

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JULY 2020

Oregon Region  
Porsche Club of America

# 60

1960 - 2020





# CONTENTS

ANZEIGER | OREGON REGION PORSCHE CLUB OF AMERICA | VOL. 60, NO. 6 | JULY, 2020

## COLUMNS

11

### PRESIDENT'S MESSAGE

Modified events are on their way for the rest of 2020

12

### FROM THE EDITOR

Arrive and Drive test event slated for early this month

13

### UPDATE FROM ZONE 6 PCA

List of favorite northwest drives available soon

14

### TECH TALK

Sports car brake fluid maintenance

## FEATURES

19

### MEMBER QUESTIONNAIRE YIELDS EVENT PREFERENCES

In the time of social distancing

25

### LOVELY SUMMER DRIVE TO MARYS PEAK

A small posse escapes the quarantine boredom



28

### SPRING 2020: A TIME TO REMEMBER

Heinz and Sylvia Holzapfel's spring outings

34

### WORLD OF SPEED CLOSES AMID COVID-19 UNCERTAINTY

The venue closed abruptly on May 12

36

### MEMBER PHOTOS WHILE SOCIAL DISTANCING

Hagg Lake, The Ridge Motorsports, Crater Lake and Spring Clean for one

42

### MEMBER PHOTO SHOWCASE

An empty road by Eric Lewis

## COMING EVENTS

38

### GEAR UP FOR THE 2020 AUTOCROSS SEASON

What you need to know



**39**  
**AUTCROSS #5**  
Sunday, July 19

**39**  
**JULY BOARD OF  
DIRECTORS MEETING**  
**VIRTUAL**  
Wednesday, July 8

**40**  
**JULY ARRIVE & DRIVE**  
**SOLD OUT**  
Saturday, July 11

**41**  
**MARYHILL LOOPS  
TOUR**  
Saturday, July 18

## **IN EVERY ISSUE**

**4**  
**ORPCA BOARD OF  
DIRECTORS 2020**

**6**  
**EVENTS,  
OREGON REGION  
AND BEYOND**

**8**  
**MEMBERSHIP &  
ADVERTISER INDEX**

**10**  
**PORSCHE CLUB  
OF AMERICA  
ZONE 6 REGIONS**

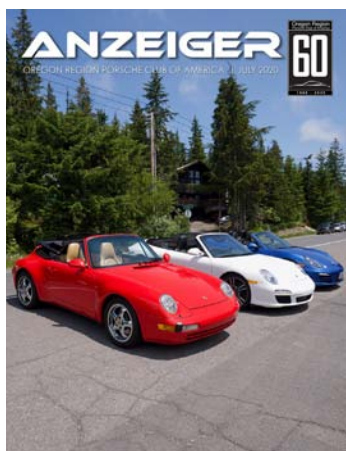
**43**  
**MARKETPLACE**

## **ANZEIGER CONTRIBUTORS**

JULY, 2020

Barry Cogut  
Todd Etchieson  
Bob Ellis  
Gary Glover  
Perci Hala  
Heinz Holzapfel  
Joe Kelly  
Peter Linsky  
Keith Martin  
Steve Miller  
Peg Ryan  
John Thomas

Many thanks to **Alan Caldwell**,  
Pacific NW Region member,  
for his Tech Talk column



## **ON THE COVER**

Commemorating Independence Day with red, white and blue Porsches at the July, 2019, Arrive & Drive.  
Photo by Oliver Bohlman.



# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 60 | NUMBER 6 | JULY 2020

## ANZEIGER NATIONAL AWARDS

**FIRST PLACE** 2017 National Newsletter  
Contest, Class V PCA Region

**FIRST PLACE** 2008 National Newsletter  
Contest, Class IV PCA Region,  
**THIRD PLACE** Best in PCA

**THIRD PLACE** 2006 National Newsletter  
Contest, Class IV PCA Region

**PAUL HEINMILLER TROPHY** Best in PCA 1971

## Oregon Region Porsche Club of America BOARD OF DIRECTORS 2020

### PRESIDENT

Steve Miller  
president@oregonpca.org



### DIRECTOR

Phyllis Thiemann  
socialevents@oregonpca.org



### VICE PRESIDENT

Peg Ryan  
vicepresident@oregonpca.org



### MEMBERSHIP

Larry Tracewell  
membership@oregonpca.org



### SECRETARY

Carole Hedstrom  
secretary@oregonpca.org



### DIRECTOR AT LARGE AND WEBMASTER

Heinz Holzapfel  
webmaster@oregonpca.org



### TREASURER

Randy Homes  
treasurer@oregonpca.org



### PAST PRESIDENT

Larry Hannan  
pastpresident@oregonpca.org



[CLICK HERE for June 2020 ORPCA Board of Directors Minutes](#)

## PROGRAMS

### AUTOCROSS CHAIR

Eric Freedle  
AXChair@oregonpca.org

### DRIVING TOUR CHAIR

Eric Lewis  
tours@oregonpca.org

### HISTORIAN

Gary Koppang  
historian@oregonpca.org

### SALES AND MARKETING CHAIR

Tom Floyd  
salesandmarketing@oregonpca.org

### SOCIAL CHAIR

Cherie Reins  
socialevents@oregonpca.org

### TECHNICAL EDITOR

Jeremy Williams  
techeditor@oregonpca.org

### PHOTO EDITOR

Matt Johnson  
photoeditor@oregonpca.org

### ZONE 6 REPRESENTATIVE

Mark Prusynski  
Zone6Rep@nationalpca.org

### ANZEIGER EDITORS

Peg Ryan  
communications@oregonpca.org  
Bob Ellis  
bob@kelandscapedesign.com

### GRAPHIC DESIGNER

Nancy Scott  
nanscottdesign@gmail.com

*Anzeiger*, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 25104, Portland, OR, 97298, is published 11 times a year. The ideas, opinions and suggestions expressed are those of the authors and no authentication is implied by the editors or publisher. Editorial contributions are welcomed. By the act of submission, the author expressly warrants that the submitted material is completely original, that all rights are completely available, and that the material in no way infringes on the rights of any other person. The editor reserves the right to edit all materials submitted for publication. The Porsche Club of America, Oregon Region, Inc., has not authenticated claims and guarantees as offered by advertisers in this magazine and cannot assume liability for any products or services advertised herein. © 2020 Porsche Club of America, Oregon Region, Inc. All rights reserved

To place an advertisement in *Anzeiger*, email [salesandmarketing@oregonpca.org](mailto:salesandmarketing@oregonpca.org)



**FACTORY TRAINED, FAMILY OWNED  
OREGON'S PREMIER EUROPEAN AUTOMOTIVE WORKSHOP**

**FROM VINTAGE TO MODERN  
PORSCHE**

Our training, experience, and dedication to craft set us apart from the rest. Our Porsche technicians are dealership/factory and aftermarket trained; from 356 & 912, all the way to the newest generation 911, Panamera, Macan, Cayenne, even Porsche Hybrid's too! Paired with the personalized service and honest communication provided by our client consultants, it will be clear why our locally-owned, multi-location European automotive workshop is Oregon's premier dealership alternative.

**10% OFF FOR ORPCA MEMBERS**

Offer valid for repair or maintenance labor. Present ORPCA card at time of appointment. Not valid for cash, previous purchases or with other offers.



**PORSCHE AUDI BMW LAND ROVER MERCEDES MINI SPRINTER VW**

**WWW.MATRIXINTEGRATED.CC | CONTACT@MATRIXINTEGRATED.CC | DOWNTOWN 503.443.1141 | WESTSIDE 503.747.5780 | BEND 541.241.5348**

# EVENTS, OREGON REGION AND BEYOND

---

## JULY, 2020

- 8 Board Meeting (**Virtual**)
- 10-12 Corral at Rose Cup Races, PIR **Cancelled**
- 11 Arrive & Drive **Sold Out**
- 15 Social and Dinner **Cancelled**
- 18 SUV Long Beach Tour **Cancelled**
- 18 Maryhill Loop Tour **Awaiting PCA Insurance**
- 19 Autocross #5: PIR South Paddock **Awaiting PCA Insurance**
- 19 Porsche Corral at Forest Grove Concours **Cancelled**
- 21, 22, or 23 Midweek Casual Drive **Cancelled**
- 25-26 Corral at Vintage Racing Festival, PIR **Cancelled**

## AUGUST, 2020

- 1 Germanpalooza **Cancelled**
- 9 Summer Picnic
- 12 Board Meeting
- 16 Autocross #6: PIR South Paddock
- 18, 19, or 20 Midweek Casual Drive
- 22 Porsche Day at Cars & Coffee **New location: Langer's Fun Center in Sherwood**
- 19 Social and Dinner
- 30 A Taste of Motorsports, PIR

## SEPTEMBER, 2020

- 5-6 All British Field Meet
- 5-6 Columbia River Classic SOVERN Racing
- 9 Board Meeting
- 11-13 Grand Prix of Portland—NTT IndyCar Series PIR **(Note new date)**
- 12 Arrive & Drive
- 16 Social and Dinner
- 16-19 PCA Treffen West Virginia: Greenbrier
- 18-20 Crater Lake Tour
- 22, 23, or 24 Midweek Casual Drive
- 27 Autocross #7: PIR South Paddock

## OCTOBER, 2020

- 3 SUV Manzanita Drive
- 4 Autocross #8: PIR South Paddock
- 10 Arrive & Drive
- 14 Board Meeting
- 20, 21, or 22 Midweek Casual Drive
- 21 Social and Dinner
- 24 SUV Octoberfest Tour

## NOVEMBER, 2020

- 11 Board Meeting
- 18 Social and Dinner

## DECEMBER, 2020

- 5 Holiday Party
- 9 Board Meeting





**50**  
**YEARS**  
and running strong



Porsche specialists in service, repair and restoration.

