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● ISSUE 05 2023



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**PORSCHE**



Cover Photograph by  
Dan O'Connell



## TABLE OF CONTENTS

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**Caveat Emptor:**  
[pnwr.org/classifieds](http://pnwr.org/classifieds)

### Club Events

**7 TechEd: Patrick Long "In Person"**

## 12 Patrick Long: An American Champion

Duncan Newell muses about the long, winding road leading to Patrick Long's appearance with PNWR.

## 18 Tweety Pie Reimagined

With a blank canvas and little art direction, the Danielson's beloved lemon twist 356 coupe gets a whole new look.

## 26 The Porsche 993 RS: Good or Really Good?

Greg James describes his appreciation of the 993 RS, the best air-cooled 911 he's ever driven, and he's driven many.

## 32 Luftgekühlt Nine

Finally bringing the whole family together, water-cooled, the natural evolution of Porsches, will be included at Luft 9.

## 40 First Annual PNWR/CWR Ladies Tour: What Is That Gadget?

The Canada West Region joined PNWR for a great women's tour, as explained by Pam Mildenerger.

## 42 Photo Challenge: Porsches and Sunrises & Sunsets

PNWR members celebrate Porsches, sunrises, and sunsets with photos.

**4 Club Directory**

**5 Calendar of Events**

**5 Advertiser Index**

**6 From the President**

**8 Behind the Scenes**

**30 Let's Get Together**

**36 Tech Session**

**44 Willkommen!**

Volume 54, Number 5  
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Porsche Spiel (ISSN 0273-6330) is published bimonthly by Pacific Northwest Region, Porsche Club of America, P.O. Box 24241, Seattle, WA 98124 (1911 SW Campus Drive #483, Federal Way, WA 98023). Annual cost for Porsche Spiel is \$20 for Non-Region Spiel/Issues, \$30 for Non-Zone Spiel/Issues and complimentary for PNWR members of the Porsche Club of America. Periodicals Postage paid at Seattle, WA. Postmaster: Send address changes to Porsche Spiel/PNWR/PCA, PO BOX 24241, Seattle, WA 98124.

For missing issues, address changes or questions regarding mailing of the Porsche Spiel, contact the Membership Chair at [membership@pnwr.org](mailto:membership@pnwr.org). To place a display ad in the Porsche Spiel, for advertising rates and information, please contact Dan O'Connell at (425) 287-1336 [ads@pnwr.org](mailto:ads@pnwr.org). To place an ad in the Classified section (Caveat Emptor), go online to [www.pnwr.org/classifieds](http://www.pnwr.org/classifieds), or contact the Caveat Emptor Manager Dennis Coplen at (425) 825-0274 or [classifieds@pnwr.org](mailto:classifieds@pnwr.org). For all other Spiel/questions, contact the interim Spiel Editor Doug Andreassen at (206) 300-3701 or [spieleditor@pnwr.org](mailto:spieleditor@pnwr.org).

Statements appearing in the Porsche Spiel are those of the individual authors and do not necessarily constitute the opinions of the Porsche Club of America, Pacific Northwest Region, the Board of Directors, or the Porsche Spiel Editor. The Editor reserves the right to edit any/all material submitted for consideration for publication. The deadline for consideration for publication is 5 p.m. on the tenth of the month, two months (50 days) preceding the intended issue's publication.

Northwest Publishing Center  
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# CALENDAR OF EVENTS

## 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
- FRI 22-SUN 24** 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: Patrick Long "In Person" at Chris's German Auto Service
- SUN 29** Social: F1 Watch Party – Mexican Grand Prix at JJ Mahoney's Irish Pub

## NOVEMBER

- SUN 5** Social: F1 Watch Party – Brazilian Grand Prix at JJ Mahoney's Irish Pub
- MON 6** Board Meeting at Mercer Island Community Center
- THU 9** Social: Dinner at RAM Restaurant & Brewery in Puyallup
- SAT 11** Tour: Winter Tour #1
- SAT 18** TechEd: TBD
- SAT 18** Social: F1 Watch Party – Las Vegas Grand Prix at JJ Mahoney's Irish Pub

## DECEMBER

- SAT 2** NW Harvest Food Drive
- SUN 3** NW Toy Run at Pacific Raceways
- MON 4** Board Meeting at Mercer Island Community Center
- THU 7** Social: Dinner at TBD
- SAT 9** Tour: Winter Tour #2
- SAT 9** Concours: Judges Class at Chris's German Auto Service

Calendar of Events details are subject to change. Please visit [pnwr.org](http://pnwr.org) for the most up-to-date event information.

## AD INDEX

425 Motorsports	24
All City Convertibles & Customs Inc.	25
All Covered Painting	11
AutoThentiks	46
Baldhead Cabinet Co.	29
Berkshire Hathaway – George Butterfield	46
Car Storage – BP Racing	7
Bridgeview Brokers/Business Team	34

Bristow's Exclusive Auto Repair	46
Café Veloce	46
Cantrell Motorsports	7
Chris's German Auto Service	34
Convertibles Only	46
Divine Auto Aesthetics	46
Galileo Law PLLC	25
Haury's Lake City Collision	17
MAXRPM Motorsports	9
Metropolitan Detail	24
mShop	46
Myers & Company, PLLC	10

Park Place LTD	25
Park Place LTD – Alan D. Grana	25
Porsche Bellevue	48
Porsche Bellingham	2
Porsche Club of America	35
Porsche Tacoma	47
Queen City Auto Rebuild	29
Redmond European	24
Squire's Autowerke	17
State Farm – Christy Niemann	34
Sunmark Upholstery at Park Place LTD	46



## FROM THE PRESIDENT



### KEVIN NOUWENS

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**Board meeting minutes  
can be found at [pnwr.org/  
boardmeetingminutes](https://pnwr.org/boardmeetingminutes).**

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listings can be found at  
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## Falling leaves, and so much more

I hope you all have enjoyed what has been a wonderful Pacific Northwest summer and took every opportunity to exercise your Porsches on the plentiful warm, dry days. Summer may be winding down but as you will see in this issue of *Spiel*, much is yet to come in the following months. Speaking of the coming months, Porsche's don't melt in the rain, so keep driving them. I know I will.

First, some housekeeping, or as some might call it, modernization. As the *Spiel* team continues to focus their efforts on providing interesting and relevant content showcasing stories from and about our members and club activities, we needed to free up some pages. As such, you will now find monthly board meeting minutes published on our website in the Club section (login required). We are also retiring the print version of Caveat Emptor which has long been available as Classified Ads on the website in the Buy/Sell section. Both changes not only leave more room in *Spiel* for stories, but also allow you quicker access to up-to-date information. Links to both will be published in each issue of *Spiel*.

There is a lot more in store through the rest of 2023, with many social events, a few more Autocross, DE, and Driver Skills dates. And the tours never end, with the winter series

kicking off in November. Check page 5, or the event calendar on [pnwr.org](https://pnwr.org) for the latest updates.

Speaking of DE, I want to call extra attention to our October 14-15 event at Qlispe Raceway Park in Spokane, formerly the Spokane County Raceway. PNWR has not visited this track in many years, and we are excited to put it back on our calendar in partnership with the Inland Northwest Region thanks to the Kalispel Tribe's efforts to revitalize the facility. Qlispe is not only a fun track to drive, but it is conveniently located minutes away from first-class accommodations and dining at the Northern Quest Resort & Casino and is a short drive from downtown Spokane.

Last, but certainly not least, John Mueller and his team of dedicated volunteers are organizing the next annual Once in A Lifetime Tech Ed event to be held on October 28 at Chris's German Auto Service in Redmond. John hit it out of the park this year and is bringing Patrick Long to town. If you aren't familiar with Patrick, his racing career, or other endeavors, Duncan Newell, John Mueller, and Sydney Tanner's articles beginning on pages 12, 36, and 39 of this issue will tell all you need to know: This one is not to be missed! See page 7 or go to [pnwr.org](https://pnwr.org) for registration details.



