

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JULY 2026



Summer Northwest Passage 2026

Ah, Grasshopper: Prepared You Are

*See Article and Photos
on Pages 27-33*





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OREGON REGION PORSCHE CLUB OF AMERICA
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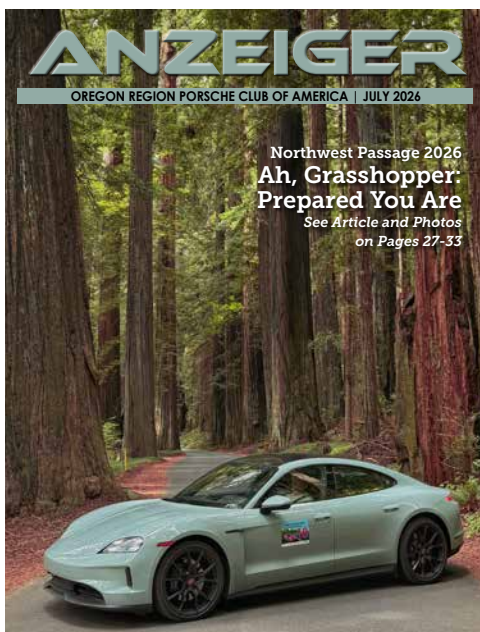
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ON THE COVER

Cover Photo by Cody Grassham



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

The ORPCA's Award-Winning Newsletter | VOLUME 66 | NUMBER 6 | JULY 2026



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National Newsletter Contest
THIRD PLACE 2003, 2006, 2020, 2025

Best in PCA 1971
PAUL HEINMILLER TROPHY

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EVENTS, OREGON REGION AND BEYOND

JULY

- 16-Jul** Midweek Drive - Lost Hat Drive
- 18-Jul** Drive - Pride in Motion
- 19-Jul** 52nd Forest Grove Concours d'Elegance
- 19-Jul** Autocross #5
- 19-Jul** Sunday Drive - Fruit Loop
- 22-Jul** July After Work Evening Drive
- 27-Jul** 2026 Scenic Oregon - Tour 2

AUGUST

- 1-Aug** Top Down Drive
- 2-Aug** Autocrose #6
- 6-Aug** Midweek Drive - Aircooled Drive
- 6-Aug** Midweek Drive - Boxster Drive
- 8-Aug** West Cascade Scenic Byway Drive
- 9-Aug** ORPCA Summer Tour and Luncheon
- 11-Aug** ORPCA Board of Directors Meeting
- 14-Aug** Werks Reunion Monterey
- 19-Aug** Social - August
- 20-Aug** Midweek Drive
- 22-Aug** SUV Drive

SEPTEMBER

- 8-Sep** ORPCA Board of Directors Meeting
- 10-Sep** Escape 2026
- 16-Sep** September NW Passage
- 16-Sep** Midweek Drive
- 19-Sep** Treffen at Sea
- 20-Sep** Autocrose #7
- 20-Sep** Sunday Drive
- 23-Sep** Social - September - Hillsboro
- TBD** Road & Fork Dinner

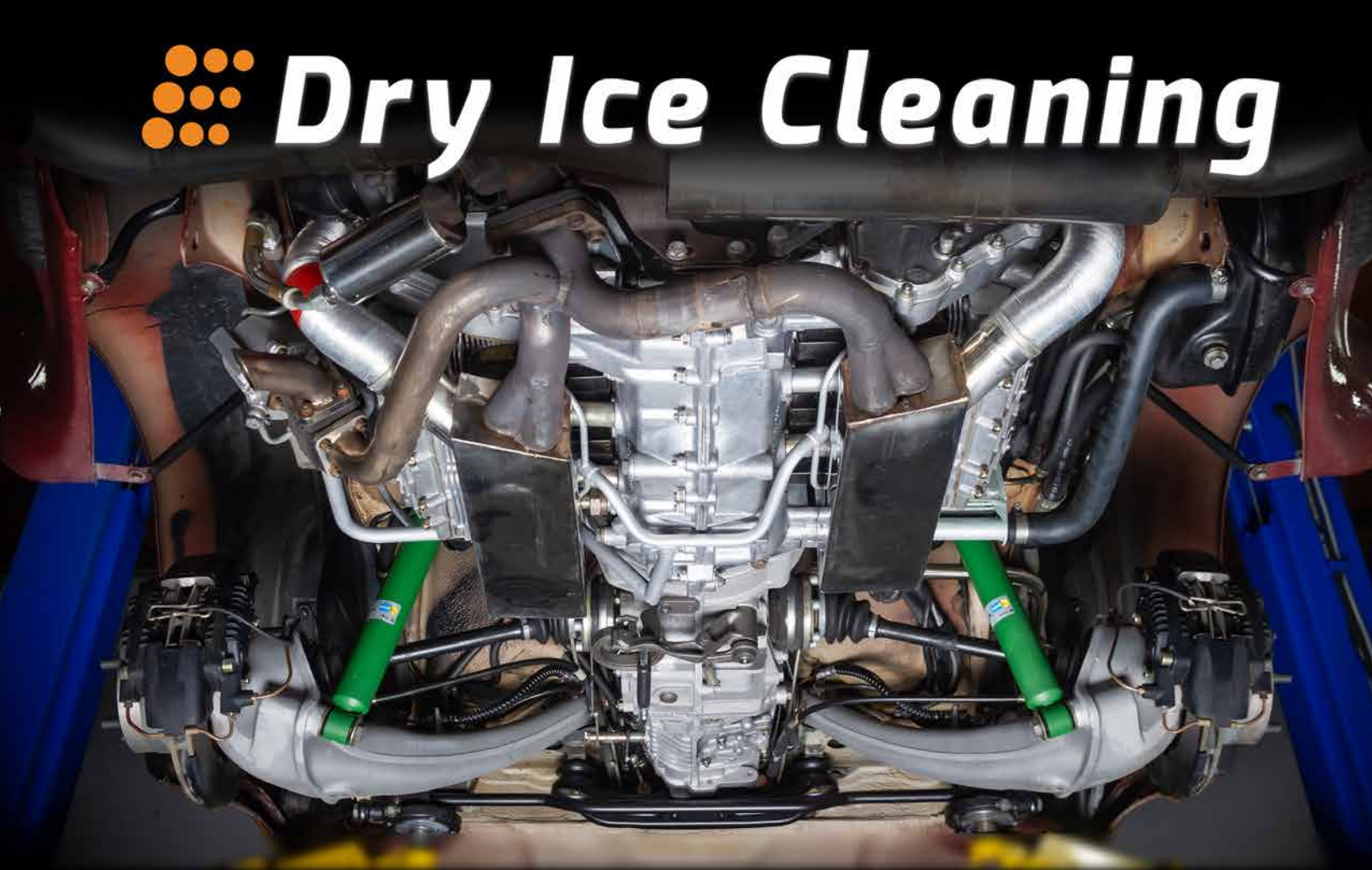
OCTOBER

- 10-Oct** Saturday Drive
- 11-Oct** Autocross #8
- 13-Oct** ORPCA Board of Directors Meeting
- 18-Oct** Sunday Drive
- 21-Oct** Midweek Drive
- 21-Oct** Social - October
- 24-Oct** SUV Drive

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

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Not yet a PCA Member? Join PCA today! Are you a PCA Member, and do you live in Northwest Oregon or Southwest Washington? You are invited to join the Oregon Region PCA! For more information visit

<https://www.oregonpca.org/home/orpca/membership/join/>

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

ORPCA LOCAL SUMMARY

Primary Members:793
Associate Members:478
Total Local Members:1271

PCA MEMBERS IN OR REGION

Primary Members:1336
Associate Members:766
Total Region Members:2102

NATIONAL PCA SUMMARY

Primary Members:112,916
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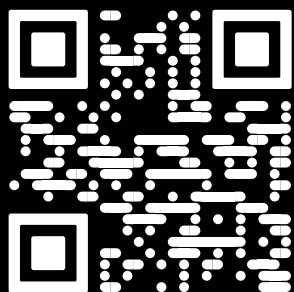
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PRESIDENT'S MESSAGE Carole Hedstrom



How Much Is Too Much?

