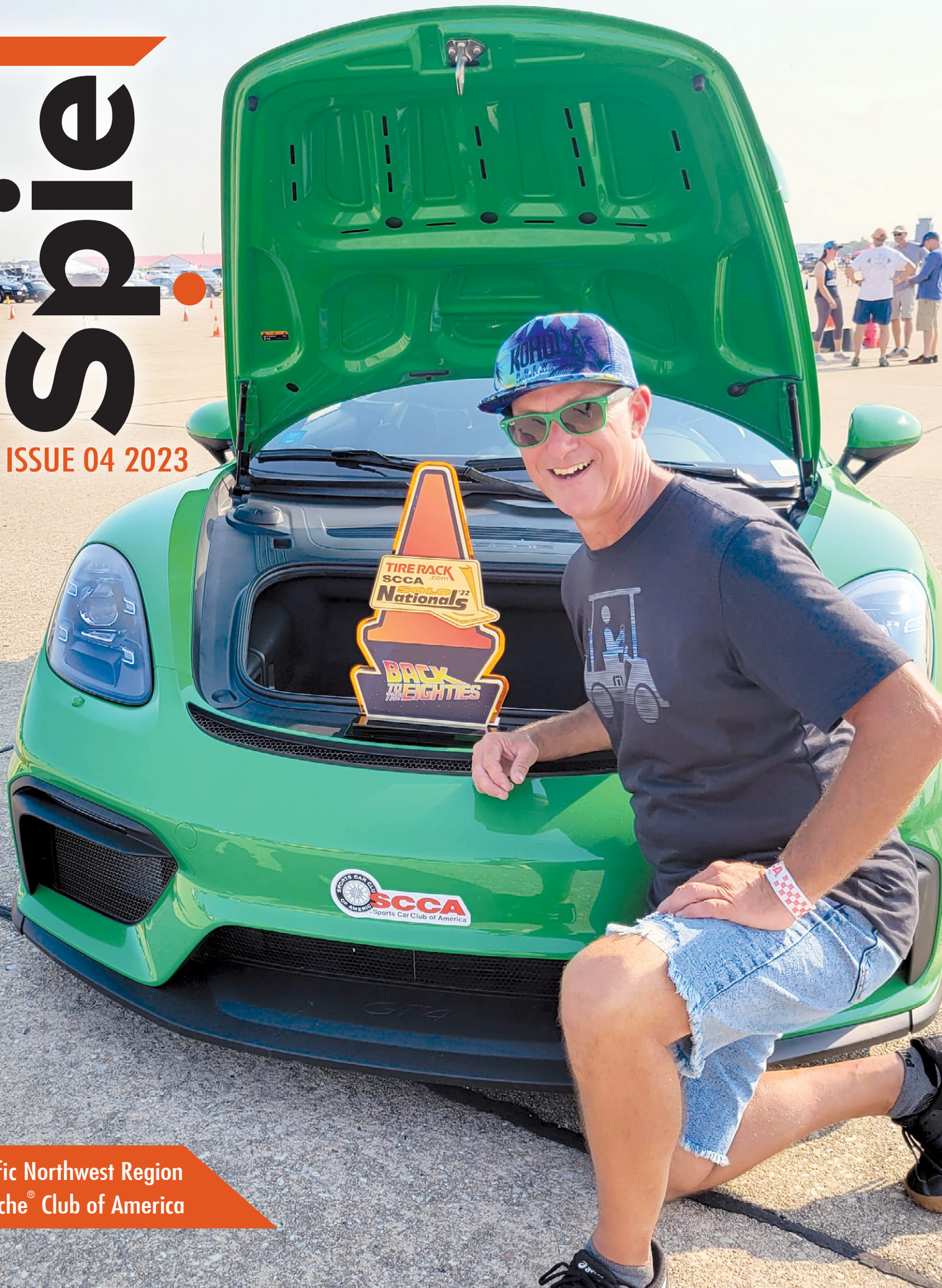


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CALENDAR OF EVENTS

AUGUST

- SUN 6** John Walker Swap Meet at The Shop
- MON 7** Board Meeting at Mercer Island Community Center
- THU 10** Social: Brewhouse on the Beach dinner at Magnuson Cafe & Brewery
- SAT 12** Driver Skills at Bremerton Motorsports Park
- SAT 12** Tour: Women's Only Tour
- MON 14** Tour: Artist Point Tour
- THU 17** Driver Education at Pacific Raceways
- SAT 19** Autocross #8 at Bremerton Motorsports Park
- FRI 25** Tour: Drive to Whistler, BC
- FRI 25-SUN 27** Whistler Weekend 2023 (PNWR/CWR)
- SAT 26** Social: Annual Picnic & Show 'n' Shine at Tolt-MacDonald Park
- WED 30** Driver Education at The Ridge Motorsports Park

SEPTEMBER

- SAT 2** Autocross #9 at Bremerton Motorsports Park
- SUN 10** Concours: All Porsche Grand Display
- MON 11** Board Meeting at Mercer Island Community Center
- THU 14** Social: dinner at the RAM Restaurant & Brewery
- FRI 15-SUN 17** Tour: Methow Valley Off-Road Weekend Tour
- SAT 16** Driver Skills at Bremerton Motorsports Park
- FRI 22** Driver Education at Pacific Raceways
- SAT 23-MON 25** Tour: Olympic Peninsula Weekend Tour
- THU 28-SUN 1** Porsche Rennsport Reunion 7 at WeatherTech Raceway Laguna Seca
- FRI 29** Driver Education at The Ridge Motorsports Park

OCTOBER

- MON 2** Board Meeting at Mercer Island Community Center
- FRI 6** Social: Oktoberfest! dinner at the Berliner Pub
- SAT 7** Autocross #10 at Bremerton Motorsports Park
- SAT 7** Oktoberfest at Griot's Garage in Tacoma
- SAT 14** Driver Education at Qlispé Raceway Park with INWR
- SUN 15** Driver Education at Qlispé Raceway Park with INWR
- FRI 20-SUN 22** Tour: Cannon Beach Wine Weekend Tour
- SAT 21** Driver Skills at Bremerton Motorsports Park
- SUN 22** Social: F1 Watch Party – U.S. Grand Prix at JJ Mahoney's Irish Pub
- SAT 28** TechEd: "Once in a Lifetime"
- SUN 29** Social: F1 Watch Party – Mexican Grand Prix at JJ Mahoney's Irish Pub

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



DOUG ANDREASSEN

Spiel Editor
speieleditor@pnwr.org

From the *Spiel* Editorial Team

We decided to give our president a break with this issue and present some comments from the *Spiel* editorial team for your reading pleasure.

We get asked how we develop the articles for *Spiel*. We have a couple of criteria that we look at when a story starts to grow. The first questions we ask ourselves are: "Is the story interesting? What makes this of particular interest to our readers and the membership? Why did that owner purchase that car?" From that point, we start to develop who will tell this story, combined with the necessary images to supply the reader with what we believe is a unique experience within PNWR. The article's journey does not stop there. Once the story has

been developed and pictures have been taken, the whole formula gets placed into a blender of reviews by the *Spiel* staff and is finally ready to make its way toward publishing. The magazine requires a constant flow of information, formatting, reviews, proofing, and then more proofing before it gets to you. The operational flow as set up by Bobbie Kalben is a work of

art. She develops and organizes the content and advertising so that our art director / designer, Patrica Woods, can make it into the enjoyable publication you see today. The team works months in advance of each issue, whether that be getting the images or the story. We time the articles to coincide with our club events and seasonal content, keeping an eye out for the special Porsche events like the upcoming Rennsport and Luftgekühlt gatherings. We continue to build *Spiel* on the foundation of those editors that have come before us. We thank those who have also dedicated their time and efforts to this award-winning magazine.

Our *Spiel* team is just that: a collection of individuals that bring their unique talents to PNWR. Thank you to the following team members: Sydney Tanner, Dan and Ian O'Connell, Sherwin Eng, Valarie Young, Gary Barklind, Martin Wild, Jeff Waibel, Kevin Nouwens, and of course, the many partners, spouses, and friends who we also thank for their support.

Do you have that particular car that has an interesting story behind it? Tell us about it. We would love to hear feedback from you. You can contact us at this email address: speieleditor@pnwr.org.

Finally, thank you to each of you for being part of this wonderful organization that continues to grow and provide quality programs for your enjoyment.



