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PORSCHE



Cover Photograph by
Randy Wells

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CALENDAR OF EVENTS

DECEMBER

- SAT 2** NW Harvest Food Drive at The Shop
- 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
- SUN 10** *Spiel* deadline

JANUARY

- MON 8** Board Meeting at Mercer Island Community Center
- SAT 27** PNWR Winter Bash at McMenamins Anderson School in Bothell

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

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FROM THE PRESIDENT



KEVIN NOUWENS

President
president@pnwr.org

'Tis the Season for Celebration

Welcome to the darkness, for a couple of months anyway. Fortunately, while daylight may be in short supply, the *Spiel* team will keep you entertained with this issue. Read on for a recap of Rennsport Reunion 7, learn about Gary Barklind's European GT3 experience, a great write-up of the 2nd annual PNWR Overlanding Weekend, and enjoy a bit of PCA history from Allan Caldwell's archives by PNWR Historian Jay Gillotti.

But first, flip to page 10 and read Tina Chau's cover story "R Gruppe:

Our Car." Whether you know something about R Gruppe or have never heard of them, you will appreciate this wonderfully composed article about a special group of people and their shared passion for a special type of 911 and each other.

Lastly, we are a bit late in planning this year but hope to see you at the 2024 PNWR Winter Bash on January 27 at McMenamins Anderson School in Bothell. This promises to be a special evening at a fun location with plenty of entertainment on tap. See below for details and register soon!



The 2024 PNWR Winter Bash promises to be a special evening at a fun location with plenty of entertainment on tap!

Follow us on Instagram @pca_pnwr.

CLUB EVENT

WINTER BASH 2024!

Saturday, January 27, 2024 6-10pm

McMenamins Anderson School

18607 Bothell Way NE, Bothell, WA 98011

Join us for an enchanting night filled with laughter, local cuisine, and an ambiance designed to elevate your experience.

Our Winter Bash club party is a tradition and reminder of how a common shared interest brings us together and is fueled by volunteers. Let's welcome the new year and cheers together!

McMenamins Anderson School showcases 72 rooms, 5 watering holes, a whimsical movie theater, tiki bar, north shore indoor swimming pool, multiple outdoor firepits around the property, and free parking. There will be a no host bar, drawing prizes, entertainment, and time to catch up with friends. The dress code for the evening is semi-formal or dressy casual.

We anticipate high demand for overnight accommodation, so don't wait to secure your room. Book now mentioning you are with the Porsche Club of America, code: **2401PORSCH**. Rate at time of booking applies. Call (425) 398-0122 or book on their website at mcmenamins.com/anderson-school.

Register at pnwr.org/2024WinterBash for best ticket prices.

\$85 before Dec. 31 with 5 raffle tickets | \$110 Jan. 1-Jan. 21 with 2 raffle tickets



