

Spiral

ISSUE 02 2024

Pacific Northwest Region
Porsche® Club of America

PORSCHE

The Cayenne S. Sportscar Together.

Competition for the driver's seat is set to skyrocket. Because once passengers feel the power, speed, and breathtaking effects of the Cayenne, they won't want to simply experience it. They'll want to provide it. Porsche. There is no substitute.



Porsche Seattle North
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Tel: (425) 298-0780



Cover Photograph by
Sherwin Eng

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Board Meeting Minutes:
pnwr.org/boardmeetingminutes

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Award-Winning Newsletter: 3rd Place Class VI PCA Region 2022 • 3rd Place Class VI PCA Region 2019 • 1st Place Class VI PCA Region 2017 • 3rd Place Class VI PCA Region 2016 • 2nd Place Class V PCA Region 2015 • 3rd Place Class V PCA Region 2014 • 1st Place Class V PCA Region 2013 • 2013 PCA Betty Jo Turner Award • 2007 & 2010 PCA Heimiller Award



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CALENDAR OF EVENTS

APRIL

- MON 1** Board Meeting at Mercer Island Community Center
- SAT 6** Basic Porsche History Class at Shoreline Community College
- WED 10** *Spiel* deadline
- SAT 13** Tour: April at the Ocean Tour
- SAT 20** Autocross #2 at Bremerton Motorsports Park
- SAT 20** TechEd: WWU Racing in Bellingham
- SAT 20** TechEd: Advanced Performance Parts in Bellingham
- SUN 21-THU 25** Treffen Spring 2024 in Napa and Sonoma Valleys, CA
- SAT 27** Driver Skills hosted by Audi Club at Bremerton Motorsports Park
- TUE 30** Social: April 2024 #1

MAY

- FRI 3** Driver Education at Pacific Raceways
- MON 6** Board Meeting at Mercer Island Community Center
- SAT 18** Social: Breakfast Club at The Shop in Seattle
- SAT 18** Tour: Gimmick Rally
- THU 23-SUN 26** WochenendEscape 2024 at Crown Isle
- SAT 25** Autocross #3 at Bremerton Motorsports Park
- THU 30** Driver Education at the Ridge Motorsports Park
- FRI 31** Social: May 2024 #1

Calendar of Events details are subject to change. Please visit pnwr.org for the most up-to-date event information.

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FROM THE PRESIDENT



KEVIN NOUWENS

President
president@pnwr.org

Spring into your Porsche!

March and April rarely fail to provide glimmers of hope for beautiful spring and summer seasons in the Pacific Northwest with ample opportunities to enjoy our cars and fellow enthusiasts. The next few months of the PNWR calendar offer plenty of opportunity for both.

Let's start by looking ahead to the Annual Show and Shine in April, formerly held at Issaquah's Triple XXX Rootbeer Drive-In. As many of you may know, the Triple XXX closed recently, putting this long-held event in jeopardy. Fortunately, the property was acquired by Burgermaster who will continue hosting car shows and carry on the Triple XXX legacy. The new restaurant will not likely open until 2025, but they will host car shows throughout 2024, including ours on June 30. See the ad on page 7 for more information.

April has a few great events on tap as well, including the WWU Racing Viking 66 Reveal on the 20th. If you aren't already aware of the incredibly talented group of students involved in WWU Racing, or what the program is, be sure to read this issue's stories from John Mueller beginning on page 40, and Valerie Young on page 44. You will learn who WWU Racing is, what they do, and that

PNWR has proudly supported this program since 2007. One cannot help but be impressed by the accomplished, professional teams that design, develop, and compete with their cars year after year. This event is your chance to meet them, hear their stories, and see the product of their efforts. You will not be disappointed.

The *Spiel* team has once again assembled a diverse array of stories in this issue that I am sure you will enjoy. In case you missed it, Porsche won this year's 24 Hours of Daytona. Jay Gillotti has delivered an interesting background on the 963 beginning on page 12, surrounded by spectacular photography by Sherwin Eng, Larry Dong, and Carl Hatfield. Silvia Leveque shares her story of progressing from happy Macan owner to GT4-driving DE instructor. Gary Barklind offers a detailed perspective of driving in the Canyonlands National Park in his Macan, and Greg James reflects on the parent's right of passage of teaching teenagers how to master a manual transmission well enough to be trusted in a Porsche.

To all who contributed to this issue and PNWR's upcoming events, we can't thank you enough for your dedicated efforts. PNWR only works because of volunteers like you! 🌿

Follow us on Instagram @pca_pnwr.

The spring and summer seasons bring ample opportunities to enjoy our cars and fellow enthusiasts.

Double Header

TECH ED

Double Header

WWU Racing Viking 66 "Reveal"

Saturday April 20th • 9:30^{am} to 12:30^{pm}



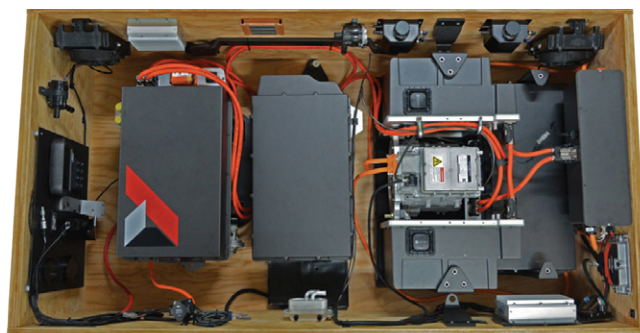
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Click on ... <http://msreg.com/PNWRwwu24>

911 "EV" Conversion Kit. Carbon Fiber Mfg.

Saturday April 20th • 1:00^{pm} to 4:00^{pm}



3928 Williamson Way
Bellingham, WA 98226



Click to ... <http://msreg.com/PNWRapgroup24>

DRIVER SKILLS



Driver Skills is a fun and exciting one-day course on the fundamentals of driving. You'll get lots of seat time on a closed course, perfecting your technique with exercises designed to focus on essential high performance as well as street driving skills: looking ahead, weight balance, smooth inputs, threshold braking, and more. One-on-one coaching with highly trained instructors ensures that Driver Skills has something to offer drivers at any experience level, from novice to experienced track drivers.

Go to pnwr.org/driverskills for information. For questions, contact Kevin Grealish, Driver Skills Chair, at driverskills@pnwr.org.

CLUB EVENT



BURGERMASTER SHOW AND SHINE

Sunday, June 30, 10 a.m.-1 p.m.
Burgermaster: 98 NE Gilman Blvd, Issaquah, WA 98027

Come on out with your shined up car and display it with your friends. No reservation is needed; just show up. We will have Starbucks coffee and pastries for you when you arrive. The Burgermaster food truck will also be available. The awards presentation will be at 12:30 p.m.

Note: The Triple XXX Rootbeer Drive-In in Issaquah was sold and closed in late 2023. Burgermaster is building a new restaurant there, which won't be completed until early 2025. Meanwhile, for 2024, they will have a food truck on the site. All the car shows will continue with the brand new Burgermaster restaurant there.

BEHIND THE SCENES

VALERIE YOUNG

"PNWR Cares"

In the early days of membership, I kept hearing that we are a charitable organization, but rarely saw the evidence. As I became more involved, I began hearing more mention of fundraisers and charitable giving, but again with very little details. I realized that other newer members also didn't have a full grasp of how PNWR has made a difference in our community. So, the PNWR Cares column was born. I have partnered with the Charity Committee Chair, Eric Breidenbach, to bring you these stories every issue, in the hopes that we can make an even bigger difference.

My interest in the WWU Racing Team and our chapter's support began when I saw the team and their racecar, Viking 63, at a few social events. When I was a Mechanical Engineering student my favorite learning experience was working on the annual ASME RC Baja competition. The project allowed me to take all the classroom knowledge I had gained and apply it to a remote control car we designed, manufactured,