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COVER
STORY



My Autocross Addiction

Story by Ron Bauer and Photographs by Ron Bauer and Rupert Berrington

Hi, my name is Ron, and I'm an addict. I've been hooked on autocross since the very first time I tried it back in 1993. I can't completely pinpoint when my love of cars started, but my parents did have an MGB and '69 Camaro RS for a short period of time. The first car I bought was a 1975 Volkswagen Rabbit. That car would ultimately teach me how to work on and modify cars, and it gave me the desire to explore the limits of cars.

Fast forward a few years, and a buddy at work, who was also into VWs, told me about autocross. At the time, I lived out in Gig Harbor, and the events he was talking about were at Bremerton Motorsports Park (where we now run most of our PNWR PCA autocross season). I kept saying, "Yeah, that sounds fun, I'll give it a try one of these days." That day didn't actually come for a few more years.

By the time I did actually go, I had purchased a 1992 GTI. A different work buddy had a 1990 CRX Si, and we were always comparing notes, whether about our stereos, our wheels, or whatever. He went to a track day at Pacific Raceways one weekend and came back and told me that he'd met a woman there who informed him of a Bremerton Sports Car Club's autocross event that was happening the next weekend. She was cute (you can see where this is going...), and he wanted to go but didn't want to go alone. He asked if I'd like to join him, and I said, "Sure." For whatever reason, he didn't want to drive out separately, and neither of us had any plans to actually compete, so we carpooled in my GTI.

We went out in the morning, and the woman, Angela, egged us on to compete in the afternoon. I had all the excuses lined up: "We just came to watch;" "I don't have a helmet;" "I wouldn't know what to do;" "I have a bike rack on my car;" "My tires are mismatched." My buddy Dean had one more: "I didn't bring my car." Well, Angela was quite the persuader.

I ended up driving in my first autocross event that day, and I had an absolute blast! Remember the mismatched tire comment? Well, I had recently purchased the car used, and it came with three Goodyear Eagle GT tires and one Goodyear Eagle ST. That ST was on the right rear, and boy, did the car turn left well!

I honestly don't remember how I did that day, but Angela convinced us to go to the social after-event, and we got to talk more with her and some of the other "influencers." I was hooked. Ironically, I ended up dating Angela that winter. Sorry, Dean!

How hooked did I become? I attended our local SCCA National Tour and then even made the trek all the way out to Salina, Kansas for the SCCA National Championships that same year. My life would never be the same! I had found my passion and my people.

Back to those influencers... If you've been around PCA for any length of time, you'll likely recognize a few of the names. Mike and Carol Leuty welcomed me with open arms. (Carol has been somewhat of a second mom to a lot of us.) Greg Fordahl with his dry sense of humor was always there to match wits with, and Val Korry with his cool cars became a friendly face as well. There were many more people that I quickly met who made their way around to all of the local clubs.

The fact that some of the PCA folks were also at all of the non-PCA events is what led me to go to my first events with the club. Back then, you either had to be a member of PCA or had to be invited. Fortunately, I could always find someone to invite me, so I started running PCA events well before I owned my first Porsche. The laid-back atmosphere, the welcoming people, and all the cool cars were so awesome.

Since I started, I've autocrossed mostly my own cars, but I also had the opportunity to drive others' cars as well, and let me tell you, I took every chance I could to drive Porsches.

It's probably easiest to say what I've driven at the SCCA National Championships over the years. I started in my GTI, then spent a year driving any Porsche I could get my hands on, starting with a new 968 and culminating in driving Curt Ormiston's sweet 1974 911, and then I went back to a 1977 Rabbit. I really started getting competitive and co-drove a friend's 1994 Miata R for a couple of seasons, at which point we switched to an Audi A4 Quattro. The next few years were in an Acura Integra Type R and various Honda S2000s. A brief stint in a 2000 Boxster S was followed by one in a BMW 330ci, and I won my first SCCA National Championship in the latter. From there, I really got involved in Miatas and built some cool cars, including





a 2006, a 2011 (which I won another SCCA National Championship in), and a couple of 2016s (which I won a couple more championships in).

Along with autocross, I started doing the occasional track day early on, and ultimately spent a couple of years running in Spec Miata road racing. While I truly enjoyed this, the risk of car damage and the expense of running the events became a lot to handle. I also really missed my autocross friends, as almost everyone in my friend circle is from that community.

So, how is that I'm writing an article for *Spiel*? Well, after all these years, I've finally been able to buy my dream car: a 2021 GT4! I'm in absolute love with this car and plan to keep it forever.

When the 2016 GT4 was first announced, I was more than intrigued but was having so much fun in my Miata that I didn't seriously look. My

good friends Keith and Kristi Brown did pick one up, though, and let me drive it a couple of times. I absolutely loved it! Later on, they were thinking about upgrading to a GT3, so my wife, Alyson, I, and the Browns went to Porsche Bellevue for them to test drive one that they were interested in. It was dumping rain, and Kristi decided she didn't want to drive, so she sent me along with Keith. This was my first time driving a PDK car on the street, and I was immediately sold. I was one of those "manual only guys" before this experience, but my opinion changed that day, and I haven't been the same since.

In February of 2018, Alyson and I decided to get on a wait list for the GT3 and GT4 RS. As time went on, I started realizing that the GT3 was just going to be too expensive for us, so I moved our deposit over to the regular GT4. The caveat was that I wanted

PDK. The 2020 models were only available in manual, and we were a ways down the list in any case. Then in June, Porsche announced that the 2021 models would be available with PDK. That was great news! A week later, I received the email I'd been waiting for. It was our time to build a car! That news had me crying as it was my biggest dream, but I also was no longer sure we could afford to make it happen. Alyson assured me that we'd make it work. The planets also aligned as such that Porsche announced a new color: Python Green. I had always wanted a green Porsche as the 911s of the '70s held a special place in my heart. We spec'd my dream car with PDK, carbon buckets, Python Green paint, and a few other options.

As my dream car, I didn't care if the car was going to be a great autocross car. That said, to make the dream happen, we ended up selling a few of our other cars, including the Miata that was my current autocross car. With the COVID-19 situation, it was easier to make the decision to do, but it was still tough. This would leave us without an autocross car. I figured I could always find a co-driver if the GT4 wasn't competitive.

We finally received our car in December 2020. The first autocross events weren't until February-March, but the initial drive was amazing, and it looked as though it might actually be competitive. In PCA events, the GT4 competes directly against 991 GT3s, but in SCCA, it also competes against C7 and C8 Corvettes. The SCCA class I ran in for the 2021 season was Super Street (SS), and the early season events that normally give me an idea of my competitiveness didn't happen due to COVID-19 restrictions. Locally, we had great competition with Kit Gauthier in his 991.2 GT3, and by the time the Packwood National Tour





rolled around, we added a couple other fast drivers, with four of us being separated by less than a tenth of a second over two days.

Tire selection was (and still is) limited in the 200-treadwear (TW) realm for the 19" tires we were running. The SCCA National Championships in September finally had a more proper-sized rear tire available, so we picked up a pair of those. This would also be our first opportunity to run against the fastest drivers in GT3s and C8 Corvettes in the country, and as it turned out, one of the very best drivers in the country hopped in with a 2020 Acura NSX.

Day one went great, with me just a tenth from the lead, but day two didn't go so well. I had fallen back to fourth place in the 35-driver class, less than 0.9 seconds from the win.

Since I'd been running on Hoosier tires for years in the Miatas, I wanted to continue on those. I finally got SCCA to classify the GT4 in Super Street R (SSR) for the 2022 season.

Immediately the car was *way* more fun because it had more grip. How can that not be better? Plus, tire sizing was better, with the ability to run 315s in the rear with the 265 fronts. Suddenly, the car was much more planted and required a lot less over-steer. I was

continuing to do great on index at events, but there was no West Coast competition to judge against, as all of the SSR drivers were on the East Coast.

Nationals would be the first chance to see how we stacked up. Up first was the Pro Solo Finale. Pro Solo typically consists of mirrored courses with a drag-race-style start, but it's otherwise very similar to autocross. Grant Reeve, the person who had won at Nationals for the past two years, was to be running here as well, so this was the first hint of the competitiveness of the GT4. While I was ahead of him for part of the weekend, by the end, he was in front





of me, but importantly, I had beat him on one of the two courses. This was cause for some optimism for Nationals.