As you know, 2026 is packed with events and activities across all parts of our lives. The ORPCA calendar includes more than 70 drives, over 15 dinners and socials, a dozen tech or garage visits, and at least six multi-night getaways. At the same time, members are balancing vacations, family visits, the 250th USA birthday, World Cup Soccer, PCA Racing at Rose Cup, and the many summer traditions of the Pacific Northwest, including concerts, wine tastings, and days at the coast.

You may have noticed that the Club has removed a few events in the past couple of months. When leadership planned the 2026 calendar, the goal was to offer members a wide range of choices by day, location, time, and type of activity. That said, every event depends on volunteers willing to organize and support it. Notably, a few drives have been dropped from the schedule. Running 70 drives in one year is ambitious by any standard. In fact, most PCA regions run 10 or fewer drives annually. Oregon is fortunate to have some of the best Porsche roads in the country, and we clearly make the

most of them.

The Tours Team has quietly removed drives when no volunteer has stepped forward within five or six weeks of the scheduled date. Planning a drive takes time: selecting a route, finding a suitable lunch or picnic location, arranging a rest stop, requesting insurance, posting the event on the website, and promoting it through the weekly email. These tasks are handled by our outstanding volunteer leaders, along with the administrative volunteers who support our website and communication channels.

July is especially full, and some calendar adjustments were necessary. Traditionally, our Saturday drives are held on the second Saturday of each month. This year, however, the second Saturday fell on July 11, the same weekend as Rose Cup Races. For the first time in decades, PCA Racing was part of the Rose Cups. This was a significant event not only for ORPCA, but for the City of Portland and

*You may have
noticed that
the Club has
removed a few
events in the
past couple of
months.*



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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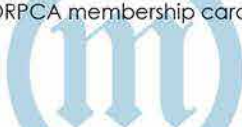
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Portland International Raceway. PCA Racing and Rose Cup Races filled the whole weekend, with practice, qualifying, and the showcase race on Saturday, plus a practice session and final race on Sunday. Because of that, the regular Saturday drive was bumped from the calendar.

Even so, July still offers plenty to enjoy: the Scenic Oregon Tour will take two groups into Central Oregon, there will be a relaxed dinner in Canby, Pride in Motion drive, member cars featured at the Forest Grove Concours d'Elegance, a mid-week drive, a Sunday cruise and a

summer evening drive. Every one of these events depends on volunteers. We host events based on whether or not there are volunteers ready and willing to organize and lead them.

As you know, ORPCA is 100% volunteer led, organized, and coordinated. It is you; your enthusiasm and support that keep the Club moving and vibrant. We always welcome more help. It's not just the cars; it's the people. If you would like to get involved and show us your volunteer spirit, please email me at president@oregonpca.org

Let's drive! ■

*It is you; your
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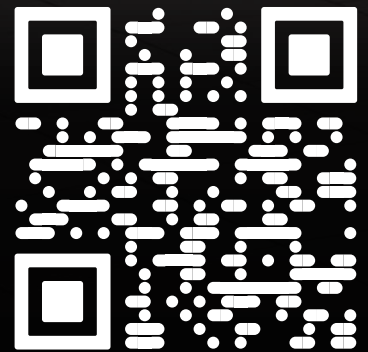
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FROM THE VICE-PRESIDENT **Danielle Morris**

Same 911, New Perspective

*Different
look, same
car. Same
driver,
different
profile. The
view may
change, but
the essence is
unchanged.*

In July, we'll hold our second Pride Drive - and I have something personal to share alongside it.

I prefer Danielle over Daniel. While this may be surprising, and is certainly complicated, I want you to know: it is a good thing - for me, and I believe for our Club. Authenticity is a genuine strength, and I've come to trust that.

I've been thinking about the Targa as a metaphor. Roof up, it's a coupe - a proper 911 with a solid top. Open the Targa, and suddenly it's an open-air machine. Different look, same car. Same driver, different profile. The view may change, but the essence is unchanged.

That's the best way I know to describe this. I'll continue as an officer and as a tour leader and designer. On the personal and professional levels this is complicated, but I am fortunate - my family supports me, even as they navigate their own questions along the way. The journey, like a good twisty road, has its undulations, followed by unexpected brilliance and vistas you didn't see coming.

I've worked with the Board and many of our leadership over the past

two-plus years on this. Because I serve as a club leader, a personal journey inevitably touches others - and I recognize that many of you may have questions. Questions are good.

We are a car club. We emphasize drives, social events, dinners, Cars & Coffee, and community outreach. We are not a political organization, and my transition is simply a personal one - open to questions and without the need for awkwardness. I especially want to avoid the awkwardness that can so easily surround a disclosure like this. The Board is fully on board. I have always answered their questions, and I'm glad to answer yours.

I believe our Club is so much more than cars, events, and drives. It is about people. I am hopeful that each of you will continue to show up and participate as you always have - and that when we're at a shared event, you'll find very little has changed. Other than perhaps the length of my hair and the style of my clothing.

Same 911. Just the newer open-air version.

You can always reach me at vicepresident@oregonpca.org. ■



EXHAUST FUMES

Peter Linsky

Porsche's Patent Pipeline

“Porsche is working on a paint that can change on demand, and it wants to use it to outwardly signal things like Sport mode on something called ‘e-paper.’”

When Porsche switched from air/oil engine cooling to water cooling for its rear- and mid-engined cars with the arrival of the 996 and the Boxster, you might have assumed that was the end of the discussion. Apparently, not so.

Hagerty recently reported that Porsche has filed a patent application – uncovered by CarBuzz – that shows an internal-combustion flat-six engine inside a housing meant to improve airflow with the help of rear-ducted fans.

Why? To start with, liquid cooling added weight, complexity, and reliability issues to what had been, until the 996, a pretty bullet-proof technology sorted out over several decades. Adding to the liquid-cooling negatives was the matter of where to mount new radiators so they can work properly, along with water pumps, hoses, and all their associated paraphernalia. If Porsche could rid its top-of-the-line sports cars of all that stuff, it could once more taper the nose and flanks for improved aerodynamics, lower weight, and thus better fuel mileage.

The patent drawings reveal a heat exchanger - OK, call it a radiator - mounted above the engine like a Turbo's intercooler. Hot engine air would be ducted to this radiator, cooled,

blown around the engine housing, and then exhausted out the rear with fans assigned to that task. Having the engine unit itself enclosed in a “box” would aid the cooling effort and reduce noise as well. An interesting concept - let's see what happens here.

Also on the patent front, Porsche has recently filed a patent application for an interesting paint option. Jalopnik writes that “Porsche is working on a paint that can change on demand, and it wants to use it to outwardly signal things like Sport mode on something called ‘e-paper.’” The patent includes a diagram that shows the example of racing stripes that only appear when the Sport Plus drive mode is selected, but it also says it could be used to display an EV's state of charge.” It's a patent on the application of the technology, not so much the technology itself, he writes. “The technology isn't dissimilar to the electrochromic glass roofs on other Volkswagen Group vehicles, where an electrical current is applied to the tungsten oxide layer of a panoramic glass roof to turn it opaque. Rather than serve a purpose like blocking out the sun, though, Porsche wants to use the technology to let its customers flex on any onlookers.”

