leap of faith and try something new.

What does that mean for you, the membership? You will have the opportunity to see first class racing by your brethren right here in Portland. PCA Club Racing will be a shot of adrenalin to Rose Cups this year. There will be numerous opportunities to volunteer your time and help with the event. The weekend of July 10-12 will bring 40 PCA Racers to PIR as part of Rose Cup Weekend. While details and plans are in the early stages, ORPCA will be there to support the race, the racers, our members and to help shine a positive light on Portland. We will keep you posted as plans progress.

I would like to give a shout-out for our mid-week drives. If you haven't had the opportunity to join a mid-week drive, I highly recommend it. Of course, not all of us are in the position to

head out for a drive on any given Wednesday. But, if you are in position to play hooky from life during the week, take advantage of these drives. Weekday driving is different because, well, it's not the weekend. You may encounter more tree-trimming crews during the week, but in general, the back roads are even quieter, and the restaurants more easy-going. You will have a great time and be home in time to catch up on any tasks you avoided earlier in the day. Take a mid-week break, you deserve it.

Our Club's leadership team is strategizing for long-term goals: strengthen member engagement, expand our roster of events, and deepen the camaraderie that is our greatest asset. The Club made tremendous improvements this past year in the areas of event organization, member outreach, and the number of activities we offered. Now is the time to build on our momentum and aim higher. The collective creativity and energy from the Board and many members will shape 2026 into a year filled with short drives, extended tours, new social gatherings, and fresh opportunities for everyone to get involved.

Let's make 2026 our best year yet! See you at the next event and thank you for being part of this journey! Please contact me at president@oregonpca.org to get involved and volunteer your expertise. Let's Drive! ■



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Are These Depreciation-Defying Used Cars Future Collectibles?



FROM THE VICE-PRESIDENT Daniel Morris

Role of the Volunteer — and Opportunities Ahead

We are, at our core, a driving, social, and administrative volunteer organization. And candidly, we could always use a few more helping hands.

As I participate in, plan, and look ahead to our many Club activities, I often pause to reflect on—and be grateful for—our volunteers.

They are the heartbeat of our region. From driving tours and social events to technical education, seasonal celebrations, communications, and community outreach, our volunteers make it all happen. We are, at our core, a driving, social, and administrative volunteer organization. And candidly, we could always use a few more helping hands.

Perhaps you've thought about designing a drive (I can tell you—it's fun), hosting a monthly dinner, helping with social media, assisting with community outreach, or lending your time in one of the many small but meaningful ways that help others enjoy our club just a little more. Volunteering brings with it a unique kind of satisfaction—the quiet pride of knowing you've contributed to something bigger than yourself.

A SPECIAL OPPORTUNITY: CLUB RACING RETURNS TO PIR

We also have an exciting new opportunity on the horizon.

Recently, our Board was informed that Porsche Club Racing will be returning to Portland International Raceway (PIR) in conjunction with the Rose Cup Races on July 11–12. This is a significant moment, and we are thrilled to be part of it.

If you enjoy the racing scene, this is a fantastic way to get involved. We will need several volunteers to assist in both general and technical support roles. While we are still finalizing specific needs, we know we'll need people who are flexible, enthusiastic, and willing to lend a hand.

If you've ever wanted to be part of a race weekend—especially one marking the return of Club Racing to PIR—this is your moment. Please reach out and let me know if you're interested.

CALLING ALL PORSCHE PHOTOGRAPHERS

We also have another opportunity that's close to my heart.

Our photography team, led by Rick Pittman, is looking for additional members who share a love of both Porsche and photography. Last year alone, Rick reviewed over 6,000 photos—an incredible effort, but one that would greatly benefit from a few more helping hands.



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If you enjoy taking photos, have an eye for composition, or simply enjoy capturing moments from our drives and events, we would love to have you. Additional volunteers would help with both shooting events and reviewing submitted photos, easing the workload and enhancing the quality of what we share with the membership.

A REMARKABLE YEAR—BECAUSE OF YOU

In 2025 alone, our Region sponsored:

- 67 day tours
- 8 multi-day drives
- A dozen social dinners
- A summer picnic and holiday party
- 11 *Anzeiger* issues
- 52 weekly email newsletters

That's an impressive accomplishment for an

all-volunteer organization—and even more impressive when you consider we serve more than 1,100 members.

We are a leading region because of you.

On behalf of the Board and all our committee volunteers, thank you for your time, your energy, and your willingness to give back. Your involvement is what makes this club special.

Here's to a fantastic 2026. Our calendar is full, the road ahead looks exciting, and I'm certain we'll connect at one of the many events to come.