**"We personally invite you to visit us  
at our *NEW* facility."**

**Ed & Phyllis -**



**HECKMANN & THIEMANN MOTORS**

3220 SE 19th Avenue Portland, OR 97202 503.233.4809 [WWW.HECKMANNTHIEMANN.COM](http://WWW.HECKMANNTHIEMANN.COM)

*Anzeiger* | July 2020 |

# WELCOME TO OUR NEW MEMBERS!

Jim & Jeanette Beege  
Tualatin, OR  
1964 356C

Tim Neary  
Tualatin, OR  
2002 Boxster

Michael & Natalie Hirt  
Lake Oswego, OR  
2019 911S Turbo

Thomas Rowe  
Portland, OR  
2016 911 Targa 4 GTS

Taha Mughir  
Portland, OR  
2000 Boxster

## OR PCA LOCAL SUMMARY

Primary Members: 616  
Associate Members: 425  
Total Local Members: 1,041

## PCA MEMBERS IN OR REGION

Primary Members: 1,050  
Associate Members: 677  
Total Region Members: 1,727

## NATIONAL PCA SUMMARY

Primary Members: 86,288  
Associate Members: 47,552  
Total National Members:  
133,857



**Larry Tracewell**  
**Membership Chair**

[membership@oregonpca.org](mailto:membership@oregonpca.org)

# ANNIVERSARIES

## 35 YEARS

Robert & Catherine Smith

## 15 YEARS

Larry & Cathy Hannan

## 10 YEARS

Jeffery & Betsy Hornick  
John Thomas

## 5 YEARS

Robert Goldman  
David & Michael Lindquist  
Robert & Tracy Moir  
Christian Nolke

# ADVERTISER INDEX

## Page Business

## Contact

<b>7</b>	Heckmann & Thiemann Motors.....	503.233.4809
<b>9</b>	Marque Motors.....	503.293.5386
<b>5</b>	Matrix Integrated (Downtown).....	503.443.1141
<b>5</b>	Matrix Integrated (Westside) .....	503.747.5780
<b>42</b>	Stuttgart Autotech .....	503.635.3098



# Summer Is The Best Time For: Road Trips, Track Days, Car Shows and More...

## Is Your Porsche Ready?

PHOTO BY ERIC LEWIS

Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. 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 the vehicles safe for you, your family, and other drivers on the road.

### Valuable offers for ORPCA Members!



#### Summer Special Offer

Cayenne and Macan, Free tire rotation  
with an oil/filter change service

NO CASH VALUE. CANNOT BE COMBINED WITH ANY OTHER OFFER.  
COUPON MUST BE PRESENT AT TIME OF PURCHASE.  
ONE COUPON PER PERSON PER VISIT. NOT VALID WITH TOWING, VEHICLE INSPECTIONS  
&/OR SUBLET PURCHASES. NOT VALID WITH OVER THE COUNTER PARTS.

#### 10% Off Labor

your next service  
when you show your  
ORPCA membership card.



No cash value. One discount per  
purchase. Cannot be combined with  
other offers. Will not refund discount;  
must be used at time of purchase.



### Marque Motors, Inc.

Porsche, Audi, BMW, Volkswagen  
& Mini Specialists



7310 SW Macadam Ave., Portland, OR 97219  
503.293.5386

[www.marquemotors.com](http://www.marquemotors.com)



Performed at Marque Motors

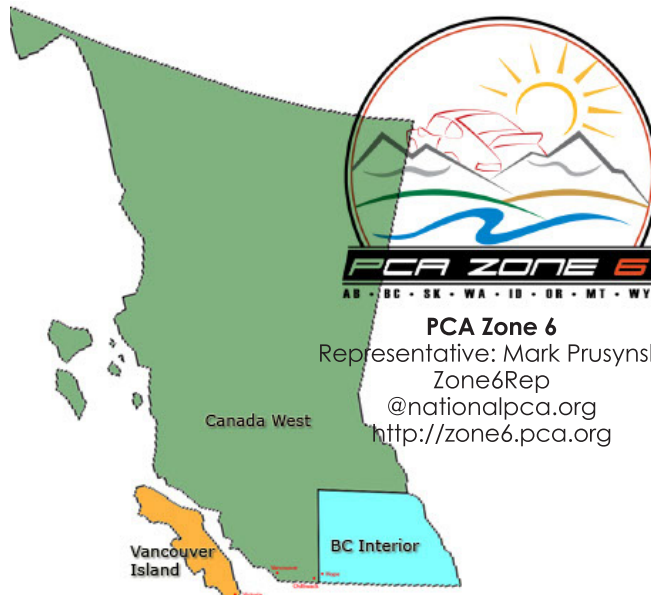


# Porsche Club of America

## ZONE 6 REGIONS



**British Columbia Interior**  
 President: Manuel Zerwes  
[president@bci.pca.org](mailto:president@bci.pca.org)  
<http://bci.pca.org/>



**PCA Zone 6**  
 Representative: Mark Prusynski  
 Zone6Rep  
[@nationalpca.org](mailto:@nationalpca.org)  
<http://zone6.pca.org>



**Vancouver Island**  
 President: Tim Evans  
[president@virpca.org](mailto:president@virpca.org)  
<https://virpca.org>



**Canada West**  
 President: Jeff Rebiffe  
[president@pca-cwr.org](mailto:president@pca-cwr.org)  
<https://www.pca-cwr.org>



**Silver Sage**  
 President: Lindsey Robinson  
[president@silversageporsche.com](mailto:president@silversageporsche.com)  
<https://silversageporsche.com>



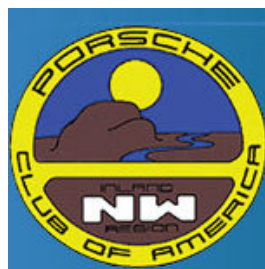
**Cascade**  
 President: Arne Berglund  
[president@cascade-pca.org](mailto:president@cascade-pca.org)  
<http://cascade-pca.org>



**Pacific Northwest**  
 President: Doug Andreassen  
[president@pnwr.org](mailto:president@pnwr.org)  
<https://pnwr.org/>



**High Desert**  
 President: Tim Hagner  
[president@highdesertpca.org](mailto:president@highdesertpca.org)  
<https://highdesertpca.org>



**Inland Northwest**  
 President: Dave Bingham  
[presidentinwrpca@gmail.com](mailto:presidentinwrpca@gmail.com)  
<https://inwr.pca.org>



**Olympic Peninsula**  
 President: Bill Elwell  
[president@opr-pca.org](mailto:president@opr-pca.org)  
<https://opr-pca.org>



**Oregon**  
 President: Stephen Miller  
[president@oregonpca.org](mailto:president@oregonpca.org)  
<https://oregonpca.org>





## PRESIDENT'S MESSAGE

### Steve Miller

## Modified Events are on Their Way for the Rest of 2020

**H**ere we are and another month has gone by. I hope that this month's President's Message finds you healthy and safe. All of a sudden, it's summer, and we continue to confront the issues of COVID-19. While many things are not back to normal, we can, at least, be outside more.

The Board of Directors convenes virtual meetings monthly via Zoom to conduct the business of the club.

your Porsche buddies and head out for some day drives. Take a bottle of wine (maybe two) and a picnic lunch. Make a day of it! The weather is beautiful. Then when you get back home, it's time to wash your car again.

"Thank you" to all who completed the recent member survey. The response was outstanding!

We have reviewed the results and your comments. The summary of

WE ARE WORKING ON SOME MODIFIED EVENTS THAT WILL BE ANNOUNCED OVER THE NEXT MONTH. CONTINUE TO LOOK AT THE WEBSITE AND THE EMAIL BLASTS FOR UPDATES.

Each scheduled event is reviewed to determine if the ever-changing state and local requirements can be met. PCA insurance requirements have also become very rigid and lead times have increased. We are working on some modified events that will be announced over the next month. Continue to look at the website and the email blasts for updates.

In the meantime, if you have not had your Porsche on the road recently it's a great time to wash and wax it. Connect with a couple of

results is published in this *Anzeiger*. The information from that Survey has helped us understand what you all would do or not do!

We remain encouraged and continue to plan events, although modified, for the balance of the year. ■

FROM THE EDITOR  
**Peg Ryan, Vice President/  
Communications Director**



## Arrive and Drive Test Event Slated for Early this Month

**W**e again have some great articles for this month's *Anzeiger*, with an article by member Peter Linsky about World of Speed closing and another technical article from the Pacific NW Region PCA's May's newsletter, *Spiel*. We have the results of our Membership survey included. We also feature photos and comments/articles on drives or events from members, including a drive that my husband and I did.

The month of June has been busy with the task of figuring what kind of events we can do within

have to pre-register and the cost will be \$10.00 per car. You cannot just show up for these events anymore. The events will have limited attendance. You will need your PCA Communicable Disease Waiver on file on our website. You will need an event Release and Waiver of Liability form for this event uploaded on the website two days before the start of the event. You will have to wear a mask and socially distance when not in your car. Right now we will only have a picnic at the end of an Arrive and Drive.

WE HAVE PLANNED AN ARRIVE AND DRIVE TEST EVENT FOR EARLY JULY. IT IS A VERY SMALL GROUP, AND THE GOAL IS TO SEE HOW THE NEW PROCEDURES AND REQUIREMENTS WORK. WE ARE HOPEFUL THIS WILL BE A SUCCESS AND LEAD THE WAY TO OUR JULY 11 EVENT.

the guidelines of counties where the events are happening. With the Oregon Governor's order to tie Multnomah, Clackamas and Washington counties Phase 2 reopening together, we have to look closely at anything we want to do in those counties. Our Maryhill Loops event in Washington State is considered a participant-only motorsports event, which has been approved in Washington State. Now all we need is the insurance from PCA!

We also got the Photo Rally information out this month. Bob Ellis and Heinz Holzapfel were instrumental in getting this completed. You have until July 20 to submit your entries. I really hope some of you have started this or will start it. Let me know if you have questions.

In order to open our Arrive and Drives we have had to make some significant changes. You will

My thanks to Heinz for figuring out how to set up our website to gather the forms, save them and be able to report on who has uploaded the forms for every event.

We have planned an Arrive and Drive Test event for early July. It is a very small group, and the goal is to see how the new procedures and requirements work. We are hopeful this will be a success and lead the way to our July 11 event. A lot of work has gone into planning this. My thanks to Eric Lewis, Carole and Brad Hedstrom and Heinz Holzapfel for all their work.

I hope you all are doing okay during this difficult time. Virtual hugs to you all.

You can always reach me at [communications@oregonpca.org](mailto:communications@oregonpca.org). ■

# UPDATE FROM ZONE 6 PCA

**Percy Hala, Webmaster, and Gary Glover, Volunteer**

**P**CA Zone 6 is one of 14 PCA Zones. It includes three Canadian Regions and seven American Regions. Every PCA zone has a Zone Representative who is the main liaison between a region's President and PCA National Executive. The current Zone 6 representative is Mark Prusynski. Mark resides in Boise Idaho and has been a PCA

a region they are not familiar with, that member can click on the region link and find a list of drives they can explore. After all, every region has their best, favorite roads to drive.

Here is the link to the page on our site: <http://zone6-new.pca.org/Tours.html>. Clicking on the link for a region you are interested in, will open a list of drives/tours in that

DURING THIS TIME OF "COVID-19 SHUTDOWN," WORK HAS BEGUN ON A COLLECTION OF TOUR/DRIVES. MANY OF US TRAVEL AND EXPLORE THE PACIFIC NORTHWEST AND TRY TO AVOID MAJOR HIGHWAYS, ALWAYS LOOKING FOR THAT "SPECIAL DRIVE."

member for countless years.