As part of the filing, Porsche says “the

change in the appearance of the outer surface of the motor vehicle is used in an advantageous manner in order to identify properties and/or states of the motor vehicle for external viewers." It also places a focus on applying the coating to aerodynamic elements including spoilers, splitters, vent slats, and side blades to highlight high-performance elements when drivers switch into Sport or Sport Plus modes. Seems to me that it's a great way to attract unwanted attention.

Do cars and trucks really need a back window for rearward vision, now that rearward-facing cameras are becoming more commonplace? Volvo seems to be taking the lead here, with its new Polestar 4 doing away with a backlight pretty much altogether. Instead, it uses a rear-facing camera and a video display. This new Volvo has a glass roof panel that extends rearward to join its sloping rear deck just

above the rear axle line; then a black headliner takes over, extending down into a shallow, empty, storage space.

Advantages? Less drag and better laminar flow, thus improved aerodynamics fuel consumption. The Polestar 4 offers the usual side mirrors plus four short-range cameras with one rear-facing that display in what would otherwise be a windshield-mounted rear-view mirror. Such mirrors are all but useless, say critics, especially in late-model vehicles such as SUVs.

No need to worry about this new idea for a while, as we won't see Polestar 4s here for a while. The Polestar 4, an electric vehicle, is manufactured by Geely Holding, the Chinese automaker that swallowed Volvo a few years ago, and the current administration is dead-set against the importation of anything built in China. ■



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Vacuumed & Wiped Clean
Windows Cleaned & Tires Dressed

Additional Services Available:

Interior Detail : \$200
Engine Detail : \$100
Hand Wax : \$200
Sap & Moss Removal : \$100
Complete Detail : \$350

Paint Correction - \$300

Same steps as Mini Detail
Remove Sap, Moss, and Bugs
Clay Bar Entire Car Smooth
1st Step : Cutting Compound
2nd Step: Polishing Compound
3rd Step : Carnauba Hand Wax

Ceramic Coating - \$1,000

(Ceramic Pro Products)
Same Steps as Mini Detail
Same Steps as Paint Correction
Sterilize Entire Vehicle
Apply 9h Ceramic Coating
Apply Glass Ceramic Coating
Apply Wheel Ceramic Coating
Apply Top Coat Ceramic Coating



Instagram : @mikes.auto.spa Email : mikesautospa@yahoo.com



ZONE 6 UPDATE

Brad Pape,
Zone 6 Representative



Parade, Awards & Summer Drives

Welcome to Summer. June was a busy time for all of the clubs and me too. Just a small sampling of how the regions are doing, to date this year I have received 244 insurance requests which means, all of you are attending and putting on many, many club events. Congratulations to you.

Kelly and I managed to fill our month pretty well. On June 6th we joined our region in a North Meets South drive where we met up with some of the members from Kamloops at a halfway point and proceeded through the back roads to Salmon Arm for lunch.

On June 10th we flew out of Kelowna and met up with Gary Glover the Zone 11 Rep. in Calgary we then flew on to Ottawa, picked up a rental car and stayed the night in Cornwall, Ontario before proceeding to Lake Placid for the 2026 Parade and National Assembly meetings.

Parade this year was the largest on record with more than 1300 cars and 2500 participants. All of this taking place in Lake Placid population 2500. It was hard to believe that that many people could fit into that small of a town. The streets were Porsche, Porsche, Porsche, Porsche, Toyota, Porsche. It was quite a site.

Although the weather didn't cooperate very well, it looked like everyone was having fun. The concourse was located on the Olympic speed skating oval with more than 150 Porsches shining in all of their glory.

Congratulations go out to Oregon Region for being selected Region of the Year and 1st place in their category for website of the year. Greater Columbia was third in their website category. Zone 6 was 2nd with our zone website thanks to Heinz Holzapfel for



keeping it updated.

In the newsletter categories we had:

- Vancouver Island 2nd in their class
- Canada West 2nd in their class
- Oregon Region 3rd in their class

Overall it was a pretty darn good haul for Zone 6 awards.

We returned from Lake Placid where I spent a couple of days catching up on emails etc. Next up was a drive through the South Okanagan with a group of 17 cars ending at a pub in Penticton just in time to watch Canada defeat South Africa in World Cup Soccer. A first for Canada.

Next up is a busy July starting with the BCIR 35th anniversary BBQ then off to Boise for the Silver Sage 60th. See you next month. ■

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**MORTGAGE
EXPRESS**



FROM THE EDITOR

Anh Le



Every Drive Has a Story

I always see hesitation on faces when there is a request to write about a drive or a social event. I know there is a willingness to volunteer, but you do not want to commit to the unknown. I know many of you have expressed an interest in writing for the *Anzeiger* but are not sure where to start.

Below are some key points to include when writing your article to lessen your trepidation:

- **Event type/name:** What was the event? (Dinner social, SUV drive, or just include the name of the drive in the registration)
- **Date of the event:** When did it take place?
- **Location of the event:** What was the name of restaurant (venue and city)? Where was the departure point of the drive (venue and city)?
- **Participants:** How many cars or people joined?
- **End point:** Where did you have lunch after the drive (venue and city)?
- **Key highlights:** Weather that day, any notable events, remarks mentioned, or scenery that captivated you.
- **Was this your first drive** or event with ORPCA? Share any thoughts or feelings you had during the event.
- **Photos:** Please upload or include any photos you would like to accompany your article.
If you prefer, you can also submit a poem

or song if your creativity moves you. Our members also love reading about your car-related travel or experiences that are not ORPCA events.

Peter and I are here to give your article the final touches. We will make your story shine. Happy writing and driving. See you all at the next event!

It is that time of the year for me to ask for photos of your beautiful cars for our 2027 calendar. If you have an amazing photo of your car to share, please review the following criteria for submission:

- Please include the year, color, and model of your car
- Minimum resolution of 300dpi.
- Email submissions only - Do not text the photos to avoid lowering the resolution.
- Good margins on all sides of the car. It is better for us to trim the background rather than your car's bumper.
- Landscape format preferred, but if you have a breathtaking portrait option, we may be able to enlarge the photo to make it work.
- Feel free to submit multiple photos.

Please kindly email submissions or questions to Anh Le at anzeigereditor@oregonpca.org.

Photos must be submitted no later than August 25th.



See You at Seaside Twenty-seven Porsches, thirty-six friends, and one perfect Oregon day

ARTICLE BY DANIELLE MORRIS
PHOTOS BY BOB ELLIS, CAROLE HEDSTROM,
RANDI LEDBETTER AND DANIEL MORRIS

Some drives are measured in miles. Others are measured in moments. “See You at Seaside” turned out to be one of those days.

Twenty-seven Porsches gathered under a brilliant Oregon sky at the Scappoose Fred Meyer - every generation represented, nearly every color accounted for, and four new member pairs beginning what we hope becomes a familiar rhythm of Oregon Region life: wonderful roads, extraordinary cars, and even better people.