Nationals runs during Labor Day week in Lincoln, Nebraska. The SSR class ended up in the first heat on Tuesday and Wednesday. On day one, we ran on the east course, which traditionally, I've not done as well on. After a couple of okay first runs that had me sitting in second, my co-driver, Kit, put down a great final run that was faster than mine, but, unfortunately, he hit a cone. That lit a fire under me, and I was able to shave off 0.9 seconds and take the lead by 0.109 seconds! This had me feeling good since I've typically done much better on the west course.

Wednesday morning came, and right out of the box, I was quickest in class by over 0.4 seconds. Grant also coned his first run, so that made my lead even greater. I was able to shave off 0.3 seconds on my second run, while Grant put in a safety run. As it turned out, that was when we ended the day, as I saw him cone his final run right at the start before I took off for my final run! His time was fantastic, but the cone made what would have been a win by only 0.039 for me a win of over a second! Kit scored the second-quickest time of the day, so his first day's coned final run really hurt!

2023 is just starting, but we'll see what the year brings! I'll be starting the season in my GT4 before moving over to the Browns' new GT4 RS! I've added camber plates and toe links to get better camber, along with Akropovic overaxle pipes for improved sound, less weight, and

probably a little more power. These changes place the car in Super Street Prepared (SSP), so we'll be under-prepared for the class, but it should still be quite fun. The RS with more power should be a much better fit for the class.

The addiction continues!



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FEATURE STORY

Road Trip:

Key West to Seattle by Cayman

Story and Photographs by Jeff Lehman



Road trips don't always go as planned. This one started as a drive from Key West to Seattle... on a 250cc Vespa scooter! That's no typo. The seed was planted ten years ago when my brother and I did a tour through the South on our Vespas over fourteen days and 2,100 miles, stopping in twelve cities across five states while taking mostly back roads. It was all fun, if not dangerous. With age comes wisdom, and sanity would win out over a potentially reckless adventure. Driving a car it would be. Once the right one was found, off I went to make great memories. Of course, a Porsche was my chosen ride, but which one would I go with and when would the trip be?

The car

In the spring of 2022, I found my dream Porsche: a 2007 Guards Red 987.1 Cayman 2.7. It had the perfect specs for a road trip car with sport seats, a sport steering wheel, PASM, BOSE, a rear window wiper, and a sunroof delete (just kidding). All it needed was a stereo upgrade and a back-up camera. Done. A set of all-weather tires completed the package. The only option missing was automatic climate control, but you can't always get what you want.

Thanks to the help of Nathan Merz, I was able to locate a trucking company that could get the car from Seattle to Orlando, where I'd pick it up from a college friend. Then, thanks



to Hurricane Ian, the car ended up in Atlanta with another college friend. And some say going to college is a waste of time...

Let's get going

The first real leg of the journey was a 1,000-mile prefunc drive down to Key West. It was a great way to get more comfortable with the car over long distances. I had an extra bag with camera gear as the trip was going to be mostly a solo drive. It fit with no problem. There was plenty of room in the frunk, trunk, and on the engine shelf.

In North Atlanta, I visited Hennessy Porsche. On the second floor, I admired a collection of pristine vintage cars. I then headed south and stopped at the Porsche Experience Center Atlanta at Porsche's North American headquarters. Staying at the adjacent Kimpton Overland Hotel, which was decorated in a Porsche motif, was a real treat. Three

Peachstate Region PCA club members gave a guided group tour of the facility. Next were two hot laps (as a passenger) in a new 992 Carrera S. We hit 107 mph on a very short straightaway, and I got flung around in my seat on the skid pad. It was perfect! I followed that up with lunch at the Carrera Cafe. It was definitely best to do lunch after hot laps!

On the way down to Key West was the Gold Coast Region PCA's Oktoberfest at Biergarten Boca Raton. There were lots of exceptional and colorful South Florida Porsches, and a great beer hall with super nice people who made me feel welcome. It was a good way to spend a sunny day.

The next stop was the Porsche Design Tower Miami in Sunny Isles Beach (near North Miami Beach). In addition to a design you'd recognize, each unit in the luxury apartment building has the ability to store cars on the resident's floor in a "sky garage." It has 132 units on 60 floors. A very patient security guard allowed me to photograph the Cayman under the entry sign.

The route

The only real plan was to get from Key West to Seattle with a fair amount of scenery and back roads while visiting friends along the way. Time was constrained to three to four weeks in the fall before the weather turned, clearly not a cannonball run. Upon arriving in New Mexico, conditions would dictate whether I took a Northwest or West Coast route home. The mountains won. My final route zig-zagged across Florida and then mostly straight-lined to Albuquerque. In Florida, I went through Key West, Coconut Grove, Coral Gables, Davie, Palm Beach Gardens, Sarasota, Anna Maria Island, St. Petersburg, Clearwater, Orlando, Ocklawaha, Seaside, and Destin. Then I drove through Alabama, Mississippi, and New Orleans, Louisiana. In Texas, I went from

Beaumont to San Antonio to Lockhart to Marfa. I continued on to New Mexico, and from Albuquerque, I headed north to Colorado, making stops in Denver and Boulder. In Utah, I drove through Moab and Salt Lake City. Then I passed through Boise on the way to Walla Walla and Waitsburg. Finally, I went over to Hood River and up to Seattle.

What was the drive like?

On most car trips you can start nodding off after four to six hours of





Porsche Club of America Citrus Region (Central Florida)

2h • 🌐

Third prize for Cayman night at the Ace tonight is Phil Cowherd and his 2006 Cayman S, Second Place is Lance Long and his 2006 Cayman, First place went to Jeff Lehman and his 2007 Cayman that he is driving from Key West to Seattle Washington. He made a planned stop in Orlando to attend the Porsche Night at the Ace Cafe! Safe travel Jeff. Send pictures of your travels!



driving and then wonder why you even wanted to do a car trip. Not with the Cayman. It kept the magic. There was never a dull or panicked moment, well, except for one, but it was not self-inflicted (read on). The driver's sport seat was a perfect fit, and PASM kept the road smooth. The sound of the engine was, well... typical Porsche, meaning: great! It's been described better by hundreds of others; I'm sure you know what I'm talking about. Most of the time the radio was off, except for occasional "coffeehouse" background music on SiriusXM. The Cayman does great in the straights and on the curves, so no surprise there. What was surprising was the attention it got from gas station cashiers, other motorists, fellow Porsche club members, valet parking attendants (who couldn't drive a stick), and those who just walked by the car in hotel parking lots... and this was about the least expensive Porsche you could buy in 2007.

More Porsche connections

Once underway from Key West, I continued the Porsche experience. In Coral Gables (near Miami), there's The Collection, a dealership which

carries multiple high-end car brands. A highlight was having coffee and pastries in its well-appointed café while taking in all the Porsches, Audis, McLarens, Ferraris, Alfa Romeos, etc. There was even an Aston Martin DB5 in the service

drive. It was pure car heaven.

In Sarasota, I stopped at Suncoast Porsche where I've bought lots of online parts over the years. It's nice to know where your money goes!

In Orlando, I attended the Florida





Citrus Region PCA's Porsche Night at the Ace Cafe, celebrating the 987 Cayman. It was Cayman central, along with lots of other cool Porsches, including a custom-built 911 Surfari (think of a Safari build with surfboard racks and shark upholstery). As luck would have it, the judges awarded my road-grimed car first place. I thought I was getting the "came from the farthest" award. It was very nice of them, and they were another great group of welcoming Florida club members.

Four best drives of the trip

Almost all the driving was excellent, but here are the standouts:

Drive One: From Ocklawaha, FL to Seaside, FL to take mostly "Old Florida" back roads, which went through small towns, poor towns, and rich towns. There were stunning views of the aqua blue water and powdery white sand of the Gulf of Mexico with palm trees and road-side rest stops along the way. It was a pleasant reminder of family road trips as a kid.

Drive Two: Marfa, TX to just north of Valentine, TX to see some roadside art. The drive is flat but interesting. I drove this segment at sunrise in beautiful golden light. About 35 miles from Marfa is the random roadside art installation called Prada Marfa. It's a

small Prada storefront in the middle of nowhere with shoes and bags included. Go figure! Around the sides and back of the installation is a chain link fence, presumably to keep the livestock from shopping local. Visitors have taken to putting locks on the fence as a way of "enhancing" the art. It's much like the Pont des Arts bridge in Paris. Don't forget your old combo lock from high school if you go.