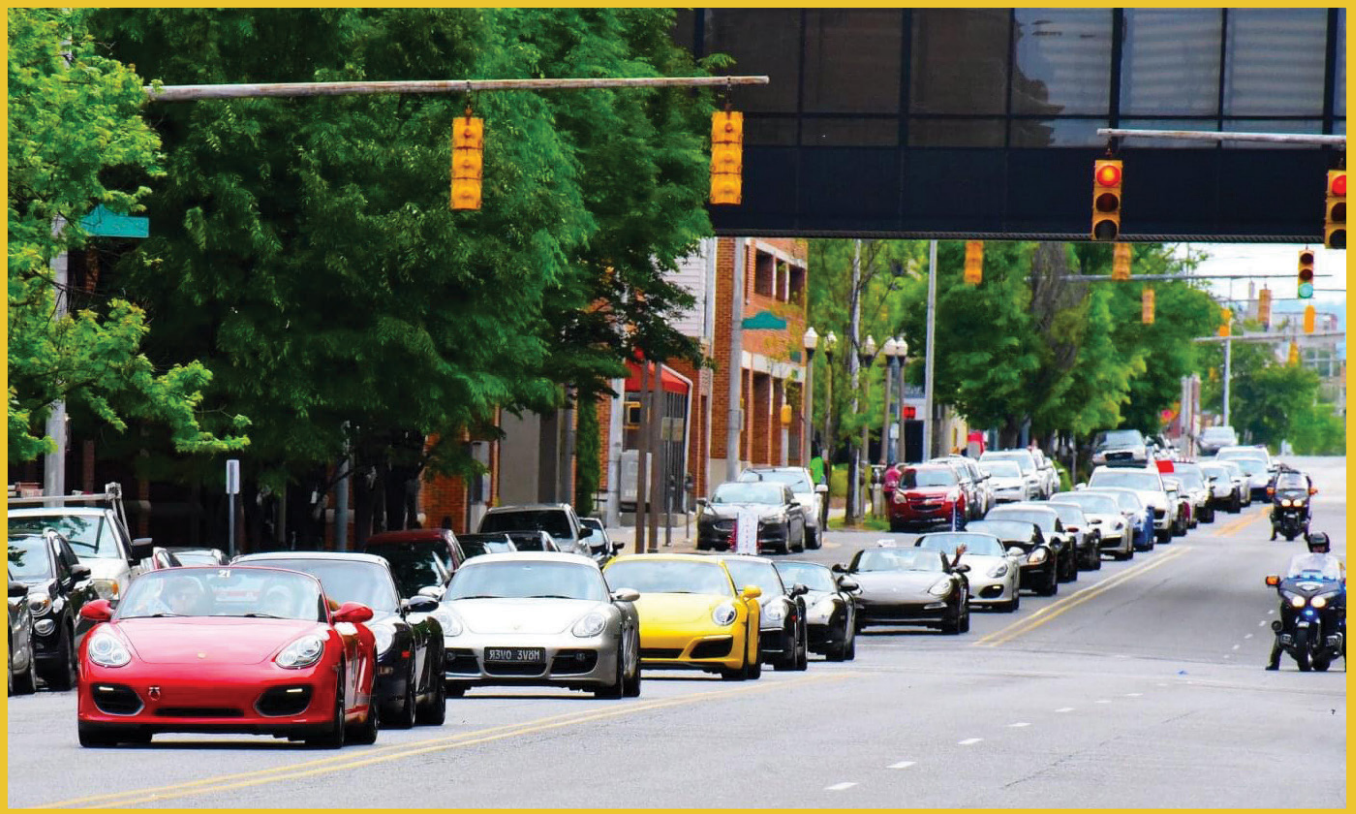
and tested. Not only did we have dynamic tests on competition day, but we also had to pull together as a team and present our design decisions and manufacturing techniques. Talking to the WWU students brought me back to those days, and I was thrilled to learn PNWR was a major sponsor.

Last year I was curious about the team's process and what did 'major Evan Wren' mean? So, I attended the reveal event in April. I learned that the PNWR racecar reveal is scheduled before the public reveal, and that a \$20,000 check was not an unusual gift. This year I learned we began our partnership in 2007 and this year will surpass the \$250,000 cumulative donation mark! That certainly qualifies as major! For this article I wanted to follow up on their results for Viking 64 and hear about their preparations for the Viking 66 reveal. I reached out to the team's Business Director Evan Wren (pictured holding the camera) via e-mail and he has been kind enough to answer all my questions and provide some team photos.



Photograph by the WWU Racing team

Don't Just Attend Porsche Parade... ...Be a Part of It!



Porsche Parade offers driving tours in which PCA members and guests meet up at a defined starting location, drive together along an interesting route, and enjoy a unique place or destination – often including a luncheon with PCA friends. Parade is a great time to join a driving tour!

Phase 2 Registration Opens April 3, 2024



June 9-15, 2024
Birmingham Convention Center
Birmingham, Alabama
www.porscheparade.org

WILLKOMMEN!



BILLY and JULIE SHOTT

Membership Committee Chairs
membership@pnwr.org

NEW MEMBERS DECEMBER 2023

ZACHARY ALEXANDER

2002 911 Carrera

CHRISTOPHER AMENY

2001 Boxster S

WILSON BURHAN

2021 Macan

CODY BURKHOLZ

2013 911 Carrera

KISHORE CHALIPARAMBIL

2024 911 Carrera GTS

ZACHARY CHRISTENSEN

1979 911 SC

TYLER CLEVELAND

2007 Cayman

CHRISTOPHER DELSING

2020 911 Carrera 4S

JEFFREY ELLIS

2017 718 Cayman

RANDY EVANS

2009 911 Carrera S

JOHN EVOY

2020 911 Carrera S

TODD FEINROTH

1977 911

WILLIAM FOHRELL

2017 Macan GTS

VINCENT & TAE GITTEAU

2022 718 Cayman

SAMITH GUNASEKARA

2018 Panamera 4

THELFORD & CARMEN JENKINS

2008 Cayenne GTS

CLARKE & MELISSA JEWELL

2011 911 Turbo S

CHRISTOPHER KENYON

Blue 2021 718 Cayman GT4

HARIM KIM

2019 911 GT3 RS

ROBERT & CATHERINE LEE

2008 Cayenne Turbo

ANNIVERSARIES JANUARY 2024

45 YEARS

Stephen Downing &
Mary Downing
Dennis Kracke & Alina Kracke

30 YEARS

Mark Allen & Jordan Allen
James Parker & Vawn Parker

25 YEARS

Mike Cowan
Mitchell Poe & Stephanie Poe

20 YEARS

Doug Andreassen
John Garland & Joyce Garland
Terrence Gemmill &
Bonnie Gemmill
Patrick Kelly
Yahow Lam & Natalie Lam
Greg Lee & Ginny Lee
Gordon Robertson
Peter Whyman &
Francine A. Dionne

William Yedor &
Adrienne F. Millican

15 YEARS

Randy Harris
Billy Shott & Julie Shott
Oral Wattula & Liz Wattula

10 YEARS

William Fraser & Joanne Fraser
Joel Gardner & Denice Gardner
Brett Harrison & Wendy Harrison
Taylor Mextorf

Patrice Pelland &
Helene Bisson-Pelland
William Pelster & Carla Pelster
Chris Wierman &
Joseth Wierman

5 YEARS

Donovan Barton & John Kummer
Tim Brent Braswell
Douglas Hyldahl &
Jualanne Sleeper
Jason Kuhn & Jonelle Kuhn
Paul McLain & Theresa McLain

NEW MEMBERS JANUARY 2024

ANDREW MCEACHERN

1979 911 SC Targa

AUSTIN MINER

ROCCO & ALEC ROMERO

2015 911 Carrera 4S

VIKAS SABHARWAL

2023 Panamera 4 E-Hybrid
Platinum Edition

DOUGLAS SCHEER

1982 928

HENRY SIA

2022 Macan S

PATRICK SIU

2022 718 Spyder

DIRK VAN VELZEN

2009 911 Carrera Cabriolet

ARTEM VOLCHIK

2018 911 GT3

AKASH & VARSHA AGRAWAL

2024 Cayenne S

BRAD & LIZZ ARNOLD

1987 911 Carrera

LYNN BELL

1976 911S

MICHAEL BOYD

1987 944S

JOHN BROCK

2007 911 GT3

TORI & TOM DABASINSKAS

2014 911 Carrera 4

KENNETH & TRACEY GAAN

1995 911 Carrera 4

ERIC HAN

2013 911 Carrera 4S

BARRY HARTWIG

1999 Boxster

SCOTT HILL

2018 718 Cayman GTS

ARTHUR JACOBS

1972 914

LINUS KAMB

2004 911 40th Anniversary

AARON KEELER

2008 911 Carrera 4S

MARC & CHRISTINA LEVY

Green 2024 911 Carrera S Cabriolet

RYAN & STACIA LOE

2024 911 Carrera 4S

CHRIS LOVING

2009 911 Targa 4S

TAYLOR & ELIZABETH MCDONALD

2013 911 Carrera 4S

SEAN MILLER

1996 911 Turbo

STEVEN MORTON

2000 911 Carrera Cabriolet

KELVEN NG

2024 911 Carrera S

MANOJREDDY PAKANATI

2021 718 Cayman

PAMELA RACHOR

2023 Macan

TODD & CATHY RIFFLE

2015 911 Carrera S Cabriolet

JOHN SCHOMMER

1978 911 SC

MITCH SIEGLOCK

2006 911 Carrera S Cabriolet

JEFFREY THOREN

1984 911 Carrera

DANA TOUGH

2019 Cayenne E-Hybrid

WILLIAM TYDINGS

2024 Macan S

CONRAD VASQUEZ

2017 718 Boxster

ERIC VERNON

2022 Macan GTS

FEI XIE

2022 Taycan

ANNIVERSARIES FEBRUARY 2024

40 YEARS

W Carrel & Rosemary Dee Carrel
Allen Jackson & Joan Jackson
Joe Marion & Rita Marion