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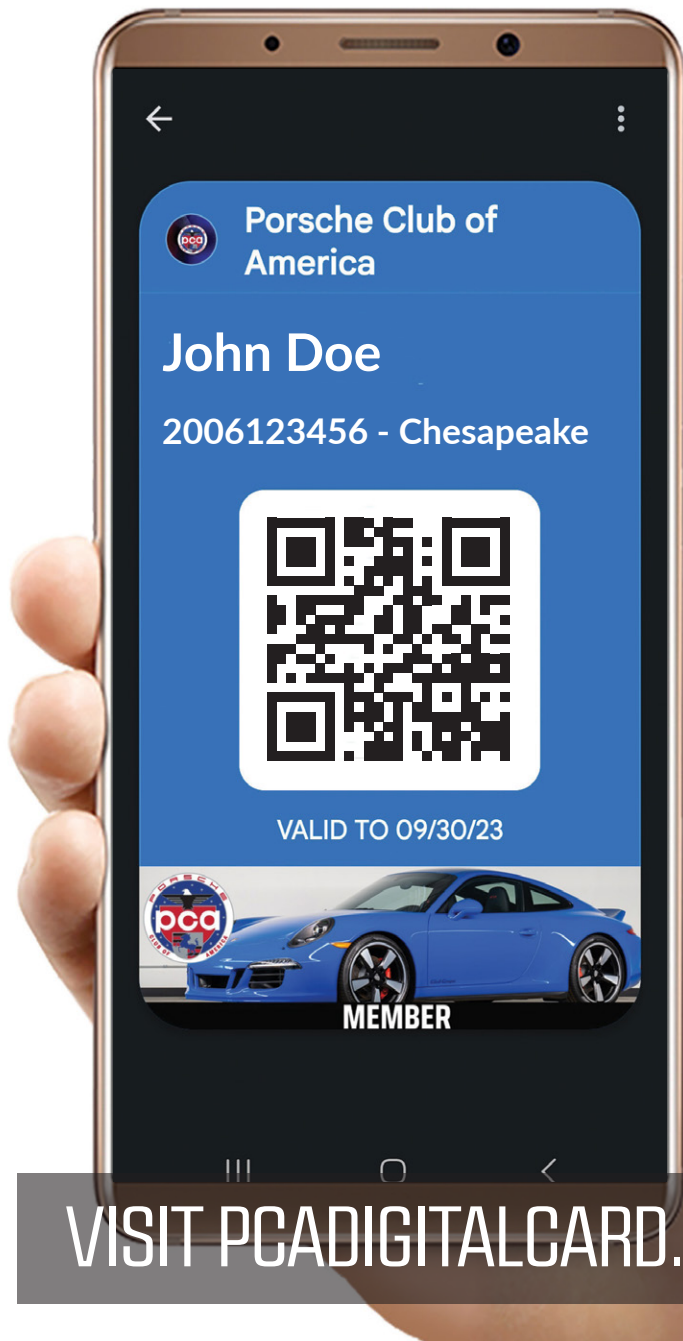
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*Kevin Nouwens, President, Porsche Club of America
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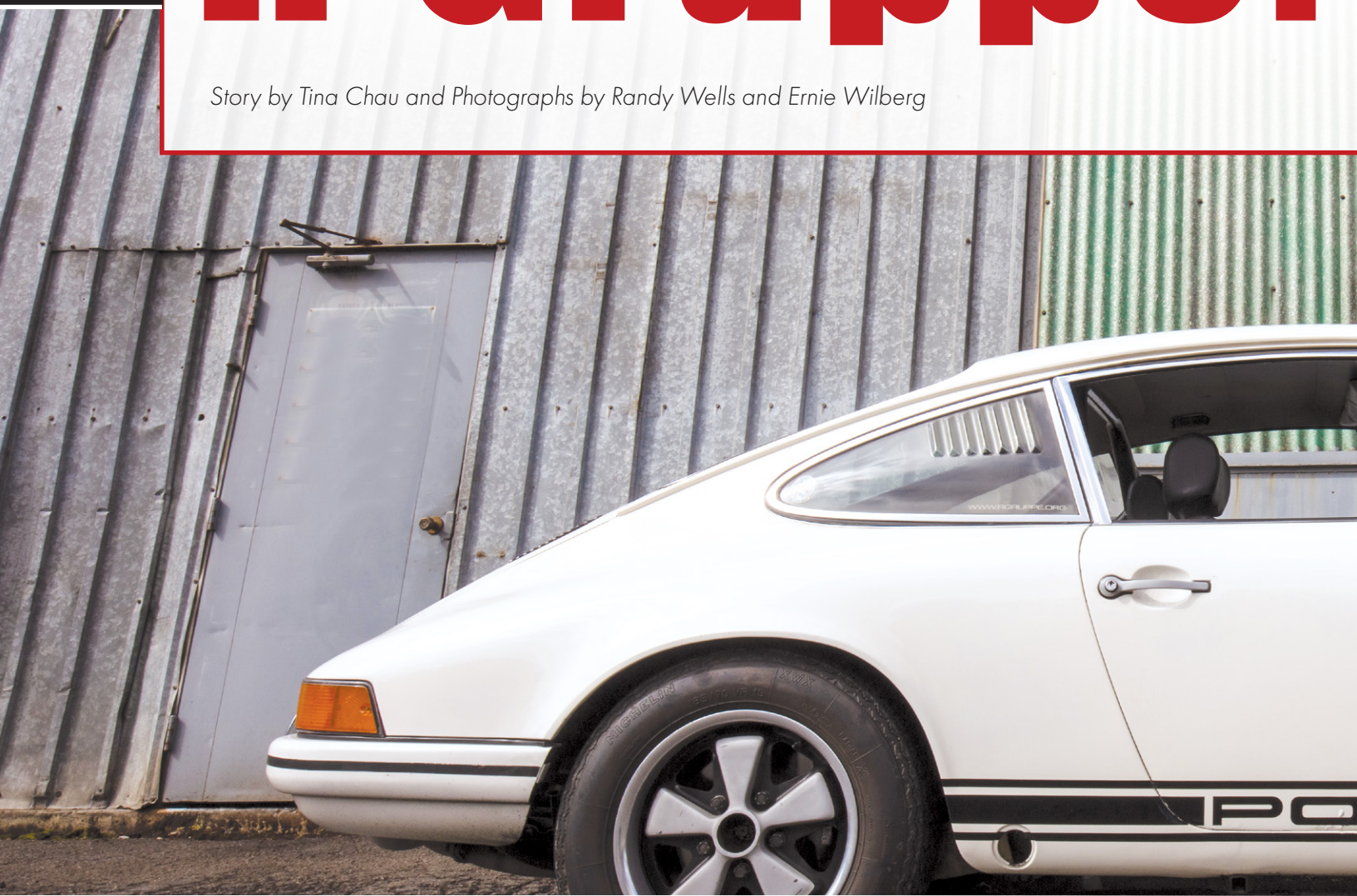
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COVER
STORY

R Gruppe:

Story by Tina Chau and Photographs by Randy Wells and Ernie Wilberg



"I think the car is quite symbolic since it brought together so many people, but the club is not about one particular car. The club is about the people that have come together with the shared interest in these types of cars. As my dad always said, 'It's about the cars, and the people.'" – Jessica Huergas

Our Car

You know that generic question people ask when they want to get to know you better, the one that goes “If you could have dinner with anyone dead or alive, who would it be?” For some reason, I always stumbled on this question because deep down, I knew the reality won’t meet the expectations. Recently though, I think I found my answer. I’d say that if Cris Huergas was still alive, I’d have him over for dinner but it’d be a dinner party with all of the other folks that contributed to this article. We’d have a grand time talking about Porsches and the people who love them and then we’d take our cars out for an evening drive.



Crispin Huergas Jr (Cris) #02 – Gruppemeister/Cofounder of R Gruppe

Cris was a dad, a husband, a brother, a car enthusiast, and a friend, loved by all who knew him. But I feel the need to preface that this story isn't just about the man, it's also about the car, a 1969 911S, that was the beginning of an invite only club that brought hundreds of people together with a common purpose and love for "early" 911's. The active roster is always 300 members at a time, new members may join but the club remains small in order to make the experience enjoyable. Member numbers get retired, and exclusivity is not attached to dollar value; it is your love for a specific era of Porsches, long-hood cars built before the U.S. bumper regulations enacted in 1974, and your dedication to modifying them to add speed and lightness that gets you a number. Active participation and enthusiasm are required, and Cris would say, "No egos allowed."

In order to really know why this vintage 911S is so special, you'll have to see it through the eyes of



those who lived in it, laughed in it, and feel a certain sentimentality when they see it. The car brought the people together but symbiotically, it is the people who give it a story.