Drive Three: From Denver, CO to Moab, UT, taking I-70 West to Highway 128. Highway 128 was by far the best road of the entire trip. It's a recently paved (in most places), two-lane road that tracks alongside the Colorado River. It includes both views of stunning, sky-high cathedral mountains with unique outcroppings and twists and turns with few guard rails. The road undulates, and if you over-drive it you might be surprised when you pop over a berm and don't know which way the road curves. Major curves have warning arrows, but it's especially interesting when your driver's seat is so low to the ground. I did this drive at sunset and chased the light all the way to Moab. It's worth doing in both directions.

Drive Four: Walla Walla to Waitsburg and back. This was maybe the shortest part of the road trip, but it was no less fun. It goes through farm country with newly paved two-lane, wide-open roads. I recommend taking Lower Waitsburg Road out and Middle Waitsburg Road back. The pay-off is Ten Ton Coffee in Waitsburg, a new hotel in a refurbished old



building called the Royal Block with a restaurant called Bar Bacetto. Everything was magnificent.

Road quality and “the need for speed”

The roads were better in the states with over 70 mph speed limits and the farther you got away from major cities. It's more fun going fast in the middle of nowhere. Most of the highways in Texas, New Mexico, Colorado, Utah, and Idaho have speed limits between 75-80 mph. I quickly found out those are low-end guidelines. Add 10 mph in the right lane, and you're mostly “going with the flow.” This trip wasn't about speed; although, I did hit 90 mph every once in a while. It was more about adapting to the pace of the road while taking in the scenery (and road construction) and reconnecting with friends. I think this is where you insert a “the journey is the reward” quote. Done.

Worst drive of the trip

No road trip is perfect. Traveling from New Orleans to San Antonio (via Beaumont and Houston) absolutely stunk, equally because of the roads and drivers. I was nearly rear-ended by a Ford Expedition driver with a death wish while leaving NOLA city streets. I watched with great amusement as the locals on the freeways tail-gated at 80 mph (with three feet of NASCAR drafting space), and once they passed their quarry, they would cut in front of them and slam on the brakes –



multiple times. It made me appreciate the wide-open roads even more.

Most unique place I stayed

I've always wanted to check out Marfa, TX because of its hip atmosphere. You'll find it in the middle of West Texas (aka: the middle of nowhere), but it has become quite “a thing.” I was looking for a unique place to stay and found a repurposed underground bomb shelter at The Lincoln Marfa. Yep. “Unique” would be an understatement, and it's not for everyone. For above ground accommodations, there's the Hotel Saint George or the Paisano Hotel. Both have a bar and restaurant. I tried each, and the food and drinks were excellent. There's also El Cosmico, which is a super funky vintage trailer and teepee park. There are lots of interesting sleeping options in this small town.



How did it end?

After picking-up my co-pilot/partner in Hood River for the final leg of the trip, I didn't shut-up for the next four hours. That's what more than two weeks of solo driving will do to you. It was all good. She has a patient soul. The trip took 18 days, went through 11 states, and I logged 5,228 miles from Mile Marker 0 in Key West back to the Space Needle. The Cayman averaged around 30 mpg and burned zero oil. We arrived in Seattle on a drizzly day, as is fitting for the Pacific Northwest and the end of an adventure. I'd do it all over again... including Marfa. 🦋



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FEATURE
STORY

Creamsicle

1974 PORSCHE 914 LE *Part Two: Taking Inventory*

Story and Photographs by Roman Suter

"Part One: The Find" was printed in August of 2022.





After purchasing the Creamsicle in hiding in December 2021, I was full of excitement and eagerly shared photos on the 914 World's Facebook page. The comments started pouring in. From "good looking car" and "good luck on the revival" to "Oregon Plates? I can see the hell hole and longs rusted out from here." Some of these comments added doubt; did I miss anything during my pre-purchase inspection? It was time to look deeper into the car's history. The purchase already unveiled the finding of a rare LE Creamsicle. Would my initial good fortune take a turn?

In the glovebox, I found the driver's logbook and, taken together with the repair receipts, I was confident of the 74,605-mile odometer reading. The logbook also showed that an average of one tank of gas was purchased monthly

for the last couple of years of driving fun. Entries stopped suddenly in the fall of 1996. After many years of meticulous record keeping, why the abrupt end?

I was certainly very curious to know why the previous owner had stopped using the vehicle.

In my brief interaction with the owner's sister, I was told that she had recently passed away. "We always a lot of fun driving that car" she added.

It was time to get started. I removed the old battery to get a better look at the fretted, rust-prone "hell hole" and battery tray. Luckily, I found only surface rust in the "hell hole" area. The battery tray edge had been eaten away a little, but not to the point that I would consider replacing it. Next, I removed the rocker panels to inspect for corrosion damage. Wiping away a layer of packed dirt, I found the "longs" to be in pristine condition. What a relief!

After some quality time with the shop vac, the interior cleaned up very well. The driver's side carpet was worn through in the common places, but the rest of the interior was in remarkable shape. I found no cracks in the dash, clean instruments, no tears in the door cards, and certainly no rust in the floorboards.

Now I was determined to get its heart pumping again. Since the car sat for 23 years, I removed the spark plugs and sprayed some penetrating oil into the cylinders to let the product do its magic. I sucked the old fuel out of the tank and replenished it with some fresh gas. With anticipation, I turned the ignition key for the first time in over 20 years, but the engine did not fire. After some more troubleshooting, I discovered that the supply return pipes at the tank were plugged with rust sediment. I set up a temporary fuel supply in the trunk. A gas can with the



may have been the deciding factor in parking the car for good.

Back at the shop, I looked at adjusting the shifter but found that there was nothing wrong. I noticed that the shifter bushings at the U-joint were completely gone. I quickly cut a couple pieces of rubber fuel hose for a makeshift repair. It was time for another test drive. Now I could shift through all the gears, and the transmission synchronizers felt good shifting up and down through the five-speed transmission. I questioned if spending less than \$5 in material may be enough to place the Porsche back on the road.

After these warm-ups, the engine was running much better. A subsequent compression check confirmed that the pressures in all cylinders were acceptable and within cylinder-to-cylinder

fuel pump and a fresh fuel filter were rigged up to feed the D-Jetronic. This time the engine sprang to life. All the engine warning lights in the dash went off as they should. I was able to take the car for its first drive in years. I smiled as I drove the car around the shop where the restoration is taking place.

Since the engine was running a bit rough, I knew it would be imperative to check and adjust the valve lash. A valve adjustment was certainly needed. License plate installed and proof of insurance in my pocket, I decided to take the car on a road test. As back up, a friend followed me in his car just in case I needed roadside assistance. Once on the open road, I noticed that I could only shift the transmission up to third gear. Although I pressed the shifter all the way over to the right, fourth and fifth gear were not there.

Was this the reason the 914 got parked sometime in late 1997 or early '98?

Based on repair notes, the car had been at the shop with complaints about gear engagement issues. Back in 1996, the vehicle had to be towed to a repair garage with a broken clutch cable. Earlier that year, the starter motor and ignition switch were both replaced. The thought of a bad transmission and the associated costs



tolerance. At this point, I decided not to rebuild the engine and keep it with the original factory parts. I found the auxiliary air rotary valve (AARV) stuck in the open position, keeping the engine at a high idle speed. I pinched the outlet hose from the AARV, causing the idle speed to return to normal and confirming the faulty part.

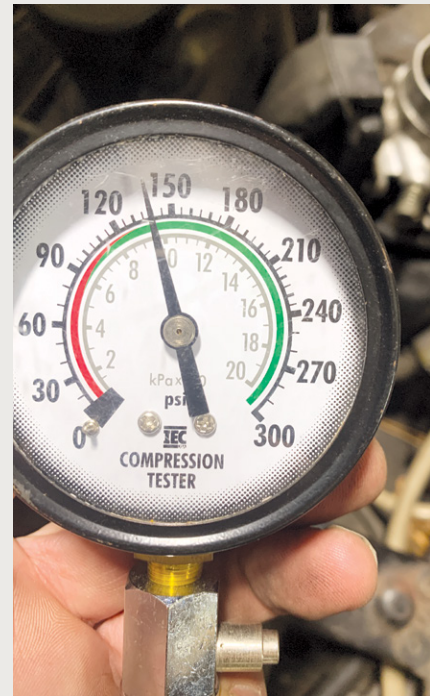
The engine and transmission are out of the car and separated from each other now. The clutch disc, pressure plate, and fly wheel clearly need replacing. The brake calipers will be refurbished, and the car will get new rotors and brake hoses all the way around. Additionally, the bushings in the suspension and shifter linkage, as well as the rubber bellows protecting the steering rack, will be replaced. I found a nice set of Mahle wheels to replace the currently mounted Rivas and to complete the factory look.