## Much is yet to come in the following months... Porsche's don't melt in the rain, so keep driving them.





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## TECH ED Patrick Long "In Person"

**Saturday October 28<sup>th</sup> • 9:30<sup>am</sup> to 1:00<sup>pm</sup>**



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# BEHIND THE SCENES

## GREG JAMES

Seattle, WA

These cars are rare, very desirable, and not easy to find. They were never sold in North America.

The big challenge is finding the right one. For example, on-line auction site Bring-A-Trailer had a White 1996 993 RS for sale in Canada last fall. The car looked like it was in great shape with low miles and the seller claimed it had all original paintwork and no damage. The auction was moving along and toward the end the bidding was approaching \$300K. Then someone made a comment about the hex mounting bolts on the frunk being painted white. He pointed out that they should be brass colored. The question was then raised, "Has the car had paintwork done and was the trunk re-painted?" Suddenly the provenance of the car started to come into question.

Ultimately the car never got past \$300K and ended up unsold. Tiny details matter with rare cars like non-US RS models. I ended up buying a car that was in Japan from a well-known RS expert. It was one owner, no damage, original paint, and close to perfect with only 68K kilometers.

Best to go with someone you trust with a car like this!



Photograph by Gary Barklind



Photograph by Rob Beck

## PAM MILDENBERGER

Tacoma, WA

This is my first year coordinating a Women's Tour and it created a whirlwind of brain gear-shifting and maneuvering to pull it all together. Fortunately, former club tour planner Patti Lewandowski handed me a zip drive of tour information over a lunch get together to help me get started. Finding a Women's Tour lunch venue that can safely accommodate up to 33 Porsches and serve 60 women is the biggest challenge. In other words, the lunch venue is the first step of planning. Seems backwards, doesn't it? An Event sheet is created with tour details and is submitted to PNWR to get the tour advertised. To make things more challenging, I created a new route with my fiancé. Any changes in the route meant another drive. We drove and recreated our route over a dozen times. Cancellations by appointed Lead and Sweep drivers caused acceleration of my blood pressure to find qualified replacements! Then another change to that darn spreadsheet. Good thing I'm an Excel spreadsheet gal. By adopting a past tour route and having access to Motorsportreg.com made for a smoother ride in the end.



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## FEATURE STORY





# PATRICK LONG: An American Champion

Story by Duncan Newell and Photographs from the Porsche Archive

Once upon a time, in a far away land, the crisp, symphonic, and shifting melodies of a flat 12-cylinder engine wailing at full song penetrated my soul and forever changed my life's focus; to my awakening and entrance into the world of sports car racing.

My return to the reality of life back in the US brought finishing business school and weekends at Laguna Seca, Riverside, Willow Springs, Long Beach, Portland, and Seattle race tracks... and Porsches.

Trans Am, Can Am, ALMS, (American Le Mans Series), and IMSA (International Motorsports Association) made up most of the main venues, with SCCA races as a wonderful intro to the Pro series. My early years (20's) were with an A-Production team and our bad boy, a '69 454 Corvette spider. Now, I was not hanging on outside of a fence; I was in the pits and able to meet some of the greats who are legends today. Our team hot shoe was none other than

EFR (Elliott Forbes Robinson) who drove our car to the national SCCA championship in the mid '70's.

What does this all have to do with Patrick Long, you may wonder? I was always a legend in my own mind, able to drive with the best. Ha! Only when I moved to Seattle and began my involvement with PNWR's DE program did I find myself reduced to a humble chuckle and realize that I didn't even know what I didn't know. I had spent the first few years dipping my toes into the PNWR; first as Technical Education Chair, then adding responsibilities as Secretary. It was during this period that I felt a disconnection between members who preferred tours, social and autocross events, and those of us who loved driving on the racetrack to improve our mental and physical skill sets. I discovered the world of dance and rhythm on the track: slow and smooth is actually very fast. I discovered that I had so much to learn and that some of us are simply born with the innate ability to guide a car around a track smoothly and quickly. I then created

another platform from which to bring sports car racing to our membership with the formation of "Special Events". These events were those which didn't fit Technical Education's bylaw description, yet they involved road trips and event lodging discounts, airplanes, hydroplanes, racing and of course Porsches. Today's "Once in a Lifetime" Tech-Ed events have become a wonderful blending of Technical Education and Special Events under the masterful guidance of John Mueller.

Now, I don't know Patrick Long personally. I have met Patrick numerous times and immediately discovered he was mature way beyond his years: A great guy; savvy, focused, loyal, and very engaging. Patrick Long is one of the most versatile drivers who has raced many different series and car types over the course of almost two decades. Some seasons he raced in more than one series, sometimes numerous series together in one season. My recollections are intermingled, brief and each one was memorable in its own right. The exact dates may be off; however, the memories



are clear. Patrick has always been a true gentleman, professional, very articulate and clearly a great driver. He is certainly proving to be a fabulous ambassador for Porsche Motorsports and Porsche. The details of his career I will leave to his online bio and Wikipedia. As I've been tasked to share some of my own personal experience related to Patrick, I'll do my best to recall the timeline as accurately as I can.

Back to the topic at hand and how it came to be. In PCA/PNWR, I had met some wonderful people, some of whom became friends, who provided

building blocks of self-confidence on the track and motivation to become more involved in PNWR itself. They were mentors and driving coaches; Chris Powell, Ted Anthony Sr., Scott Bradley, Greg Fordahl, Don Kitch, Ted Anthony Jr., Steve and Mary Downing, John Robinson, and Ross Bentley to name a few. These individuals were instrumental in helping me achieve my dream of being able to confidently set up and guide my car around a race track at speed; feeling the feedback from the tires, suspension and overall setup while making unconscious,

in-car adjustments to the ever-changing temperature, traffic and track conditions.... all without the aid of electronic assistance.

We are now in the early to mid 2000's; technical advancements are coming at us at light speed and the cars are getting so much faster with more and more "nannies" (electronic aids which integrate braking, drive and engine systems.)

I had heard of this young American driver who had become the youngest Porsche Factory Driver in 2003 after a very successful karting and open wheel period in Europe. Put this guy behind the wheel and he could drive! In 2002 Patrick Long was one of only six final drivers in the Red Bull F1 Driver Search Program and it was here he was recognized by Porsche. In 2003 he debuted as a UPS Porsche Junior factory driver in Germany's Porsche's Carrera Cup series. At the end of this season, he made his ALMS debut finishing fourth in GT at the Petit Le Mans. His GT portfolio was building quickly and along with Jorg Bergmeister and Sascha Maassen won the first 24 Hours of Le Mans as a rookie with Peterson/White Lightning, driving the 911 GT3 RSR.