35 YEARS

Gary Tisdale & Penny Tisdale

30 YEARS

Nils Bajczuk
Burke De briere & Gail De briere
Eric Kool-Brown & Larisa Brown

20 YEARS

Joseph Alvarez & J.J. Alvarez
Linda Christensen & Tod Christensen
Ralph Frey & Margaret Frey

15 YEARS

Steven Colson & Julia Colson
Paul Roddy & Jayne Roddy

10 YEARS

Adam Kane
James Young & Valerie Young

5 YEARS

Howard Carter
Bill Moorman
Mike Mortenson & Danielle Mortenson
Alexander Peck
Ashvini Sharma
Jeff Waytashek
Ken Wilhelm & Jim Wiegand

COVER
STORY



PORSCHE WINS the 24 Hours of Daytona

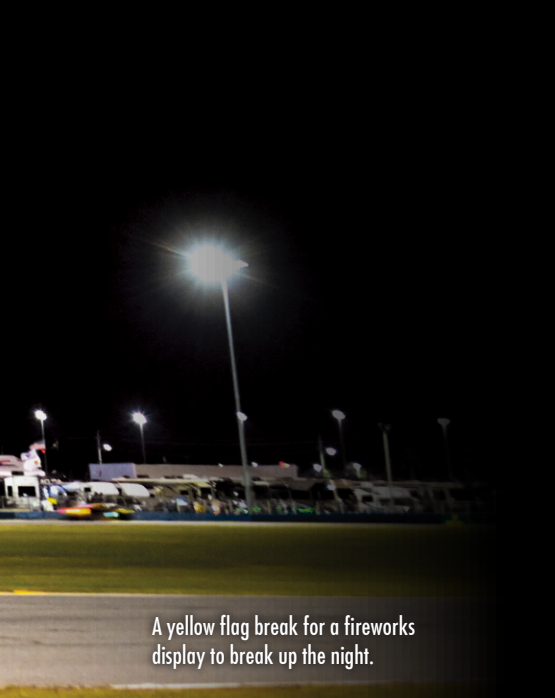
Story by Jay Gillotti
Photographs by
Sherwin Eng,
Larry Dong, and
Carl Hatfield

Introduction by Sherwin Eng

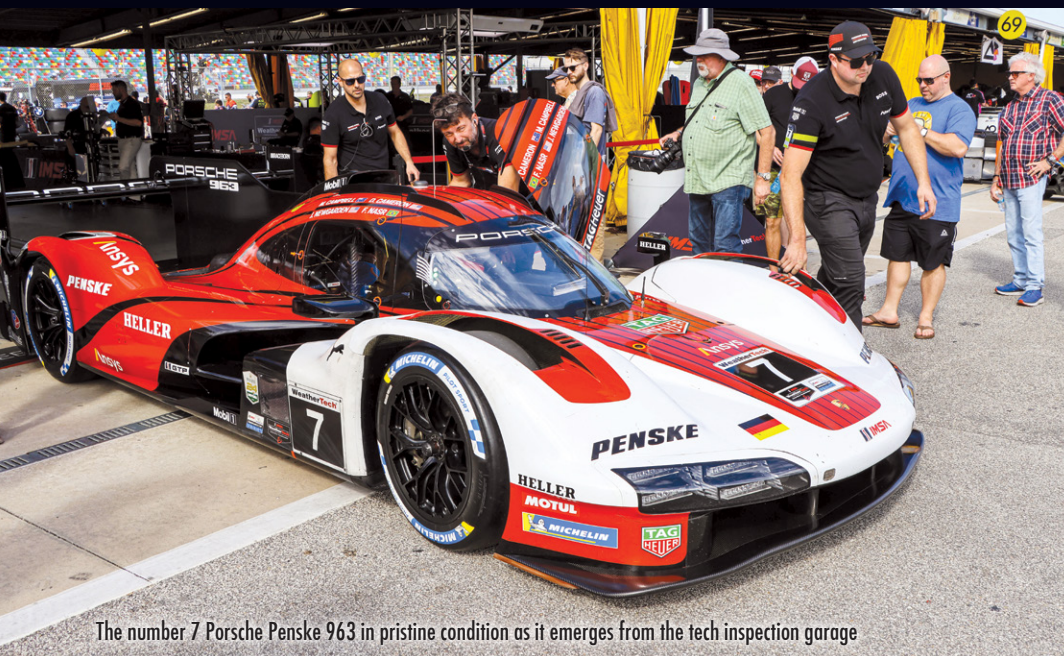
"Porsche Wins the 2024 Daytona 24 Hour Endurance Race" has a nice ring to it. Racing for overall victory has always meant more to the headlines than a first-in-class victory. From 2017 to 2022 Porsche's prototype class has been absent from competing for overall victory. 2023 was Porsche's less than successful return to long distance prototype racing. For 2024 it would be different, a year of learning and planning. The margin of victory after 24 hours of racing was 3 seconds or 150 yards.

The Porsche 963 LMDh/IMSA GTP prototype racing car had its maiden race in the 2023 24 Hours of Daytona. In its first season, results were mixed, although the car showed a good deal of improvement as time went on. The first win for the 963 came in

April at Long Beach. Although Acura's entry was faster, their lead car suffered a slow pit stop and then crashed trying to pass the Porsche for the lead with only two laps remaining in the race. The Penske-run 963s also won at Road America and Indianapolis during the IMSA season. The 963 recently broke



A yellow flag break for a fireworks display to break up the night.



The number 7 Porsche Penske 963 in pristine condition as it emerges from the tech inspection garage



Josef Newgarden co-drove the winning Porsche 963.



The number 7 Porsche Penske 963's tech inspection



Race pre-grid, clearing area of nonessential personnel



Timing is everything for a Team Penske pit stop.



More tech inspection

through with its first victory in the World Endurance Championship, winning the first race of the 2024 season in Qatar.

On the technical side, the current generation of prototype sports-racing cars use some non-exclusive components in order to keep the costs down and

to help balance of performance (BoP). Multimatic is one of four 'spec' chassis suppliers that entrants can choose from, and Porsche chose to partner with them. The chassis is actually shared with the LMP2 class and then adapted. The bodywork is designed by Porsche,

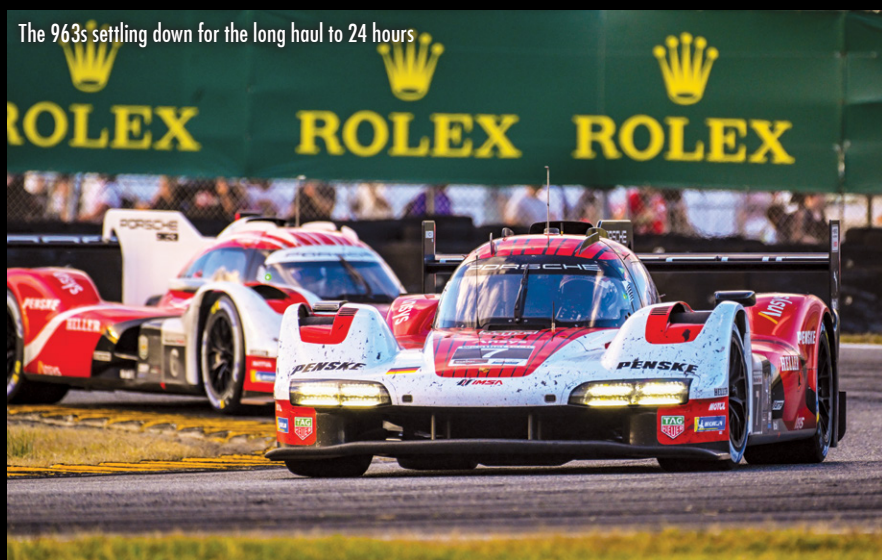
as is the turbocharged V8 combustion engine. That engine is based on the unit from the 918 and the RS Spyder from the late 2000s. The hybrid power system components are standardized across all the competitors. Bosch supplies the electric motor/generator, Williams



The number 6 Porsche Penske 963's critical second-to-final pit stop. The car finished fourth, just off the podium.



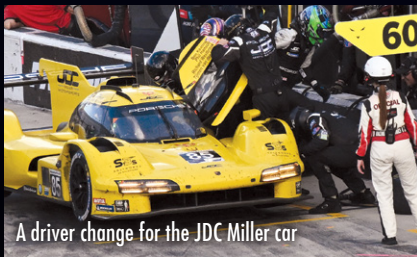
The race winner going through the Kink



The 963s settling down for the long haul to 24 hours



AO Racing's 911GT3R and its familiar bared teeth livery



A driver change for the JDC Miller car



The fictitious team "Chip Hart Racing" being filmed for the new F1 movie starring Brad Pitt



Green flag, 24 hours to go



"Chip Hart Team" running laps for its movie debut



Both PPM 963s in a GTP class traffic jam

makes the battery system, and the gearbox is made by Xtrac. Total system output is approximately 680 horsepower equivalent.