To prevent any future fuel leakage issues, I will replace the original plastic tubing with a set of stainless fuel lines.

Since the car is in great original shape and has the LE pedigree, my approach is to keep it authentic by cleaning and refurbishing with NOS parts. My hope with this approach is to keep every 914 enthusiast happy.

Now that I have a clear picture of the mechanical work before me, I can focus on the body repair. As seen with this car and confirmed by literature stating that many of the LE cars were repainted as dealers struggled to sell them. The Creamsicle's original colors will be applied. Factory Light Ivory White (L80E) will cover the body, while the contrasting accent parts will have Phoenix Red (L32K) highlights. These accent parts include the 15" Mahle alloy wheel centers, bumpers, front and rear valences, and rocker panels.

My goal is to have this special 914 fully refreshed by February 14, 2024. It's return to glory will be celebrated exactly fifty years after car number 48 rolled off the factory floor on February 14, 1974.



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Paul Veillon

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FEATURE
STORY

A *Legacy* and the **TIME CAPSULE** *Revealed*

Story and Photographs by Sydney Tanner





Last summer in *Spiel*, I shared an article about my travels across America in my Cayenne Diesel. During that trip at my mom's home in Ohio, I found a "time capsule" of vintage *Panoramas* waiting patiently for me in my dad's forgotten workshop. High above his workstation on an upper shelf in a cabinet, there they were, resting softly, hidden by a stack of *National Geographic* magazines sitting on top. As I pulled them down, I was shocked to see the pristine collection with the first date registering September 1958 and with the last date being March 1966. With over 40 issues spanning nine years, I was eager to look through these lost moments in time.

I packed them up, placed them safely in the cargo hold of the CD, and then transferred them to my home in Woodinville. Almost a year passed before I opened that package, and just like when I found them, I felt that intense feeling like someone had punched me in the gut because I knew he had left them there for me to discover one day.

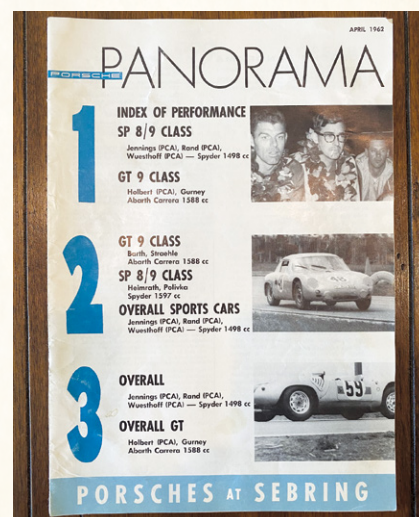
A little history first: Porsche Club of America unofficially started in February 1955, and its first-of-record, 12-member, initial business meeting was that same

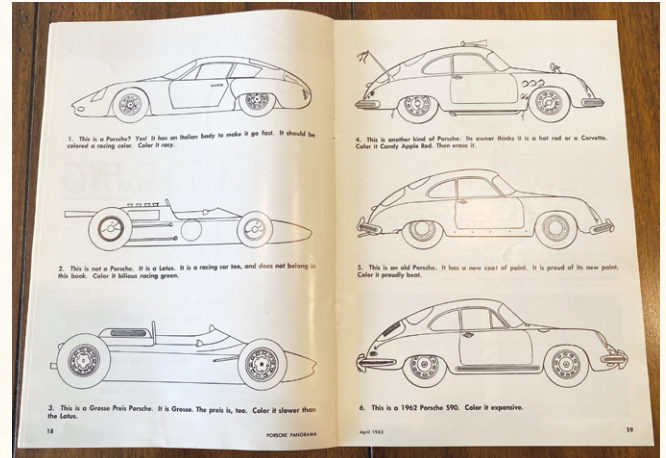
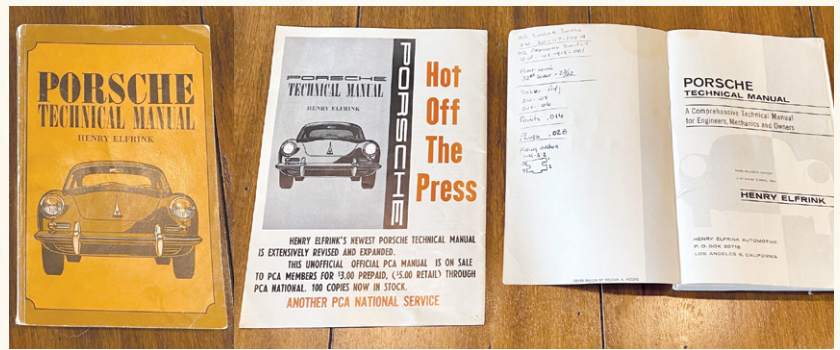
year in September. A couple of months later in December, a no more than ten-page *Panorama* was published, featuring the latest technical information, factory news, and upcoming, not-to-be-missed events. As word quickly spread, regions across mostly the eastern U.S. spun up, and the black-and-white, official publication started to grow.

First in my dad's collection is Volume III, Number 9, September 1958. On the inside flap, where the staff, officers, and an description of the Porsche Club of America are, there are thirteen chartered clubs listed and four not organized. The Northwest Regional Director is Eugene Rideout from Bellingham. It wasn't until one year later, on December 5, 1959, that the Washington region became official with Eugene still at the helm.

In the same issue, there is a feature article titled "What Kind of Oil for my Porsche," in which the technical committee from the Metropolitan New York Region does a deep dive into asphaltic and aliphatic base oils. Oils with moly additives and oils with colloidal graphite are explained in detail, and the committee offers conclusions based on which region your car resides.

It also includes "Letters to the Editor," "News from the Regions," "Save the Dates," and lots of conversations about rallies, as that was the primary sport of the time. The for sale section was not called "The Mart" just yet, and a 1957 Porsche Super Coupe in white with aqua blue interior, a Telefunken radio, a luggage rack, fog lights, and new Michelin X tires with 16K miles on them had an asking price of \$3,400 firm. Last but not least was the "PCA Gift Idea" article, in which it's described that 1958 "Paraders" received a handsome





Syracuse China ash tray with the PCA emblem on it in four colors. Each costing a total of \$2, and for an extra 10 cents, you could have it shipped.

Volume IV, Number 7, July 1959 features one of a few "Letters from the Factory" articles, in which correspondence from Ferry Porsche was published and shared with all members.

The 1960s series brought a new creative vision with a consistent look and design on the covers. An unmistakable 356 landscape photo was featured, usually with members in the background. The December issue was the only exception as they updated the name and date of publication to a red font and featured holiday greetings instead of a car.

In 1961, a new editor presented a more streamlined look and feel that would carry the publication through the rest of the collection. It utilized vertical imagery, and the *Panorama* name was featured prominently up top. The earlier covers were a series of collages; then in August, the famous vertical hero image took center stage and mostly dominated the rest of the publications' covers up to this day.

On occasion, though, a new editor would change it up and break from tradition, especially when there

was exciting member news. This was the case in April 1962. Instead of a 356-model posed in a pretty but not always beautiful location, it was announced that three PCA members won the Index of Performance, coming in third overall at the 12 Hours of Sebring race on March 24. The cover story then goes on to recap why the Factory hadn't sent over any Spyders for the race. As Porsche Factory Team Racing Manager Huschke von Hanstein explained, the consumer could now more readily associate himself with the car he was driving rather than with pure sports models. He also shared his thoughts that the overall win at Sebring in 1960 perhaps was unfortunate because it led the public to expect more than the Factory of America entrants could deliver: "By concentrating on GT cars and class wins, we believe we can bring the picture back into perspective." Just looking at the score box on the cover indicated how perceptive he was.