From early on in his career when I heard he was driving the UPS sponsored Porsche Carrera Cup car, I had been following his success. Then the ALMS Series, Alex Job Racing (AJR), Patrick, and Jorg

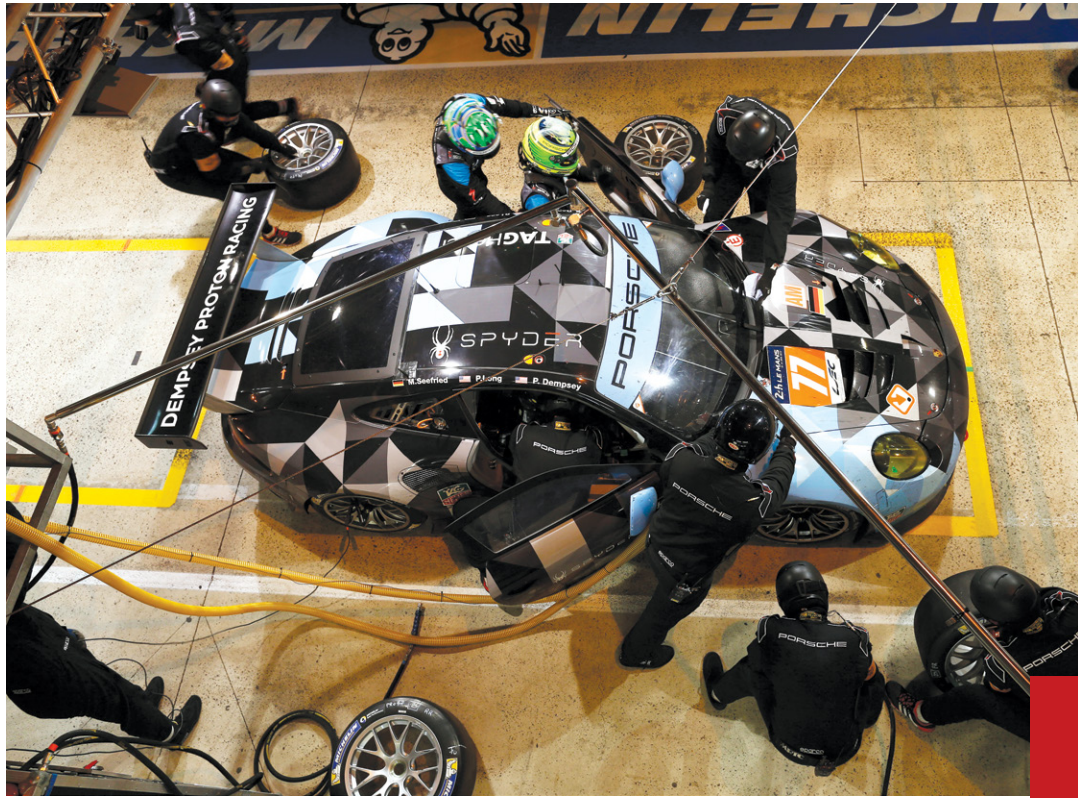




were scheduled to come to Portland International Raceway. I simply had to be there! I had to see if there was a way to share my enthusiasm with the Club's membership. So I reached out to Greg Fordahl, who was working for Alex as Chief Engineer. The "AJR Saturday Pit Tours" were born. The years blend together so I think this was around 2004-2005. I arranged with Greg and Alex to lead groups of ten over the pedestrian bridge from the PIR parking lot into the Pro Pits for an up close and personal tour led by Greg, Alex, or his lovely wife Holly. We were able to chat with Patrick and Jorg as they compared data and joked as to who was 'really' braking later, etc. The participants were able to sit in the cars, take pictures and learn all they ever wanted to know about suspension setup, tires, and how the entire front brake systems could be changed out in a few minutes with just a couple of bolts.

It was, I believe, in 2005 and 2006 that Patrick was also driving for Peterson Motorsports/White Lightning in the ALMS (GT3RSR) as well as AJR in the Rolex Grand AM Series driving an AJR/Daytona/Prototype/Porsche Crawford, as their test driver. As his bio supports, Patrick, in 2006, achieved more wins than any other Porsche Factory driver!

It was in 2007 that Patrick was named to Roger Penske's #6 Porsche RS Spider for the 2008 ALMS season. I immediately started planning another 'Special Event' when I confirmed that PIR was on the ALMS schedule. Portland International Raceway presented an exciting opportunity to chat with Patrick and get to see the Porsche Spider up close. Mmmmm...well maybe not too close...This car and the Audi diesel LMP1 R10...all were shrouded in secrecy! Every time I would slowly creep up behind the Porsche/Penske pit tent (there's a visual), the techs would tighten up their circle and make sure to hold tarps up and over to block any notetaking, prying eyes, or photo opportunities. Patrick was ever the professional and managed to keep me away, yet answered my many questions. To not only hear him explain the nuances from a driver's perspective and see the sparkle in his eyes, the grin on his







face simply added depth and honesty about his passion.

It was an amazing weekend! To see the Audi's diesel LMP1 R10 and Porsche Spiders battle it out on Portland's track was nothing short of breathtaking. The Penske/Spider was akin to a colorful hummingbird; wickedly fast down the back and front straights and ever so nimble through the corners. Though they both were in relatively early development, the Audi diesel was still "appearing" a bit sluggish in the corners, yet blazingly fast down the straights. As we know looks can be deceiving, for the Audi R10 qualifying no higher than P4 with the sister car in P5. Yet both Audis swept the race, finishing two laps ahead of the P3 Lola of Butch Leitzinger.

For a number of years, I had also been attending the Rolex 24Hours of Daytona. The prototypes were being developed and Porsche had teamed up with Alex Job Racing for their efforts. I was following and later caught up with Alex/AJR when Patrick was splitting his time between the Rolex Grand Am and the American Le Mans series. To be able to chat briefly with a number of the drivers was eye-opening, especially at Daytona in the food tent where everyone congregated for some food and downtime.

2009 had Patrick reunited with Jorg Bergmeister driving the #45 Flying Lizard Porsche GT3 RSR in the Rolex 24 Hours, winning the GT class along with multiple wins in ALMS giving him and Bergmeister 15 career wins together.

2010 provided Patrick his second consecutive and third career

ALMS GT Drivers Championships, again driving with his longtime friend Jorg. For the next decade Patrick simply did one thing: Win! From the Triple Crown of endurance racing – Le Mans, Daytona, and Sebring – to overall wins in cars ranging from GT to Prototypes to the 911 GT3 R Hybrid.

I have followed Patrick vicariously, catching up with him at the various Rennsport Reunions (II – VI) to say hi. Today he is retired from professional racing, however, that didn't stop him from jumping on a Porsche Super Tractor in 2018's Rennsport Reunion VI, then into a 917-30! Or organizing his Luftgekühlt, an annual gathering he created in Los Angeles for vintage 'air-cooled' Porsches. Patrick is a great communicator who has the unique ability to chat with customers and enthusiasts as easily as he discusses setup with his race engineer. He still

exudes a passion for driving and his role as a Porsche ambassador is well served. His racing record speaks volumes for itself. As Motor Trend once said, "...he's so proven himself worthy of entree to a select American fraternity of Porsche factory drivers that includes legends such as Dan Gurney, Peter Gregg, Al Holbert, and Hurley Haywood. At the same time Long also insinuated himself into the corporate culture by representing Porsche at events designed to burnish the brand."

I've been privileged to meet Patrick, though briefly, numerous times. It will be good to see him again at this coming October's 'Special Event'!

PS This should be required attendance as Patrick Long will be representing Porsche; its history, its passion and its future for many years to come!!







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COVER  
STORY

# TWEETY PIE

Story by Sydney Tanner

Photographs by Dan O'Connell, Ian O'Connell, and Sydney Tanner





# Reimagined







ate last summer, as I was strolling through Instagram, I saw a post of the most beautiful 356 art car I had ever seen. The picture was taken outside the Capital Reef National Park entrance sign in Utah. The image was serene yet commanding in its presence. With the car poised just off the side of the road, “Tweety Pie” jumped off the page glowing in the sun with a stunning landscape of red domes, arches, and cliffs in the background. I noticed this 356 belonged to longtime PNWR member Rick Danielson and I immediately contacted him for the backstory on how this car came to be because I was instantly smitten!

Over the next several months I learned that Rick and Sally Danielson were avid members of the 356 National Registry Club. Having owned more than a dozen of that particular model, they were no stranger to the Porsche brand or PNWR community. In fact, if you have visited the 75th Porsche Anniversary collection at The America’s Car Museum in Tacoma, then you have seen one of their other cars they own, the 1956 356A blue Carrera Panamericana rally-prepped coupe.