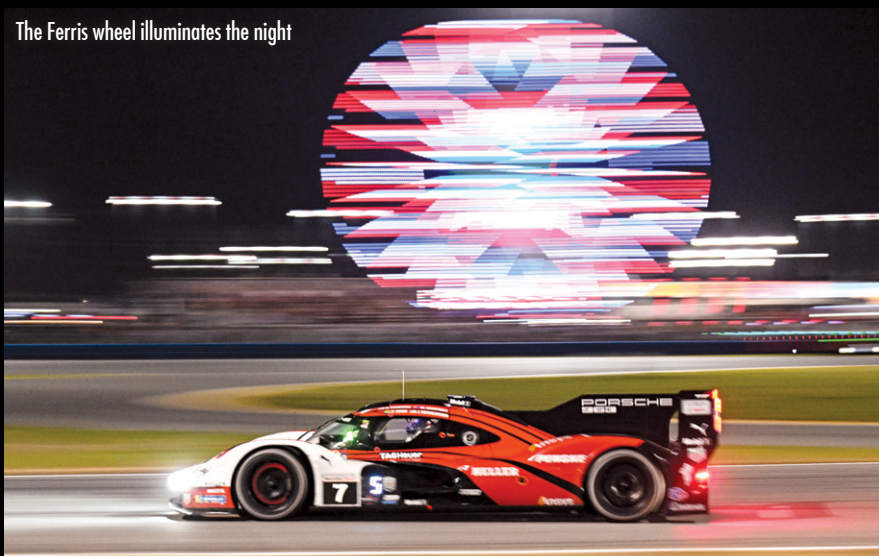
For 2024, the 963s have received detail changes and updates to improve reliability, drivability, and better

manage tire temperatures. The main focus has been (you may have guessed) on the software side. These modern racing cars are extremely complex when it comes to software and the integration/management of all the onboard systems. The win at Daytona

this year was the first 24-hour victory for the 963 and the first for Penske at Daytona since 1969. This was Porsche's 19th overall victory in the 24 Hours of Daytona. Porsche's tally at Le Mans also stands at 19. The 963 could change that in June, so stay tuned.



The Ferris wheel illuminates the night



JDC Miller Motorsport number 85 in 10th place, 8 hours of night to go

Sponsored by Mustang Sampling, the Proton 963's front rotors glow as it enters Turn 5 late Saturday evening.



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FEATURE
STORY

Women in PNWR: *Silvia Leveque*

Story by Silvia Leveque

Photographs by Dito Milian, Christian Bouchez, Patrick Krohn, and Karl Noakes





Introduction by Bobbie Kalben

I have admired Silvia for years – she is a great person and fabulous driver, and I am happy to share her story here. In fact, I have copied her “Silvia setup” into my own Porsche!

How did you get interested in Porsches?

In 2014, after I was rear ended in my 2012 Audi A4 Avant, which I loved, I decided I needed to replace it, and was searching for something (new) that would be a performance-oriented wagon/hatchback. The Macan S was announced while I was searching, and that was it. I went to the Porsche dealer (then Barrier

Porsche) to inquire, got the dates when allocations would start opening up and they'd have one available to test drive. We were able to test drive one and I put down a deposit in May 2014, it arrived right before Thanksgiving that year. I was able to get the first Sapphire Blue Macan S delivered to that dealer. It was, at the time, the best car I'd ever driven, I was hooked. I joined PNW PCA as soon as I had my car.

How did you get interested in driving on track and becoming an instructor?

My spouse started driving on track in 2014/2015. At first it was fine; he was gone for a day and then home. When he started going to weekend events with the Audi club, I started to feel like I was missing out, but didn't want to go and not drive. He convinced me to do the BMW Car Control Clinic in my



Macan in 2016, and later tried to get me to bring it to events, but I resisted. The Macan was awesome, but big, heavy, and roly-poly in track driving situations (I was very susceptible to car sickness). I didn't enjoy the parade laps in it with the BMW club, so I didn't think I'd enjoy it on track. When I started to get new-car-syndrome I decided I wanted a Cayman. I was convinced to at least look at some other cars first, but nothing else was as special as my Porsche. Off to the Porsche dealer we went, and later that night I drove home in my 2018 718 Cayman. I signed up for PCA Driver Skills and my first HPDE event with the Audi club shortly after. I thought I was all in with my base Cayman, but in 2022 I got my 718 GT4, now I'm REALLY all in.

I resisted becoming an instructor for quite a while. I was asked to join the technician group with the Audi club in 2021, deferred the first year but decided to participate in 2022. I started teaching DS classes at that point, but was only just signed off as an HPDE instructor this last summer (2022). I've had a ton of fun teaching DS and I'm looking forward to teaching HPDE this season. I'm hoping I can get as many other novice women drivers hooked. My motivation for teaching is to set an example for other women out there that it is never too late to start, and it's not just a boys' club anymore.

I know you have a GT4, can you describe the changes you have made to it and why?

The main changes I've made to the GT4 are safety related. I have a half cage and harnesses as the major

changes. I also use more performance-oriented rotors and brake pads (though I understand the stock pads and rotors are actually very good). I also swapped out the orange side markers for clear ones, it looks way better to me. I don't have any other modifications planned at this time.

The base Cayman is another story! I removed the OE seats and put in Recaro Sportster GT's, half cage, and harnesses in 2019. I inspired others to make this same change, Cantrell Motorsports calls it the "Silvia Setup" (I was not the first person to do this, but I've referred multiple people to Cantrell for the same package.) I also had Ohlin's coilovers and an AWE Touring exhaust. I removed the seats and harnesses when I traded it back in (and put the OE seats back). I understand there's a guy in Oklahoma with an awesome track car, but with the wrong seats. LOL

Can you describe one or more interesting experiences in your Porsche?

We drive our track cars to the events. In 2019 we decided to attend an event at Buttonwillow in California. It's a LONG drive! There were 3 of us caravanning: a black BMW M2, black Audi TTRS and me, in my red Cayman. Of course, we ran into some stubborn left lane campers. My friend who was in the lead has a reputation for being an aggressive driver, so usually he could get folks to change lanes so we could pass. Every so often he failed and would pass on the right. Then it was my turn to see if they'd move over. Most of the time, with a red Porsche behind them, they would switch lanes and the rest of us would pass. It happened often enough that I earned the nickname 'Red Terror'. 🐉



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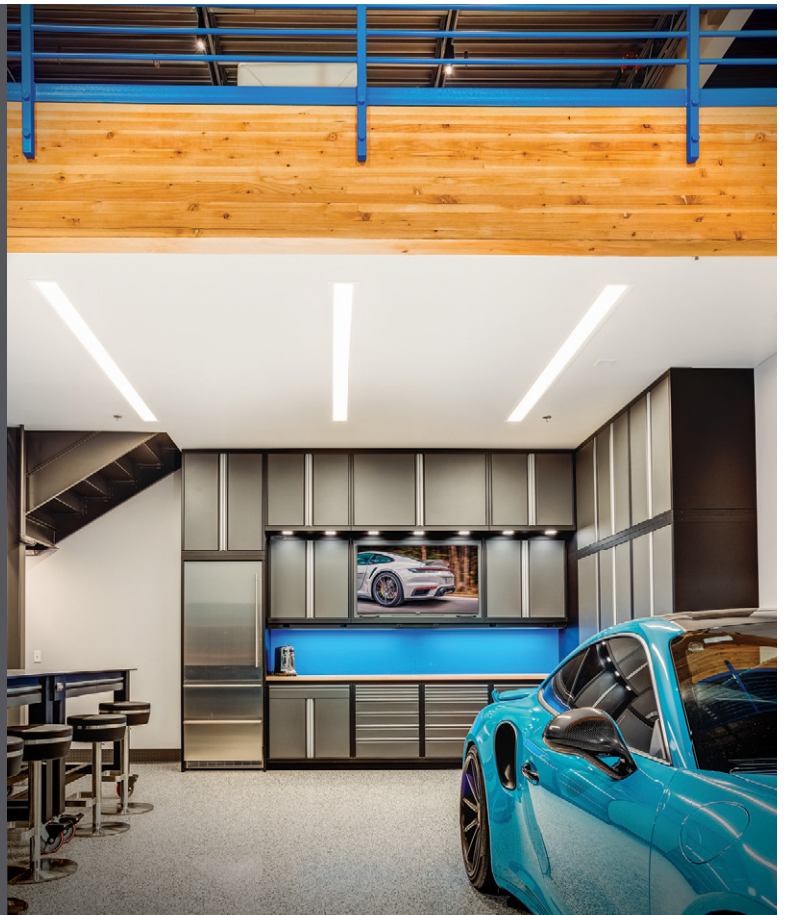
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FEATURE STORY