The Usual Suspects

Ernie Wilberg #08 – Techmeister/The Historian

Ernie Wilberg was close friends with Cris even before R Gruppe formed and probably knows everything about the club. Cris would often refer to Ernie as his "partner in crime," at R Gruppe banquets. He can also answer every question you've got about early 911's. During Rennsport Reunion this year, I happened to drop by the parking lot at the Hyatt reserved for the club and Ernie walked me through the difference of a long hood vs a short hood and the different types of bumpers. I could tell Ernie was not only a wealth of information, but he was generous sharing it with others.

This was probably no different than when Cris met Ernie in the mid 90's before he even started to modify his 911. Many articles highlight that Cris and Freeman started R Gruppe but they rarely touch on the fact that Ernie was the individual who gave Cris the Sports

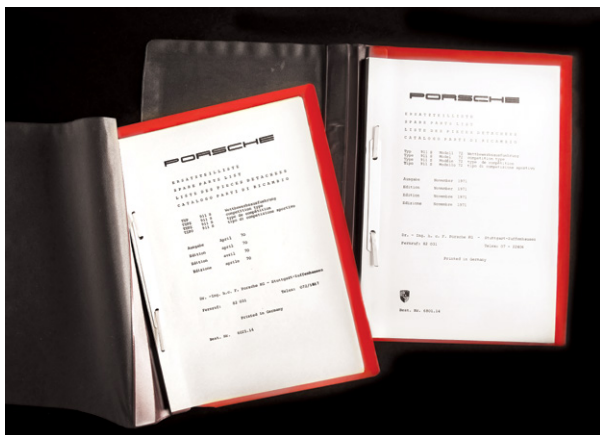


Purpose Manual that began his hot-rodding adventure.

The two met through a mutual friend, **Rodney Chew #06**, and began to meet weekly at EASY (European Auto Salvage Yard) in Emeryville, California. The warehouse was a place where impossible to find Porsche parts lived. By word of mouth, Porsche enthusiasts would migrate there to attain their special Porsche nuggets and engage in parking lot conversations sparking new friendships out of a common interest. That was how Cars & Coffee started in Northern California; EASY eventually became the Northern California R Gruppe club house and Jim Breazeale, who owned it, was an honorary R Gruppe member.

"Once I met Cris, I shared the sports factory outline, it was a small outline on what the factory did to cars if they wanted to use it in a rally competition or road race a car. It would give you a menu of things where you could order modification parts. If you think about it nowadays, none of the car manufacturers would do that due to liability. Cris was so amazed the factory published something like that. At the time he had the '69 911S that he bought from a woman in Alameda. He lived in Alameda and he saw the car parked at a gas station nearby for repair. He found the owner, and he negotiated and bought the car."

Cris started to really model his car after the limited edition '67 911R's, from the lettering, to deco trim replaced with vinyl tape, and the installation of



lightweight racing seats. Ernie made a mold after he and Cris talked about the 911R plastic door handles and once the grey handles were completed, Rodney installed them. Cris installed the plexiglass side windows on his car like that on the 911R. The one thing Cris didn't modify though was the 2.0-liter, high-compression, 180-horsepower engine.

Ernie recalled a couple of special memories he had with Cris in Monterey in the 911S, in which one was driving through the tunnel near the Doubletree Hotel in the downtown area. "He goes in there and it screams in the tunnel, and we come out, we're laughing so hard, there were tears in my eyes. I'd think a couple of tiles fell off in the tunnel in there. We talked about it for years after and just laughed every time." Then there was the time they were coming home from Monterey on the 101 and Ernie was driving. "There's a guy driving a Ferrari and when he came up alongside of me, he's checking the car out and we're looking at one another and we start playing, leap frogging with each other. We did it almost all the way to San Jose from Salinas. We had a lot of fun in that car."

As time went by, Cris and Ernie would talk about forming a club and how fun it would be to hang out with a group that had a shared interest in similar cars. The duo even had a meeting at Cris's home with the original EASY guys, who would later become Nor Cal R Gruppe members, to discuss this. Then in April of 1998, *Excellence* Magazine had a story about Cris's car, along with two of his brother's Porsches, and Rodney Chew's Porsche. Soon after Cris received a call from Freeman Thomas...

Freeman Thomas #03 – Cofounder/The Visionary

Freeman Thomas, grew up in Europe and Southern California, his first Porsche introduction was his neighbor, Jeff Zwart's dad's early chassis 901 that was modified with an S spec motor and R wheels, exposing Freeman to the concept of sports purpose. Later, serving in the Air Force and being deployed to England, Freeman's hangouts would be Silverstone near his residence and shops that would modify early 911's like Autofarm. The infatuation for customizing Porsches for different types of racing intensified after he graduated from design school and worked at Porsche, meeting a lot of individuals who taught him a great amount about it. Returning to California in the early 90's to work for Volkswagen Group, Freeman got his

first Porsche, a '69 Tangerine 911E coupe with GT specs that had a 2.8L twin plug motor. Freeman and his friends, some who would later become early R Gruppe members, would work on their cars integrating the concepts of sports purpose. Suddenly one day he sees the article in *Excellence* magazine with Cris's car in it and he decides to contact Cris. Freeman had found a like-minded soul, a Porsche enthusiast who knew how to do it right and with authenticity. Communications between the two via phone and postcards eventually resulted in a decision to form a club. Throwing name ideas around, Cris suggested "Type 911R Gruppe" (an Ernie idea) or shortening that to "Type R Gruppe," for their fascination with the '67 911R, but then Freeman suggested "R Gruppe," a play on different meanings such as "R" for Rennsport but also similar sounding to, "Our Group." Working with a friend, Freeman had

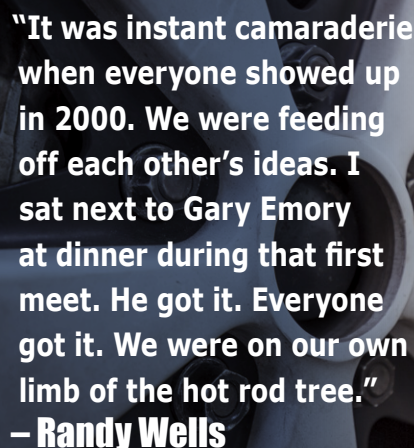
sketched a logo and they were able to clean it up on an early Apple computer. R Gruppe's first meeting ended up being at Freeman's house in Southern California on May 15, 1999. Cris came down for a few days and they decided to take their cars to the Muckenthaler Concours and group them together. Other important foundational conversations took place including the philosophy of the club and Steve McQueen who received the honorary number of 01. The first meeting had Vasek Polak's race car driver, Milt Minter who was able to snag his racing number, 00, as his member number.