As I leafed through each edition, I found articles that made me smile. One of my favorites was in the May 1962 issue. The Lily Motor Club joined the Central Indiana Region of PCA along with several other local sports car clubs to organize and host the first Braille Rally. Qualifications were conducted

at the infamous "500 Speedway," and on May 21, sixty-eight sports car drivers, numerous workers, and scores of parents and spectators started their engines with blind children from the fourth to twelfth grades at the Indiana School for the Blind.

As the drivers were given their general instructions, they received a note that read as follows: "You have won this rally before you turn the key to your car's ignition system. How? By working as a team with a child who is learning to live in a sightless world. Remember that your navigator is starting a life-long rally. His or her only checkpoints are the people with whom he comes in contact. By your courtesy and friendliness, you make today a truly memorable one. Your navigator will, of course, be trying to help you finish where you rightly belong — in the winner's circle. Let him know that you appreciate his help, because without him you can't win and with him, you can't lose." I'm not crying... You're crying... Tissue, please.

1963 was a terrific year as the club was buzzing! In April, the whole issue was dedicated to the Eighth Annual Porsche Parade with the center section highlighting the schedule. A few pages after that was a three-page, somewhat

comedic illustrative *Panorama* coloring book with suggestive texts, including one that read: "This is a 1962 Porsche S90. Color it expensive." Another official letter from Ferry indicated he was pleased to accept the kind invitation to spend a few days with PCA friends at the official gathering. Topping the revelry off, in the next month's issue, Pennsylvania Governor William W. Scranton proclaimed it to be "PCA Porsche Week" for the Eighth Annual Porsche Parade at Split Rock Lodge.

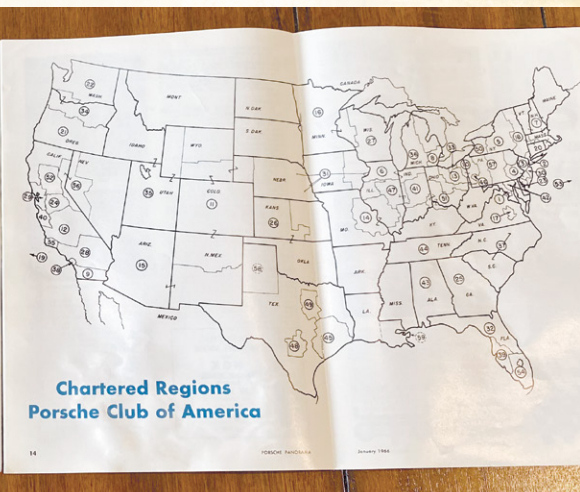
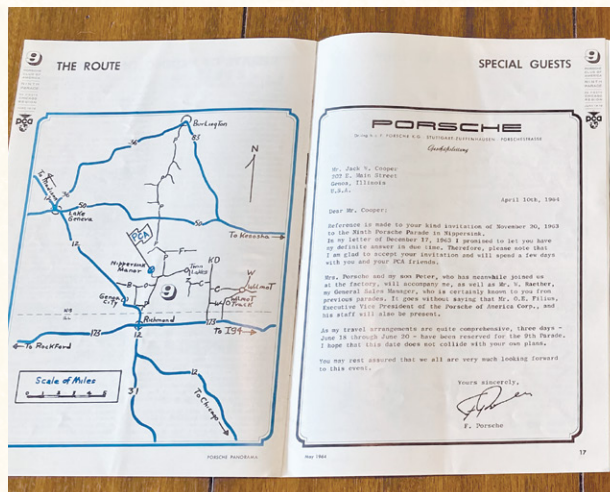
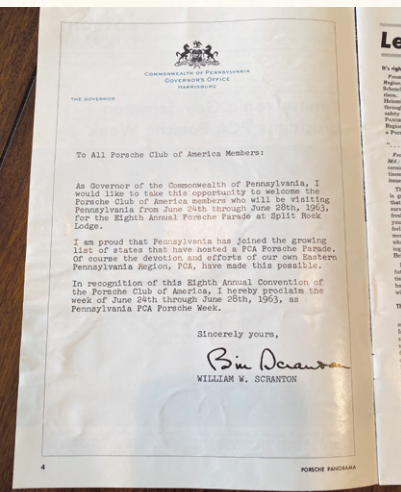
And then there is the back cover of the June 1963 issue that hit me like a ton of bricks. It's an advertisement for Henry Elfrink's New Porsche Technical Manual, dubbed "the unofficial PCA manual," and it was on sale for \$3 prepaid or \$5 retail. I did a double

take because, lo and behold, I have my Uncle Joey's copy in hand with his written notes in the sleeve from 1965.

In February 1966, there's an article called "The Saga of Suzy," in which Suzy Dietrich, a member of the Greater Cleveland Region, shares her bad luck as the only woman competitor at Sebring in March 1965. A disheartened and disheveled Suzy told *Panorama* her Renault ran out of bearings shortly after the start of the race. How did she get interested in competitive sports cars? It all started when she attended the Indianapolis 500 with her husband, then to concours, acceleration runs and hill climbs. Finally, after earning her SCCA driver's license in the early 1950s, she bought a Porsche and started racing with the men. When asked if

she received any special courtesies, she responded, "Well, they certainly don't move over for you. There are a few who resent being passed, but by and large, I think that if they beat you, then they feel good if you're a fairly competent driver. It's tougher than the ladies' racers; there's no doubt about that as you earn everything you get."

There are so many hidden treasures in these editions, I could go on and on. However, in closing, I am beyond grateful for this unexpected gift, and I am honored to be a steward of these pages. With their iconic gasoline alley smell and uncompromisable nostalgia, I will cherish them for as long as time will allow. Thanks, Dad! Godspeed and love to you on the other side.



CATALOG:

- 1958: September, December
- 1959: February, July
- 1960: March, May, July, October, December
- 1961: March, July, August, September, October, November
- 1962: April, May, June, July, August, September, November
- 1963: January, February, March, April, May, June
- 1964: May, June, August, September, October, November
- 1965: January, June, September, October, November
- 1966: January, February, March

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FEATURE STORY

CHARGING MY TAYCAN at a Tesla Supercharger Station

Story and Photographs by Bob Miller



Here I am, charging my Porsche Taycan 4 Cross Turismo at a Tesla Supercharger station in Scotts Valley, California (next door to Santa Cruz and its boardwalk). For many non-Tesla EV owners, using the Supercharger is a dream. Where Tesla has more than 17,000 fast DC chargers (aka Superchargers) in the USA, its nearest rival, Electrify America (EA), has only 3,479 as of April 2023. Although, there are more than 23-28,000 Level 3 (DC Fast Chargers) in the USA (the number keeps steadily increasing), Porsche owners are most likely to use the Electrify America network because Taycan owners enjoy three years of free charging.

So, why am I plugged into the Tesla network? Besides the obvious “just to annoy the Tesla fan-boys by using their once private network,” it is heartening to see more DC Fast Charging stations available to the growing number of EVs on the highways. The non-Tesla drivers are beginning to compete for available

chargers. I just returned from a 2,500-mile trip to Santa Cruz and only charged at freeway-based Electrify America stations, aside from my test at the Tesla Supercharger. I had to wait for an open charger at four out of my twelve charging stops, something which didn’t happen during a similar trip I made in October 2022.

Connector Wars

Tesla Europe has already opened most of its chargers to non-Tesla cars over the past year, but the process was easier there because non-USA Teslas use the CCS plug standard. In North America, however, Tesla cars have a once-proprietary plug format called NACS. This format was recently released as the North American Charging Standard in a publicity play to help Tesla receive Federal funds for expanding their charging network. Because of the different connectors in the USA, non-Teslas need a plug converter to connect the Tesla chargers’ plug to their cars’ CCS connectors. Rather than requiring users to purchase these adapters, Tesla engineers

maintained their excellent engineering reputation by developing a design which has the adaptor fitted into the charging cord holder in a way that is quite simple to use and which prevents lost or stolen adapters. Readers may not like the spartan designs of Tesla cars, but the company’s engineering expertise is fantastic.