Driving the Shafer Canyon Road in a Macan

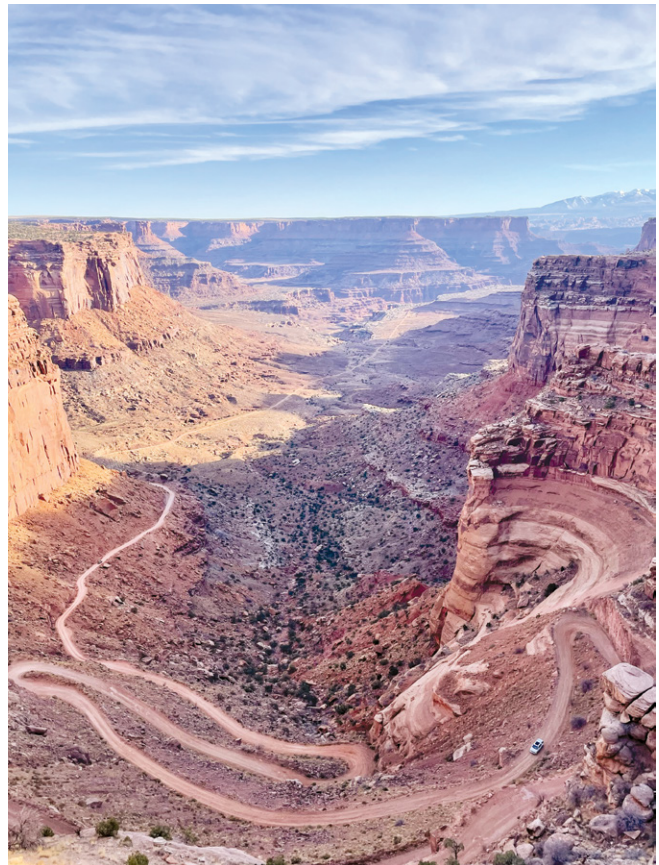
Story and Photographs by Gary Barklind

America's National Park System consists of 425 park sites scattered from the Pacific to the Atlantic coasts, Alaska and Hawaii. These protected landscapes offer the public stunning vistas, geologic wonders, and animals in their natural habitats. Many of the national parks offer opportunities to get off the popular and oftentimes crowded asphalt roads and drive off-road through remote sections of the parks to see features not many get to experience.

One of the reasons why I purchased a 2022 Macan last spring was to begin traveling off-road locally and regionally through all types of weather and seasons, and to experience the grandeur of this vast county via backroads.

Last summer, shortly after purchasing my Macan, my wife Maggie and I took a seven-week road-trip through the Rocky Mountain Region and the desert southwest. We vowed to visit and explore as many national parks and monuments as possible. One of those parks was Canyonlands located in southeast Utah, just outside Moab.

Canyonlands National Park was established in 1964 and consists of three separate sections, totaling 527 square miles of wilderness encompassing enormous rock mesas and canyon walls eroded by the Colorado and Green Rivers. The most popular and easily reached section is the Island in Sky section. Canyonlands offers hundreds of miles of back country roads to drive and explore this vast wilderness. It was here last September while driving the paved Grandview





Point Road that I came across the Shafer Canyon Overlook. Stopping here you can look down and see the winding dirt and rock road that descends 1,000 ft along the vertical walls of Shafer Canyon!

This back country route looked beautiful and terrifying at the same time and it's certainly not for anyone who has a fear of heights. Reading the Canyonlands Visitors Guide that was given to me at the park entrance, it warned of perilous travel down steep switchbacks, through deep sand and across slick rock and stepped rock trailways! Furthermore, it stated that high-clearance vehicles with all-wheel or four-wheel drive with a low-range gear are highly recommended to navigate this route. You've been warned!

Having already driven the Macan through a sandy and rock strewn back county road in the Valley of The Gods during a thunderstorm the previous week, I was feeling confident with the Macan's off-road capabilities, but it was wearing Michelin summer performance tires on 20-inch wheel and I felt that they would be questionable on the 19-mile Shafer Canyon Road. Reluctantly I told myself that I would return another time with more aggressive tires before attempting to traverse the Shafer Canyon Road.

Fast forward fourteen months later and I'm at Canyonlands again in November, but the Macan is now shod with Dunlop Snow and Mud tires on 19-inch wheels and I'm feeling that this will allow me to successfully navigate the Shafer Canyon Road.

The Shafer Canyon Road was originally known as the Shafer Canyon Trail, which was built in 1916 by John Shafer, a pioneer settler who needed to move his cattle from the summer pastures on the top of the mesa to the wintering

grazing areas along the Colorado River. Later in the 1940s, the trail was widened and improved to allow miners to transport extracted uranium ore for processing. After the National Parks created the Canyonlands National Park, they further improved the steep switchback road sections and now provide road maintenance with rock removal and grading efforts to keep it passable. This back country road is two sections; the steep Shafer Canyon Road followed by the rocky and undulating Potash Road, which provides a point-to-point drive without having to retrace your steps. Most of the Potash Road is privately owned and isn't maintained to the same standard as the canyon road and therefore it's a lot more technical in several areas.

So, with a full tank of gas at 8:20 in the morning I began my 19-mile off-road adventure along the Shafer Canyon Road. The back country road begins just past the park entrance with several large warning signs posted about how dangerous the route is and to carry plenty of water, gas, tools, food and to basically be self-sufficient. Cell coverage while descending the canyon wall is very spotty, so if help is needed it may be a long time in coming.

Initially the road is dirt and mud (it had rained the previous day) as it traces the rim of the canyon before it starts to descend along the canyon wall. The road is basically wide enough for one vehicle and has intermittent wide spots where you can pull off to the side to allow another vehicle to pass. The rule of the road is that up-hill traffic has the right-of-way, so I needed to keep a look out for any vehicles coming up the road while slowly navigating and paying attention to my descent. As the road switch-backed its way downwards, I found myself turning on the Macan's Descent Control function to allow for a slow and steady low-gear speed, so that I didn't have to continuously ride the brakes. This was the first time using this function and it worked perfectly!

Surprisingly, the views out the windows while driving the narrow switchbacks weren't as terrifying as was viewed from the Overlook at the start. I stopped three times during the steep descent to take some photos and better appreciate what a miraculous job building this roadway was! After about nine miles, the road flattens out onto the lower basin, and I could deactivate the Decent Control. Fortunately, I never met a vehicle ascending this part of the road, so no white-knuckle encounters around a corner were made!

I could finally take a deep breath knowing that the hardest part of the drive was behind me, or was it? Continuing along the road I came to the junction of the White Rim Road and stayed left. If you wanted to drive the 100-mile White Rim Road, you need to have been granted a permit by the park service because this road requires overnight camping and is more remote and dangerous to drive. Now at this point the Shafer Canyon Road turns into the undulating and slick Potash Road, that slowly descends to the high banks of the Colorado River. The road dips through several dry sand washes, rocky stream crossings, slick rock benches, and three challenging rocky step-up sections.

By 10:30 am I begin to meet other vehicles coming towards me on the Potash Road. Most of them were heavy duty, Jeep Rubicons that you can rent in Moab. They were modified with 36-inch off-road tires, high-clearance lift kits with double shock/spring suspension set-ups, roll-over bars, and a front winch. They look very purposeful. I met one of these modified Jeeps at a rocky step-up bench section that the road traversed. I arrived first and had my doubts about

whether I had the skill to ascend this challenging section of road, so I pulled off to the side and waved for the Jeep to come down first. This served two purposes for me. Firstly, I didn't want to drive this section under pressure with someone watching and waiting for me and secondly, I could watch the driver navigate through these rocky steps and observe the easiest line of travel without damaging my Macan.

This turned out to be a great tactic for me. Of course, the Jeep made light work of this challenging section even though I could tell the driver was a novice. The rental company employee who was sitting in the passenger seat was providing her with navigating directions and I got to see the preferred route.

After a friendly wave to them as they passed, it was now my turn to give it a go. Making sure that I was in full off-road function (equal power to front and rear axles), I slowly but consistently powered my way up these one-to-two-foot rock step-ups both head-on and at an angle to get through without slipping a tire or damaging the undercarriage or side sills. While this section was only about forty feet in length, it seemed longer as I nearly held my breath. Sweet success! These snow/mud tires had the grip that I was looking for to help me crawl through effortlessly! I don't think I would have had the same outcome had I had my summer performance tires on. This provided me with a massive confidence boost on what was to come later.

As I made my way along the Potash Road, I made some more stops for photos. The first one was to highlight the side angle prowess by driving along a two-foot bench on the passenger side. I was a bit concerned about what the maximum tip over angle was, but I had plenty of safety in check. It certainly felt steeper as I nearly fell out the driver's door when I opened it. The next stop was at the Gooseneck Overlook. Here you drive along a slick rock bench that is a few hundred feet above the Colorado River. Another mile down the road is Thema & Louise Point. This was also the site where they filmed the final scene from the movie Thema & Louise where they drove their Ford Thunderbird convertible off a cliff into the canyon below (in the movie this was depicted as the Grand Canyon). I looked around for a movie marker but couldn't find one. Another mile down the road I stopped to look up at Dead Horse Point State Park, which is 2,000 feet above me. I remember standing up there last summer during sunset and remarking how far down below that road (Potash Road) was, and today I'm looking back up toward that same point.