Cris and Freeman decided to have an official Treffen, or meeting, in 2000 in Cambria, California where a larger group of enthusiasts could join. As Freeman moved up in the automotive world and was appointed vice president of DaimlerChrysler, his traveling schedule began to grow hectic and Cris really started to take the leadership role for the group, while Freeman would then have the space to create all the logos for the Treffens and other early meetup items. When asked what Cris was like, Freeman responded with, "Wonderful. Funny, really open, humble. He was energetic and passionate. You could see he was a natural leader and he loved being this person that led this group. It takes a lot to take something from a concept and make it real and make it so that it becomes something. That was what Cris's talent was."

One of Freeman's favorite moments with Cris and his car was when Cris came down to California for the first time and they swapped cars and drove through the Santa Monica mountains. It was great for Freeman to see how the car handled, though he found himself comparing the less powered engine to his own. "They're both dynamic. One was very lightweight, balanced, and high revving, and the part I was always intrigued by Cris's car was his foresight on all his details. Like the seats, deleting all the trim (the early Porsche script on the side), the early Porsche wheels, the rubber tie downs, all those details just made that car so authentic. I was still learning a lot, so he was a little further ahead than I was with a lot of those things. Whereas with my

design mind, I wanted to change things my own way. He really stuck to the Porsche sports purpose guide. In doing so, he created an icon."

For Freeman, there were other aspects he enjoyed with R Gruppe such as helping some of the members design their cars and through his descriptions, I could detect the influence of military aircraft design that he carries from his Air Force days. When asked about the future of R Gruppe, Freeman sounds hopeful. He was glad when Cris's daughter, Jessica became more involved with the leadership after Cris passed and **Freeman's daughter #300** has also found more people her age to spend time with at the Treffens. You can hear the hope in his voice that as this world progresses towards the electric vehicle that the younger generation will still have a passion for a car that is less of an appliance and has more soul, feels more analog, and can be driven through the mountain roads where a flat 6 engine can roar.



"It was instant camaraderie when everyone showed up in 2000. We were feeding off each other's ideas. I sat next to Gary Emory at dinner during that first meet. He got it. Everyone got it. We were on our own limb of the hot rod tree."
– Randy Wells

Randy Wells #51– The Curator

Randy has been in R Gruppe since the very first day of the first Treffen where he met Cris, and he's been to every Treffen since. Before Jeff Higgins, he was the PacWest Chaptermeister for a few years. Newsletters that Cris handed out consisted of a multitude of Randy's photos and articles. Like Ernie, Randy knows everything about this particular 911S because of all the time he spent



with Cris in it and watching Cris modify it. He considers R Gruppe to be a special brotherhood of atypical Porsche drivers who have a common camaraderie. He takes pride that the club is based on the belief that "We know a lot about these cars by owning them and driving them the way they were designed to be driven."

The brotherhood consists of principles like a recognition of individualism, generosity, and equal treatment. "When people are at Treffen, everybody is at the same level. Yet, there are some amazing people who know everything about these cars that we can refer folks to. There are some who are amazing in the amount of time they will contribute to others. There are others who have been there and know how challenging it can be if you're lost at sea. There could be a lot of options on the internet and only one way to do it right and they'll think, 'Let me help this guy save a lot of money and time by telling him what to do.'"

Randy helps tell the story with his images in this article. While perusing the photos he gifted us, I found a picture from one of Randy's favorite memories with Cris in the 911. It was 2004 and a parade lap day at

Laguna Seca. All the cars there were Porsches. Before Cris drives onto the track, he asks if Randy wants to come with. Randy grabs his camera and sits in the passenger seat snapping photos as they circle around together. For car lovers, memories like these are priceless. Another special moment was the first Treffen where there was a special buzz of excitement, "Cris was there, Freeman was there. It was a time of discovery for all of us. It was the beginning, it was an exploration, it

was the way of getting acquainted with the people who thought the same way you did. We didn't know there were that many people. It grew very quickly, and there were 150 members before the year was over."

Randy is happy that Alex is the new caretaker of the 911S because he immediately recognized the connection Alex has with it. "The neat thing about the car is its still got Cris's patina. My wish is to keep that car the way it is."

Jeff Higgins #390 – Pacwest Chaptermeister/The Veep

Every second Saturday of the month in 2003, there would be a group of Porsche enthusiasts that would meet regularly at Triple XXX Rootbeer in Issaquah, Washington. Jeff Higgins remembers the day Randy corralled all the guys who owned long hoods and asked if they wanted to be a part of R Gruppe. That was the day Jeff became a member and about 3 years later, Randy would hand over the title of Pacwest Chaptermeister to him and he's been performing the duties since.

Jeff began to have weekly phone conversations with Cris before their first meet up at Jeff's first Treffen in 2006 in San Luis Obispo. "Cris had a way of making friends feel like you had known him for your entire life, he could do this in about 5 minutes or less. He was just so personable, warm, and welcoming." Journeying for 4-5 days down the coast with the warning from Randy that the meetup would mostly be standing around a parking lot with a bunch of cars, Jeff attended with an open mind. What he found was that he wasn't just meeting people, he was meeting brothers like him, guys walking around with grease rags in their hip pockets and talking about Porsches leaking oil in the parking lot. "You know, I think what it boils down to is a pride in our ability to make such an old machine continue to be viable in the modern world. There's a commitment there that you don't feel in a modern car and you know the knowledge of how it works and what it requires." The routine calls continued after the Treffen where he and Cris would spend time comparing notes on what vision they had for the PacWest group and what direction it should be headed in.