Until then—enjoy the drive, and we'll see you out on the road. You can always reach me at

vicepresident@oregonpca.org. ■



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EXHAUST FUMES

Peter Linsky

\$40,000 Tires?

“Boy,” I mentioned to a sales rep standing nearby, “those tires will be pretty expensive to replace.” He agreed, but told me that was the direction the industry was going.

When I first saw the then-new Infiniti SUV at the Portland Auto Show many years ago, I was struck by its immense - for the time - 19-inch-diameter wheels and tires. “Boy,” I mentioned to a sales rep standing nearby, “those tires will be pretty expensive to replace.” He agreed, but told me that was the direction the industry was going. Today, of course, we have grown accustomed to not just 19s, but wheels and “rubber-band” narrow-section tires of more than 22 inches for passenger cars and 30-plus inches with huge “off-road” rubber for trucks. The latter are tremendously heavy and certainly cause extreme and premature wear on such items as wheel bearings, shock absorbers, bushings, and so forth.

Now comes an additional factor: Tire life. If one is wealthy enough to afford a Bugatti Veyron Grand Sport (currently the fastest car in the world - 230+ mph, although a Chinese electric hypercar claims over 300), tire replacement will still come as a shock. AutoBlog reported recently that the founder of VINWiki decided to replace his Grand Sport’s worn-out tires with new wheels and equivalent

tires from China at a cost of a mere \$3700 a set rather than paying \$42,000 for just the OEM Michelin Pilot Sport PAX tires. Those are the only tires that fit the factory wheels, and are glued on. Can’t do that at the local Les Schwab! The report says Bugatti recommends tire replacement every 18 months and new wheels and tires every third tire change. Each wheel is priced at \$40,000. Another recent story about the Bugatti Veyron noted that costs for even relatively minor damage to its carbon-fiber bodywork are mind-boggling, as Bugatti requires Veyrons to be shipped back to its factory in France to obtain proper repairs. ■

As you will probably have read by now, there has been some upheaval at the top levels of Porsche management, but analysts say that shouldn’t come as a surprise. CEO Oliver Blume is moving on. He had stated that he didn’t anticipate staying at Porsche’s helm indefinitely, as he has been splitting his duties between Porsche and the Volkswagen Group. Former McLaren chief Michael Leiters has been appointed to succeed him in

There's Still Time ...
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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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Stuttgart. Quoted by Reuters, former Aston Martin CEO Andy Palmer says "It's a bit of a poisoned chalice. He's certainly going to head into a storm," Palmer said. "It wouldn't be easy for anybody... but I think Michael has the experience."

On October 24, Blume delivered a very disappointing third quarter report reflecting a deep operating loss of about \$1.1 Billion, considerably worse than analysts had expected and largely due to costs from a recent rollback of its electric vehicle strategy, a sharp sales decline in China, and the Trump administration's import tariff policy, all of which have pushed Porsche's stock value sharply lower. The company says it anticipates a full-year 2025 operating margin below 2%, and the 2025 dividend will be significantly lower than the 2024 level.

Leiters is well-known in the sports car world after holding positions at McLaren, Porsche and Ferrari. From 2000 to 2013, he was instrumental in developing the Porsche Cayenne SUV.

Pop-out door handles on Teslas are going away, after it was determined that an electrical system failure, as might occur in an accident, would prevent outside rescuers from opening the doors to help the occupants. ■

OK - Let's admit it: Who among us hasn't cracked a grin when approaching a tunnel in an air-cooled Porsche, rolled down the windows, downshifted, and hammered it once surrounded by sound-reflecting tile? There's nothing like the shriek of that flat-six winding out. Other motorists might not love it, but we do! Unless they have a sport exhaust, water-cooled Carreras don't create quite the same effect, but Porsche has a remedy in mind. Soon, Porsche will introduce a new "Tunnel mode" function that will use forward-viewing cameras and other sensors to detect the approach of a tunnel, and give the driver the option (it can be switched off) of automatically dropping a gear, opening the exhaust-control valve to Sport Mode (if there is one) for better gas flow and noise, er, sound, and dropping the windows to create "an enhanced emotional experience". Electric Porsches will have a synthesized exhaust sound piped in. Wouldn't you like having a job at Porsche thinking up all these wonderful new ideas? ■

There's nothing like the shriek of that flat-six winding out. Other motorists might not love it, but we do!



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ZONE 6 UPDATE

John P Sommerwerck,
Zone 6 Representative



Brad Pape Announced As New Zone 6 Rep

*It has
been our
privilege to
be the Zone
6 Rep.*

Parting shot. Santa's sleigh reimagined.