The love affair started in 1972 when Rick’s friend, Mike Davis asked him to go for a spirited ride in his 1956

speedster. After that first thrilling ride, Rick knew he needed to have a 356 of his own someday. Fast forward six years later and that’s when Rick acquired his first of what would be many bathtub cars. In his own words, “A little history, my wife and I have owned Porsches since 1978...more 356’s than any other model. We drive our cars and this particular one we have owned since 2006. It had been painted a non-factory color on the exterior in 1968 by a PO (previous owner) a bright yellow Plymouth color called Lemon Twist.”

He goes on to say, “During our ownership we have traveled with other like-minded 356 friends. This car has taken us reliably to thirty-nine states and 6 Canadian provinces, numerous national parks, and monuments, historic civil war battle fields and other places of significant history and interest. One of which included over 8,000 circuitous scenic miles from Seattle to Nova Scotia via Savannah GA.

It is our favorite car for long distance travel adventures. We like to wander the lesser travelled two-lane highways and scenic backroads and with all of this traveling it had created much road rash and some paint fade. So, the last couple of years my friends chided me about getting the car repainted. Maybe back to factory Champagne Yellow was





the suggestion. But, after more thought and some serious and not so serious deliberation, I had a few discussions with another 356 enthusiast and close friend and the final decision was to have his son, Zak Barnes, an artist paint the car."

With a blank canvas, and minimal art direction Rick and Sally shipped Tweety Pie in October 2021 to Zak's home studio in Kansas. Having never painted a car before let alone a Porsche, Zak was excited and up to the task as he too grew up with the marquee. In keeping with his style of bold colors and large broad-brush strokes, he set out on what would become an eight-month journey of commemorating the Danielson's beloved memories and moments in time. As Rick explains, "The theme would be some scenes to commemorate our travels in the car and some images representative of his choosing along with our interests. How do you tell an artist what to paint? You don't! We just left it up to Zak to paint as he chose and to do what he enjoyed. He had never painted a car before, so this was an adventure for us all. The only requirement I suggested was that I wanted folks to do at least three laps around it when they saw it!"

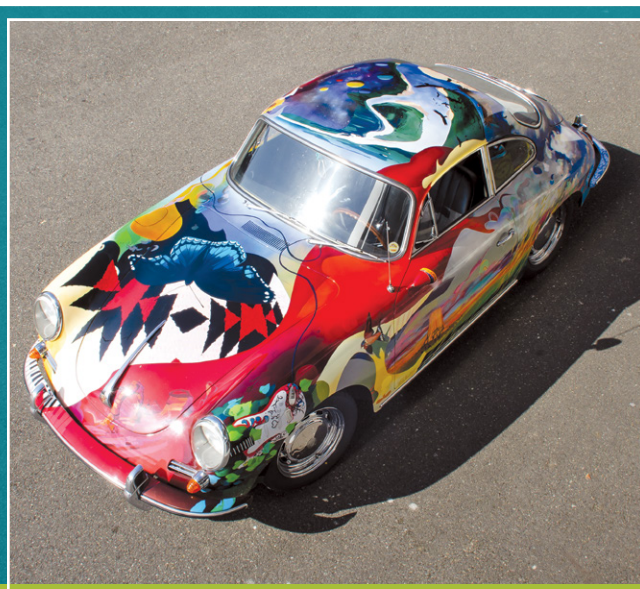
And boy was it mission accomplished. The first image I



saw immediately was the picture of the dog with her face to the wind on the passenger side front panel. As I was chatting with Sally, I asked her about it and she said, "oh that's Roza, our two-year-old golden retriever. That way she can always come on our trips with us." I then saw a guitar and Rick explained it was in honor of Jimmie Hendrix's white Fender Stratocaster that he saw him play live in concert in '69. If you look closely, you can even see the black cable for the amp as it winds its way over the bonnet underneath the windshield to the passenger door.

The next image that jumps out to me is the flying crane. Rick shares the story of how he and Zak's dad would go to the sandhill crane convergence in the "Town of Flyovers" Kearney, Nebraska to witness the annual migration from the south as the cranes roosted in the North Platte River Valley on their way back to Canada. To hear hundreds of thousands of them at night vocalizing their loud rattling bugle calls, and then to see them all launch flight at the same time is a remarkable sight like no other.

Zak also left a little of himself by adding the big voluminous sky with cumulus clouds and wheat fields that







represent the Kansas landscape. There is also a sunflower to represent his state. Add to that the appreciation for Navajo blanket art on the front, the infamous Arches National Park and Devil's Tower National Monument, a memory of a monarch butterfly and my own personal favorite, the agave cactus on the back which represents their unapologetic fondness for damned fine tequila.

As the colors flow and each layer reveals itself, I see texture on the fenders, a checkered flag almost hidden by the model C engine lid twin grilles and copper metallic hues that mesmerize in the morning light. And just when I think I have seen it all, as I look inside to admire the wood steering wheel, instead, I found a treasure trove of magnets that are survey markers from the nine national parks Tweety Pie and The Danielson's have visited. That is the one place they left the full lemon twist color on display, the magnetic steel of the glovebox and full interior dash.

However, that's not all. While we were chatting at the photo shoot, Sally mentioned they had eight more P-cars and that their garage was full. So, I immediately asked if we (Dan, Ian, and myself) could see their other cars in their collection knowing we were in close proximity to their residence. After a brief chat with Rick, we all set off to their home to see what other hidden works of art and precious metals were hiding in plain sight.

And what a treat that was! Lo and behold, Rick and Sally have one of the coolest garages in town. As they pressed the open button to the unassuming detached garage doors, we were immediately greeted with walls lined with vintage rally plates and rare Porsche posters. There were two speedsters, a roadster, a motorcycle that instantly caught Dan's eye and another to die for coupe sitting inside. I could not help but admire their working garage. As an avid collector of all things Porsche, I found myself marveling at the multiple display cases that held car badges, special occasion keychains, and toy cars. Spare parts were







meticulously organized in every corner. Rick even had a collection of luggage racks and wood steering wheels ready to go in case someone needed a part or two. Fair to say, he's well known in the Registry community as the guy that can help you find whatever you are looking for when it comes to all things four til four (the time on a clock that represents 3:56) and if he doesn't have it, then he'll hunt it down for you with an occasional finder's fee.

After spending a few hours with the Danielson's, I was getting ready to say goodbye, and I asked Rick, out of all the cars he has owned, if he could only keep one which one would it be, and he said without hesitation, Tweety. I asked if it was because of her fresh new look and he said, no no.... It was because she was the most reliable and best handling 356 coupe he had ever driven. With over 150K miles on her, he had the utmost confidence she would hold up in any environment and that was the car he wanted himself and Sally to travel these panoramic back roads in.



## About the artist, Zak Barnes, in his own words:

I grew up with a window into the Porsche world through the passionate eyes of my father. He is active in the 356 community, and so is Rick, Tweety Pie's owner. I am a professional fine artist and Rick learned of my work through my dad and Instagram @zakbarnesartist. He became a fan; I make figurative, landscape, and abstract oil paintings with a unique style. I am also a handy guy; I built a few houses before my art career. Some of my earliest lessons of design, engineering, and building were watching my dad restore his Porsches in his shop.

When Rick first contacted me about painting his car, I was excited but very hesitant. He gave me his full trust and little direction. It was a big leap of faith on his part! I had never painted on a metal surface, and this wasn't just going to be some kind of temporary "art car" experiment. I knew it was a big project to undertake and that it would be judged by the Porsche community – I felt the pressure. I wanted to do it right, and I knew there would be a steep learning curve.

After I agreed, I built an insulated and ventilated room under my fine art studio. My studio is in a 90-year-old barn with an open lower level that was once used to feed dairy cattle and house tractors. I gave myself a crash course in automotive painting and figured out the best products to use and techniques to apply the paint. Rick stripped the car down and shipped it across the country to us, and it was on. I battled the intense temperature and humidity swings of Kansas for months longer than expected, but in the end, it turned out great. I was lucky to have my dad as a local expert resource. After months in Kansas, Tweety Pie returned home to a very happy Rick.