"If you look at my car, you can almost see that when I grew up, I wanted to be like Cris. I used his car as a model for a lot of what I did on my car. He had a little mobile Pegasus on the front fender and I've got the mobile Pegasus on the front fender. He had the plexiglass Type R windows, so I did that. It was kind of funny, I almost felt like I had to ask Cris for permission if I could copy him and he just laughed and said 'What do you mean permission, it's your car.' His car was a big inspiration to me." Jeff's car remains a constant reminder of Cris to this day.

One difference in Jeff's car was that it later was fitted with a 3L engine and when he drove it down to a Treffen, Cris excitedly gets in the car to go for a ride. They take turns driving the car and the smells and the thrill of the car led to some giggles between the two as they rip around in it. Like the others, Jeff recounts Cris's amazing capability of remembering everyone he met. "One of his enduring things that he did every year at Treffen is he would stand at the podium in front

of the dinner hall on Saturday night and he would say something about every individual in the room. There could be 120 people in there and he remembered everybody's name. He remembered everybody's wife's name, kids names, even their dog's names. That's how heartfelt his involvement in the club was to him. It wasn't about their car; it was about their life and the people in it. He genuinely cared about the people in this club." Shortly after Cris passed, Jeff took over as the club's Vice President and he makes sure that he can always put a face to every name on the roster.

Seeing Alex and the 911S for the first time in years, Jeff found it difficult to contain his emotions as flashbacks of his early Chaptermeister days with Cris came to mind. Images of times when he would go for a ride in the car as a brief moment where the two friends escaped the crowd surfaced. His introduction to R Gruppe was that car along with Cris, like a packaged deal.

"You know, having gotten to know Alex, I couldn't think of a better guy to be the guardian, but in a way, it seems like a huge burden. I had a conversation with Alex, and I told him, 'Cris would be the first guy to tell you it's your car now and to make it yours.' I hope he builds it into his vision of the sports purpose manual. To me, making that car his own would be the best tribute to Cris. There's no obligation to make this car a time capsule. That's not what our group is."



Jessica Huergas – The Future

It was 24 years ago that Jessica watched her dad's friends coming by, spending hours on their long driveway and under the hoods of the variety of vehicles they owned. "It was quite a revolving driveway situation at our house, and we often had numerous cars collected down it at any given time. Visitors would sometimes have to double park in the street. Our neighbors maybe didn't think so fondly of this all the time but I know my dad enjoyed always having people around." This was Jessica's introduction at a very young age to car meets. But it wasn't just the friends that came around, the entire family were car aficionados, 3 other uncles in her family owned Porsches, and her mom can remember every car she has driven and owned. She recalls the days when the club formed organically, "Literally at our dining room table where my dad was always on the phone, in our garage, and down our driveway. And then there was EASY, which had been their gathering spot for many years." Jessica's mom, Renee, met Cris when they were young and even then, he had already owned his first Porsche



that he bought when he was 20, a black '73 914 2.0, then moved on to a yellow '73 911T before owning both the 911S and a '74 Carrera at the same time when Jessica and her two brothers were kids. Jessica shared that Cris even modified Renee's car by putting a Porsche engine into this old VW bug that Renee drove for years, taking the kids to school in this "loud and fun little bug."

Jessica admits that it wasn't until high school that she got the car bug, probably because when your dad and his friends are just always hanging out in your driveway with their cool cars and you got to help move them around sometimes, it becomes a norm rather than a unique and special scenario. Heading into her 20's, Jessica then began to spend more time with Cris and having a different appreciation not just for cars but also the club; it gave her a new perspective into what his world was and what the club represented to him. It came as no surprise that after Cris passed, Jessica, in hopes of preserving her dad's legacy, began to show an interest in helping out with the club, updating their site, staying in contact with the members, and even took on a board of director's role. We talk about how personable Cris was, especially his special skill of remembering names and cars, and Jessica says, "I think that was something I admired a lot about him and it's interesting how much it is I really appreciate that inherited trait in myself with how easy it's been to connect with some of this car community." Though, even with all the club connections, bittersweet moments surfaced when Jessica went to her first Treffen without her father in Utah in 2022.

Even though the family had the '74 Carrera that was more comfortable to ride in for family trips, Jessica mentioned, "When Dad went on drives or to car shows, the '69 is what he drove." When they did get to ride in the 911S, one particular thing Jessica remembered was always needing help with the racing seatbelts and how Cris never let the kids open the door using the leather straps, he was worried they would break it, and so he always reached over and opened the door for them.

Jessica never got a chance to drive the car. By the time she reached driving age and was a confident driver, Cris had sold his cars to prioritize family expenses over his love for it. "To this day, I still wonder how hard of a decision it was to have to let go of those [cars]. But I know it was about giving up a possession, it wasn't about giving up the connections he had made." For a few years, Jessica lost track of the journey of the car but then through the rumor mill, she found out it was going to auction on Bring a Trailer last year and started to keep a pulse on it. She reached out to the dealership and asked them if they could mention to the new owner her ties to the car and give them her contact information. Then that same afternoon, Alex contacted her...

Alex Kochis – The Guardian

The first thing I say when I see Alex is, "Where's the stick?" Jessica had mentioned that there was a stick that Cris would use to prop the hood open because the hood struts would fail. "The car no longer needs the stick," Alex tells me but he still keeps it at home like it is a phantom appendage. It's a Tuesday night in August, we're standing at a local grocery store parking lot where they hold the weekly Mercer Island Cars & Coffee and we decide to go for a drive in the car. The hum of the

2.0L engine is coming through the crack of the window along with a little summer mist and Alex starts to recount how he came to acquire the special car.