This is my last In the Zone. My term as Zone 6 Rep ends December 31st. Starting January 1st, Brad Pape will be the Zone 6 Rep. Brad is, in my opinion, a great selection as Zone 6 Rep and I know he will do well.

It has been our privilege to be the Zone 6 Rep. Yes, I noted; 'our', Nancy has been supportive and, in many cases, leading me all along. She was the brains behind the zone region presidents' meetings, she edited my musings in these pages, and many more. We will really miss all the

opportunities to help and interact with all our friends in Zone 6. However, I fully support the idea that Zone Reps should have specific terms. It keeps the position fresh with new ideas and energy.

Nancy & I have several PCA activities planned

for 2026. First up is a trip to Parade – Lake Placid in June. I will drive out and Nancy will meet me in Columbus, Ohio. We will also be participating in Canada West/ BC Interior's Escape 2026 in Penticton in September. We hope to connect with many of you at these events.

For those long-range planners in the audience, I would note; Porsche **Parade 2026** will be held in Lake Placid, NY starting June 14th, 2026. Registration opens in January 2026. **Spring 2026 Treffen** will be held at the Montage Palmetto Bluff (Bluffton, SC) March 29th to April 2nd. Event registration opens December 18th at 3 PM EST. **2026 Treffen at Sea** Pacific Wine Country cruise will depart from Vancouver, BC on September 19th, 2026. **Parade 2027** will be held in Boise, ID, starting July 11th.

Nancy and I have thoroughly enjoyed all our visits to the Zone 6 regions over the last four years and look forward to enjoying Zone 6 signature region events in the future. Zone 6 abounds in great roads to drive and great automotive venues.

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

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Aloha: A Joint Drive with the Big Island Club

ARTICLE BY DANIEL MORRIS
PHOTOS BY DANIEL AND SUE MORRIS

Several members of our Region recently traveled west – way west – to join the Big Island Club for a long-anticipated joint drive on the island of Hawaii. This collaboration had been in the works for several years, and while our Oregon contingent was small, we were warmly welcomed and had a truly wonderful time.

Like our own tours, the morning began with a pre-drive social—though with a few island twists. The start time, for instance, was refreshingly relaxed. We gathered around 10:00 a.m., and the safety briefing began at 10:30. I especially appreciated the chance to sip coffee slowly while Sue enjoyed a little extra rest and a short fifteen-minute drive to our starting point.

After introductions and some lively conversation, our tour leader, Gunner, founder of the Big Island Club, surprised us with an





unexpected announcement—it happened to be the 70th Anniversary of the Porsche Club of America. Gunner's family has a deep history with PCA: his father was an early photographer for Porsche USA, and his mother modeled in some of the brand's first American advertisements. The two families - Gunner's and Porsche's - vacationed together, and his father even drove Ferry Porsche to his very first U.S. Parade. That kind of living history is simply captivating.

Our drive unfolded differently from any I've experienced. I volunteered to serve as Sweep, and Gunner seemed pleased that someone stepped forward so readily. Sweep, as many of you know, is every bit as important as the lead position—sometimes more so. Gunner handed me a powerful radio with a magnetic antenna, which I mounted easily on the trunk of my rented convertible. I even snapped a photo for our Oregon tour team to study later. Then he handed me a red flag to complement his green one.

Our communication plan was simple but ingenious. As Sweep, I entered the highway first, pulling into a wide turnout that Gunner had



pre-selected. Once all cars were assembled, we used our flags for visual confirmation before merging back onto the road together. The system worked beautifully—an innovation worth sharing with our own tour leaders.

We began in Waikoloa Village, climbing the Old Saddle Road, a beautifully twisting route that rises from 1,500 feet to nearly 6,500 feet just below Mauna Kea. After a break and a bit of roadside mechanical teamwork on a finicky blue 914, we prepared for the descent. When the 914 refused to start, one of the members and I gave it a classic push-start, proof that older cars still teach us useful skills modern ones can't. Sometimes, older really is better.

With everyone safely regrouped, I raised the red flag, Gunner raised the green, and we began the long, winding drive down toward Kona. Along the way, Gunner narrated local history and pointed out places of interest via radio. We eventually reached the Old Kona Airport Park, where we gathered under the pavilions beside the ocean and shared pizza and dessert - courtesy of our generous Big Island hosts.