Three years ago, the Zone 6 PCA website, <http://zone6.pca.org> was restructured, adding more information for PCA members in Zone 6.

On the site there is a map of Zone 6 showing the locations of the regions. There are links to all ten Zone 6 Regions Event Calendars. Seven years of "In The Zone Archives", which are newsletters from Mark and his predecessor, Tim Hagner.

So what is "new" in Zone 6? During this time of "Covid19 Shutdown" work has begun on a collection of Tour/Drives. Many of us travel and explore the Pacific Northwest and try to avoid major highways, always looking for that "special drive".

The intent of this collection is for every region to have a list of "Favorite Drives" on the Zone 6 web site. What this would mean is that if any Zone 6 member or even PCA member is in

region. Only the Canadian Regions have tours/drives listed at this point in time, but we are working on it.

Here is an example from the Vancouver Island Region. Go to: <http://zone6-new.pca.org/GTVIS.html> and then pick the Pacific Marine Circle Drive. When you click on the drive you will get a PDF showing a map of the route, a map showing the location of the drive in relation to major cities, a link to a "google map and directions" you can print, and a short description of the drive and amenities along the route.

The drives are presented as 'stand alone' drives, but one can always combine drives in a particular area, based on the maps.

Hopefully over the next while, regions will contribute their best roads/drives/tours, that can be added so all of us can "Get Out and Drive" that new special road. ■



# TECH TALK

Allan L. Caldwell, *Pacific NW Region*

## Sports Car Brake Fluid Maintenance

*Editor's Note: First published in the May, 2020 Spiel, Pacific NW Region PCA newsletter, in the Tech Ed Column. This article is used here with permission from Allan L. Caldwell.*

In the history of PCA, which started in 1955, I can't remember a time when members were faced with the far-reaching changes that have suddenly happened since the beginning of 2020. The emergence of Porsche's first all-electric Taycan in dealer's January show rooms was a major upgrade in personal transportation. To have this followed by a world-wide spread of the contagious Coronavirus disease that has kept everyone close to their homes since March has required major changes in Club plans. With uncertain summer schedules, owners may have

a number of driving preparation requirements. For owners of older Porsches just waiting to get out on the road it may be a good time to review maintenance issues such as disc brake maintenance that can be accomplished prior to the unveiling of drives in July or so.

Porsche disc braking systems have always been one of the best features on most Porsche models. In the years after 2000, Porsche brakes have become so good there is a tendency to ignore them completely in normal driving. However, good brake performance is still dependent

*Porsche disk braking systems have always been one of the best features on most Porsche models.*



on routine checks and maintenance related to brake fluid replacement and brake pad wear at periodic times. A number of previous articles (*References 1 and 2*) have detailed the proper procedures and methods. However, since previous reviews,

THE MOST SIGNIFICANT MAINTENANCE ITEM IN THE ABOVE LIST IS BRAKE FLUID REPLACEMENT AND BLEEDING, WHICH NEEDS TO BE ADDRESSED NORMALLY AT TWO-YEAR INTERVALS AND POSSIBLY EVERY YEAR DEPENDING UPON THE SEVERITY OF USE AND THE TYPE OF BRAKE FLUID USED.

there have been a number of changes related to brake fluid that make the subject worthwhile to review. The major brake maintenance-areas include:

- Periodic replacement of brake fluid and system bleeding.
- Monitoring of pad wear and replacement of pads when needed.
- Inspection of rotor surface condition and wear.
- Reconditioning or replacement of master cylinders, calipers and flexible brake lines when needed.

The most significant maintenance item in the above list is brake fluid replacement and bleeding, which needs to be addressed normally at two-year intervals and possibly every year depending upon the severity of use and the type of brake fluid used. If the Porsche has brake pad wear sensors, it is also important to periodically check brake pad wear and install new pads before the wear sensor wires wear out, which often results in having to replace not only the pad but the sensors as well. Once the car reaches 12 years old, the brake hoses can deteriorate from the inside out due to chemicals in the

brake fluid which cause the internal fluid channel to shrink to too small an opening and result in the brake pressure not releasing (lots of brake dust suddenly starts appearing on the front wheels).

## **BRAKE FLUID**

The hygroscopic nature of most brake fluids in picking up moisture is the key driver in the recommendation for frequent replacement (silicone fluids are an exception, but are not recommended for general use). Even small quantities of absorbed moisture, on the order of one percent, can reduce the boiling point of brake fluid by 50F. Conventional fluids will absorb 1.5 percent moisture or more from atmospheric humidity in the course of one year. Because a single stop from 70 mph can result in a brake temperature rise of 100F, repeated heavy braking and temperature build-up can result in the fluid boiling (if it has absorbed very much moisture and lowered the boiling point). Therefore, it is important to maintain the highest possible brake fluid boiling point. Brake fluids sold in the U.S. carry a DOT (U.S. Government Department of Transportation) rating that indicates the ability of the fluid to maintain a high boiling point both with no moisture absorbed (referred to as "dry" conditions) and with 3.5 percent moisture absorbed ("wet" conditions).



DOT SPECIFICATION	MINIMUM BOILING POINT, DEGREES F	
	DRY (0% MOISTURE)	WET (3.5% MOISTURE)
3	401	284
4	446	311
5	500	356

Table 1. DOT brake fluid minimum boiling points.

**Table 1** shows the DOT specifications for brake fluid minimum boiling points for the three common ratings. Note that the DOT specifications are the minimum values and are often exceeded in varying amounts by the available fluids.

The original ATE brake fluid that came in Porsches from the factory prior to the 1980s was a conventional DOT 3 fluid. Starting in June 1984, all Porsche production cars came with DOT 4 fluid, and the factory recommended that all previous cars also use it (*Reference 3*). Up until the early 1990s, DOT 4 brake fluids, with a minimum wet boiling point of 311F, had the highest wet boiling point for conventional fluids and were the fluid of choice for most applications. The factory-recommended change interval for general street use with conventional DOT 3 and 4 fluids was always two years, which is based on an average moisture absorption rate. Many owners feel that for maximum performance with conventional fluids, the only sure method for maintaining the least moisture in the brake fluid is yearly changing.

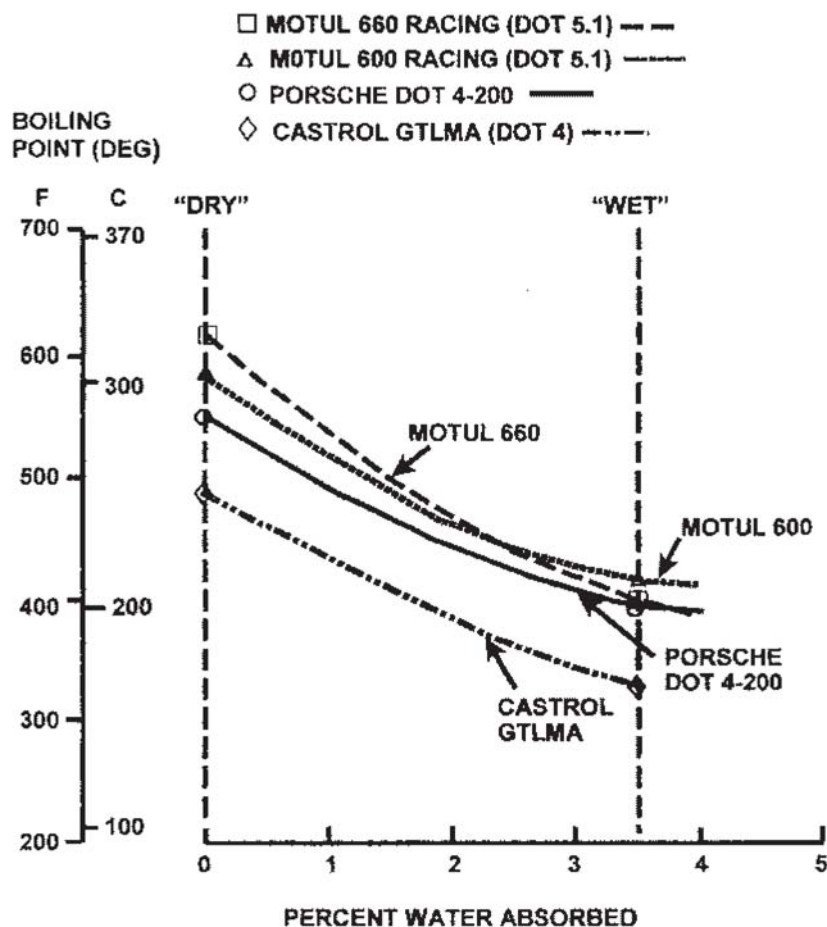
In the past, the DOT specification did not include the generic base compound used by a given type of fluid, such as “conventional” (glycol ether), silicone, or synthetic. However, in the past, the only fluids that could meet the DOT 5 minimum boiling point temperatures were silicone-based fluids and many people came to regard DOT 5 as essentially a silicone specification. Although silicone brake fluid has no affinity for water and has some important applications in cars that are stored or not driven for long periods of time, it is incompatible with conventional fluids, is difficult to bleed and can have some strange pedal feel problems. Consequently, it has not been recommended for general road use (see *Reference 4*).

In the meantime, however, the Europeans were busy developing synthetic oils and brake fluids and have come up with some synthetic brake fluids that exceeded the DOT 5 minimums. These synthetics, unlike the silicones, are based on a mixture of glycol ethers and borate esters that are completely compatible with conventional fluids, but still retain some degree of moisture absorption that varies depending upon composition. DOT refers to them as DOT 5.1 brake fluids. These high-performance fluids first started showing up in the U.S. in racing applications in the 1992/1993 time period, and caught on quickly with the sports car people. Motul, a French manufacturer, has been a supplier of this type of high performance brake fluid. The first Motul 300C rac-

ing brake fluid was rated as a DOT 3 fluid because even though it had a very high 575F dry boiling point, it was very hygroscopic and could only meet the DOT 3 wet specification. The currently available Motul brake fluids now include two more recently developed fluids, Motul 600 and 660. The Motul 600 has a dry boiling point of 595F and the 660's dry boiling point is 617F, but has a greater decline with water absorption than the 600.