I really enjoyed the project, and now it may be my most widely appreciated work of art. It is fun to think about how many people see it versus one of my paintings on a wall. I like the fact that it turns heads everywhere it goes, you can't help but look at it. There is a little something for everyone on this car unless you are too serious to enjoy the fun of a Porsche with a mural on it. I would definitely do some things differently if I were to do it again, but I feel that way about all of my work. Who knows, maybe I'll do another one someday. My time with Tweety Pie was definitely an interesting chapter in my life, and it has been really fun to share this whole process and the results with my dad.














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FEATURE  
STORY

# THE PORSCHE 993 RS: Good or Really Good?

*Story and Photographs by Greg James*







If you're like me, there's something about the air-cooled 911 that holds your attention and keeps you coming back for more. Sort of like your mom's comfort food when you were young or the way that favorite pair of faded jeans feel. It's called nostalgia, and we're all susceptible to it. Over the past 35 years, I've owned a dozen Porsche 911's. All air-cooled. It started with a Bitter Chocolate 1976 911S in the mid-1980's. After that, it was a couple of 3.0 SC cars, four 3.2 Carreras, and then a big jump – bypassing the 964 – to a 993 Coupe in Guards Red. I'm not sure why I skipped the 964, but I recall being instantly smitten by the shape of the

sleek new 993 when I first saw it. With all-new multi-link rear suspension (VS torsion bars in previous 911's), a 6-speed transmission, a revised front end, and many other upgrades, the 993 looked and drove like a significant leap forward. With the introduction of VarioRam in 1996, the 993's smooth 3.6 mill became just that much more trackable and 35 horsepower up on the 964 before it. All this and no driver nannies like traction control made for a wonderfully spirited drive that still felt "old school" in a then-new car. Ah, heaven.

Over the course of a couple of decades, I owned four 993's, including three normally aspirated (N/A) models and a 1996 twin turbo.

All were reliable and possessed the attributes Porsche 911s are famous for: reliability, a reassuring "clunk" when the door is closed, and the wonderful aural shriek from its unjacketed flat six as it approaches the redline.

As much as I enjoyed all my 993's, there was always one that was out-of-reach and forbidden fruit in the US: The 1995/96 993 RS. Like all former RS (Rennsport) models, it was lighter, more powerful, and more focused than a standard 911. It was also stripped of most creature comforts and not available in the land of Big Macs and Big Gulps. The 993 RS was a purpose-built track car for the street, and only 1014 were made. Far less than the 964 RS (2282 examples) and 1973 2.7 RS



(1580 cars).

If you accept the idea that each new model at Porsche is an improvement over the cars that came before it, then the 993 would be the most advanced and refined air-cooled 911 series. Discount the blown models and logic, therefore, suggests the 993 RS is the best of the best. The greatest air-cooled N/A 911 to ever come from Stuttgart?

My car shipped from Japan and arrived at the port of Long Beach, California, in early January. It was sourced by well-known Porsche marque expert (and SCM contributor) Prescott Kelly. Japan has a reputation as the best hunting ground for RS models these days, as drivers there typically treat them as glorified street cars as opposed to track weapons to be thrashed on weekends. The car was then shipped to Jeff Smith in Bend, Oregon. Smith, an expert on Porsche RS, RSR, GT2, and Clubsport models, performed a major engine-out service and addressed any and all details that needed attention. From there, the car was shipped to Rothsport in Portland for alignment.

The Polar Silver 993 RS arrived in the Seattle area in mid-March.

One of the first surprises with the 993 RS is its old-style key. No FOB, no central locking, no alarm. Just a key to unlock the door. How quaint! After that, you also notice no radio, no sunroof, no inside door latches, no rear seats, no 5-way adjustable leather seats (lightweight Recaro buckets instead), no dome light, and no electric mirror adjustments. The car is spartan! It also has lightweight glass and an aluminum frunk. All told the weight savings make the 993 RS about 300 lbs lighter than a standard US car.

I turn the key, and the engine whirrs to life with a very metallic mechanical sound that permeates the cabin through the thin carpet sans sound deadening. Yes, it's quite loud, but not horribly so. At 3.8L, its mill is also bigger than the standard 3.6L 993 motor and manages to make 300HP compared to the 3.6's 285. I wonder... will I notice much of a difference on the road? I put the car in first gear and instantly detect a slightly notchy feel. I then remember that Jeff Smith pointed out that the RS has a Homologation gearbox with all gears loose on the shaft allowing for quick ratio changes. Makes sense. Racers often need to make adjustments. As I ease the clutch

out and add some fuel, the RS surges forward. It feels very alive right from the start. Much more alive than my memory of the previous 993's. Once warm, I start to push it a bit, and the more I push it, the better it gets. The steering is quick and precise. The RS changes direction effortlessly, and compared to former air-cooled 911's, you'd swear the car was mid-engine. The chassis is stiff, and the suspension seems perfectly suited to the rest of the kit. In fact, the whole package feels incredibly sublime and perfect. And I've only been driving it for an hour!

I spend more time driving the car on that first day, and any doubts I might've had about its ability to impress and justify its rarity and dearness disappear. It's far and away the best air-cooled 911 I've ever driven. I'm reminded of something Prescott Kelly once wrote when describing another RS "Some people read the specs and said, 'That's not so special.' But then they drove the car. The whole was surprisingly better than the sum of the parts. The handling was almost perfect old-school Porsche, and the power-to-weight ratio was more than inspiring...."

I couldn't have said it better.



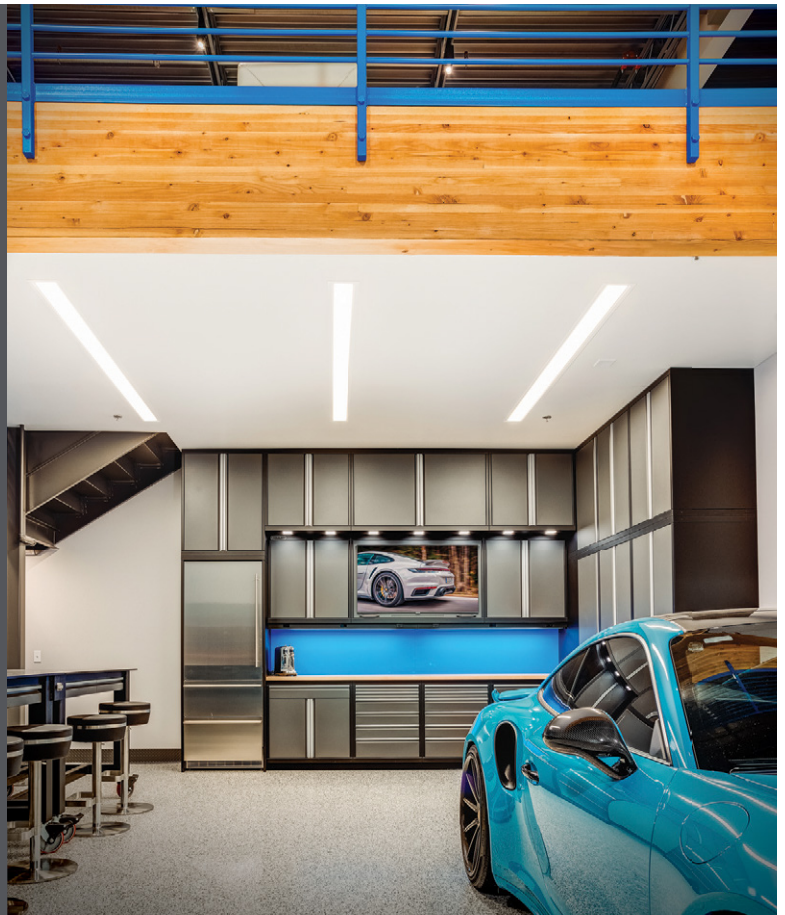


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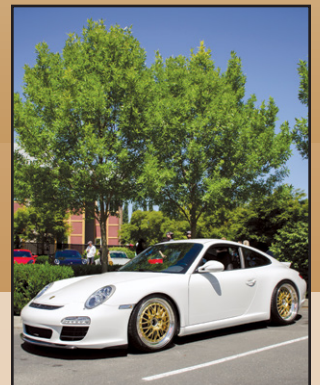
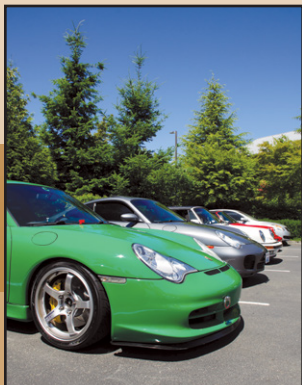
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## PNWR Meetup at **BLACK RAVEN BREWING**