Though the Big Island Club is much smaller than ours, their enthusiasm, hospitality, and sense of community rival any Region I've encountered. They hold their "arrive and drives" on the first Saturday of each month, and I'm confident they would welcome future visitors. For the record, a Mustang convertible kept pace with the Porsches just fine—proof that community sometimes matters more than horsepower.

I hope this is the first of many shared adventures with our Hawaiian friends. The roads are spectacular, the spirit is genuine, and—as with all good drives—the best memories come from the people who make them possible.

Until our next visit, may the Big Island Club continue to thrive and enjoy every mile of their magnificent island roads. ■



Beyond the Grave Rave

– Oct 22, 2025



ARTICLE BY MATT SCHULWITZ
PHOTOS BY MATTHEW NENNINGER AND DAN WILSON

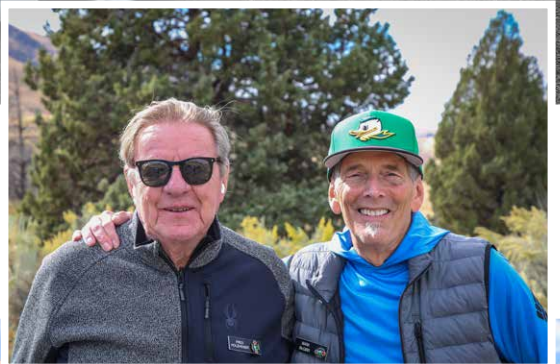
We all gathered at the Huckleberry Inn in Government Camp on October 22nd to start the drive. Under the crisp autumn skies of Oregon’s winding backroads, we embarked on the legendary “269 Mile Beyond the Grave” drive—a thrilling pilgrimage honoring the indomitable spirit of the state’s automotive pioneers, weaving through misty forests, over rugged mountain passes, and past forgotten graveyards that whispered tales of yesteryear’s daring racers, all while our gleaming Porsches hummed in perfect harmony with the landscape’s untamed rhythm.

A massive shoutout to our tireless organizer Fred Holzheiser, whose meticulous route-planning and infectious enthusiasm turned what could have been a mere jaunt into an epic odyssey—Fred, you’re the unsung hero who doesn’t just map the miles but ignites the soul. Without you, we’d probably still be circling Portland’s espresso stands like caffeinated lost puppies. And let’s give a warm, heartfelt welcome to our newest board member Wendy Wells, the radiant trailblazer who rolled up today as the sole female force in a sea of revving testosterone. Wendy, your



poise, wit, and wicked-fast cornering not only kept us all on our toes but reminded every one of us that true Porsche passion knows no gender, just pure, unfiltered joy; here’s to you lighting up board meetings (and backroads) with that unstoppable sparkle.

Finally, our deepest gratitude to the intrepid drivers who served as group leaders and sweeps—your vigilant eyes, steady hands, and unflappable cool ensured we all crossed the finish line safe, smiling, and ready for the next adventure; you didn’t just lead the pack, you guarded the heartbeat of our club like the pros you are. ■



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Turkey Trot: Midweek Drive November 19, 2025

ARTICLE BY ARNON KASETER
PHOTOS BY KAR CHUNG AND DAN WILSON

I joined ORPCA for a mid-week drive that turned out to be one of my best tours yet. The drive started from Ava Roasteria Progress Ridge. The smell of freshly cut lumber drifted through the clear, sunny fall air as we carved our way through endless twisty roads. The highlight was the mountain logging roads—miles of sweeping curves that seemed to go on forever.

Wendy Wells, in her Macan, kept up with everyone the entire time—truly impressive. Billy Senders, in his 997 C2 on summer tires, handled the damp roads like a pro, weaving through the wet curves with confidence. My own 991 Carrera 4 recorded G-forces in some of the turns, showing just how capable these cars are.

The tour was flawlessly put together. Mark McGirr planned the route perfectly, with well-timed breaks, beautiful scenery, and a terrific lunch stop in McMinnville. Thanks to Fred Holzheiser for letting me join at the last minute.

Perfect weather, great friends, and unforgettable roads—truly the best mid-week tour I've experienced. ■



The 65th Anniversary Message

BY RANDY STOLZ

Note: For those not attending the 65th Anniversary here's my message to the club. With a five minute time budget, I wish I could've talked faster.



Porsche Club of America – Oregon Region 65th Anniversary Celebration

Over the past year I've been the club historian. That is somewhat like being Gil Pender in "Midnight in Paris", traveling back to the Lost Generation and the Golden Age. Then too it's like Marty McFly dropping in on his parent's youth in "Back to the Future".

For the moment though, let's enter 1960 as a target year in our time machine.