The soundtrack started on the Scappoose–Vernonia Highway. Flat-six harmonies echoed through the trees as we wound toward Jewell, sharing the road with cyclists and weekend wanderers chasing the same perfect weather. At the Jewell elk viewing area,



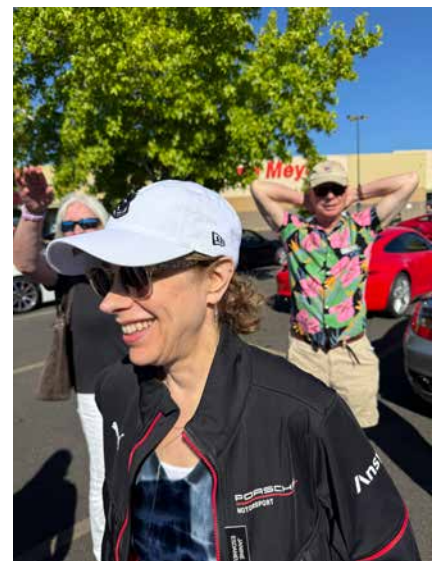
conversations flowed as easily as the coffee. Names became friendships. New members joined the chorus.

From there, Highway 202 carried us through Youngs River Road and Lewis & Clark Road before the Pacific finally made its appearance.

If there was a crescendo, it came at lunch.

Thanks to Scott Peterson, the Seaside Golf Course welcomed us in style, our cars parked on the grass beside the first tee. The staff treated us like honored guests, halibut and chips competed with a full menu of favorites, and Scott surprised everyone with sand dollars to mark the occasion.

Twenty-seven cars. Thirty-six friends. Blue skies overhead, the Oregon coast ahead. Perhaps that's why we keep coming back. It's never just about getting to Seaside. It's about who shares the drive. ■





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To the Coast We Go!

Thursday, June 18, 2026

ARTICLE BY STEVE FERREE
PHOTOS BY DIANE HOMES, SAM LEE AND DAN TILDEN

The drive lived up to its name. We had 30 cars gather on Thursday, June 18th ranging from a GT4RS to 911 Turbos, Caymans, Boxsters, and Macans to air-cooled machines, all sporting many different vibrant Porsche colors.

The wonderful tour took us from Beaverton West through Vernonia and then through the beautiful Clatsop State forest. The route had lots of fun curves and great road conditions. We even had a stop at the Jewell Wildlife Refuge, where there is an abundance of elk; however, it was such a warm day they were all bedded down. We were greeted by a very friendly dog that lives near the refuge. A couple of groups had to avoid deer crossing the roads.

Then it was on to Gearhart for lunch at McMenamins Gearhart Hotel for a great lunch, where the restaurant did a wonderful job serving all of us. If you like golf, I was told the Gearhart Golf Links is a great course. They are hosting the 2026 Hickory Open!

Many thanks to both Mark McGirr and Fred Holzheiser for a great job planning the route and being group leaders.

It was a GREAT day! ■



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Summer Northwest Passage 2026 Ah, Grasshopper: Prepared You Are

**ARTICLE BY DAVID ZYGMONT
PHOTOS BY BOB ELLIS, CODY GRASSHAM,
VALERIE MENELY AND ROSANNE WOODY**

If you drive a manual transmission, you probably know right where the engagement point is on your clutch pedal. That engagement point and the interplay with your engine speed are really the most important concepts you learn. At least that's what I think after learning how to drive my first manual transmission at age 44.

With great excitement, my husband Cody and I were ready to start our first day of driving on the June edition of Northwest Passage. We had purchased this 2006 911 Carrera 4S Cabriolet specifically for club multi-day drives. I learned how to operate a manual on this very car over the last year. My first lesson was from the original owner, who kindly and patiently taught me for two hours so that we could drive it back together from Reno.

We're ready to start our morning before the group meet-up by driving over to the best-reviewed local coffee shop in downtown Lebanon. Engine started, sunglasses on, depress the clutch, shift into first, a little gas, and ease back into that engagement point. Let's try that again, ease back into that engagement point. Release it further, nothing. Gulp? Further back, and stutter, almost engine died, but no stall, thank you very



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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



PORSCHE CLUB OF AMERICA

SPECIAL SECTION: NORTHWEST PASSAGE

much, and we're moving finally. "Uh, Cody, I think we have a serious problem." I come to a stop again and try to figure out, was that a one-time thing? It most certainly wasn't. It was as if the clutch had left the party.

Jim Goetsch is the first victim of my plea for help back inside the hotel. We strategize, and in the end, I call the experts at Matrix when they opened. After some checking on the brake fluid reservoir to make sure we're not leaking it out through the clutch cylinders, it's deemed safe to drive to the shop. The bad news: It's probably just a failed clutch since that part is still original and has 81,000 miles of wear.

If we had to choose between a failing clutch at the beginning of the trip or a failing clutch in the middle of that same trip, I'm going to pick the beginning every time. So now it's decision time: we have the whole trip ahead of us but also need to limp this car back to Portland over 1.5 hours away. If you know Jim, you know he exudes positivity, "You've got to go back for your other car and join back up with us tonight; you can still have a great Northwest Passage!"

So that's exactly what we did. We quietly sulked past the morning driver meeting and I clumsily shifted our way all the way onto the highway. I cried maybe a little on the inside when we encountered stop-and-go morning traffic with a broken clutch, but we got our 911 to Matrix.

Replacing the 911, we are very fortunate. We



picked up my daily driver, a 2025 Taycan 4S we call Grasshopper. Some might tell you at this point of the story we hoped to drive the Northwest Passage on an electric dream and a prayer. I'd heard the stories about EVs on the Northwest Passage, and maybe you have too. They go something like this: charging is hours out of the way, they missed a meal, the range was close, etc. But here was my concern: Was the Taycan all shiny and washed like I prepared the 911? No. Did it have the door graphics lovingly aligned and applied without bubbles? No. But don't you worry, I peeled those off the 911 and sloppily applied them to the Taycan,

SPECIAL SECTION: NORTHWEST PASSAGE

because we've got to go!

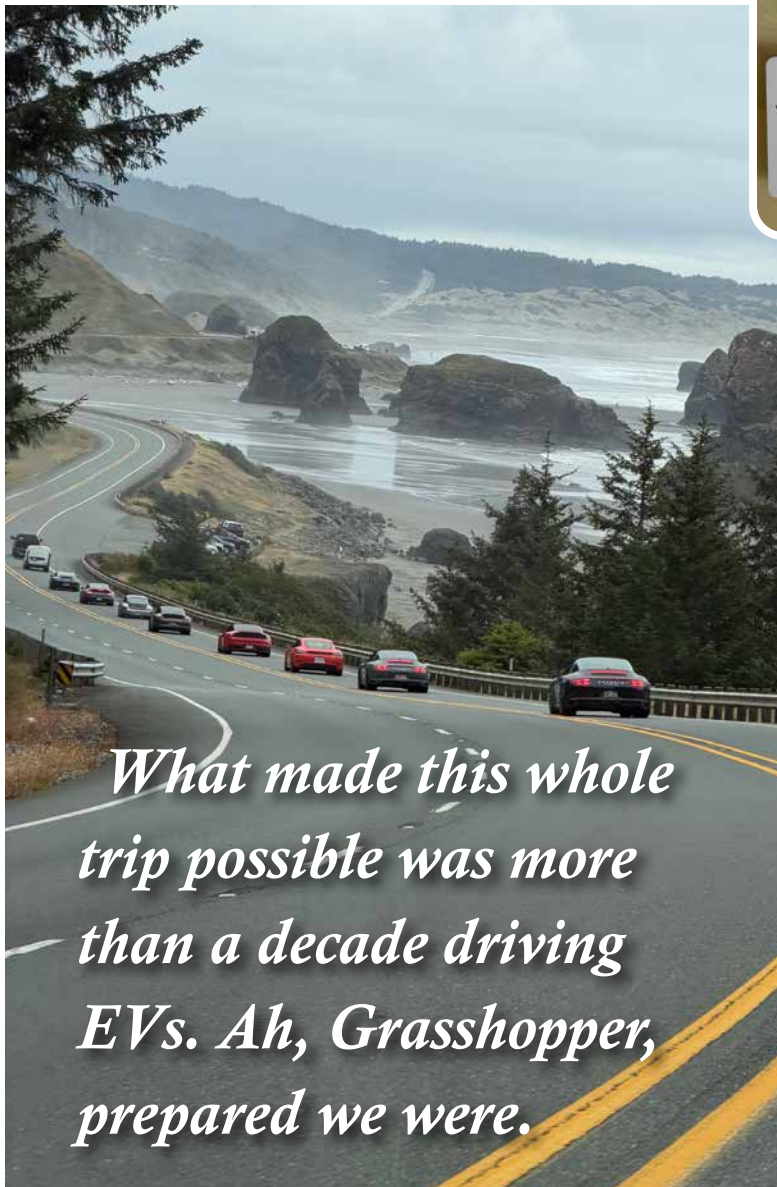
Welp, and that's that, we took the Taycan on the Northwest Passage. What's that? You wanted to know if we made it? Were we stuck on the side of the road walking for hours to the closest charger for a bucket of electrons?