Reaching out to Freeman was the first thing Alex did when he saw the car was put up for auction on BaT; Freeman responded with, "That's a historical 911 in the US and you should get it." Alex monitored the auction and continued bidding back and forth until he luckily won. Coincidentally, he was flying to Oakland that same day, when the dealer reached out to let him

know that the daughter of the previous owner wanted to talk to him. Alex reached out to Jessica and during his time in Northern California, they were able to get together where Jessica shared stories of the club and the car. What followed was a series of connections and introductions Jessica and Freeman made between Alex and other R Gruppe members in both the Nor Cal and So Cal chapter. When Alex said he was going to bring the car to Luft 9, a bunch of the guys met at a nearby park the morning of the event and drove together to the event grounds. Jeff Zwart #11 escorted the group in and lined the cars up to be displayed near the center of the Luft 9 event grounds. Alex's car was placed at the head of the line. Alex remembered a number of people becoming emotional upon seeing the car and some even cried when they saw the car.

During my research for this article, I found a post Alex made on the Early 911S Registry introducing himself as the new owner and had mentioned meeting Jessica and his future plans of where the car would go. Responses flowed in with old photos of the car and memories of Treffens. It was like yearbook entries recounting all the wonderful memories of good times past.

As we continue the drive, I ask Alex what the car feels like and he responds with, "You can feel more of the world around you through this car. It's more visceral. The connection to the outside and the inside of the car is more direct than any of the cars I have. When I was driving on the freeway, it feels like the car is happy to drive, happy rolling down the road." When I mention this comment to Jeff Higgins later, he responds with "You know that is a description a lot of us use, they're just happy little cars. Not the world's fastest car. They're not the world's most comfortable car. They're kind of inconvenient in this modern world, but they're just happy. It's like you can feel their little tail wagging behind you as you drive down the road. And you won't



get the same feeling from a modern car."

I'm enjoying the ride and amazed that a 54-year-old car produced 4 years into the development of 911's was able to handle the sharp twists and turns of East Mercer Way. The next thing we knew, we were back at the parking lot, and as I pull on the leather strap that so many times, Jessica and her brothers were not allowed to touch, for a moment, I felt special, like I was one of the people that got to walk through the gates of a secret garden and sit on the bench, breathe the air, listen to the chirping birds, and see the growth of things planted with intention. For that brief moment in time, I was in my friend's car, our radio was the engine and we giggled over high revs just like Freeman, Randy, Jessica, and Jeff did with Cris so many years ago.

When Alex picked up the car, one of his close friends gave him a pair of crystal dice to hang on his rearview mirror as a talisman. This was a tradition they had. Until now, that is all Alex has done to personalize his car, what changes he will make in the future is currently unknown.

Rennsport Gruppe 2023

On the Saturday night of Rennsport, Alex and I stood in the banquet hall at the Hyatt filled with R Gruppe members and their families. I felt like an outsider intruding in a family reunion but immediately was introduced by Ernie and Jessica to other members that welcomed us in. While known for being "exclusive," the kindness, openness, and generosity shown to us once we understood what the club stood for, was probably no different than members giving each other hard to find parts or advice to save time. It was amazing to leave the hall knowing that every being in that room probably knew Cris and missed him, missed the way he would cheerfully greet them, remembering every one of their names. We went back for one last look at the Treffen lot where rows and rows of vintage air-cooled Porsches in a rainbow of colors with their own unique designs and stickers sat next to each other.

As we drove away, I remembered the few times

throughout the weekend, when Alex would accidentally refer to the car as "Cris's car," even though Jessica or Jeff would remind him that it is now his car, and that Cris would have wanted him to refer to it as such. There are differing opinions about preservation vs modification but all the same, everyone is glad that Alex is the new owner. I am sure one day as Alex is driving around a curvy road and the sun hits the crystal dice reflecting a glint of light on his face, he will smile, knowing that he is the guardian of a car that like a locket, holds special memories inside for the people who have worn it or held it.

*Special Note: I would like to thank everyone who contributed to this story. I'm going to quote Cris from one of his newsletters, "This one is pretty special to me as it took me twice as hard and twice as long to finally get it done but, in the end, it was as I always wanted this work to be, a true LABOR OF LOVE." I hope I made everyone who helped me on this project proud. 🐯

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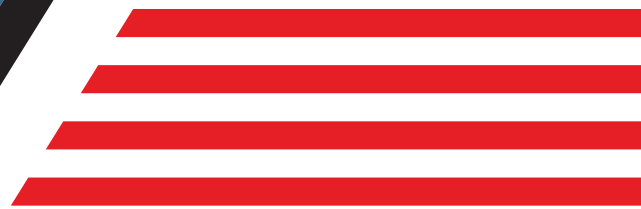
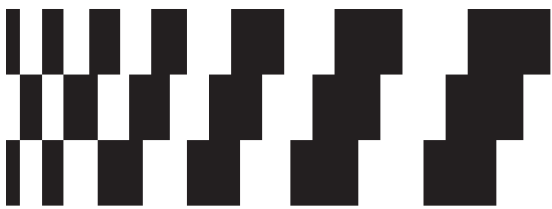
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Mike Myers: Voted Trial Lawyer of the Year by the Personal Injury Defense Bar. (That's like a Porsche being voted sports car of the year by the Italian Auto Manufacturer's Association.)

FEATURE
STORY

RENNSPORT 7 REUNION



Photographs by Sherwin Eng, Scott Wigginton, Larry Dong, Gary Barklind, and Martin Wild

RENNSPORT 7 by Sherwin Eng

Rennsport is what could be described as a 4-day commercial about Porsches. The frequency is every 3-4 years, with our COVID experience Rennsport 7 was a 5-year interval since #6. I have attended all the west coast versions, which have been held in Monterey, three previous Rennsports were at Lime Rock (one) and Daytona (two). For me, it has always been about the cars, historically rare cars from the factory and from prominent car collections from around the country.