Only Apps Allowed

Using the Tesla Supercharger requires downloading the Tesla app onto your smartphone, creating an account, and assigning a credit card to it. Unlike most non-Tesla charging stations, the Tesla Superchargers have no screens, no credit card or NFC readers, and no buttons; everything is done on the app. For my test, I drove up to a newly modified charging station (more on that to follow) and began the rather complex process (compared to the Porsche/EA one). I opened the app, clicked “Charge Your Non-Tesla,” selected the number of the stall to be used, pressed the “Release Connector” button on the app, pulled the charging cord and



its recently attached adapter from the docking station, plugged it into the Taycan, and it started charging. When finished, I clicked the “Stop Charging” button on the app, replaced the charging cord and adaptor in the docking station, and the app told me that I was finished. It’s pretty simple after a few times. The charging speed was adequate at 132 kiloWatts (kW), while the Porsche can accept up to 270 kW (although speeds of 180-220 kW are more common on the Electrify America network).

The Tesla app process is a bit more complicated than using the Electrify America system in which a properly registered Taycan only needs to have the charging cord connected to the car, and it requires no owner intervention until finished. No phone app is needed for the Porsche, which uses EA’s “Plug and Charge” standard that automatically checks that the car’s VIN is registered with Porsche and then starts charging. Porsche owners don’t need the EA smartphone app, but most of the other makes of EVs do.

Issues: Cost, Physical Access, Locations

However, not everything in this scenario is beautiful. The cost is high. Tesla charged me \$0.55 per kilowatt-hour of charge, whereas Electrify America charges \$0.36 for regular users who don’t have a free use plan. Tesla owners have always complained about the cost of Tesla charging vs. its competitors. You do see Tesla drivers using non-Tesla chargers because they are cheaper, but in that case, they must have their own adapters.

The more difficult issue is the length of charging cords found on the Tesla chargers. Teslas have their charging port in the left-side tail light and owners back their cars into the charging bay. A six-foot cable is sufficient for them. The Taycan’s charging port is on right side just in front of the passenger door, some five feet from the nose of the car, and the ten-foot Tesla cable on the new chargers still isn’t long enough for many charging bays.

I had to try four different bays to

find one in which I could pull my low nose over the curb and drive forward until my front wheels hit the curb. As you can see in the photo, the car’s nose extended just over two feet beyond the curb. Most of the charging bays had sign posts or plants in the space between the curb and the charger, which prevented me from getting close enough to the charger. Also, I had use the Porsche’s ride level system to raise the car to clear the curb as well. It was not a fun situation. I suspect that lots of non-Teslas will have trouble connecting because of the short charging cables. I have read reports of people parking sideways, taking up three or more bays in order to connect.

The other issue is that there are not many converted Superchargers at this time. Tesla has just started the roll-out of its Supercharger 4 charging stations, and the only two on the West Coast are in Scotts Valley and Folsom in California, so don’t run out and buy an EV just to use the Tesla network. Still, it nice to know that Elon Musk has decided to play a little nicer in the EV sandbox.



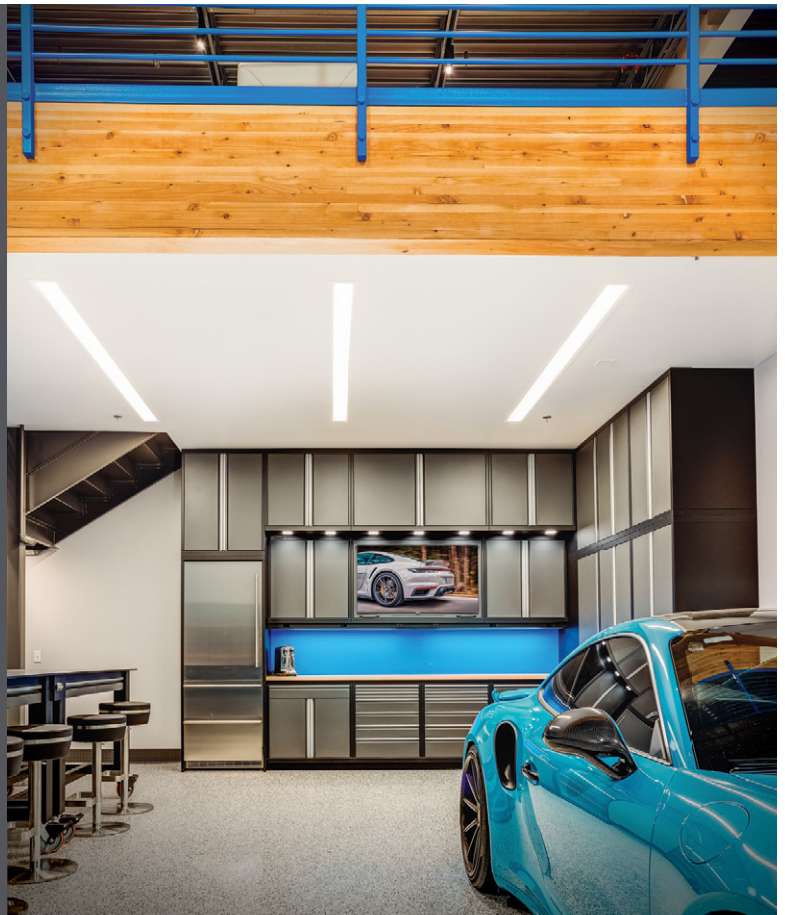
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FEATURE STORY

The 75 Years of Porsche (1948-2023)

Story by Sydney Tanner and Photographs by Jeff Waibel, Sherwin Eng, Brent Seattle, and William Fong

On the second weekend of June, the Porsche community came together to celebrate Porsche's 75th Anniversary. All dealerships nationwide commemorated this milestone with entertainment that honored the iconic brand's heritage and marque.

On behalf of the board and all PNWR members, we'd like to thank all of our friends at Porsche Bellevue, Porsche Bellingham, Porsche Tacoma, and Porsche Vancouver for including us in your festivities. Danke! 🇩🇪





LET'S GET TOGETHER



JEFF and SHARI WAIBEL

Social Committee Chairs
social@pnwr.org



Photographs by William Fong and Jeff Waibel

More smiles to the mile! Just look at all these people having fun at our events! We've had some great gatherings and adventures! We'd love to see more of *you* in *Spiel*. Send your favorite photos of yourself and your Porsche club friends to social@pnwr.org.

There are still plenty of great activities before fall moves in. Make sure you check the PNWR website and social media for the latest updates! 🐾





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BILLY and JULIE SHOTT

Membership Committee Chairs
membership@pnwr.org

NEW MEMBERS APRIL 2023

JACQUES BOUCHY

1978 911 SC Targa

NICHOLAS & SUMIN BRATTON

1966 912

YANZHE CHENG

2015 911 Carrera S

WARREN CURKENDALL

2023 718 Spyder

RAOUL DE MARS

2004 911 Turbo Cabriolet

CHANGYU FENG

2023 718 Boxster GTS 4.0

DAN HANIFY

2000 Boxster

JOHN HEPPERLE

2016 911 Carrera GTS Cabriolet

JOHN HORNALL

1997 911 Carrera 4S

KYLE KLUBE

2005 911 Carrera 4S

BRUCE LEATHERMAN

2016 Cayenne Turbo

BRUCE MACCORMACK

2019 Macan

SEAN & VALERIE MCCARTY

1986 944

KYLE MCPHERSON

1965 356

SCOTT MILLER

2006 911 Carrera 4S

MARJORIE MIRACLE

2023 Macan S

RICK MYERS

2018 Panamera 4S

NICHOLAS NITTOLO

1998 Boxster

DAVID SHANER

2003 911 Targa

MARC SIMONS

2008 911 Carrera 4S

SCOTT STILES

2010 911 Carrera S

MARK TRAVERS

2002 911 Carrera

JONATHAN VITHOONTIEN

2019 Cayenne

STEVEN WHITNEY

2013 Boxster

ANNIVERSARIES MAY 2023

55 YEARS

S Hayashi & Lillian Hayashi

45 YEARS

Jules Guglielmo & Nien E. Leven

40 YEARS

Dennis Rood & Nancy M. Rood

35 YEARS

Michael Carson & Sandra Carson
Scott Sheffer & Graham Sheffer

30 YEARS

Jeffrey Benham & Gary Funk

25 YEARS

Geoff Newman & Shelby Newman
Barry Wood & Anne Wood

20 YEARS

Frank Nieto & Kelly Nieto

15 YEARS

Alfred Alegre & Laura Alegre
Dan Burr & Noel Burr
Richard Files
Steven Fujiki
Joe Heltzel & Barbara Heltzel
Scott Hussey
Michael Jacobsen & Joe Jacobsen
Jonathan Knopp
Kevin Reed
Steven Smith & Kathleen Smith