*Story and Photographs by Dan O'Connell*

On a warm July Sunday, Porschephiles from far and wide descended into Woodinville, destination the Black Raven Brewery, for what's becoming THE meetup event of the summer. In the parking lot, over 160 Porsches from various eras, from vintage to modern. Spilling out of those Porsches, club members and other fans of all things Porsche to partake in libations poured by the fine folks of Black Raven. Several food trucks onsite to pair that with, along with music provided via a DJ spinning tunes. Socializing and gawking at cars, the most important part of the agenda and plenty of that at hand. All around a fantastic event, see you next summer!









FEATURE  
STORY

# LUFTGEKÜHLT 9

*Story and Photographs by Sherwin Eng*

**A**s the name implies, Luftgekühlt is Air Cooled. But Luftgekühlt 9 will now include the other half of the family, the Water Cooled, Wassergekühlt side.

The Luftgekühlt 8 was in Oct of 2022 and now Luft 9 was scheduled in May 2023. Historically Luft was in the spring, the pandemic put Luft 8 to the fall. Patrick Long's premiere event has turned into a "GO TO" event for all Porsche fans. What comes to mind is

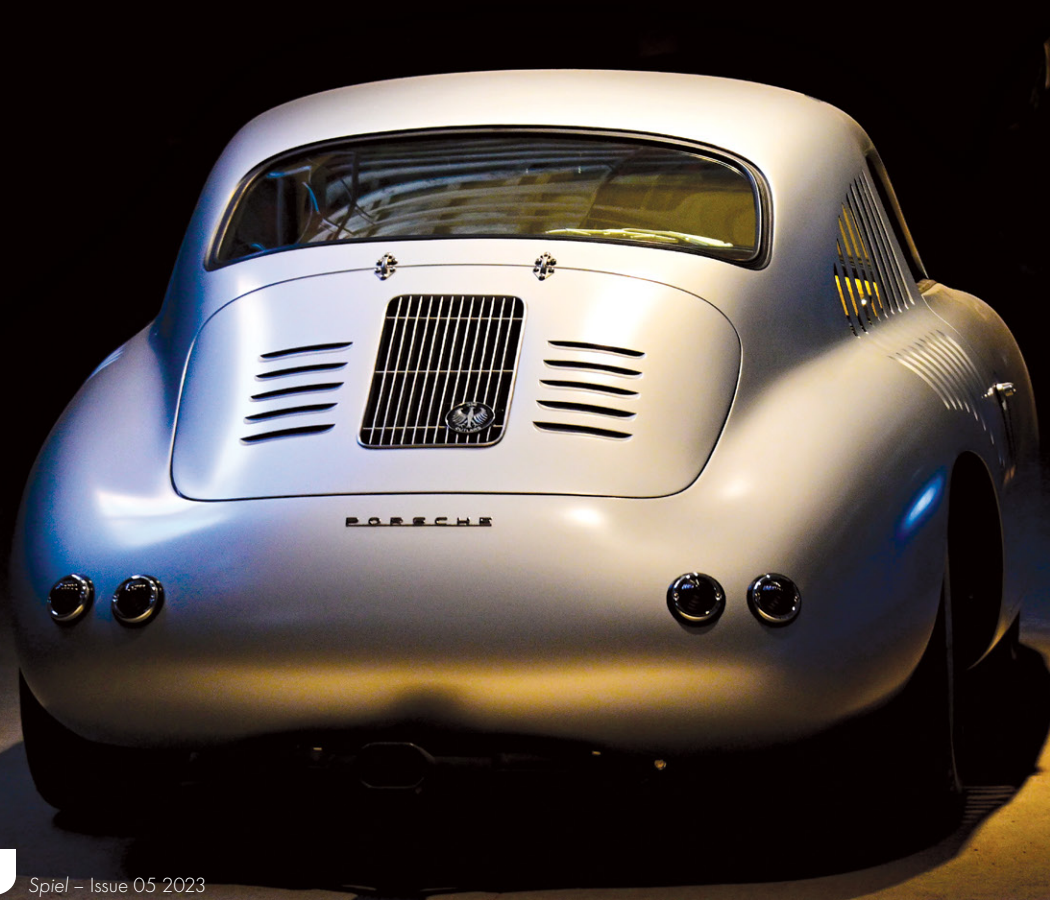
if the last Luft was only 8 months ago, what could be different? To come back to its spring date, it clears our calendar for Rennsport 7 in the fall. Luft 9 was going to be held in Northern California area instead of the previous year's LA area.

9's location was at Mare Island in the east bay side of San Francisco Bay. The layout was more spread out than last year's San Pedro locations and Mare Island is on the water with shipping cranes and industrial brick warehouses areas as a backdrop to

display the cars.

Jeff Zwart does the positioning of the cars, I have learned that he takes the positioning of the cars as if it were going to be photo shoot, always studying the light that falls on the cars. What that translates to is with your camera or phone, you'll get a great shot.

Luft 9 expanded to a 2nd day that includes the water-cooled generation of Porsches. The new prototype contender the 963 was on display, Carrera GT and the 918 along with







the latest GT clan of the family. As standard with the previous shows, all participants apply for a spot to display their car, the Water-Cooled part of the family was on proud display. Those attendees were as good as, if not more, the traditional air cooled on Saturday.

The previous Luft's honored the beginning heritage of the Porsche cars. The transition to water-cooled first came with the 924, 944, and 928. 1997 was transition to all water-cooled production line, taken water as a natural evolution of mid and

rear engine Porsches. How can the next gen Porsches be special? 25 years later and the performances are monumental. Water-cooled cars, being more contemporary in nature, tend to go unnoticed because they are always around us and are driven more daily. As you go through Sunday's collection, GT3's from the 1996 to the 1992, the latest GT4 RS's, 1998 GT1 Le Mans cars were proudly displayed.

A friend driving his red GT4 was attending the Sunday event as a spectator; driving in, following other

GT cars into the venue, eventually found himself being ushered into a warehouse. Still following and taking directions from the parking person, he realized it was Jeff Zwart showing him where to park, he was now mistaken as a participant in the show. Thankfully he did wash his car.

Gauging the reception of the water-cooled part of the family, it looks like it worked; it brought the whole family together. You can't leave the rest of the family from the dinner table now.







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*Photographs from the Porsche Archive*

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- See a famous Porsche race car like Patrick raced.

## Who is Patrick Long?

Patrick is one of the most accomplished sports car drivers of his generation. From 2003 to 2021 Patrick served as the lone American driver on Porsche’s roster of factory drivers.

Patrick has won some of the world’s biggest sports car races – 24 Hours of Le Mans, Rolex 24 at Daytona, 12 Hours of Sebring, Petit Le Mans, and the 12 Hours of Bathurst.