PCA's then-Washington Region extended as far north as Alaska, east to the Dakotas, and south to the California border. The folks here in Portland felt a bit left out. One of them was a guy named Richard Stief. With the blessing of Bruce McCassey (Washington Region's President), Dick managed to contact all of the Porsche owners in Oregon, a whopping 47 cars at the time –without E-mail!

About 40 owners and guests met in July and August to form the Oregon Region. That gave way to a Concours in September and a PCA Charter. While there was much enthusiasm at the time, this burst of growth was short-lived. Why? Like today, there were so many competing interests.



Slalom, rallying, and racing all had very active clubs too.

Ironically, racing, the sport that propelled Porsche into our minds, was finding its way into Portland with the creation of PIR. With a venue for regional racing, many members

drifted away. Additionally, the equally new Cascade Region drew away some in 1961. By '63 the membership was down to just nine.

Fortunately, we had presidents like Don Kemmerich

the 70's saw the introduction of the Anzeiger. Our first editor, Vic Kreimeyer, won first place overall for newsletters at the '71 Parade.



Don Kemmerich



Ken Charters

and Ken Charters who spent multiple years before and after their presidencies keeping things alive with gatherings followed up with a short mimeographed newsletter. While there were informal mailings under various names beforehand, the 70's saw the introduction of the *Anzeiger*. Our first editor, Vic Kreimeyer, won first place overall for newsletters

at the '71 Parade. In 1972 the Otter Rock Weekend at the Alpine Chalets was born, consisting of beach volleyball, a Chalet to Chalet progressive dinner, the bonfire/marshmallow fight, and a drink called a "Banana Banshee", and various other forms of mischief.

All of this fun was tempered by the Arab Oil Embargo

in '73 and 74, the Federal Clean Air Act and a National 55 mph Speed Limit. In some states you risked a \$500 fine for using a radar detector.

You needed more than a detector to win one of our Rallyes. The Past Presidents Rallye had become a tradition, and John Joyce (who passed away this year), produced many rally schools and events; and showed us that problem-solving and





moved to the Monarch hotel.

The Eighties also brought our own Autocross program. Under the watchful eye of Will Swope and later John Stanton, the club ran events at places like the Salem Armory, Porsche Beaverton's parking lot, Mt. Hood Community College or anywhere we could park a then-new club trailer full of cones and flags.

AX is the last competitive event the region now holds. Hopefully we can offer more competitive events in the future, be it a Concours, a rally, or creeper races on a fun afternoon. It's up to you.

Maybe 25 years from now someone will resto-mod their Taycan Turbo S Cross Turismo with a flux capacitor. Better yet; they will write about THESE times as the "Golden Age". It's certainly been that for me. Thanks to everyone that made it happen. ■

a sense of adventure had a following.

Our first multi-region event was the Oregon GAS'EM. It was a mini-Parade in '76, which ... in part ... won us PCA Region of the Year. The GAS'EM prepared us for our first Parade in 1980 ... just in time for Mount St. Helens and a Herculean effort by club members to sweep the track clear of ash.

Like the 60's the beginning of the 80's brought more racing among our members; some of them competing at or near the professional level. There was no shortage of instructors for Track Days and those events became more education oriented.

Track days, preparation, and repair of now 15 to 20 year-old cars brought demand for more maintenance and technical information. Our first Rainbonnet was held in November '82. It was a multi-region "Tech session" with local and National presenters. We were fortunate to use a distributor's depot for a dry meeting spot. We also had a Concours, along with some other activities, and a usually a banquet. In later years we added track events and