**Figure 1** presents curves of brake fluid boiling point temperature as a function of percentage water absorption. Curves are shown for three fluids; Motul 660 Racing, Porsche DOT 4-200 (the current factory fluid), and Castrol GTLMA DOT 4, a widely available conventional fluid. The Porsche DOT 4-200 fluid is now installed in all production Porsches at the factory and is available in one-liter quantities from the dealers. This fluid has a dry boiling point of 545F and a wet boiling point of 392F, which represent major improvements over the previously available DOT 4 fluids as well as DOT 5 specs.

Selection of a brake fluid is primarily dependent upon car usage. For owners of older Porsches who do most of their driving on the street, the Castrol GTLMA DOT 4 should work all right with periodic changes. For the late model Porsches or those that do a lot of autocrosses or high-speed track events, the Porsche DOT 4-200 or higher performance fluids can provide greater resistance to boiling.



## COMPONENT REPAIRS

In addition to worn rotors, a number of classic symptoms can warn the owner ahead of time that some of the components in the system need help. If an owner smells brake fluid in a non-power brake, rear-engine Porsche upon entering the car after it has been closed up overnight, it may be a sign that the rear seal in the master cylinder is leaking and allowing fluid to run out into the foot pedal area. This can be bad news if it isn't attended to promptly, because the fluid will attack not only the painted surfaces, but also the original plastic pedal bushings in the pedal cluster and then work its way down the tunnel of the air-cooled engine

Figure 1. Effect of Water Absorption on Brake Fluid Boiling Point



*If your Porsche has brake pad wear sensors, it is also important to periodically check brake pad wear and install new pads before the wear sensor wires wear out.*



cars. It should be noted that current factory plastic replacement bushings are brake fluid proof. Usually there is nothing wrong with the main part of the master cylinder and it can be fixed just by replacing the rear seal.

The later 911 power brake type master cylinders have two pressure sensor switches and an electronic sensor turns on the brake failure light if there is a pressure difference. If the brake failure light goes on, the front circuit may have to be opened and the battery temporarily disconnected to re-equalize the pressure and return the sensor back to its normal condition. If one brake light switch fails, it is a good idea to change both switches at the same time.

Flexible brake hoses gradually lose their strength after a number of years of exposure to contaminated brake fluid on the inside and road debris on the outside. After 12 to 15 years, owners have experienced flexible hoses

that become partially or completely clogged. In others, the hoses become soft and weak. A symptom of this problem is the sudden appearance of excessive brake dust on a front alloy wheel. What happens after the brake hose narrows down is that the brakes don't release as quickly as normal when the driver releases them and the pads stay in disk contact longer than they normally would. After a number of years, replacement with new hoses is prudent preventative maintenance. ■

#### REFERENCES

1. A. Caldwell, "Disk Brake Update," Porsche Panorama, October, 1998 (Up-Fixin der Porsche, Vol. 11, page 65).
2. A Caldwell, "Sports Car Brake Maintenance," Porsche Spiel, June, 2019.
3. PCNA Technical Bulletin No. 84-01, Group 47, "DOT 4 Brake Fluid Now Used in Production," July 27, 1984.
4. B. Anderson, "Brake Fluid," Up-Fixin der Porsche, Vol. 7, page 162.

# Member Questionnaire Yields Event Preferences in Time of COVID-19

STORY AND GRAPHICS BY HEINZ HOLZAPFEL, WEBMASTER

The ORPCA Board decided mid-March to cancel all club events in reaction to the COVID-19 pandemic triggering stay at home orders in all counties of Oregon and Washington that we serve. The Board switched from face-to-face meetings to Zoom meetings and continued to meet on the regular meeting schedule, plus additional special meetings as required to follow the developments and changing recommendations.

In early June, the first counties in Oregon and Washington moved into early phases of reopening. In anticipation of the reopening, the Board discussed what type of events we could safely offer again and when the right timing would be. As to be expected, opinions varied, but we all agreed that we should ask our members for their input, and we all agreed that we need to be very cautious as the median age of our members puts many into the high-risk group.

A member questionnaire was sent on June 9 to 742 members and some co-members (not all co-members have provided valid email addresses). We received 294 responses, based on the email plus an additional 12 responses from the club website—306 responses in total. This is an amazing response rate of

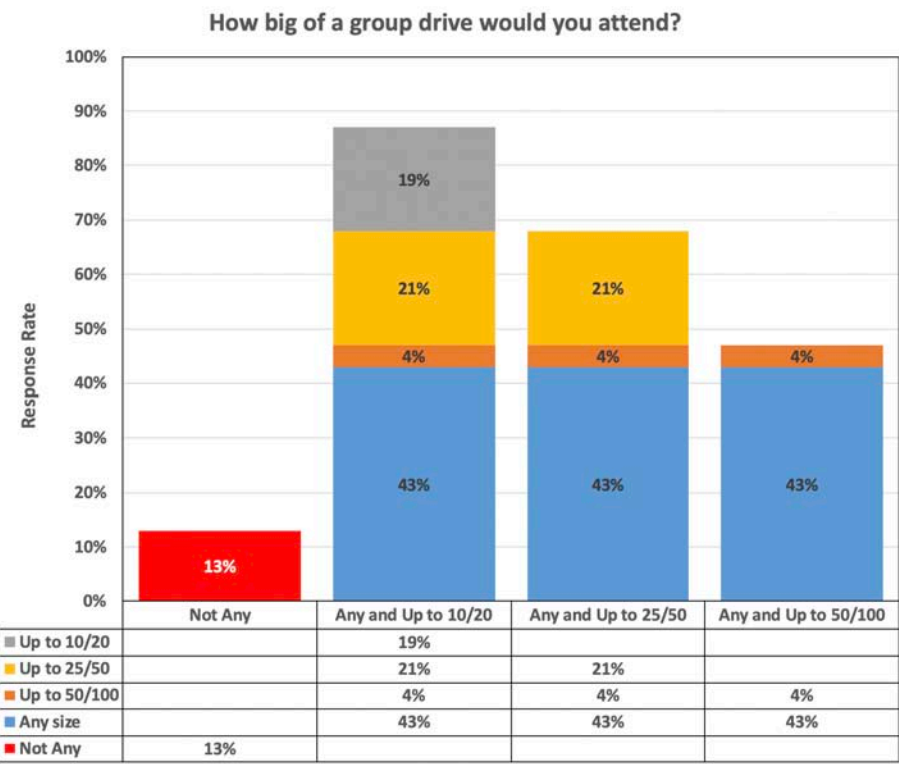
41%! Thank you all for providing us with your feedback!

Following is a summary of the feedback:

## DRIVES

The first question asked was how big of a group drive you would attend.

Thirteen percent of the 304 members that answered this question said they would not attend any drive regardless of size. The main concerns of these members are increased risk due to age and/or pre-existing health conditions.





## MEMBER QUESTIONNAIRE RESULTS, CONTINUED

Forty-three percent responded they would attend any drive regardless of size. Nineteen percent would attend drives with up to 10 cars or 20 attendees, 21% would attend drives up to 25 cars or 50 attendees, and 4% would attend drives of up to 50 cars or 100 attendees. This significant drop for the 50 cars or 100 attendees reflects the caution many members stated in their individual feedback with regard to bigger events that are harder to control and harder to adopt social distance group sizes.

The vast majority (~90%) of the 87% of members that would attend a drive also stated in their individual feedback that social distancing and face masks need to be required for them to feel comfortable to attend. As one can expect on this heated subject, there is a ~10% group that would not wear face masks.

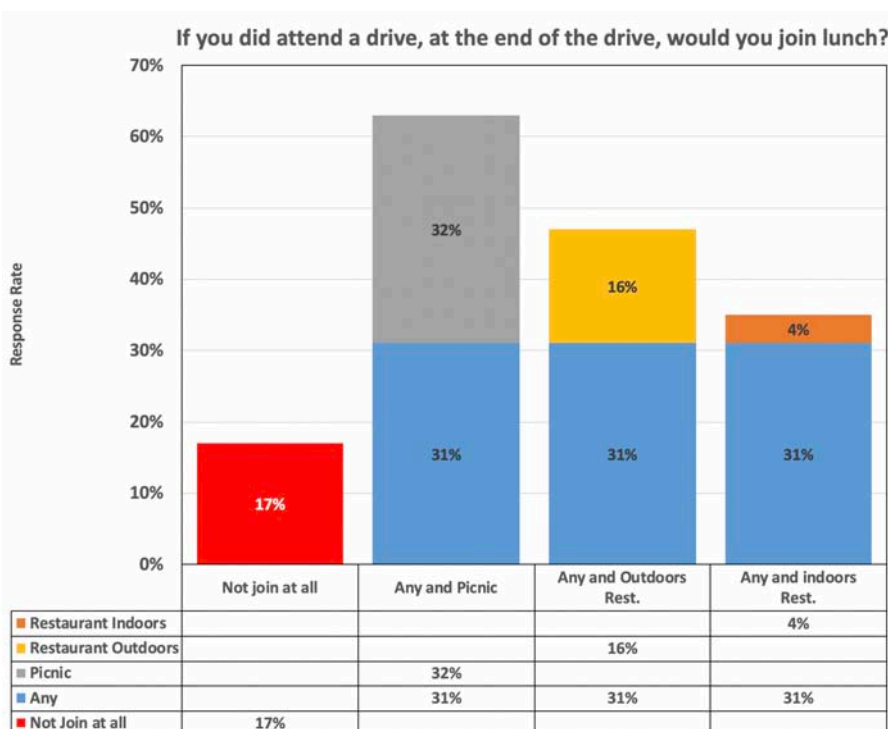
The ORPCA Board decided to be guided by an abundance of caution. For the time being, drive events will require face masks for any part of the drive an attendee is outside the car. The sign-up process was modified to be paperless and requires every attendee to comply with PCA and ORPCA safety regulations. These safety regulations require everyone to wear face masks outside of the car and to maintain social distance. Once all our counties move into a phase that is closer to “normal,” these safety regulations will be adjusted as needed.

For the planning of restarting club drives this feedback is very valuable. Eighty-seven percent would attend a small drive group of 10 cars, 64% would attend a medium size drive group of 25 cars, versus 47% of respondees who would attend drive groups of 50 cars. This goes along with both Board discussions and individual member feedback, recommending starting small and then grow bigger with caution and learning.

The second question asked was if you did attend a drive, what kind of social gathering would you attend at the end of the drive.

Seventeen percent of the 304 members that answered this question said they would not attend any social gathering. This is slightly higher than the 13% that would not attend any drive, meaning some members would attend a drive but not any type of social gathering.

Thirty-one percent would attend any social gathering, either a picnic,



outdoor restaurant or indoor restaurant. Thirty-two percent would attend a picnic, 16% lunch at an outdoor restaurant and 4% at an indoor restaurant.