By now I was ready to get back to paved UT-279 and UT-191 that takes you to Moab, but I still had several more miles of off-road travel to complete. The road now began to travel away from the Colorado River towards the potash evaporation ponds that are owned by a fertilizer company. I also began to encounter more vehicles on the road besides the modified rental Jeeps, including a Toyota 4Runner, Toyota Tundra, and a Chevrolet Suburban with two young boys with their heads sticking out the open sunroof singing and waving!

To my surprise there was one last rock step-down section that looked very challenging. I stopped at the top of this section to survey the trail. It would be by far the most difficult part of the drive! This piece was long at about 100 yds with an equal amount to elevation loss! As luck would have it, two off-road motorcycles arrived at the bottom as I got back into my Macan. They waved for me to drive first. I felt nervous but confident that I could descend this section

without incident even with someone watching my every move, so off I went. Slow and deliberate driving I kept telling myself. Time seemed to stand still as I maneuvered down these rocky steps, turning the steering wheel with micro-adjustments as I could feel and hear the tire bite and give. After finally getting down to the bottom of this slick rock pitch without incident, the two riders waved, and gave me a thumbs up before throttling up the section I just came down. Whew! After four hours of driving, I had enough off-road adventure for the day, as the last couple miles of the road were fortunately on smooth crushed rock before meeting up with paved UT-279.

There were several places along UT-279 that had hikes to arches and trails to ancient pictographs that I wanted to see, but I was too mentally exhausted to do that today as I continued the drive back to the hotel.

What a fabulous adventure driving the Shafer Canyon-Potash Road was. I believe that driving it in the direction that I did is easier than the other way around. While during the summertime you won't have to be concerned about road conditions as much, you do have to contend with the high temperatures (90 – 100F) during the drive. I would not try and drive the route with summer tires. I don't believe they have enough bite to safely climb up and down the rocky pitches of Potash Road with control. The Macan performed flawlessly during the whole drive and didn't sustain any clearance damage. The Descent Control was extremely helpful coming down the steep switchbacks of Shafer Canyon Road. If you seek off-road adventure in your Cayenne, Macan, or 911 Safari, I highly recommend this fun but challenging route!



AIR
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Mastering the Manual

Story and Photographs by Greg James





One of the most rewarding things about being a parent is the joy that comes from shared experiences with your children. Watching them grow up as they attempt new skills and challenges is a big part of the magic. As a dad, I can recall all my kids' bike riding lessons and remember how each approached balancing on two wheels while pedaling a bit differently. (Which incidentally my daughter seemed to master the fastest.) Teaching a kid to ride a bike is something nearly every parent will go through today, but what

about driving, and more specifically the lost art of driving and shifting a manual transmission?

95% of all cars sold in the USA are automatics or the newfangled paddle shift auto-manual. Does it even make sense to teach a kid to drive one of those old-fashioned, hard-to-figure-out, clunky, old tech, manual shifting, multiple gear relics from days gone by? Yes. And for several reasons. More on this later...

My first car was a 1968 blue VW bug. It cost me \$600 in the late 70's and came with a manual 4 speed. Relatively gutless and slow as molasses, the bug, with its 40

Horsepower mill nevertheless proved to be reliable transportation around Southern California. Looking back, I can honestly say I can't recall if anyone actually taught me how to drive a stick. My father had an automatic transmission in his Pontiac, and never drove manuals. Same with my mother. However, as a pre-teen I remember being offered rides on mini dirt bikes owned by our neighbors and they all came with 4 or 5 speed manual transmissions. On a motorcycle, the left foot shifts gears, the left hand operates the clutch, and the right foot and hand control the brakes. (Even today, almost all motorcycles are still



manuals.) So, while the actual controls are in different places and manipulated in a different way on motorcycles, shifting gears is the same process.

One of the deals I made with my kids as they got near driving age was that, in order to earn a decent starter car, they had to (a) get good grades in high school (3.5 or better) and (b) also learn to drive a manual (just not in my 911). Because I've always preferred three pedals over automatics, my garage has contained a 5 speed Subaru for many years. It's my trusty ski car, relatively bullet-proof, and equipped with a robust transmission that, if shot, would probably cost less to replace/repair than an oil change in a Porsche. Yes, the perfect car to learn in.

What made teaching my three

kids the art of operating a manual box easier was the same thing that helped me five decades ago: a dirt bike. We had property in Okanogan County (where kids still learn to drive tractors, horses, mini-bikes, snow mobiles, farm trucks and ATV's long before they can legally drive on the road) and spent many weekends trail riding there in the summer. One of our bikes was a manual transmission Kawasaki 140 and all of the children cut their teeth learning how to use a clutch and manually shift with their left foot. It's tricky at first, and spills are inevitable, but laying over a small dirt bike is far safer than crashing a car, and it's good practice.

Next up was the real world of operating a 5-speed car. We always started in big relatively empty parking

lots. There were many popped clutches, jerky launches, missed gears, and stalls, but with patience they all got through it and ended up proficient in the art of shifting gears smoothly (or relatively so). For me as their father, there are a lot of pluses to the whole process, even if it's occasionally scary. For one thing, it's quality time spent one-on-one with a 15-year-old who at that age often doesn't want to hang out with parents. Another benefit is that statistically (from what I'm told) teens who drive manuals are less likely to text and get distracted. I'm happy to say that my kids all like driving manuals and have gained the skills that now allow me to feel comfortable allowing them drive a Porsche (just not my 993 TT).



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FEATURE STORY

FUN WITH ALLAN CALDWELL

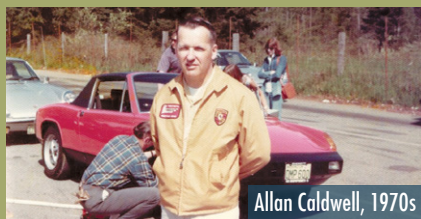
Story by Jay Gillotti and Photographs by Sherwin Eng and Allan Caldwell Collection



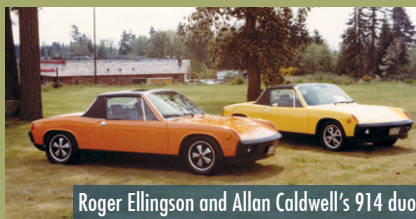
Allan Caldwell autocrossing his 1978 911 SC at the 1982 Parade



911T and 914 in 1975



Allan Caldwell, 1970s



Roger Ellingson and Allan Caldwell's 914 duo



914 with awards from 1977 Parade

As we continue our series exploring the Allan Caldwell collection of artifacts and photographs, I thought we could present a group of various items. Unlike our previous article, focusing on the 1973 Parade in Monterey, this time we have no special theme, other than showing Allan's fun with cars (and especially Porsches) as a lifetime hobby.

This article features a number of items that are now with PCA National for their permanent collection, including signs, trophies and other items from Parade events

from the 1960s to the 1990s. In the early years, Parade trophies were often uniquely creative. Allan's first Parade was 1962, also held in Monterey, and was the seventh such event. We also feature photographs of Allan and some of his favorite cars.

Looking ahead to 2025, I hope we will be able to celebrate the 50th anniversary of the 1975 Porsche Parade, held in Seattle. We have amazing records and relics from that event and it may even take a couple of separate *Spiel* articles to cover. If any members have photographs they would like to share from the 1975 Parade, please let us know.

Hopefully by the time you are

reading this article we will have had our 'garage sale' and online auction for items from the collection. It is important to remember that net proceeds from the sale of collection items will go to our scholarship program for future automotive technicians. I want to send out special thanks to our project team helpers: Sherwin Eng, Norbert Kremsner, Mike Piccolo and John Mueller. These folks have done a lot of work to help me get the collection organized and prepared for maximum benefit to the PNWR and the scholarship fund.

For questions about the collection, contact historian@pnwr.org.