Well, if you must know, after a dash home for Grasshopper, we zipped down I-5 thinking the before-lunch segment was a total miss for us. We were charging at a Rivian Adventure Network station in Roseburg, and Valerie

texts me since we had shared location with each other following this situation and says, "We are so close to you!" And she wasn't kidding, a few minutes according to navigation.

We were just done charging so we hit the road, knowing that we'd soon be joining the planned route for the afternoon leg of Day 1 with Group 1 not far ahead. We were excited and energized at this development, and maybe passed a few vehicles, to finally catch up to the last car of Group 1. We stayed with our group for the remainder of Northwest Passage. No big detours out of the way. I'll save the tour description and stories to other writers in the Anzeiger.

What made this whole trip possible was more than a decade driving EVs. Ah, Grasshopper, prepared we were. We also have a general sense of the charging landscape through the area since we've been down both 101 and 5 in an EV before. Also, thanks to a big shift from Tesla opening up their very substantial network, and serious expansion by charging network competitors, there's more choice than ever. The



What made this whole trip possible was more than a decade driving EVs. Ah, Grasshopper, prepared we were.

second big differentiator that made our Taycan switch easy was hotel selection, all of which had charging on-site so that we started each morning with a full up to 300-mile charge. Thanks to the Northwest Passage committee for choosing those hotels if it was a tiny factor in their decision-making.

The only segment of the Northwest Passage that gave me pause was crossing between 101 from Eureka to I-5 and Ashland through northern California. There weren't really any good charging options on that route, so we needed to make sure

we had plenty of charge to make it with some to spare. There are great apps to check a plan like that; one of them, A Better Route Planner (which is now owned and designed by Rivian), said we'd get to Ashland with 5%, and the built-in Porsche app planner said 23%. Apparently, my settings on the first app weren't right, because wouldn't you know we arrived with 23% just like the Porsche app predicted? Maybe Porsche does know the Taycan best.

To ensure we had enough spare charge leaving Eureka, we did break away from the driving group for the

*Were we stuck
on the side of
the road walking
for hours to the
closest charger
for a bucket of
electrons?*

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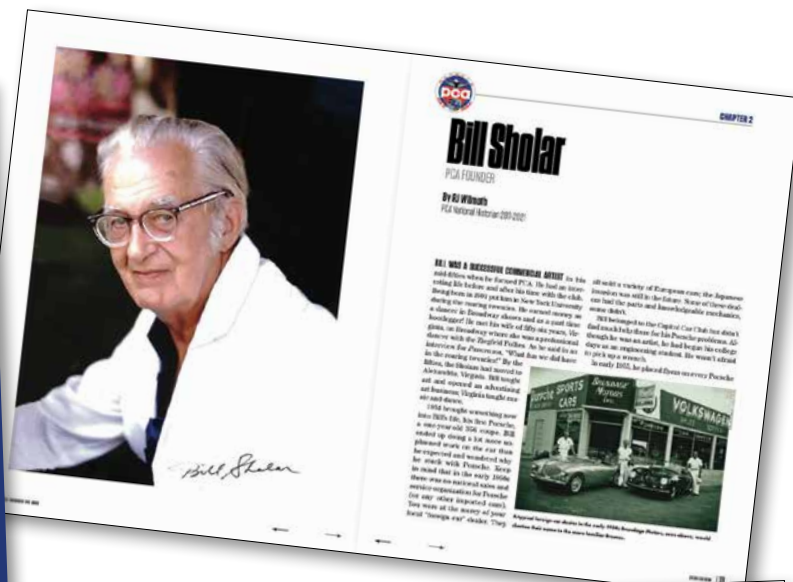
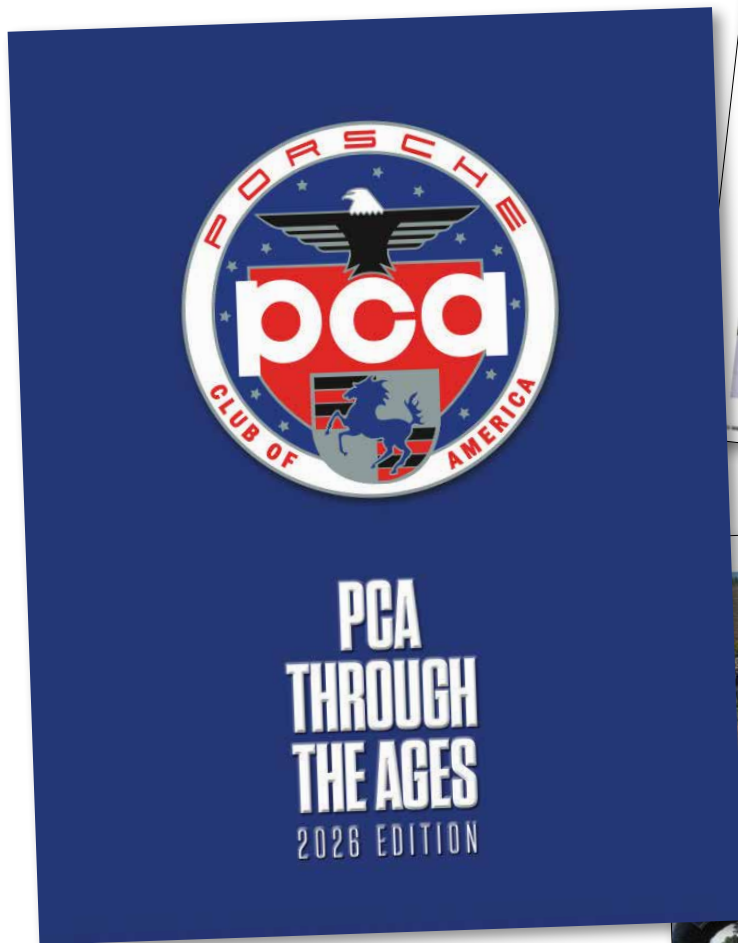
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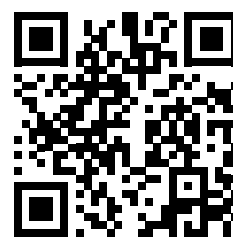
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PCA History Book

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

SPECIAL SECTION: NORTHWEST PASSAGE



Jeramie and Mindy Shane.

only time on Day 4, about 1.5 miles out of our way to a Tesla Supercharger to top off. And wouldn't you know that it took us SO LONG to charge that by the time we returned to the group brunch spot, Cody and I had the pleasure of waiting 20 minutes in line behind other members for our turn at the buffet!