For the club planning, this means 63% would attend a picnic, 47% an outdoor restaurant and only 35% an indoor restaurant. This drop reflects the caution stated for the higher risk of indoor infections especially while not wearing a face mask while eating or drinking.

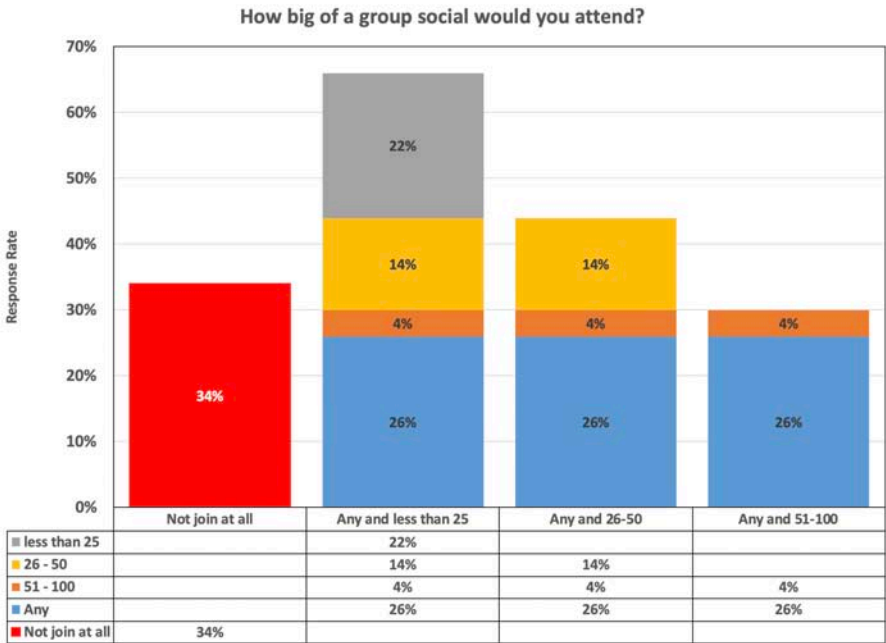
It is interesting that while 43% of the members would do any drive regardless of size, only 31% would do a social gathering regardless of outdoors or indoors. This shows a higher sensitivity for avoiding situations that are perceived as higher risk for infections.

SOCIALS

The third questions asked what size of social gathering you would attend.

Thirty-four percent of the 302 members that answered this question would not join any social event regardless of size. That is close to the number of 30% of members that would join any drive or not join any social gathering at a drive.

Individual feedback in this group again showed concerns of increased risk due to age and/or pre-existing health conditions. But there is additional feedback concerned with the risk of social gatherings. The most striking feedback came from a member that had COVID-19: "I have had COVID-19. It's miserable, life changing and should be taken



very seriously. The ORPCA should NOT be sponsoring any event that jeopardizes the health of its members, especially any event that is indoors or has large number of participants. Anyone over 60 or has any underlying health conditions is at severe risk."

Twenty-six percent of members would join any social event regardless of size. This is significantly less than the 43% of members that would join any drive regardless of size. Individual feedback shows that driving in cars is seen as safer and more distanced even with social interactions before, during and after the drive compared to a social event without driving. Sixty-six percent would attend a social gathering of up to 25 people, 44% would attend a social event up to 50 people and only 30% would attend a social event with up to 100 people.

## MEMBER QUESTIONNAIRE RESULTS, CONTINUED

The individual responses of members that would attend a social event show that ~90% of these responses show social distancing is a basic request, a general concern of indoors seating, a preference for smaller groups, an expectation that everyone practicing social distancing. A much smaller group of ~10% does not see a need for social distancing or has no concerns of infections.

While 64% of members would attend a drive followed by a picnic, only 48% of the members would attend a social event in the form of a picnic. The guidance for the club social event planning is very clear: small events and picnic or outdoor seating only.

### **The fourth question was what kind of social event you would attend.**

Of the 265 members responding

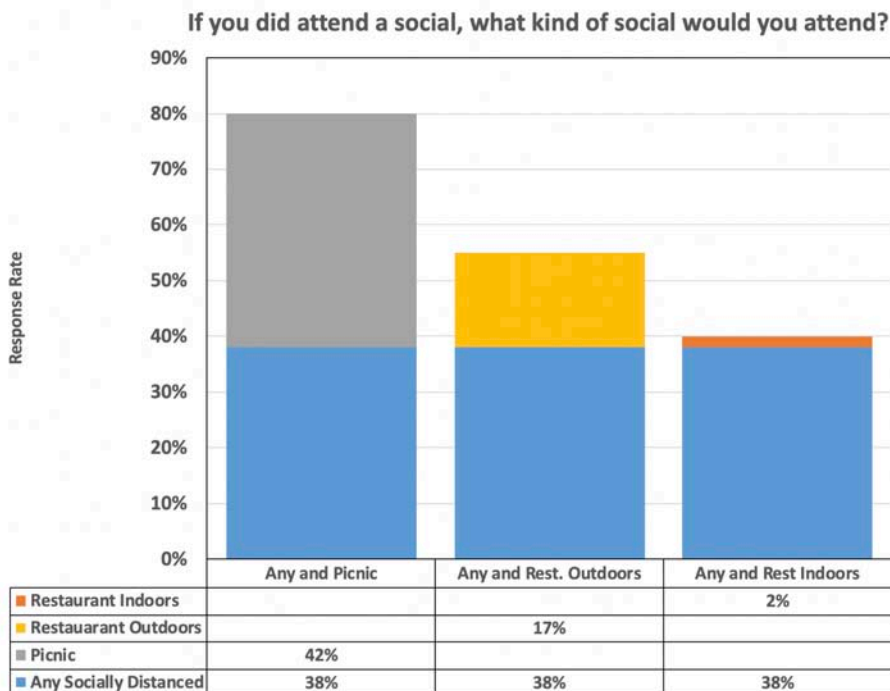
to this question, 38% would attend any social event, 80% a picnic, 55% an outdoor seating at a restaurant and 40% an indoor seating. With 34% of the 302 members answering the third question with "Would not attend any social event," you would expect ~201 responses to question four. We actually got 265, which indicates that only 12% would not attend any social events. That's a big difference to the 34% that answered question three with a "Would not attend any." This may be due to reconsidering after thinking about the preferred option: club picnics as social events.

For club social events planning, another clear message was expressed: outdoor picnics are preferred, followed by outdoor restaurant seating. We will refrain from indoor seating for the time being.

### **Questions five and six asked about the 60th Anniversary Party and Holiday Party.**

We had two more social event related questions in the questionnaire. The first one was for the 60th Anniversary Party we are currently planning for October, the second for our traditional Holiday Party.

Of the 305 responses, 36% would not attend the 60th Anniversary Party in October (we expect up to 200 members), and 44% would not attend the holiday party in December (we expect up to 125 members). This is a somewhat confusing response: the bigger event earlier is more likely to be attended than the smaller and later holiday party. Eighteen percent would attend the Anniversary Party



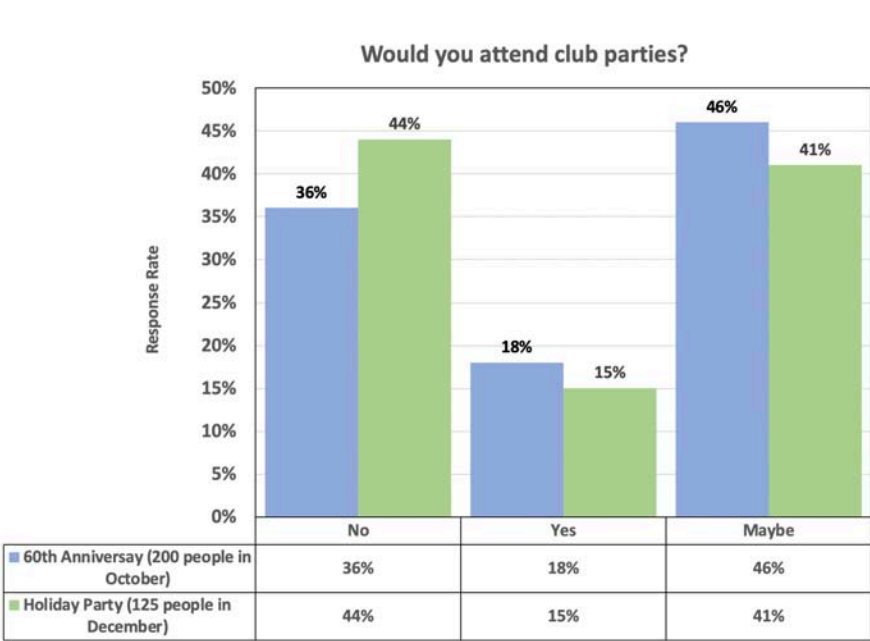


with a clear “Yes,” 15% the Holiday Party. Again, the same signature of the bigger earlier event having a better response. Forty-six percent would “Maybe” attend the Anniversary Party, versus 41% the Holiday party.

Individual feedback to the Anniversary Party show a clear concern in the “No” group for any indoor event and the high risk of infections at an indoor event, the “Maybe” group states concerns about a potential second wave in October or the uncertainty of the infection rates and rates in October, combined with general scheduling concerns. The smaller “Yes” group will bring masks if needed, asks for temperature measurements and social distancing. One of the members gave us practical advice for the event location space: “Ideally this would be an indoor/outdoor event like the 911 anniversary at Skamania Lodge several years ago. 200 people? 6ft X 6ft X 200 =7200 sq. Ft.”

The individual comments and sentiments to the Holiday Party are essentially identical to the Anniversary Party. One member’s feedback summarizes the “Maybe” group’s concerns very well: “It would depend based on event details and the degree of control over the pandemic locally at the time.”

For the social event club planning, these results present a challenge: the high amount of “Maybe” attendees will make the event planning riskier and target attendee numbers harder to estimate. Clearly, local development of the pandemic will play a big role.