November Happy Hour at McMENAMINS

Wed., November 19, 2025

PHOTOS BY BOB ELLIS, JULIE MADRID, AND GARY FELDMANN





Holiday Gala December 6, 2025

PHOTOS BY JEANNINE DOWNEY,
BRAD HEDSTROM, DAVE AND LISA BURKE,
AND RICK PITTMAN



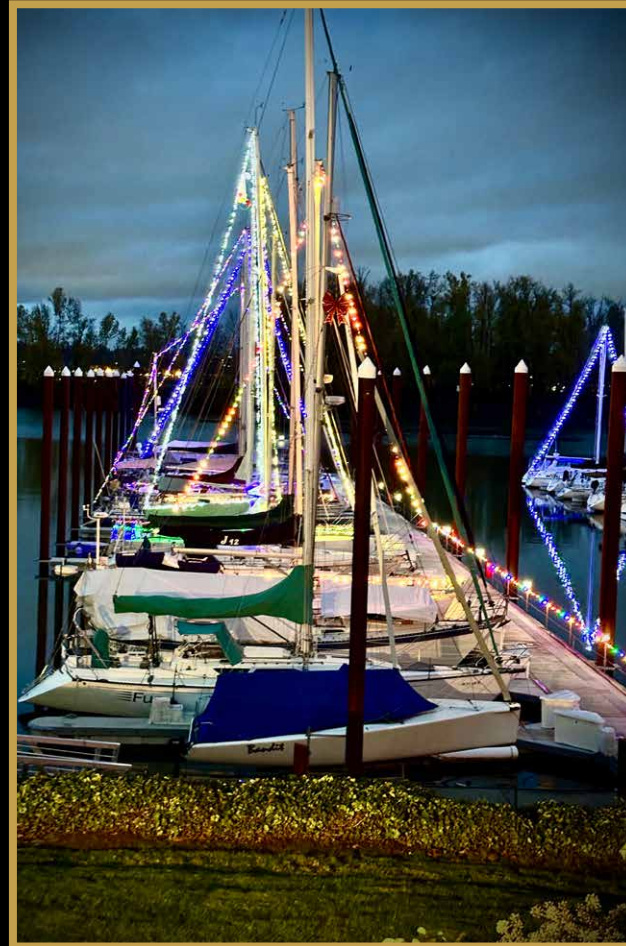
Marines having fun.

Thank you to the Social Committee for another wonderful holiday party at the Portland Yacht Club (PYC).

CONGRATS TO THE FOLLOWING RAFFLE WINNERS:

- Gary Feldmann
- Carlton Geer
- Lisa Koch
- Louis Mavor
- Milo Petranovich
- Sergeant Manuel Vazquez

Special thanks to our ORPCA members, Doug Foster and Diane Burns, for sharing sponsoring the Club through your PYC membership. ■





Dan Kelly and Lisa Koch.



Bob Ellis bringing holiday cheer



Carlos Santayana, Jeff Gasparitsch, and Brad Hedstrom.





Mike and Julie Madrid.



Jennifer and Rick Pittman.



Carole Hedstrom and Sue Morris.

Brittany Danielle from our sponsor Matrix.



Christopher with his dad, David Lawrence.



Sean and Natalie Smith.





Dave and Lisa Burke.



Queene and Louis Mavor.



Rosanne and John Woody.



Bill and Anne Rasnake

Route 66: The Drive Home

ARTICLE AND PHOTOS BY ARNON KASETER

Waking up one morning in mid-December, I grabbed my phone and started deleting junk emails. One subject line caught my eye—an email from America’s Automotive Trust titled “*The Drive Home Route 66 Kicks Off January 3rd...*”

I opened it.

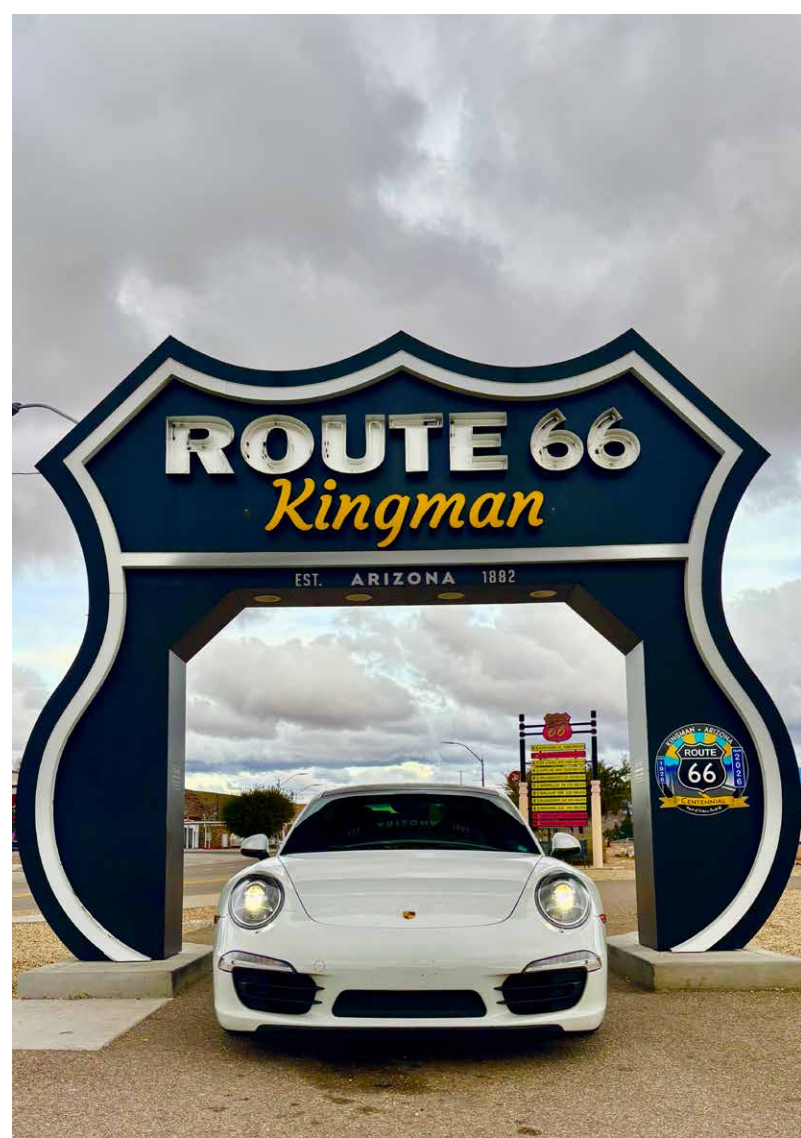
The Drive Home VII: Route 66—a once-in-a-lifetime cross-country drive celebrating the 100th anniversary of the legendary Route 66. I scrolled a little further and saw the words “Sign up to make the drive with us” in red. I didn’t think twice—I signed up. I remember thinking, my 911 is perfect for this long trip! With little time to prepare, I had the car inspected and threw my clothes in the back. My 911 has just enough space for both of us.