Currently Patrick is a Brand Ambassador for Porsche Cars North America and a Competition Advisor for Porsche Motorsport NA.

Patrick is the creator of Luftgekühlt, a celebration of air-cooled Porsches, Luftgekühlt has become one of the most anticipated auto events with its unique blend of historically significant Porsches, unique venues and lifestyle elements.

## Patrick’s accomplishments

### Major Championships

- 3-time ALMS GT2 Driver’s Champion (2005, 2009, 2010)
- 2-time Pirelli World Challenge GT (Overall) Driver’s Champion (2011, 2017)
- IMSA Endurance Cup Driver’s Champion (2014, 2021)



### Major Sports Car Wins – GT2/GT/GTD/GT3

- 28 IMSA wins (through 2020)
- 12 Pirelli World Challenge wins (through 2019)
- 3 FIA World Endurance Championship wins (Fuji 2015; Mexico City, Bahrain 2016)
- Two 24 Heures Du Mans wins (2004, 2007)
- One Rolex 24 at Daytona win (2009)
- Three 12 Hours of Sebring wins (2005, 2014, 2020)
- Three Petit Le Mans wins (2005, 2006, 2007)
- Liqui-Moly Bathurst 12 Hour Pro-Am Class (2017)
- Monterey Sports Car Championship win (2005)
- One FIA GT Festival Bahrain win (2004)
- First victory in competition for Porsche 911 GT3 R Hybrid at 1000kms of Zhuhai, China (2010)
- First overall victory for Porsche 911 GT3 R Hybrid, VLN Masters, Nürburgring Nordschleife (2011)

Patrick has... 147 IMSA Starts and has competed in NASCAR – Off-Road & Vintage races.

## Automotive Scholarship Charity Event!

Over the past 7 years the PNWR has donated \$95,000 to 45 students at LWtech in Kirkland & Shoreline Community College

### PNWR exclusive...

The PNWR is the ONLY Porsche Club doing this type of event. Many attendees travel from: Canada – Idaho – Montana – Oregon – California & Arizona to attend. Patrick’s event will be the 7th PNWR “Once in a Lifetime” TechEd.

### Previous guests of honor...

Andy Pilgrim – John Horsman – Vic Elford – Derek Bell – Hurley Haywood & Brian Redman





### Why attend?

Attend for the same reason you attend ball games, concerts, and the Indy 500. You want to experience the event and see great performers in-person. You hope to meet the performers and see what makes them exceptional. Speak with people who attended the 6 previous events, they KNOW: Andy – John – Vic – Derek – Hurley and Brian. They saw their cars... 917 – 908 – 962 & GT-1 that have a special meaning.

### You DO NOT need to be a Porsche Club member to attend.

Members of other car clubs are invited. PCA members from other regions are invited. The public is welcome, bring

a guest. Bring your son or daughter, help them dream. This is "Living History" and the fertilizer for dreams! Give your children the opportunity to hear how the dreams of these exceptional people have come true!

I hope you now understand how: Special – Rare and Unique this Patrick Long event will be!

### Want to know more?

Click on... [patricklong.com](http://patricklong.com)

Click on... [Luftgekuhlt.com](http://Luftgekuhlt.com)

### Pre-Register & Pre-Pay

Click on... [msreg.com/PNWRPatrick](http://msreg.com/PNWRPatrick)







# Patrick Long and Luftgekühlt: *A Passionate Journey Through Porsche Heritage*

Story by Sydney Tanner and Photograph from the Porsche Archive

**W**hen it comes to Porsche, few individuals embody the spirit and legacy of the brand quite like Patrick Long.

Renowned as a professional racing driver, Porsche ambassador, and co-founder of the celebrated automotive event "Luftgekühlt," Long has dedicated his life to the pursuit of all things Porsche. With his unwavering passion and deep appreciation for the brand's heritage, Long has become an influential figure within the Porsche community, inspiring enthusiasts around the world.

Luftgekühlt, which means "air-cooled" in German, started in 2014 as a casual gathering of friends and enthusiasts who shared a love for the classic Porsches that were powered by air-cooled engines, from the Pre-A 356 to the 993-model line. Since then, it has grown into one of the most anticipated and acclaimed auto events of the year,

attracting thousands of attendees and hundreds of rare and unique Porsches to various venues across the US and beyond.

What sets Luftgekühlt apart from other automotive events is its emphasis on curating unforgettable experiences. Each Luftgekühlt gathering takes place in a unique and unconventional location, ranging from industrial warehouses to picturesque outdoor spaces. The event is carefully designed to showcase the diversity and beauty of air-cooled Porsches, with a focus on quality over quantity. Attendees are treated to a visually stunning display of rare and meticulously restored Porsches, coupled with live music, art installations, and delicious food and beverages.

Beyond its visual splendor, Luftgekühlt also fosters a sense of community and camaraderie among Porsche enthusiasts. It serves as a meeting point for owners, restorers, collectors,

and admirers, offering a unique opportunity to connect with like-minded individuals who share the same passion.

Even though Long is still involved in racing, it's in a different way. He works with Porsche Motorsports North America and Porsche Cars North America on various projects, such as developing new products, coaching young drivers, and promoting the brand. He also participates in some races that he finds interesting or challenging, such as the Baja 1000, NASCAR, vintage racing, and endurance racing.

Patrick Long is not only a successful racer, but also a visionary entrepreneur and a passionate ambassador. He has created an event that brings together people from different backgrounds and generations who share a common love for everything Porsches. Luftgekühlt is more than just a car show; it is a celebration of life. 🐾



FEATURE  
STORY

# First Annual PNWR/CWR Ladies Tour: What Is That Gadget?

Story by Pam Mildener

Photographs by Pam Mildener and Ellen Thayer







**P**acific Northwest Region was excited to host the First Annual Ladies tour on June 3rd joining up with our PCA sisters from Canada West Region for a tour and lunch! 34 beautiful Porsches with 17 ladies from Canada West and 39 women from PNWR.

Tour leaders from both regions, Pam Mildenberger from PNWR and Nancy Mao and Tracy Maine from Canada West Region, planned a fun

and memorable get together to meet our Porsche enthusiast ladies across the border.

Kelly McCann from Roger Job's Bellingham Porsche greeted us at the end of our tour at Chuckanut Manor with a swag gift for each driver! Everyone was excited for the dealership's support to receive a pretty Porsche gift bag! There were many guesses and laughs for what the little black round gadget was! Can you guess what it is? Cause we are



not telling you! Ha Ha. We now know what the gadget is after we asked.

Wish we had a sound meter for the lunch room area as all 56 women chatted and laughed! The staff at Chuckanut Manor were fantastic and took great care of us all. Plus, the view and food were delicious!