And I might have cheated a little at the Ashland Springs Hotel. Their overnight charging infrastructure was installed by a now-bankrupt company called Sema Connect, and the payment terminal was failing with our perfectly functional credit cards. But thanks to that long-time EV experience, I used my Sema Connect network card that's kept in a folder full of cards I had ordered over a decade ago, and that did authorize, and wouldn't you know, we never received a bill.

Cody and I both loved a new charging network provider called Ionna we used on the way home at two locations, and they finally get it: canopies and nice layouts near convenience stores just like gas stations. We'll be choosing them and their ultra-fast chargers every time we see them on our trips now. The Taycan proved its beast-mode charging capability of up to 320 kW. That's the equivalent power of 8 homes at once.



We enjoyed the driving, sights, and most of all the people in our first Northwest Passage. We didn't set out to be the one unique EV on the tour, but we needed to be when our lovingly cared-for and never-ending money-pit of a 911 wanted to take vacation at the same time we did. ■

June Social Dinner

Sunday, June 28, 2026

ARTICLE AND PHOTOS BY FERN KULPREECHA

June 28th was an extraordinary summer evening spent on the north side of the Columbia River. I was excited to get to downtown Vancouver early, ready to host, along with David Hanning, our annual June Social Dinner at the Thai Orchid Restaurant. It was an honor to host this important event at (in my opinion) one of the most authentic Thai restaurants in the Portland Metro area, to showcase my national food the way it's supposed to taste.

Forty members showed up, an impressive turn-out - several arrived admirably early. It was fantastic to see members who reside on this side of the River and those from the Portland side joining us. A number of members braved the phenomenal evening rush-hour traffic from Portland, while several members had gone to Northwest Passage and just got back only a couple of days ago and still managed to make it to this event.

All the guests seemed pleased with this new venue, in terms of the drinks, the food, the service and the ambience. I made sure to check that everyone was happy and satisfied. Hospitality is in our blood, if I may add. It was an absolutely lovely evening, seeing the amazing friendship that has developed and cultivated over the years through the shared passion and the love of Porsche, which brought us together.

I was grateful for the kindness of all our members that evening. You made this event so memorable. ■



PORSCHE

SPRINT TROPHY
PORSCHE CLUB OF AMERICA
BY YOKOHAMA



2026 Porsche Sprint Trophy Porsche Club of America by Yokohama Calendar

Jan. 29 – Feb. 1: Sebring
June 5 – 6: Lime Rock Park
July 10 – 12: Watkins Glen
Sept. 5 – 7: Road America

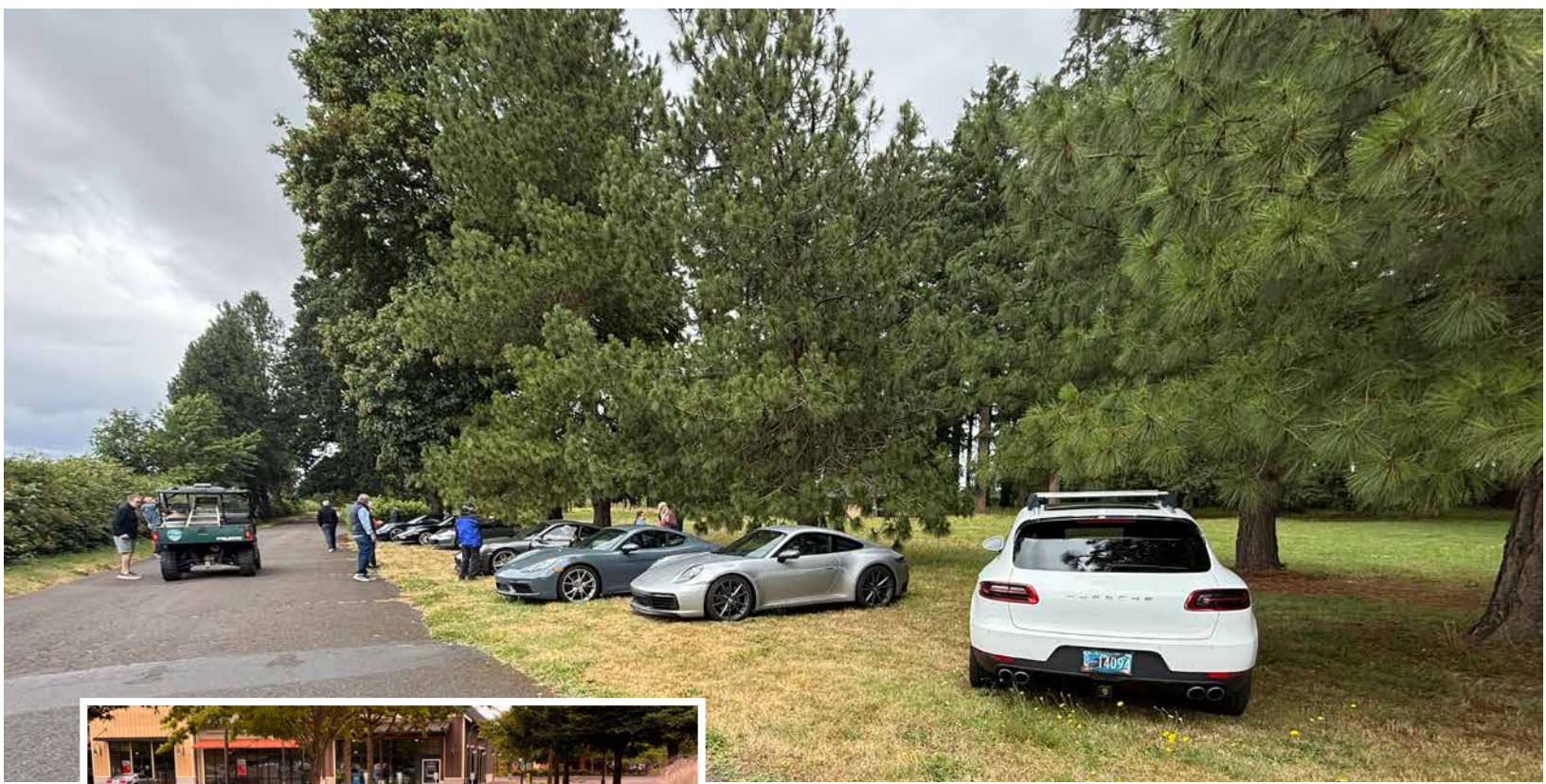
PCA Club Racing New One-Make Racing Series

Porsche Sprint Trophy PCA is PCA Club Racing's newest class, offering entry-level and experienced racers the chance to compete as a destination series or as a step in the North American Porsche Motorsport Pyramid. The 2026 calendar will integrate into established PCA Club Racing events at Sebring International Raceway, Lime Rock Park, Watkins Glen International, and Road America.

Watch Races Live: <https://pcacubracing.org/livestream/>



PORSCHE CLUB OF AMERICA



New Members Drive Sunday, June 28, 2026

ARTICLE BY TROY MORROW
PHOTOS BY CAROLE HEDSTROM AND MICHAEL NEWBY



Waking up on the day of our first ORPCA drive to 45 degrees and steady rain wasn't what we were anticipating on Sunday, June 28. We talked about calling an audible from the 911 to my wife Angela's Macan S. But we hoped for the best and drove down to Wilsonville through scattered rain showers. We didn't know it, but we passed the ORPCA President and her husband in their Targa 4S on the way down I-5. We both commented on the gorgeous blue color.