## AUTOCROSS

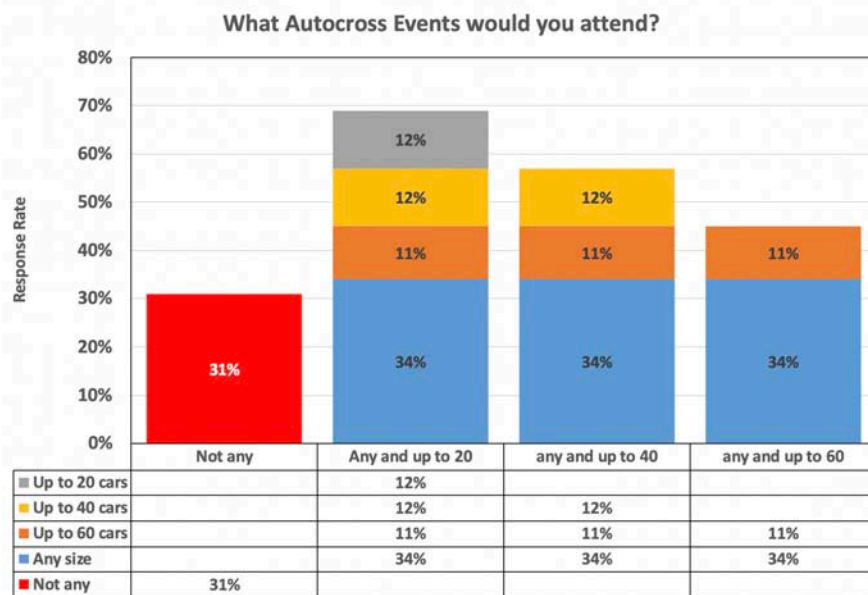
**The seventh question asked what size of Autocross events you would attend.**

Of the 282 responses we received for this question, 31% stated they would not attend any AX event. The concerns of this group are based on age risk, pre-existing medical conditions as well as just not doing AX.

Interestingly, the responses regarding group size are essentially identical. One could say the AXers are just a hardy crowd. But one member summarized it very well: “Being outside minimizes risk as does requiring all participants to wear face masks when not driving and keeping six feet apart. With strict rules in place, we can have fun together from six feet, wear out some rubber and get joy in a tough time. “

For the club AX event planning these results are very positive. While there will be a somewhat smaller

## MEMBER QUESTIONNAIRE RESULTS, CONTINUED



pool due to members who are on the "No" group due to age and/or medical concerns, as well as a minority of members who will not wear face masks. But the majority of AXers are essentially ready to go as long as socially distancing and face masks outside of a car are required and enforced. Sixty-nine percent would attend AX up to 20 cars, 57% up to 40 cars and 45% up to 60 cars.

## CONCLUSION

COVID-19 has turned our personal lives, plans and schedules upside down. The same happened to our club activities. While we maintained sanity with the help of family and friends, as well as buddy drives in the last weeks, it's now time to plan for the reopening of our club activities. We will do this with utmost caution and will require social distancing and face masks outside of cars.

PCA is requiring an additional release called the Communicable

Disease Release to be signed as a prerequisite for attending any club event. Please see <https://www.oregonpca.org/home/member-area/covid-19/>

We also implemented a paperless process to avoid any exchange of papers, pens and close proximity during events check-in. All events will require pre-registration on the club web page. This registration will include collection of key data in case we need to provide tracing information. It requires the confirmation of the PCA safety guidelines and the ORPCA safety guidelines, which include requirements for social distancing and wearing of face masks outside of the car. And it includes upload of the Communicable Disease Release (you need to do this only once as the release is good for one year) as well as upload of the Release and Waiver of Liability (this is the standard waiver we sign before the safety meeting). Driving directions will be sent to event attendees before the drive. Please note that Autocross has a very similar process.

With your feedback and your help, we will be able to re-start club activities in a safe manner, safe for all participants. As one member wrote in his comment: "I think anyone attending will be conscientious of fellow attendees and act appropriately." ■



# Lovely Summer Drive to Marys Peak

BY JOE KELLY | PHOTOS BY JOE KELLY AND BOB ELLIS

The seasonal rains had passed and the days were becoming longer and warmer. A sports car drive would be great to help relieve the boredom of COVID-19 restrictions. Phone calls were made, invitations were extended, and a date selected. The posse included Maynard Chambers (Carrera S), Ravi Rajaram (993), Ed Frank (Macan S), Bob Ellis (Boxster S) and Joe Kelly (993 Cab). Maynard volunteered to be our leader and he selected a drive to Marys Peak. Face masks and social distancing caveats were required.

Our small posse of Porsche aficionados met at McMenemy's in Wilsonville on a warm, sunny morning. The route and driving instructions were discussed and promptly at 9:00 we departed on our much-needed

escape to Marys Peak. Maynard kept a spirited pace on twisty roads through the countryside. We enjoyed a scenic stop and photo shoot at the Ritner Creek covered bridge that was constructed in 1926. We admired the workmanship and the beauty of a piece of Oregon history. After a few photos we were off to our destination.

We turned off of Highway 34 onto a twisty section of road that leads to Marys Peak. A couple of deer tested their luck as they darted in front of Maynard's car. Thankfully Porsche's brakes saved the car and the deer. The parking lot at the road's terminus held a group of folks that were also enjoying the beautiful Oregon day. A park ranger, wearing a mask and gloves, collected our \$5 day-use fees. (Note: If you have a senior

*Cars and drivers at Ritner Creek: Ed Frank (Macan S), Maynard Chambers (Carrera S), Ravi Rajaram (993), Bob Ellis (Boxster S) and Joe Kelly's 993 Cab.*



## DRIVE TO MARYS PEAK, CONTINUED

citizen Nat. Park Pass there's no fee.) Although we brought camp chairs from home, we elected to enjoy our lunches on two large picnic tables that offered social distancing.

We soaked up the sun as we enjoyed our homemade lunches. The cloudless view was impressive with some of Oregon's majestic peaks dotting the horizon. Conversations touched on our cars, our families, our

dogs, our friendships but I noticed that COVID-19 was not mentioned at all. That omission was really not unusual as we were enjoying an escape from the boredom of COVID-19 with great friends and purposeful cars. If you are experiencing some Coronavirus blues, try a Porsche drive. Your car will benefit too! ■

*Right: Meeting point in Wilsonville. Below right: Picnic at Marys Peak.*







Left: Ravi, Maynard, Ed and Bob at Ritner Creek Covered Bridge. Below: On the road! Bottom: The "posse": Bob Ellis, Ed Frank, Ravi Rajaram, Joe Kelly and Maynard Chambers.







# Spring 2020: A Time to Remember

STORY AND PHOTOS BY HEINZ HOLZAPFEL

*April 11: Our first socially distanced get-together on the patio.*

Friday, March 20, 2020, official start of spring. The first spring weekend traditionally was the first longer drive to the wine county for some wine tasting or picking up wine at our favorite wineries, celebrating the end of winter and welcoming warmer weather. The car was undusted, washed, polished, waxed, cleaned. Top down, ready to go. We had arranged a drive with one of our Porsche buddies, Charlton, for this Friday. I just had come back from skiing in Austria 10 days earlier and was still in self quarantine. So we all agreed on masks, gloves, sanitizer, wipes and social distancing.

But there was a dark cloud hanging over us. March 13 a National Emergency was declared due to

Coronavirus outbreak. Oregon was expected to announce a stay-at-home order any time soon. We knew it was the last chance for a drive for quite a while.

Off we went mid-morning, crisscrossing the wine country and eventually stopping in Carlton at Cana's Feast Winery for a picnic. We had the patio to ourselves, two tables, six feet apart. Sunny, warm, good wine, good conversation, fun.

On Monday, March 23, Oregon issued a stay-at-home order. The car stayed in the garage, on a trickle charger, we stayed in the house, on Zoom, wine and sumptuous home-made dinners. And we started Zoom meetings for Coffee and Cake, Happy Hour with Manhattans and Dinner. Some days we had three Zoom



meetings lined up. Zoom meetings were a great way to stay in touch with family and friends.

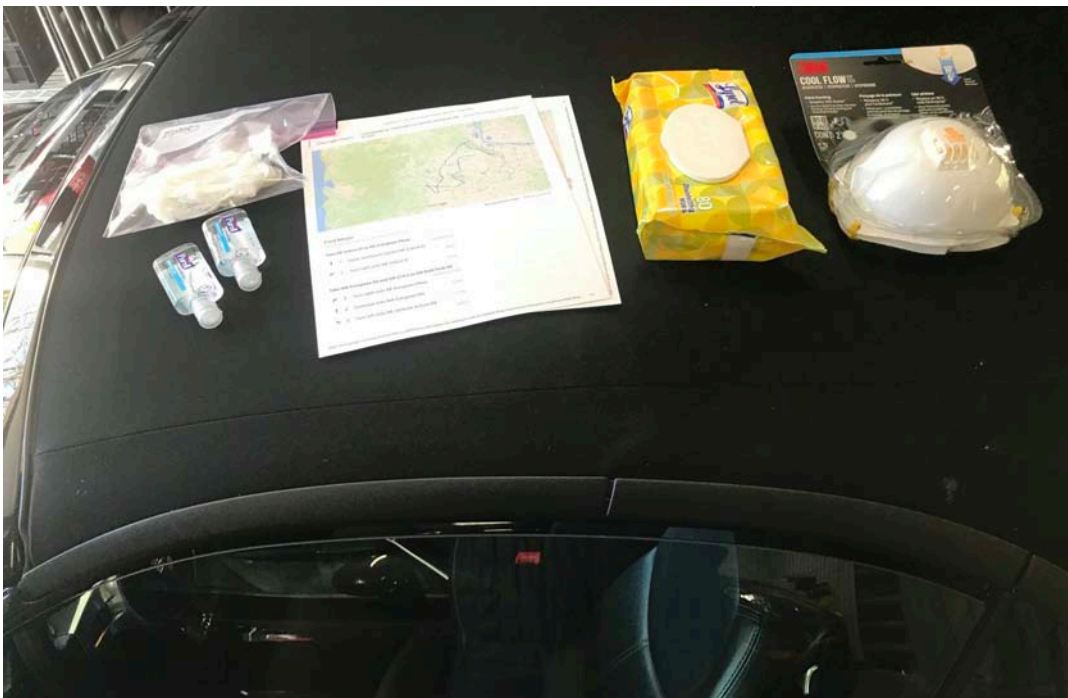
On Friday, April 10, we decided we needed to get out of the house for awhile. A wine pick-up was overdue at our favorite winery, Alexana, close to Dundee. Only essential travel for shopping was allowed as well as recreational activities like riding a bike. We decided to utilize this legal grey zone and pick up the wine. We drove top-down outside of town and it felt good to be in the fresh air. On the way back home punishment arrived in form of a tire pressure warning light. We stopped at Porsche Beaverton to get it fixed and were very impressed by their safety measurements and distancing. Very safe.

While Zoom meetings are great, they can't replace actually seeing your friends. We are lucky to have a fairly big patio that allows seating 20 feet apart and a side entrance

through the garden gate. We decided to have our first socially distanced hang-out on the patio on Saturday April 11. Our friends and fellow club buddies Diane and Randy Homes came over with their own wine, glasses, plates and tableware, we arranged two tables, sanitized, heaters for each table and ordered pizza. Had a great time hanging out, laughing, lamenting about the state of the union and exchanging concerns about the Walla Walla Wine trip end of April.