I made my way to Santa Monica to join America’s Automotive Trust and the National Route

66 Centennial Commission. When I left Lynnwood at 4 a.m., it was foggy, but the rest of the drive went smoothly. I went straight to meet the drivers and crew of the nine official cars at a reception held at the Santa Monica Ice Rink.

The next day was the formal kickoff at Mel’s Diner, hosted by America’s Automotive Trust, the Route 66 Centennial Commission, and the Detroit Auto Show. I was thrilled to meet Mr. Steve Saleen

at the kickoff. With Santa Monica police cruisers escorting us out of town, he joined us for a short drive. I picked up my wife at the Ontario airport near our second stop.



Driving Route 66 from Santa Monica to Chicago was unforgettable. I loved every bit of it. It was wonderful to see America the way it felt a long time ago; small towns, open roads, and a slower pace of life. Along the way, we found interesting stores and unique places that exist only on this route and met genuine people everywhere we stopped.

Kansas has only 13 miles of Route 66, but it still stands out. One memorable stop was Gearhead Curios by Aaron Perry—especially his famous restroom.

This is just the tip of the iceberg. Every stop was fun and interesting, with excitement building from one point to the next. Route 66 isn't just a drive; it's a reminder of what made traveling across America special.

We met "Big Mike" in Seligman, AZ. A gentle, genuine, and proud Route 66 promoter and owner of a local retail store. Seligman, AZ also inspired the movie *Cars*, a small town bypassed by progress, saved by the people who refused to let it fade away.

A stop at the Rolla Visitor Center in Missouri was especially impressive. Everyone there made us feel incredibly welcome with an official reception.

Most of the "privateers" drove only portions of the route, but only two cars completed the drive from end to end.

Our trip ended on another sunny day in Chicago, in front of the Art Institute. We were happy to have made it without any issues, but also a little sad, knowing we would miss the people we met along the way. Making so many new friends and visiting memorable places along the Mother Road was a big part of my experience.

I would definitely do this type of journey again in my Porsche. ■



Porsche Club of America

ZONE 6 REGIONS



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 President: Oskar Ciejek
info@bci.pca.org
<http://bci.pca.org>



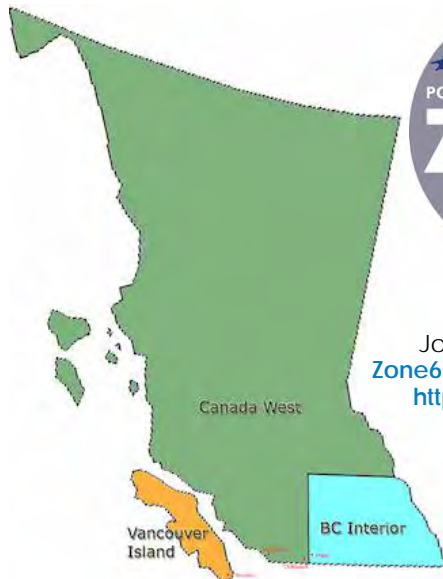
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president@cascade-pca.org
<http://cascade-pca.org>



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 President: Fred Nielsen
president@highdesertpca.org
<https://highdesertpca.org>