As we got closer, we noticed two other 911's as we informally joined up in formation heading to Fred Meyer. Pulling into the parking lot we

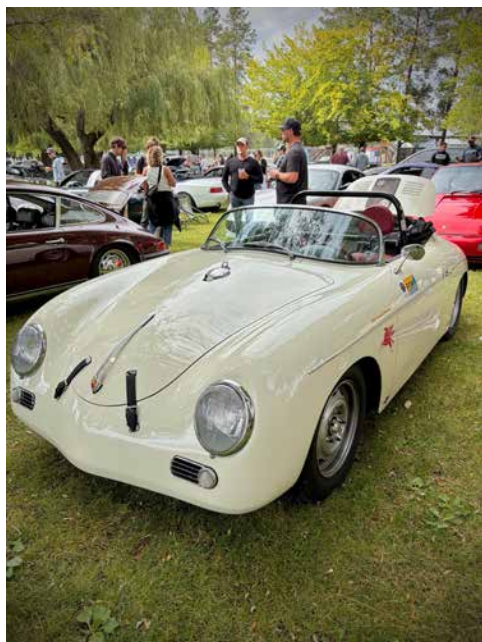


were warmly met by our organizer Mike Newby. An appropriate name for the host of the new members drive!

We met more new members and we all instantly coalesced in conversations about the Porsche cars in which we all share a passion. After Mike explained the rules of engagement, we headed out in packs hunting for interesting roads in the Oregon countryside. We stopped twice to regroup and converse more, and Angela and I swapped seats to share the great route Mike picked for us. The last section was a wonderful section of twisties that resulted in a spirited game of follow-the-leader that culminated in a great spot for drinks and food.

ORPCA was gracious enough to provide an open tab for all of us. Another hour of great conversation ensued talking about the Porsche cars we love. It was an amazing day, and Angela and I were hooked on the cars and camaraderie. We can't thank ORPCA enough and are already planning on attending another drive! ■





Hot Summer Nights at PIR

Wednesday,
July 1, 2026

PHOTOS BY JEANNINE DOWNEY
AND CAROLE HEDSTROM



Monterey Pines Golf Course, 1250 Garden Road, Monterey, CA 93940 | August 14, 2026



Join us at Werks Reunion Monterey 2026!

Immerse yourself in both the Porsche cars and the people that make this marque so special

The popular Porsche show, Werks Reunion, is headed back to Monterey, CA on August 14, 2026, showcasing a breathtaking array of Porsches that are sure to excite Porsche enthusiasts! Porsche Club of America welcomes all Porsche clubs, owners, and enthusiasts, to join us for our 12th Werks Reunion Monterey. Expect to view spectacular Porsches, from rare classics to current models and everything in between. This year, we are celebrating the 50th Anniversary of the introduction of the 924 in 1976, as well as the series of transaxle Porsches, which will be the feature cars for Werks Reunion 2026.



More information: <https://www.werksreunion.com/monterey.cfm>



PORSCHE CLUB OF AMERICA



Rose Cup Races Portland Int'l Raceway — July 11-12, 2026

PHOTOS BY JEANNINE DOWNEY, BRAD HEDSTROM, CAROLE HEDSTROM AND ANH LE

Thank you to PCA and Porsche Beaverton for your support with the Rose Cup Races. Special thanks to Porsche Beaverton and the staff of Porsche Studio with hosting the kick-off reception on Friday, July 10th for the racers and volunteers.

A job well done to our racers who represented Porsche:

- Paul Georgeson in Car 76
- William Harvey in Car 64
- Karen Holmes in Car 36
- Joseph Kou in Car 6
- Justin Lewis in Car 75
- Kelly McKnight in Car 65
- Frank Powell in Car 952
- Andy Simpkinson in Car 68
- Allen Wilt in Car 27

Tremendous gratitude to our PCA Race Staff and ORPCA volunteers who took part in the two-day races at PIR with setup, parking, and teardown of the ORPCA corral. We appreciate that our Zone 6 Rep, Brad Pape, for joining us at Rose Cups and for presenting us with the Region of the Year Award. ■



Brad Pape, Carole Hedstrom and John Sommerwerck with Region of the Year Award.



PCA Racers and Staff.



Porsche Beaverton Pace Car.



Andy Simpkinson in Car 68.



Samantha Goldstein showing her skills.



William Harvey in Car 64.



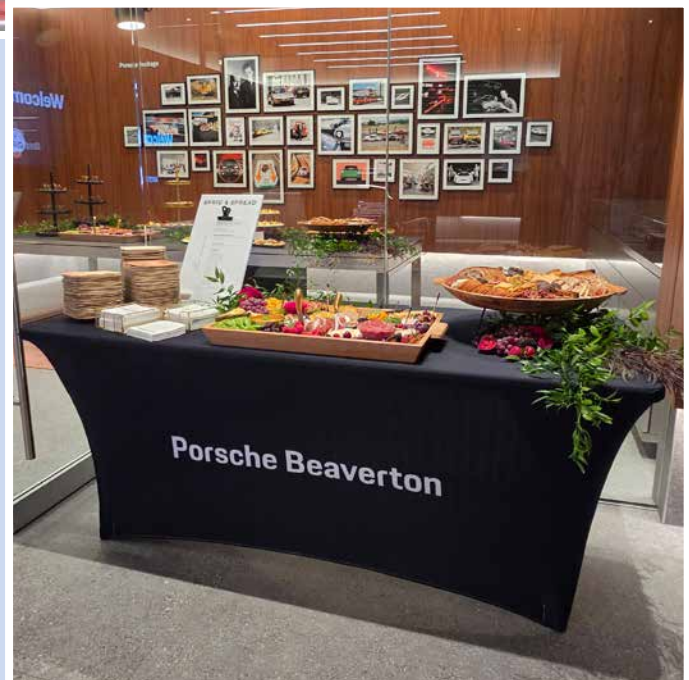
Jeannine Downey,
Agustin Caseres,
Joe Sweeney, Dan
Morris, Jerome
Deluz and Jon
Dantzig.



(Above) Kelly McKnight taking
a break before his race.
(Left) McKnight on the track.



Carlos Santayana



Porsche Club of America

ZONE 6 REGIONS



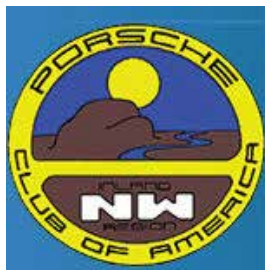
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Zone6Rep@nationalpca.org
<http://zone6.pca.org>



PCA Zone 6



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president@pca-cwr.org
<https://www.pca-cwr.org>



Olympic Peninsula
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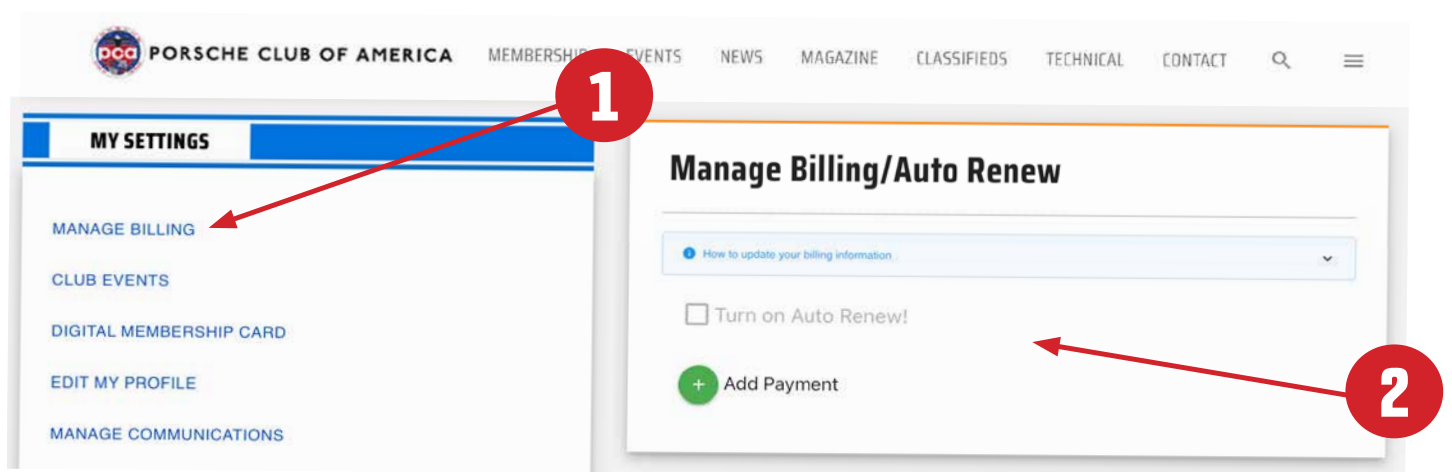
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president@gcr.pca.org
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VEHICLES FOR SALE