Taking delivery – 1985 K-car



1970s Concours judging



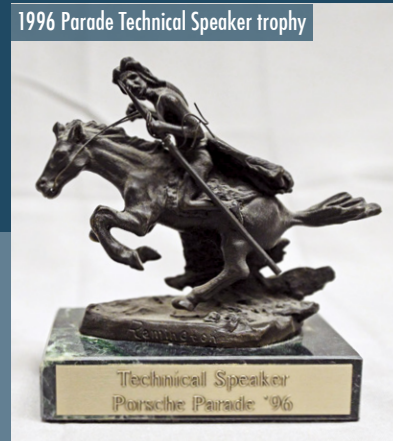
914 track driving



1992 Parade Tech Quiz, First Place trophy



1991 Parade Tech Quiz, First in Class trophy



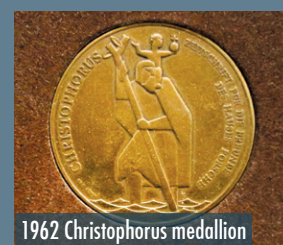
1996 Parade Technical Speaker trophy



Allan & Jean Caldwell, 1982 Parade



1990 Monterey Parade trophies



1962 Christophorus medallion



Allan Caldwell displaying his Bill Sholar Memorial award



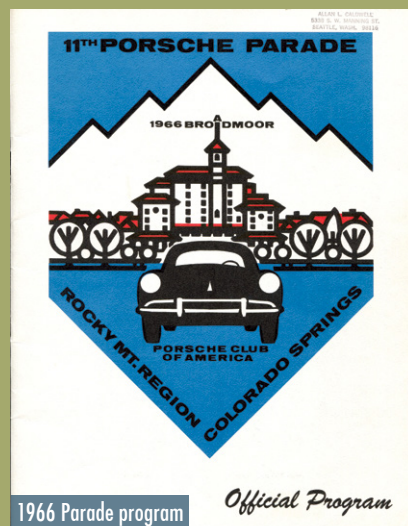
1962 Parade sign



1965 Parade sign



1967 Porsche victory banners



1966 Parade program

Official Program



1977 Parade program

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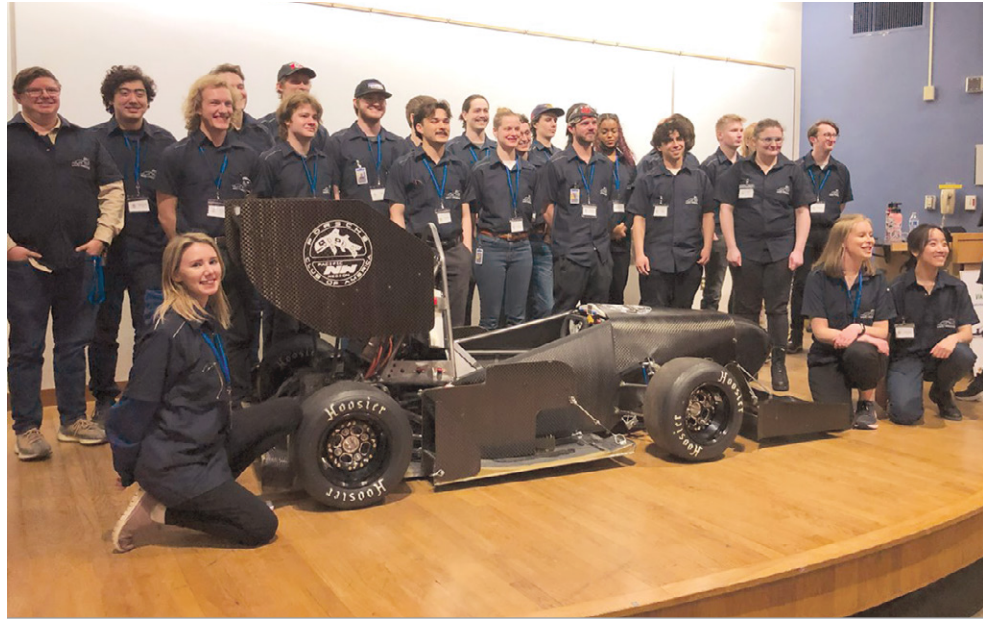


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TechEd Double Header **WWU and APP**

If you plan to attend both TechEds, register for BOTH.
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Photographs by John Mueller and Mark Allen

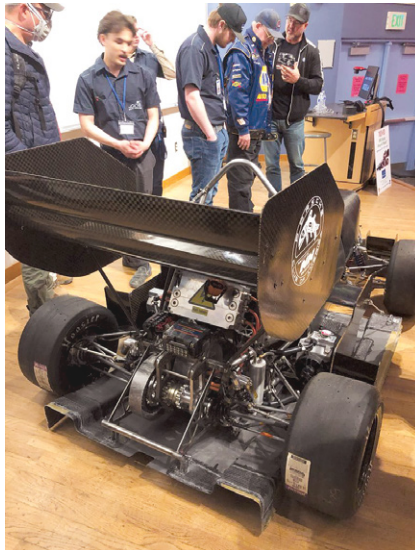
Why visit WWU? The PNWR is the #1 financial supporter of WWU Racing, formally known as SAE Formula Car. From 2007 to 2023 the PNWR contributed \$252,066. WWU students bring their car to PNWR track events to aid in the car's development.

Western Washington University was established in 1893 as a teacher's college.

WWU's Vehicle Research Institute (VRI) was founded by Dr. Michael Seal in 1975. Undergraduate students at the VRI have been building cars for competition since 1972. The WWU Racing team is open to all students, regardless of their area of study or previous experience.

Historically the VRI supported the Industrial Technology Vehicle Design degree by providing students with an R&D project and support for student designed vehicle projects. The VRI also operated as a technology development center that provided undergraduate students with opportunities for career specific training and research.

The VRI contains the equipment required to design and build vehicles. Historically the program had about 100 students with one primary faculty member. The core of the vehicle program featured courses covering engines, transmissions, chassis design, suspension design and body design. The program was supported with a liberal arts base plus one year



of calculus and physics including thermodynamics, chemistry, plastics, composites, machining, engineering, statics, and mechanics.

The VRI expected students to design and build a one-tenth scale vehicle body and chassis. Students had access to the VRI's equipment and were expected to work in the lab to improve their mechanical skills. The facilities feature manual and computer numerically controlled CNC machine tools for machining suspension uprights, steering housings, engine blocks and other components. Students tested their one-tenth scale car models in a 100-mph wind tunnel to estimate the drag and lift of a full-size vehicle. They measured cylinder head port pressure drops on a flow bench. They mapped and tuned fuel injectors on both engine and chassis dynamometers. A welding and sheet metal shop supported the fabrication of suspension components and the steel tube frame chassis. Students used the composites lab to fabricate mold tooling for vehicle body and chassis components. The foundry cast intake manifold runners, engine blocks, and cylinder heads.

In addition, VRI students and faculty helped Ford design a composite hood installation tool, lean manufacturing tools, jigs for PACCAR, and composite door molds for Bentley.

They also worked on a biogas to biomethane upgrade facility to provide renewable natural gas for vehicles.

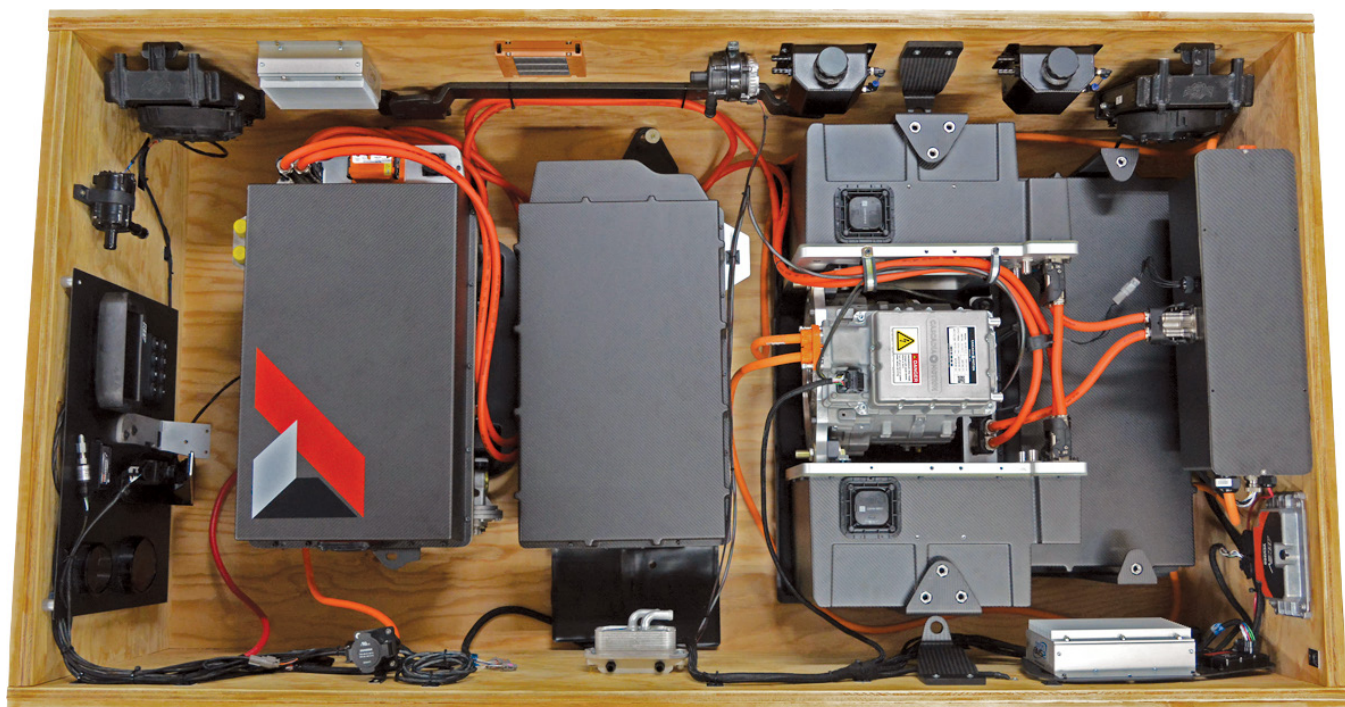
Competing against schools (such as MIT, Purdue, Cal Tech, etc.), WWU VRI students have won many awards and accomplished many firsts:

- World Solar Challenge
 - Across Australian Outback record
 - 1st in class and 5th overall
 - Most powerful solar array
 - Best race strategy
- Up Pikes Peak to Devil's Playground
 - Hybrid vehicle record
- Across Bonneville Salt Flats
- Indianapolis Motor Speedway
 - Solar vehicle record

WWU's VRI team competed in the Progressive Automotive X Prize with a \$10 million purse. WWU was the only U.S. university in the finals; they achieved 6th in class and 10th overall. They built a vehicle to achieve 100 mpg equivalent fuel economy while meeting Federal safety standards and EPA emission and greenhouse standards. Teams wrote a business and manufacturing plan for producing 10,000 units per year.

Graduates from the WWU Racing team are sought after by many employers: PACCAR, Boeing, SpaceX, Tesla, Toyota, Porsche, Newman-Haas Racing.





Advanced Performance Parts 911 "EV" CONVERSION KIT CARBON FIBER MFG.

FREE TechEd
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A PP's TechEd will cover 2 subjects: Porsche 911 "EV" conversion kit and manufacturing carbon fiber aero parts.

Session #1...

What if Porsche converted your Porsche 911 (69 to 89) into a 100% electric 911? What would this "conversion package" look like? NOT a "one off" science project, a complete professional "conversion package."

- Engineered and packaged
- Delivered to a Porsche dealer
- Delivered to a Porsche service provider
- Bolts "in and out" – NO cutting, welding, or fabrication
- Reversible... back to the original gas engine.

What if this electric conversion significantly increases performance, has both a stick and automatic transmission, uses 911's transmission, meets robust engineering and safety standards, and is professionally tailored and packaged to fit a 911?

What if you could RIDE IN THIS 100% electric 911? You CAN. Attend the Advanced Performance Parts TechEd on April 20!

Session #2...

You will see high-quality carbon fiber aero parts being manufactured for Porsche, McLaren, Ferrari, Lamborghini, and Dodge Hellcat and Redeye.



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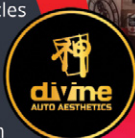
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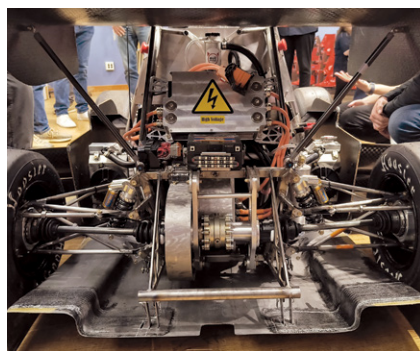
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PNWR *cares*

Story by Valerie Young

Photographs by Valerie Young and the WWU Racing Team



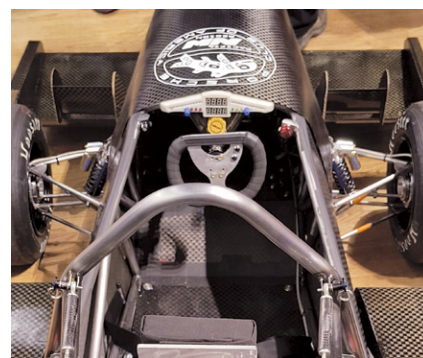
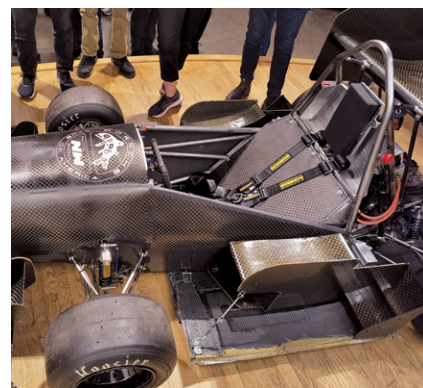
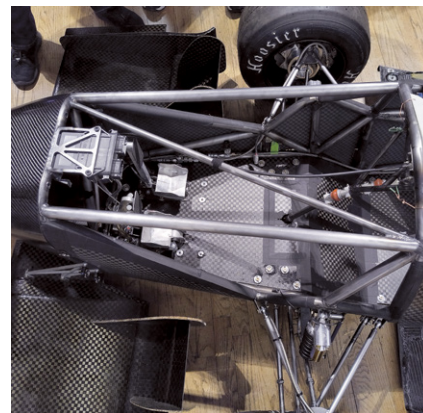
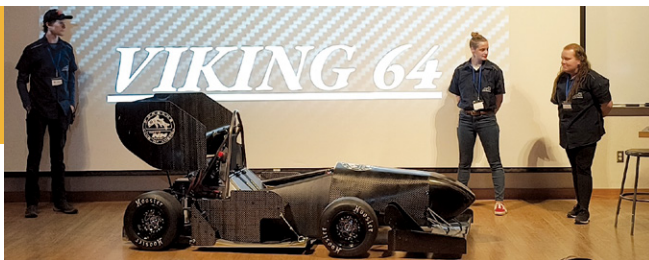
In April of 2023 I attended the WWU Racing Team's reveal of their latest Electric Vehicle Formula SAE competition entry, Viking 64. I was impressed by the team's presentation of their design choices, fabrication techniques, and testing methods. Each system of the car was presented thoroughly by the System Leads. During the Q & A session, which ended up being as long and impressive as the presentation, nearly every team member was able to jump in and answer the audience's questions with a depth that showed technical mastery, yet in an easy-to-follow conversational style.

At the end of the Q & A session Eric Breidenbach was able to present the team leadership with a donation of \$20,000 from PNWR. Afterward, we were invited to get up close and personal with the car and the team. I will admit I was proud to see the PNWR logo on the wings and bonnet in larger-than-life scale, and that our club has been such a big supporter of this team since 2007.

In July, the FSAE competition

was attended by 68 teams in Michigan. The events are divided into two categories: static and dynamic. The static events are design, business presentation, and cost. WWU racing placed 34th, 27th, and 10th, respectively in these events. The Dynamic events are acceleration, skidpad, autocross, endurance, and efficiency. Unfortunately, during the accumulator technical inspection, safety issues with the Code in the Battery Management System (BMS) disqualified the car from the dynamic events. It is interesting to note that only around 20 cars were able to compete in any of the dynamic events, showing what a difficult thing it is to design and construct an electric racecar over the course of a year. WWU Racing placed 29th overall.

Despite the disappointment, the team felt accomplished that this was their first time passing the technical and mechanical inspections since transitioning from the Internal Combustion (IC) to the Electrical Vehicle (EV) competition three years



earlier. I want to share with you the reflection the team has made on the competition in their own words: "While the results did not fully meet the team's expectations, the team did walk away from Michigan having learned key lessons about the process of creating and competing in FSAE electric. WWU Racing is taking all the shortcomings and data gathered with Viking 64 and using them to improve the team's process and designs for 2024's car, Viking 66."

One of the first orders of business for this year's team was to reorganize the team structure for the first time in five years, which has enabled them to expand general team member involvement. The team spent the fall quarter in the design phase. The Electronics System redesigned the V66 battery for higher voltage output and a lower center of gravity, which in turn meant purchasing a new motor controller and redesigned BMS and other Printed Circuit Boards (PCBs). Choosing the final design relied heavily on thermal testing & analysis. A new data logging system

and enhanced sensors promises to bring exciting live data for team drivers and fans. The brakes, pedals, and steering have been tackled by the Dynamics System. These components had not been designed by current members of the team before, so this was a new challenge for all. Unsurprisingly, the suspension and drivetrain have also been reconfigured for V66. The Structures System has continued the redesign process by addressing the chassis & aerodynamics of the car.

The team has been in a flurry of activity this January. The students have locked down their design and begun manufacturing for their winter quarter focus. I can tell from reading their self-published newsletter that they are excited for track testing days in spring. I already have my calendar marked for the V66 reveal on April 20th. This event is scheduled for PNWR ahead of their public reveal and it is a unique opportunity hear the students explain their process with passion. Watch *Spiel* and the PNWR Website for the details of this upcoming event.



For more information about the WWU Racing Team's progress or to subscribe to their newsletter, contact V66 Business Director Evan Wren evan.wren@wwufsa.com.



Allan Caldwell – the ultimate 914 insider

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