10 YEARS

Michael Brugato & Karen L. Brugato
Bill Fargo & Lynn Fargo

Dean Gartin
Beau MacGregor
John Miles
Kevin Ryan & Andrea Ryan
Vamshi Thandra & Alexa Foley
Stephen Theodore & Laura Theodore

5 YEARS

David Baldwin
Todd Bloom & Katy Bloom
R. C. Ellwanger
Mark Hanson & Marian Hanson
Todd Kennedy & Nisa Kennedy
Neda Khorami & Keyanoosh Khorami
Josh Lauer
Cal Mousseau
Shawn Myers
Mary Olson

NEW MEMBERS MAY 2023

TROY ADAMS

2018 911 Carrera 4 GTS Cabriolet

GREG ANDERSON

1971 911T

JOSHUA & PHILLIP BEHREND

2001 Boxster

NOAH BENESCH

2015 Cayman S

CHRISTOPHER BRADLEY

1964 356

WILLIAM CAMPBELL

2019 911 Targa 4S

KEVIN CASTLEMAN

2015 Cayman S

STEVEN COLLINS

2020 911 Carrera 4S Cabriolet

KERRY DEAN

2013 Boxster S

JOHN FINIGAN

1972 911T

JARED FLOTHE

2002 911 Carrera 4S

WOLFGANG GRIESKAMP

2023 911 Carrera 4S Cabriolet

GREG HARTMANN

2001 Boxster

SNOW HEADINGS

2023 Cayenne

CYNTHIA HOGLAN

2003 Boxster

KEITH HORWOOD

1988 928 S4

BEN JONES

2015 911 Carrera Cabriolet

CHRISTOPHER KARAMATIC

2023 718 Cayman GTS 4.0

MICHAEL KINGMA

2014 911 Carrera S Cabriolet

DANNY & BETH LO PRIORE

2022 911 Turbo

GIANCARLO LUCIA

2023 Macan GTS

DAVID LUTZ

2013 Panamera 4S

MACAULAY LYON

2004 911 Turbo

MILOS MARJANOVIC

1996 911 Carrera

JAMES MIEARS JR.

2014 Cayman S

KERWIN NICHOLSON

2017 911 Carrera S

RAHUL PATHAK

2022 911 Carrera 4S

DJ SEPTON

1999 Boxster

CHISHING TONG

2020 718 Cayman GT4

CHRIS & SHERYL TOWN

2021 911 Carrera S Cabriolet

PETER WAXMAN

2013 911 Carrera S Cabriolet

KEVIN WILSON

2000 Race Car

ANNIVERSARIES JUNE 2023

25 YEARS

Scott Bellamy
Tom De grazia & Anthony De Grazia
Alan Ellison & Caroline Ellison
Steven Horst & Brigitte Horst
Thomas Sandell

20 YEARS

Bruce Barnum & Liz Talley
Daniel Basham & Sofia Basham

15 YEARS

Gary Boothman
John Horn
Mike Humphreys

Daniel Lund & Rachel Lund
Thomas Strotkamp & Pamela Nelson

10 YEARS

Todd Curtiss & Nancy Curtiss
Sidney Higa
Fergus Hudson
Richard Martens & Emily Ericson
Stephen Poore & Killian Poore
Richard Powers & Coral Powers
David Rutter & Gay Rutter

5 YEARS

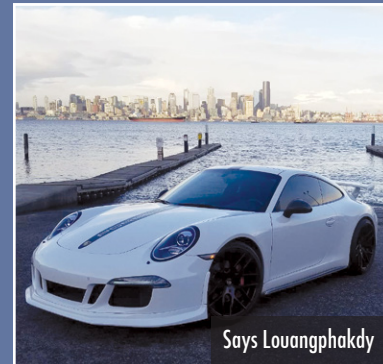
Mike Ashford
Walt Beran & Cole Beran

Ingvar Carlson
Todd Carter
Walter Duryea
Dean Faciane
Brian Forssman
Stewart Germain & Danielle Rawson
Steve Gray
Justin Hammack
Ricky Henderson
Charles McDonald & Kimberly McDonald
Felix Peguero & Anna Peguero
Sagar Rawal
Al Shott
Thomas Weible & Andrew Weible
Jeff Wong & Marilyn Lew

FEATURE
STORY

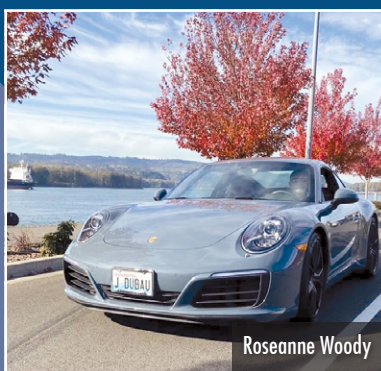
PHOTO CHALLENGE

Porsches and Water





Olen Ronning



Roseanne Woody



Darryl Deppe



Teresa Robinson



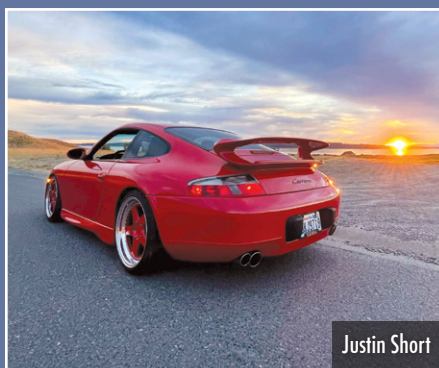
Mathew Hager



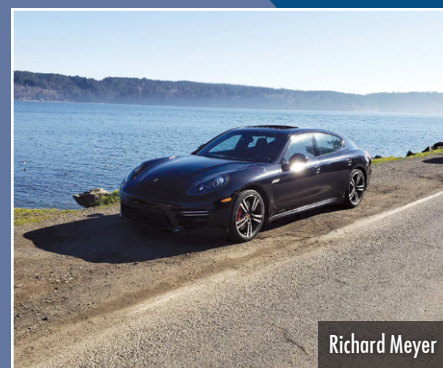
Patty Cochrell



Hiromi Bounds



Justin Short



Richard Meyer



Mike Kingma



Gary Barklind



Greg Staup



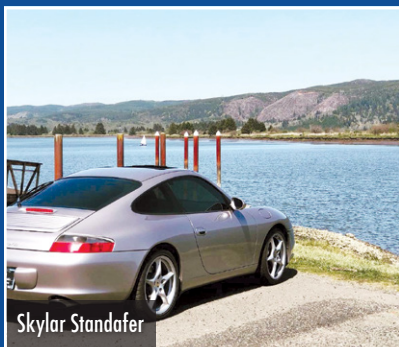
Tina Chau



Hiromi Bounds



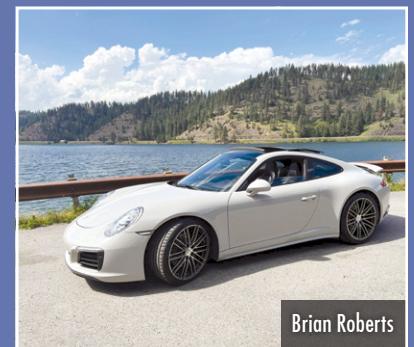
Bill Wilson



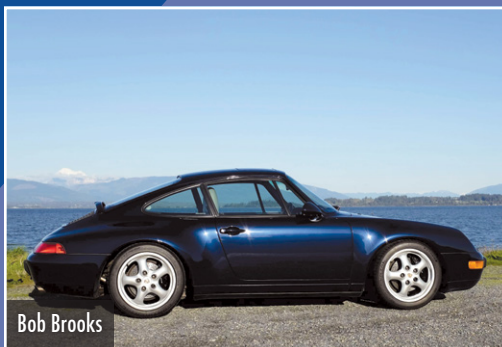
Skylar Standafer



Pat Pedigo



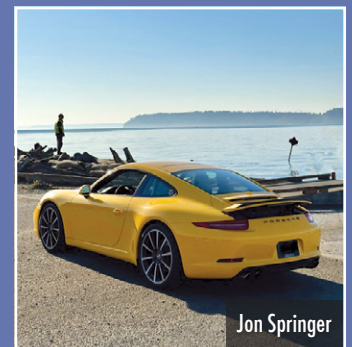
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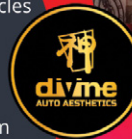
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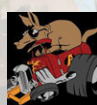


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