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, linings, 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)

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VEHICLES FOR SALE



1968 912 Coupe 5-speed all original: Odometer reading currently at 17,972 miles. Beautiful five-speed Porsche 912 Karmann Coupe with all matching numbers and Certificate of Authenticity. I am the third owner. Always garaged, regularly driven weekly for the last 17 years (Florida and Oregon). The engine runs strong with good compression in all four cylinders and always starts right away. There are the typical minimal oil leaks. NO oil was added in 900 miles after the last oil change. Original Irish Green (6806) newer paint, new front Koni shocks, Weber carburetors, new brake system (calipers and pump) and new Vredestein tires. All electrical systems work. Original working Blaupunkt radio, all original floors. No rust, no body or any damages. Original owner manual, service card, jack and toolkit (few missing tools) are included. More pictures and info are available on request. Asking Price: \$53,000. Contact ralbertani@gmail.com (6/26)

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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)



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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)



991.1 Carrera S Cabriolet Beautiful in all respects! Selling our beloved, highly-optioned (\$130k build sheet) Basalt Black Metallic 991.1 Carrera S Cabriolet, in very good condition. Very well serviced and maintained, with records. Recent services include full PDK service, new plugs, brake fluid flush, Michelin Pilot Sport 4S tires front and rear, fresh oil service, and more. Performance options include: Sport Chrono Plus, PASM, PDCC (Porsche Dynamic Chassis Control), Porsche Sports Exhaust, Power Steering Plus, 20" premium wheels. Interior options: Black Full Leather interior, Burmester Premium Audio system, 14-way Heated sport seats, multi-function steering wheel with volume controls, 6-disc CD changer, Bluetooth, etc. As active PCA members, the 92k miles come from numerous single- and multi-day Club drives. Extras include mesh grills for all 3 front openings (very nice to have), a protective liner for the underside of the hood, waterproof PVC liner for the frunk, a second set of OEM carpeted floor mats, and a Rennline MagSafe charger with mounting hardware specific to the 991. Wired for radar detector (detector not included) near the rear-view mirror. Non-smoking owners. Clean and clear title in hand. \$63,000. Contact Jim Goetsch jfgoetsch@gmail.com (5/26)

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VEHICLES FOR SALE



1974 Carrera RS tribute 1975 Carrera: 1975 Carrera built as a 1974 Carrera RS tribute. This is essentially a new car with almost every component replaced with new parts. Completely rebuilt engine, transmission, brake system, and suspension. 911SC engine rebuilt to 3.2 liters with Mahle Motorsports pistons and cylinders, Rothsport/Motec fuel injection system and stainless steel exhaust. Dyno results showing 264hp and 240 torque. Excellent professional body work and paint in original Grand Prix white, steel fender flares, sunroof delete, fiberglass bumpers, center mount oil cooler, factory whale tail and Carrera lettering. New wheels and tires. Restored interior featuring reupholstered leather sport seats, recovered sport steering wheel, light weight carpet, rear seat delete, new dash, new headliner and RS door panels. \$141,000 worth of work was done to create this masterpiece. In addition to that I have over 600 hours into this build. asking \$185,000. Dave Hanning 503-860-4740 (6/26)

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The Anzeiger Marketplace has a track record of sales and is a free service provided to members. We are now including your listings in the Classified section of the Club website as well. To submit, update or renew an ad, email classifieds@oregonpca.org. Ads will run for at least three issues and may be renewed upon request, space permitting. **If your item sells prior to renewal, please notify us at classifieds@oregonpca.org.** Make checks payable to Oregon Region PCA and mail to PO Box 281, Lake Oswego, OR 97034. ■

PARTS FOR SALE

Original Fuchs: Pair of 7jx16 Fuchs Porsche 911 wheels (911352.115) with matching center cap. Original Fuchs

from 911. Factory wheel on 911's from 1975-1989. Refinished approximately 15 years ago and have been sitting on a shelf ever since. New stems were installed at time of refinish. Polished

lips as seen in photos and in great condition with zero curb rash. Price – \$1,000 Contact – Jason Warberg (503)799-8671 or jwarberg@hotmail.com (6/26)



ANZEIGER MARKETPLACE

PARTS FOR SALE



Four forged 10J x 21" Porsche Turbo II wheels from 958 generation Cayenne and compatible models with ET50 offset and 5 x 130 bolt pattern. Display the usual nominal amount of curb rash inflicted by prior owners that the buyer may deal with as they see fit. No problems with these wheels, just wanted smaller wheels. \$1200. Contact Kev Bryck kevbryck@gmail.com 503 329-3460 (6/26)



OEM Porsche 996 40th Anniversary Jahre wheelset made by BBS. 1,963 sets + unknown spare made. Came on my 2003 sourced by previous owner. Good condition given age. Starting off at \$4,000. 8x18; 10x18. Contact Stefan Swift (503) 953-4478 (6/26)



Set of four OEM Winter Package Rims with Tires for 718 Cayman S: 18" 718 Winter Wheel Set with Dunlop SP Winter Sport 3D tires. Front – 8 x 18 – 235/45 R 18; Rear – 9.5 x 18 – 265/45 R 18; Front tread 7/32.; Rear tread 1/8. Asking \$718.00 Contact [Michael m@bel.sh](mailto:Michael.m@bel.sh) 970-541-4674 (5/26)



Porsche 911/912 Long-Nose steel front bumper: Original factory Porsche 911/912 Long-Nose steel front bumper (1965-73). Straight, completely rust-free. Features factory round fog light cutouts. \$1,200 OBO. Check inner bracket photos to confirm exact year fitment for your project. Contact: Sylva 541/450-9611 (6/26)



356A/Speedster parts: 356A/Speedster parts from Pebble Beach restoration shop cleanout. Solid, rust-free condition. 1956-61 Speedster/356A Decklid (no grille): \$750. 1956+ Rear Clip (solid, exhaust cutouts welded closed, primed): \$1,200. Contact: Sylva 541/295-0698 (6/26)

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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)



**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)

**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 964/993/94
4/968/996/986/997/987/991/991.2/981/981.2/718/99
2 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)



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)

**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](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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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)



Boxster/Cayman Wheels and Tires: Set of near new Bridgestone RE71RS tires (dated 2025) with less than 200 miles on them. Like new condition. Sizes 255/35 ZR19 285/35 ZR19 Mounted on a set of Kinesis/Champion lightweight FORGED wheels with Porsche crests. 8.5 front and 10" rear widths with offsets appropriate for Boxster and Caymans. TPMS sensors included. Like new, no damage or curb rash. \$3,300 Contact Barry (360) 606-1169 (6/26)



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)



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)

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