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



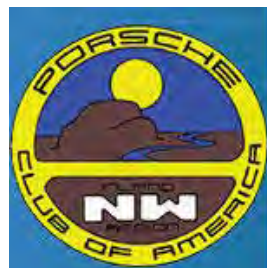
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president@virpca.org
<https://www.virpca.org:452>



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president@silversageporsche.com
<https://silversageporsche.com>



Pacific Northwest
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president@pnwr.org
<https://pnwr.org>



Inland Northwest
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president@inwr.pca.org
<https://inwr.pca.org>



Olympic Peninsula
 President: Jill Diefenderfer
president@opr-pca.org
<https://opr-pca.org>



Oregon
 President: Carole Hedstrom
president@oregonpca.org
<https://www.oregonpca.org>

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)



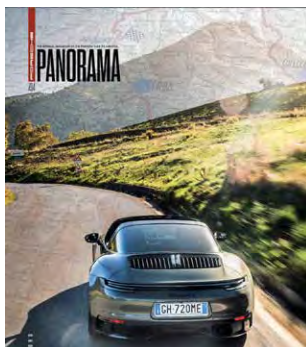
For Sale: 2012 Porsche 911 991.1 Cabriolet – 50K miles – \$64,900: Excellent condition. Manual 7 speed, sport steering wheel, apple carplay, heated/cooled seats. Keyless entry and drive. Two keys. Sports chrono w/ Sport and Sport Plus modes. 50K miles. \$64,900. Call Bob Brown at 503-939-7567 (11/25)



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 cowling and blinker reflector. VIN# WPOCA2A89GS120596. Asking \$32,250. Rich Duer (503) 969-9470 (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)



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: \$41,000, 54,000 miles. Very clean, non-smoker, no kids, no pets and garage kept. Attractive Moonlight Blue Metallic exterior on gray leather interior. PPF installed on the entire front of the vehicle from brand new. Monroney sheet & Blackstone oil analysis available upon request. This Cayenne is enthusiast owned, and I am the second owner. It's 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. 3.0 liter V6 turbo 335HP. Tiptronic 8 speed transmission. Porsche all weather floor mats and cargo space liner. 2" receiver hitch with 7-way trailer electrical socket. 14-way power seats. Heated front & rear seats. Serious inquires only. Marc Franck m1franck@mac.com (01/26)



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

ANZEIGER MARKETPLACE

PARTS FOR SALE

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



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)



Porsche Carrera S II wheels – \$750 with TPMS: Set of Porsche Carrera S II wheels for the 997.1 and 997.2. Widebody fitment (off of a Carrera 4S). No curb rash. A few small blemishes in the paint/clearcoat. I purchased these off the The Mart in March of 2022 from a buyer in the southeast. Had to have the front two wheels straightened at NW Wheel and Tire in Bend, OR. I've run these on the car for the past 3 years without problems. Selling my car with the original wheels so these are up for sale. \$750 with TPMS sensors. Email Scott R at ffrscott@gmail.com (11/25)



Macan Thule Aeroblade Edge roof rack system – \$500: Porsche Macan Thule Aeroblade Edge roof rack system. Includes all parts needed to setup your Macan for many Thule roof rack accessories. Fits any year & model Macan with the factory roof rails. Includes: 2 Aeroblades; 4 Aeroblade Edge Fixed feet with locks. Includes 2 keys; Macan fit kit. \$500. Marc Franck m1franck@mac.com (11/25)

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.

ANZEIGER MARKETPLACE

PARTS FOR SALE



For Sale: Macan wheels – three (3) – \$150 each: Three Macan wheels. 9x19, ET 21 offset typically used for rear fitment on Base model. Two wheels have tires that are nearly dated out and have TPMS sensors. All are straight and have a few scratches/chips. \$150 each. email, call or text Gary Feldmann at feldgary@comcast.net, 971-303-6642. (11/25)



2021 Trailex CT-8045 Aluminum Trailer/Car Hauler– Portland, OR – \$8,900 OBO: Selling my 2021 Trailex CT-8045. Excellent condition, ~3k miles, always garaged. Under 1,000 lbs, so it tows easily behind an SUV or small truck.. Includes electric brakes, spare tire, dual lockable Trailex boxes, fuel-jug carriers (four total jugs), and lockable wheel rack. Bought new for \$10,100 before the addition of the 2nd Trailex box and fuel jug holders. Title in hand. Great lightweight trailer for DE or club racing. \$8,900 OBO. Todd Etchieson, 503-784-7412, toddetchieson@gmail.com (11/25)

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)

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)



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