The socially distanced patio get-togethers now became our way to stay in touch with friends and several Porsche buddies. We've had two or three of those per week since then, only interrupted by a few days of rain.

But the car was still sitting in the garage, lonely, asking to be driven on twisty back roads. So, I pinged Carlton, who was similarly sitting being harassed by his car not hav-



*March 20: New equipment for a drive.*



Above: April 10: Top down with a mask. Below: May 8: Newport, OR.

ing been moved. We arranged for a Thursday, April drive to Vernonia and then on to Astoria. Yes, still essential driving and recreational riding of bikes etc., but clearly that's a grey zone. What's the difference between riding your bike for 3 hours outside of town or riding your car for 3 hours outside of town? None. We packed our masks, gloves, sanitizer, wipes and off we went. Highway 47 was superb, twisty, great scenery, no traffic. If you attended the "escape to Astoria" tour two years ago,

you will remember this road. We brought our picnic and beverages and found an isolated spot on the waterfront in Astoria, socially distanced, having lunch and enjoying the view to the Columbia River. With this pleasant experience we agreed to meet every two weeks for a drive. We went twice to the wine country, explored the Nestucca River Road (another great twisty road, unfortunately had to turn around due to a road closure).

On May 8 Sylvia and I did our first long day trip: we visited friends in Newport who live in a gorgeous home on a cliff overlooking the bay and the lighthouse. We discussed what we would say if we were stopped by police and Sylvia had a great idea: our friend is a psychiatrist, and our response would be that we see our therapist as the lockdown at home had put a serious strain on our relationship! Perfectly believable these days! Three hours each way and three hours on their





patio made for a long day, but what a great day it was, looking at the ocean with an empty beach below, dolphins jumping, whales blowing.

On Thursday May 28, Carlton and I did a sweet little drive going west on Skyline, down Rocky Point and over to Sauvie Island. We decided to stop at the beach and look at the Columbia River. Being a Thursday and the beach still officially closed, we expected little traffic and cars. What we found was somewhat shocking: 800+ cars parked, the beach packed with people, no social distancing, portapotties used without hand hygiene. We left the zoo and mania quickly.

With buddy drives in place and with patio get-together safely practiced we were ready for the next move: combine a drive with dinner on the patio. On May 10 we did our first combo: Carole and Brad Hedstrom came over with their tres-chic 911 Targa and we went over to Skyline, down NW Logie Trail Rd and then looped around Sauvie Island before we went up German Town Rd and back to our house for cocktails and dinner on the patio.

We also did picnic drives to meet Randy and Diane in the wine country after picking up wine.

These last 14 weeks certainly had been taxing and difficult, so many plans shattered. But it also gave us a chance to meet friends and Porsche buddies and get to know each other better. Big drives like the Walla Walls Wine Tour in April and the NW Passage in June had to be



cancelled, Arrive and Drives as well as Midweek Drives had to be cancelled. Doing buddy drives we got a fair share of shorter drives into these 14 weeks. We are very COVID-19 risk conscious; we use N95 face masks,

*Above: May 6: Picnic Stop in Carlton. Below: May 10: On the way back from Sauvie Island.*







May 28: Driving west on Skyline. Below: April 26: Picnic Drive to the Wine Country.

gloves, hand hygiene, sanitizer and wipes, we keep more than the minimal social distance as much as we can. We take our temperature daily. We measure oxygenation once a week. All of these drives were done with the outmost pre-caution to avoid any personal contact (besides the friends we saw) in the areas we travelled in, for our patio get-togeth-

ers we used the bubble-to-bubble principle: only people we trust and practice similar precaution.

Now with summer starting we are looking forward for the first club driving events. It will be good to see all the club buddies we missed for the last four months again, at least from a social distance and a face mask in use. ■







## See Thousands of Porsche Images in over 500 Colors.

Rennbow, the Porsche Color Wiki, is the largest collection of Porsche images on the Web, all organized by color. It's interactive too, you can upload images of your car and make them part of a database of over 4,000 images that grows every day. Each color has commentary about the color and a rareness rating. Rennbow is also the home of Porsche Color-centric content that is updated regularly.

Visit Rennbow today, bookmark it, and share it with your friends via social media.

SEE ALL THE COLORS: [Rennbow.org](http://Rennbow.org)



## PORSCHE CLUB OF AMERICA





Photo Courtesy WorldofSpeed.org.

# World of Speed Closes Amid COVID-19 Uncertainty

BY PETER LINSKY, FORMER DOCENT, WORLD OF SPEED

**L**ike many of you, I am still in shock, still working my way through the grieving process: disbelief, sorrow, and then acceptance. After dropping by the now-shuttered World of Speed museum in Wilsonville to pick up a few personal items, I was allowed to walk quietly through the now-empty galleries and the shop area where many of the racing cars owned by the museum and on loan from private owners nestled wheel to wheel, awaiting their disposal or return.

I had not been back to WoS since early March, a week before a new exhibit on Ferrari was to open. Then the world as we gearheads knew it collapsed on our heads as the COVID-19 virus arrived. As you know, the museum closed its doors to the public when the state of Oregon issued its protective order banning large groups to prevent the spread of the disease. As the virus spread and its potentially lethal effects became better understood, the closure was extended, the Ferrari show canceled. We all hoped it would be a brief delay.

Then, with virtually no advance notice, On May 12, the administrative staff was informed via Zoom that the museum would close permanently.

Only a handful of employees would be retained to oversee the closure process. An hour or so later, the 80-plus volunteers including myself were informed via email, and then a news release was sent out to the media. As soon as the news began to circulate, we volunteers were immediately swamped with calls and emails—some of them rather angry—asking what had happened, as there had been no explanation. Nobody knew, so we couldn't share any information.

Now, as this is written in early June, we are learning more about the factors prompting the closure decision. The Board of Directors had no sense of certainty about how the State was going to proceed with easing attendance rules for public and private spaces. With all large social gatherings banned, the museum faced the possibility that attendance would be restricted to small numbers of guests at any one time, perhaps only by appointment. Door admissions generated only a small fraction of the museum's revenues. Most of the income was derived from renting the exhibit space for corporate client dinners and similar events that could see hundreds of guests fill the gallery. With that income stream cut off for the



foreseeable future, the museum's reserves would quickly be exhausted and its continued operation was no longer viable. Then there was the question of potential liability should someone become ill after a visit, whether that could be proven or not. Defending such a lawsuit would be prohibitive.

World of Speed is still owned by a non-profit, 501-C3 corporation. Federal law is very concise about the dissolution process for a 501-C3. If you want to know more, just Google "501-C3." Your head will swim. Essentially, everything owned by the museum/foundation must be given away to another registered non-profit. Nothing can be sold, auctioned, or given to a private party. Every single book, photograph, and piece of memorabilia in the Archive must be accounted for, with only a skeleton staff to do the job. Vehicles and other items on loan must be returned to their owners.

The other part of this is how the museum's closure affects the broader motorsports community, including PCA. Some of the comments prompt recall of skater Nancy Kerrigan's wail of "Why me?" after she was whacked on the knee. Why us, indeed? World of Speed is just one of thousands of businesses across the country that have succumbed to the effects of this insidious disease. It would have been great if someone with very deep pockets had stepped up to keep the operation intact until the doors reopened, but alas, it seems there wasn't time for that kind of search.

I consider myself very fortunate as a retiree to have been able to volunteer as a Docent at World of Speed for almost five years. Working at the museum exposed me to a vast number of racing marques and personalities I had never familiarized myself with, but better still, allowed me to meet countless guests from all over the world who came to Wilsonville expressly to examine racing cars they may have only seen in books or on old YouTube video clips. We volunteers were happy to share what we knew, but more importantly to learn from our many guests about their own experiences or relatives who had raced or

wrenched on race cars. That's something no virus can take away. It was always gratifying to hear visitors remark "I've driven past this place hundreds of times, but never took the opportunity to come in. Finally, I decided to take a day and do it!"

The Northwest has lost a wonderful asset, a gathering place for not just us Porsche owners, but all those who drive, collect, and otherwise enjoy just about every other form of motorized sporting transportation. The museum wasn't just a place to celebrate the automobile; it was an educational resource for the young men and women participating in the museum's highly-regarded auto mechanics training program.

While we mourn the museum's closure, I would ask that we remember that the camaraderie of the auto community is part of a hobby that most other folks don't care much about, especially now. Many Oregonians have lost their jobs, their homes, and worst of all, loved ones and close friends. If we are lucky enough to dodge this bullet, we can still slip into our Porsches, take a long summer ride down I-5, and remember what used to be. ■



Photo Courtesy Travel Portland.

# This Month's Photos of Activities While Distancing

BY PEG RYAN, VICE PRESIDENT/COMMUNICATIONS DIRECTOR

*Editor's Note: We have continued to get some fun pictures from members about what you have been doing with your Porsche during this time of social distancing. Here are some of the ones I received. Enjoy! Keep sending them to [Communications@oregonpca.org](mailto:Communications@oregonpca.org).*



## A VISIT TO HAGG LAKE THROUGH YAMHILL COUNTY

Jeff Gretz lead a group of members who met in Yamhill County and did a drive to Hagg Lake where everyone enjoyed a picnic lunch. Those pictured above are: Larry Tracewell, Randy Stolz, Chuck West, Eric Freedle, Barry Cogut, Dick Thomas, Bob Ellis, Jeff Gretz and Anson Lytle. Right: Porsches at Lafayette Locks Historical Park.



---

## MEMBER KEITH MARTIN

Keith Martin, has been a member since 1979 with a Metallic Black 1980 928. He is a track guy! Until last week, he hadn't done much. Then Hooked on Driving had their first Northwest track event for 2020 up at The Ridge Motorsports Park in Shelton, WA. He said it was fun to finally get on the track this year.

Next, he headed to a two-day Hooked on Driving event at Oregon Raceway Park. They are doing this with fewer cars than usual and with special provisions to maintain Social Distancing and wear masks when out of cars. They are coaching Novice and First Time Drivers, just not in the car. They are using intercom headsets (Bluetooth) like they always do, but they are in their own cars, coaching from there. It is a "Lead-Follow" arrangement instead of a coach riding in a car with the student. Keith indicated that there are both pros and cons with this type of instruction versus in-car, but overall, it is every bit as good; just different.





## TODD ETCHIESON AND AUTOCROSS FRIENDS

Since Autocross was cancelled, Todd Etchieson, Pete Libeck and Stan Tamiyasu decided to get together for a spirited drive in the foothills of the coast range. After meeting at the spot in the picture below on Skyline Blvd, we headed down Rocky Pointe Road to Scappoose, then up the Scappoose-Vernonia Highway, then Timber Road to Highway 6. While it started out cloudy and a little wet, it turned nice and sunny and we had a great drive!