Once you decide that you are going to Rennsport, the next question is fly or drive your Porsche? Monterey being only 900 miles away, make it doable, you can drive straight on I-5 or take the scenic route along the Oregon California coast. I decide to drive and one of the first thing you must do is get a Ticket and a parking corral for your car. I made the decision early on to drive my GT4RS and ordered a GT corral pass. The corral parking does sell out quickly and for #7, this was no exception. It is always interesting to try and figure how they will organize the model designated parking areas, hoping to get parking on a paved, grass or dirt. For the cars driving many formed small tour groups with well laid out routes based on scenic enjoyment or time efficiency. Driving straight down I-5 was my choice, its

roughly 12-hour not's counting fuel and rest stops. I had a leap of faith that I would survive the journey sitting in carbon bucket seats and my back would not make me regret my decision. As timing would have it, I was parking in the GT corral, the curator of the grass lakebed display area noticed me as I was parking, he came over and asked if I would like to park on the grass because they were missing a Shark Blue car. That works for me. Another opportunity is if you drove your car, you can pay for a parade lap on the track in the morning. The experience is fun if you have not driven the track in a High-Performance Driving Event, they keep the speeds low, but you can feel the sensation of arriving at the famous Corkscrew turn as you drive off the edge of the world. Two laps of fun.

Rennsport 7 was extended to include Thursday as the first day, historically it was 3 days, little is good, and MORE is better. Everything was going to be bigger and better, and it started there. The souvenirs/tee-shirts is always the first stop for many, mainly because the potential of the item you want isn't in your size or they could be sold out. My group of friends decided to head to the souvenir building and make our purchases. Stories being told that the line started forming at 7am Thursday, yep, they sure were. We got into the queue, guessing it was a quarter

mile long was not an exaggeration; we waited for 3 1/2 hours. And the line never stopped all 4 days. Another draw for Rennsport is the presence of many Porsche's luminaries (past and present) giving presentations of their experiences with Porsche and signing autographs. If you are fan of Porsche's Heroes, finding the proper, poster, and book or car part for them to sign can be daunting. I was able to find a 917 book in my collection that would work nicely.

Sensory overload best describes the 4-day gathering. Many historic cars were racing for class trophies and others doing exhibition laps. Photographing your favorite Porsches at speed has more impact instead of in a static display. Porsche Cup for 911 GT3s was one of the specified classes where the cars were identically prepared to have an even Balance of Performance for the racecars. As Porsche is known to build different motor vehicles in their history, one unique vehicle is the tractor. They had a race in the previous Rennsport and were featured again in this one. They travel between 12-20mph, with the ability to exceed track limits, cutting apexes are allowed, very entertaining.

Rennsport #7 did deliver all that was promised; my guess that there must have been at least 100,000 in attendance for the "4-day Porsche Commercial", the line to get in the souvenir store never did get any shorter.



RENNSPORT LEGENDS INTERVIEWS by Gary Barklind

Porsche Rennsport Reunion 7 truly lived up to its billing as a Porsche extravaganza of its past and future motorsports with racing cars brought by the Porsche Museum, large US based racing teams like Brumos, Canepa and Gunner while also displaying new cars like the electric Mission X, electric 357 Speedster Concept, the 718 Spyder RS and revealing the limited edition, track only use, 911 GT3 R Rennsport!

While I love to see and hear the historic Porsche racing cars of the 1960s through the 1980s, I'm also very much intrigued by the stories of the drivers and engineers who boldly campaigned these racing cars to establish Porsche as a dominate worldwide endurance racer.

I made it a point to stop by the PCA Porscheplaz tent once a day during the four-day festival to listen in on interviews given by PCA Panorama Technical Editor Manny Alban or PCA President Aaron Ambrosino with notable Porsche speakers. Here are four excerpts from Porsche drivers and engineers that I thought were interesting.



Brian Redman: Porsche Factory Driver, 1969 – 1970 and co-founder of Rennsport in 2001 with the late Porsche Cars North America public spokesperson Bob Carlson.

Brian recounted a story of his first drive in the newly developed 917. He was telephoned by Porsche one winter's day to come and test drive the 917 at their Weissach test track. Upon arrival, it was a rainy and dreary day. After climbing into the car and starting it up, Brian was checking the auxiliary

switches and functions then turned on the single windshield wiper. The wiper blade went flying off the car. He turned to the Porsche test engineer and said he could not drive the car without a windshield wiper. The engineer then told Brian to just drive slowly!



Danny Sullivan: Porsche driver with AJ Foyt Enterprises, Joest Racing, Henn's Swap Shop Racing, Brumos Racing, and Rohr Motorsports, 1986 – 1998.

Danny recounted the final laps of the Indianapolis 500 in 1985 while racing Mario Andretti. On lap 120 Mario was coming through turn 1 and Danny was underneath him. As they raced through the corner, Danny passed him down low coming across the apron. As Danny came around the front of Mario, his car traveled over the thickly painted white line of the apron and this upset his car into a spin. Miraculously the car didn't hit the outer concrete wall. As the car was spinning, Danny took it out of gear to keep the engine from stalling and then as the car straightened out, he engaged it back into gear not knowing which of the four gears he was in (there are two low gears for pit lane and two high speed gears for the track). Fortunately, he engaged the correct gear and was able to drive away down the straight and eventually pass Mario Andretti again twenty laps later and win the race!

Alwin Springer: Co-founder of ANDIAL in 1975 and President of Porsche Motorsports North America, 1997 – 2004.