We look forward to Canada West Region hosting PNWR for next year's Ladies Tour where we will venture across the border to tour some fantastic roads and enjoy lunch in Canada together. 🐾



FEATURE  
STORY

# PHOTO CHALLENGE

## *Porsches and Sunrises & Sunsets*



Andrew Lakes



Olen Ronning



Hiromi Bounds



Chris Wiseman



Toby Tuor

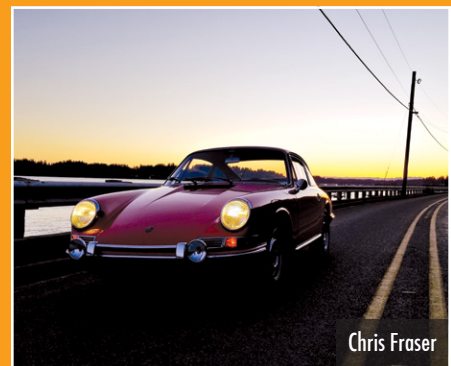


Giancarlo Lucia

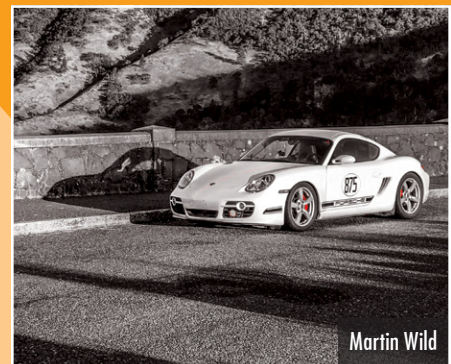




Darlene Gorgonia



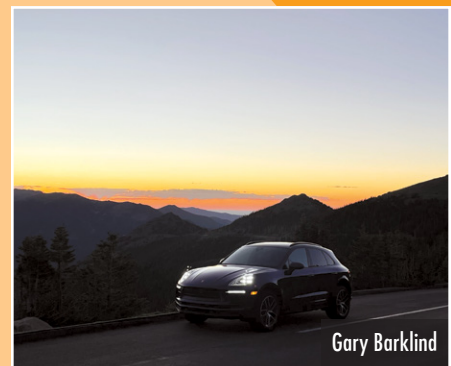
Chris Fraser



Martin Wild



Olen Ronning



Gary Barklind



# WILLKOMMEN!



## **BILLY and JULIE SHOTT**

Membership Committee Chairs  
membership@pnwr.org

## **NEW MEMBERS JUNE 2023**

### **ADAM BAKER**

2010 911 Carrera 4

### **SOTIRIS BEKRIS**

2016 911 Turbo S

### **LINDA & KEN BOWEN**

2015 Boxster S

### **MARK BREMEN**

2000 Boxster

### **GREG COSGROVE**

2007 911 Carrera

### **ERIC & ELSTON DAMERON-DREW**

2001 911 Carrera Cabriolet

### **BURKE DE BRIERE**

2018 718 Boxster S

### **DAVID DEPTA**

1967 912

### **SCOTT DICKENS**

2003 911 Turbo

### **JEFF DOYLE**

1983 911 SC

### **CORTNEY ERIN**

2021 Panamera 4S

### **MARTYN HARRIS**

1987 924S

### **DAVID HONG**

1989 911 Carrera Targa

### **MINGYU HUANG**

2022 Cayenne Turbo S E-Hybrid

### **CHRIS & TUG HUFFMAN**

1970 911T

### **JEREMY JACOLA**

2006 911 Carrera S Cabriolet

### **PRAMUKH JEYATHILAK**

2013 911 Carrera

### **GREGORY LARSON**

1989 911 Carrera

### **ANN LIU**

2018 Macan

### **JESSE & ROXANNE LOPEZ**

2006 Cayman S

### **JIKUO LU**

2017 718 Boxster S

### **PETER MANN**

2018 718 Cayman GTS

### **NANCY MARTIN**

2000 911 Carrera

### **JAMES OTIS & BROCK MOORE**

1973 911T Targa

## **ANNIVERSARIES JULY 2023**

### **25 YEARS**

Brent Jones & Marilee Jensen  
Von Levandowski & Elizabeth Levandowski  
Denny Sutich & Mikaella Sutich

### **20 YEARS**

Brad Bullick  
Peter Juvet & William Palmer Dacks  
Louis Kretschmer & Karen Kretschmer  
Larry Nelson & Sherrel Nelson  
Kevin Wood & Demery Wood

### **15 YEARS**

Jon Boyce & Cathy Petito Boyce

Jim Deboo & Paula Deboo  
Douglas Kaiser & Patricia Kaiser  
Larry Newby & Gloria Newby  
Aaron Nicholls & Dorothy Nanyan Nicholls  
Ryan Riley & Jennifer Riley  
Scott West & Carol West

### **10 YEARS**

David Antisdale & Kathy Antisdale  
Chris Barnard  
Peter Carlander  
John Schirra & Robin Schirra  
Ernest Vogel & Barbara Billings

### **5 YEARS**

Kent Burlingame  
Heather Bursch & Richard Meyer  
Ken Deering  
Steve Fleming & Tracy Howard  
Noble Hendrix & Michael Lee  
Hanyang Hu  
Jeffrey G. Johnson & Barry Minister  
David Kinkade  
David Shaw & Angelica Martinez-Shaw  
Erich Tritz  
Lesli Wood  
Dan Worthey  
Hang Zheng



## NEW MEMBERS JULY 2023

### NICHOLAS PAGONES

1984 944

### BOB PETERSON

2010 911 Carrera

### JORDAN PITCHON

2003 Boxster S

### KIERNON & KERRY REINIGER

2003 Boxster

### KEITH ROSENTHAL

2022 Cayenne GTS

### EFE SELCUK

2006 911 Carrera S

### ZACH & BRIAN SHELVER

2008 Cayman

### CHANEL & KEVIN SUMMERS

2019 718 Boxster

### JOHN SURDI

2017 911 Carrera S

### DILLON VOIGT

2015 911 GT3

### STEVE WILSON

2023 718 Cayman GTS 4.0

### KAREN WOO

2019 Cayenne Turbo S E-Hybrid

### RALPH & SHON CHAFFIN

2020 911 Carrera S

### CARL CONLEE

2014 911 Carrera S

### ARIEL DIAZ

2022 Taycan GTS

### JUSTIN ELSNER

2020 718 Cayman GT4

### DUANE GUIRANOVITCH

1999 911 Carrera

### BENJAMIN HAMBLIN

1987 944

### ALAN & BECCA KHEDAIRY

2022 911 GT3

### NANCY KLINCK

1991 911 Carrera 2 Cabriolet

### BENJAMIN LEWIS

2017 718 Cayman S

### BOYI & XINYI LIU

2023 718 Spyder

### WILLIAM MCDONALD

2007 911 Carrera S

### DANIEL MORLEY

2011 Cayenne S

### EDUARDO & MALGORZATA MUTUC JR.

2023 911 Carrera T

### STEPHANIE OTIS

1995 911 Carrera Cabriolet

### MATT QUANTZ

2019 Cayenne

### GRANT RAY

2008 Cayman S

### MIKE & DEB RIEBE

2005 Boxster

### ANGSHUMAN SARKAR

2000 911 Carrera Cabriolet

### STEPHEN SAYER

1975 911S

### RICHARD STIFF

2015 911 Carrera 4

### HUIB & YADIRA VAN LEEUWEN

2023 718 Cayman GTS 4.0

### JEFF VAUGHT

2006 Cayman S

### JAMES WILKINSON

2006 911 Carrera S Cabriolet

### MATTHIAS WOITALLA

1983 911 SC Cabriolet

### JANE & SHERMAN WU

2015 911 Carrera

### CHRISTOPHER ZIMMERMAN

2023 718 Cayman GTS 4.0

## ANNIVERSARIES AUGUST 2023

### 25 YEARS

Scott Daiger & Vanessa Daiger  
Charles Nelson

### 20 YEARS

Paul Cavanaugh &  
Patricia Lynch-Cavanaugh  
John Forde & Derrick Rhoades

### 15 YEARS

Jim Corenman & Sue Corenman  
Joel Druckman & Diane Druckman

Steve Dulaney & Elaina Dulaney

Scott Jackson

Will Lemley & Megan Lemley

Kevin Leopard & Kathleen Whelan Leopard

### 10 YEARS

Leonard Almo & Penny Almo

David Dack & Pam Dack

Leonardo Del Castillo & Debra Del Castillo

William Fong & Joyce Lau

Marc Kramer & Rita Kramer

### 5 YEARS

Brandon Allgood

John Burke

Sue Dunn

Michael Fitta

Mohan Das Gnana Dhas

Dan Hyde

Douglas Rew

Mark Schedler

Erik Wrolson & David Sienkiewicz



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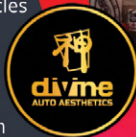
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