## SPRING CLEAN EVENT FOR ONE!

The Spring Clean event scheduled for April 18 may have been cancelled, but that didn't stop John Thomas from holding his own event. He called in Mike Barthe of Showroom New to drop by and touch up a couple of little spots on his Macan GTS. It now looks as good as new!



## RECENT DRIVE TO CRATER LAKE PEG RYAN AND ERIC LEWIS

We recently drove to Crater Lake Lodge. We were looking for a scenic route from Oakridge to Crater Lake for the fall Crater Lake Tour (sorry the tour is full). Here are some pictures of obstacles we found and some of the snow at Crater Lake. It was chilly and there were no views of the lake at all.







## Gear Up for the 2020 ORPCA Autocross Season!

**A**utocross Season! Autocross (also called "Solo") is a driving event where a driver negotiates a closed course of cones one car at a time to achieve the fastest possible time. It is a form of motorsports that emphasizes competition and learning car control at safe speeds. Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! We strive to cultivate an air of camaraderie and fun among our participants. No previous experience is necessary and novices are welcome. All you need is a driver's license, an automotive helmet (SA2010 or M 2010 or newer) and a car that can pass a basic mechanical safety inspection. Cars are run in classes against cars with similar performance.

Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, Cayennes or Taycans. For more information please visit our website [www.oregonpca.org/activities/autocross/](http://www.oregonpca.org/activities/autocross/).

### CHANGES/UPDATES FOR THIS YEAR INCLUDE:

Please note: Loaner helmets and in-car instructors will not be available. Also, no spectators will be allowed.

We are working on a paperless waiver process. There is a 2nd waiver that Porsche Club of America is requiring of all participants in an event. This is the Communicable Disease Waiver.

Car classifications have been updated in order to provide a more fair, competitive experience for our participants. Highlights include a S04L and P04L classes for the latest-generation, high-horse-power

Porsches (All 718 Cayman/Boxster models (2017-current) and 992 911 base models (2019-current). Please check to make sure you're registering your car in the correct class. We will not allow participants to change classes mid-season. If a car from a different class is driven, no points will be awarded for that event.

Similar to last year, we will be limiting the number of cars for each event. This allows for a better participant experience and ensures we're able to efficiently manage the run groups. Please register early if you are interested in participating. Walk-ins will not be accepted and people on the wait-list will be added in order (priority to members) if there are cancellations.

Work assignments are mandatory and will be enforced. It takes volunteers to keep this thing going. If you drive, you work ... no exceptions. We realize some folks have special circumstances that may prevent them from working in specific roles. We'll do our best to accommodate you, but we ask that you consider whether the physical aspects of autocrossing are appropriate given your individual health.

We look forward to seeing you Sunday, July 19 for Autocross #5.

Happy 2020!

Your ORPCA Autocross Team ■

**SEE COMPLETE LIST OF  
AUTOCROSS EVENTS ON NEXT PAGE**

# Autocross Events 2020

*All events are on Sundays at PIR and begin at 7:30 a.m.*

#7 September 27 South Paddock  
<https://www.oregonpca.org/event/autocross-7/>

#5 July 19 South Paddock  
<https://www.oregonpca.org/event/autocross-5/>

#8 October 4 South Paddock  
<https://www.oregonpca.org/event/autocross-8/>

#6 August 16 South Paddock  
<https://www.oregonpca.org/event/autocross-6/>

## AUTOCROSS #5

Autocross #5 | Sunday, July 19 | 7:30 a.m.

**Portland International Raceway**

1940 N Victory Blvd. | Portland, OR 97217

**A**utocross #5 will be held on Sunday, July 19 at PIR's South Paddock. Cost is \$40.00 for OR-PCA/ PCA members. Note: Participation is limited to 60 drivers. No spectators are allowed. No in-car instructors will be provided. Please bring your own helmet. For all the information on Autocross #5 go to: <https://www.oregonpca.org/event/autocross-5/> ■

## JULY BOARD OF DIRECTORS MEETING

Wednesday, July 8 | 6:30 to 8:30 p.m.

**This will be a virtual board meeting. If you are interested in attending, please send an email to Peg at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org) with your name and email address.**

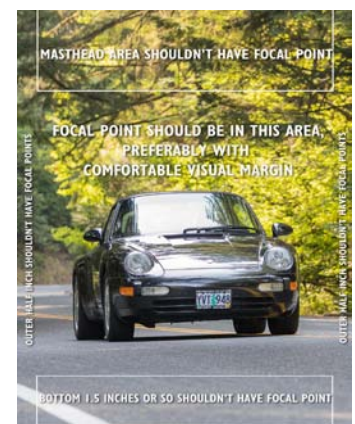
All members are welcome to join us!

*Note: August Board Meeting is Wednesday, August 12*

## ANZEIGER COVER PHOTO HOW TO'S

- The cover "bleeds" off the edges, so please leave a good margin on every side of the focal point (most often, a car)
- Make sure there is nothing significant in the masthead area (see diagram at right).
- Shoot in Portrait (vertical) mode
- Shoot and send the highest resolution possible.

**SEND YOUR PHOTOS TO PEG RYAN,**  
[communications@oregonpca.org](mailto:communications@oregonpca.org)





## JULY ARRIVE & DRIVE: **SOLD OUT**

Saturday, July 11 | 8:30 a.m. or 9:30 a.m. Start Times

### **Picnic Lunch and Drive to Marys Peak**

**T**he 2020 Arrive and Drive season starts on Saturday, July 11 with a picnic lunch opportunity! To attend, bring your favorite Porsche (with plenty of fuel), and ideally, a navigator, picnic lunch and chair(s) to sit on. The drive starts in Wilsonville and will end at Marys Peak. This event is only open to ORPCA members. Registration is



required. No minors are allowed on this drive. Please note, this event is pending insurance from National PCA. If insurance is not issued, the event will cancel and registrations will be refunded.

#### **NEW REQUIREMENTS TO ATTEND THIS EVENT**

- New process for the "Release and Waiver of Liability" and the new "Communicable Disease Release". Both need to be uploaded before you register for the event.
- Review of PCA and ORPCA Safety Guidelines online before you register
- Registration is mandatory for every participant
- We will have 2 groups starting at 2 different times. You must sign up for a starting time, either 8:30 or 9:30.
- Attendance is limited
- Cost is \$10.00/car to cover the event expenses
- The start location and the PDF of Tour Directions and Scenic Navigation App Access will be provided a day before the event to those registered. Please do not send this information to anyone else.
- Each participant is responsible for bringing their own PPE (Personal Protective Equipment) including hand sanitizer and disinfecting wipes
- Face coverings and social distancing are required for this event outside of the car. Social distancing is required for the picnic.

For complete information and to register please go to: <https://www.oregonpca.org/event/arrive-and-drive-saturday-july-11-bring-your-picnic-lunch/> ■

# MARYHILL LOOPS TOUR

Saturday, July 18  
9:00 a.m. To 5:00 p.m.

**Maryhill Loops Rd. | Maryhill, Washington 98620**

**M**aryhill Loops Road was an experimental road built by Good Roads promoter Sam Hill (what in the Sam Hill?). Laid in 1911 as the first asphalt road in the state, it achieved low grades with horseshoe curves. In 2.8 paved miles the road ascends 850 feet via a series of 25 turns, 8 of which are hairpins. Generally, the road is only open to pedestrians and bicyclists but on Saturday, July 18th, the Oregon PCA will



have private use of this road for a tour. This event was a big success last year!

Cost is \$75 per driver. Sharing of cars is allowed but each driver must register and pay individually. If sharing a car, drivers will be put into separate run groups. Refunds will be offered up until the day of the event.

Registration will open on Wednesday, July 1 at 9:00 am. **Please note, this event is pending insurance from National PCA. If insurance is not issued, the event will cancel and registrations will be refunded.**

Please note that due to Covid-19 issues, this is a participant ONLY event. No spectators are allowed. The number of drivers we can allow is very limited. When you are not driving, you will have to work. We need spotters, starters, road cleaners and other various roles. You must attend all day 9:00 a.m. to 5:00 p.m., so please plan accordingly. **Please note: No pets or children under 18 allowed.**

There are other new requirements including pre-event waivers. Please go to the event web page for all the information: <https://www.oregonpca.org/event/maryhill-loops-tour/> ■





SERVICE AND REPAIR FOR

Porsche • Audi • BMW • VW • Mini

503.635.3098

stuttgartautotech.com



17263 SW PILKINGTON ROAD • LAKE OSWEGO, OR 97035

## MEMBER PHOTO SHOWCASE



THE EMPTY ROAD AT THE OREGON COAST, SPRING 2020. PHOTO BY ERIC LEWIS

# Anzeiger Marketplace

## PARTS FOR SALE



Set of 4 Fuchs. 2 7X15, 2 8X15. Off white centers, painted crests, polished rims. Very good condition. Date stamped '84. Mounted Yokohama 008s - no added value - I'll remove them if not wanted. \$3,000 set/4 only.

Peter Davis, 503-810-7533  
peterdavis168@yahoo.com

---

For Sale: pirelli Pzero tires, 5000 mi, 245/35-20 fronts and 305/30-20 rears, full set for 500\$. Common tire size for 991 911s, GT3, turbo. Contact Gordon Ledbetter early911s@aol.com or 503-799-7496

## MISCELLANEOUS FOR SALE



Poster: 1995 40th Porsche Parade, Portland. This poster has been in storage since new and is in excellent condition. Measures 18"x24". \$100.

Peter Davis, 503-810-7533  
peterdavis168@yahoo.com

## FREE



FREE Old issues of the *Anzeiger* from June 2000 through June 2011 plus 8 annual editions for years 2011 through 2018. Contact bob@kelandscape.com or text or call 503-539-3242.

## IN SEARCH OF

Wheels Needed: 2017 Macan GTS with Standard Brakes  
2 front 20 x 9  
2 rear 20 x 10  
Prefer Black and if possible similar to OEM Spyder wheels.  
Bill Kaplan, wsk2715@verizon.net

The Anzeiger Marketplace has a track record of sales and is a free service provided to members.

To submit, update or renew an ad, email classifieds@oregonpca.org. Ads will run for three issues and may be renewed upon request, space permitting.

Items offered for sale must be the personal property of the member; services are not eligible for advertising in Marketplace.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue and are subject to space availability. Make checks payable to Oregon Region PCA and mail to PO Box 25104, Portland, OR 97298. ■