Alwin was always looking for incremental improvements with their ANDIAL engines. The Porsche engines supplied to ANDIAL had proprietary EPROM chips with the Engine Control Unit (ECU). These were coded and

told unbreakable by the factory. Alwin went to a certain software development and manufacturer in Silicon Valley and had the EPROM codes broken thereby allowing ANDIAL to recalibrate certain engine operating functions and given them an advantage over the Porsche factory teams. Porsche eventually found out what Alwin had done and were quite astonished that they were able to break the factory ECU codes.



Norbert Singer: Porsche Race Department Engineer, 1970 – 2004.

A member of the audience asked Norbert what his greatest engineering achievement was during his time with Porsche. With no hesitation, he exclaimed, "It was the development of 956. This was the first monocoque chassis that we were to develop, and this would also be the first ground effects car that we would develop". They studied and used F1 cars to guide them in their development of ground effects. He went on to explain that while other manufactures could use large venturis underneath their cars because of their engine vee configuration, Porsche was restricted because of the flat-six engine configuration. Porsche got around this conundrum by using narrower rear tires to maximize the ground effects of the 956. It seems to have worked out quite well.

Hearing stories from these living legends further reinforced that it's the people behind this brand that has enabled Porsche to have extraordinary success over the past seventy-five years!





RENNSPORT VII PERSPECTIVES *by Martin Wild*

Another Rennsport Reunion is in the books and RRVII delivered the goods again. The 4-day Porsche Racing circus was bigger, and better than ever and continues to draw avid Porscheophiles from around the nation and around the globe. There is no way to cover all of the sights, sounds, and smells of the latest iteration of Rennsport Reunion so feel free to read on for some of the highlights from my perspective attending my 3rd consecutive Rennsport Reunion at Weathertech Laguna Seca Raceway.

The first thing that struck me about the 2023 event was the ever-increasing size of the event. RR has grown every single time it's been held, but it seems to be increasing at an ever-increasing rate. The last event in 2018 was a monster with over 70,000 attendees, however the 2023 event came in at over 91,000 attendees including the first ever complete sellout of tickets on Saturday. When I talked to a former Zone-7 PCA president who has also been a lead planner for the RR events held at Laguna Seca, he mentioned that Porsche HQ while getting much pressure to hold an event on the East Coast, just can't pull the trigger due to the unique attributes and benefits of holding the event at the Monterey track. Sebring of course has been mentioned, but unlike Laguna Seca, Sebring parking is a mile away from the track and is much more spread out. Laguna Seca offers a unique locale with the entire event fitting nicely with in the bowl that is Laguna Seca. Marketers love the nicely packaged display of the Porsche Corrals and racing teams, vendors, and support events within the grounds. It really makes for a great promotional opportunity for the brand and is a delight to Porsche fans to participate in the on and off-track spectacle.

Secondly, it was a treat for me to people watch and witness the cross-section of Porsche fans the events

attract. While sitting with my wife eating lunch together among the food truck vendors, we met a young group of friends who had traveled from Tokyo, Japan on one side of the table who were chatting it up with an elderly gentleman who had traveled from Frankfurt, Germany. They had all come specifically to California for the event. Wandering around the exhibits and the paddock I heard languages from around the world and saw young families with kids in strollers thrilled to get pictures next to Sally Porsche and Lightning McQueen while elderly folks reminisced over the historic racing cars that had thundered around the Nurburgring in their youth. It has truly become a world-class event for Porsche fans from all walks of life.

The racing itself cannot be denied its due either. Whether you wanted to just catch the silly and comical Porsche tractor races or the loud and raucous Cup Car races there is something for everyone on every day of the event. Thursday and Friday the various classes of cars rumbled through the paddock and out onto the track for practice laps and brushing off the cobwebs. Saturday the pace picked up as qualifying laps were the focus. Finally on Sunday, the gloves came off for some thrilling racing in every class. Old 356 racers, modern Cup Cars, vintage 917s and 935s and everything in between. They all put on quite a show and Laguna Seca is such a spectacular venue for spectating. During the day I found myself moving to my favorite vantage points. This included trekking up to the famous Corkscrew to watch the racers dive down through the trees of the corkscrew. Later sitting at the fence on the inside of Turn-5 as the flames shot out of the back of the Kremer 935 as the pilot lifted on the approach. Finally, sitting up above the front straight on the patio of the Porsche hospitality area which provided a full view of nearly the entire track, from Start/Finish, around the Andretti

Turn and up through the Continental Tire bridge around Turn 5 as the racers accent the hill to come back thundering down the Corkscrew. For racing fans, it is hard to find a better track to watch racing action.

Another overlooked aspect of the event is the volunteer perspective. As one can imagine it's a significant effort and planning process to put on such a sizeable event for Porsche. Without a doubt Porsche hires a wealth of talented people and firms to pull things off, but they also rely on volunteers. Many of these volunteers are your fellow Porsche Club of America members, particularly the California chapter clubs. I took the opportunity at this year's event to sign up to be a volunteer for several hours on Friday. PCA needs volunteers for many responsibilities including corral parking, hospitality, etc. My assignment for 4 hours Friday afternoon was hanging out at the 914 Corral ensuring only 914s entered the select parking area. I had an enjoyable time chatting with 914 owners and other attendees as they made their way to and from the track. It was also a good feeling to know that I played a small part in helping Porsche and the PCA put on such a magnificent event. Please consider volunteering at the next Rennsport Reunion if you get a chance.

As you can gather from just a slice of my thoughts on the event, there is much to see and experience. I could go on and on about the access to famous racing icons like Hurley Haywood and Jacki Ickx, the unveilings by Porsche of special new models like the Mission E and the GT3 R Rennsport Edition, or the simple delights of motoring down the Pacific Coast Highway with a group of fellow Porsche Club members. But do me a favor. If you haven't been to Rennsport Reunion yet, just make sure and add it to your bucket list of things you have to experience. Because being there yourself is the only way to experience true Porsche nirvana. 



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RANDY WELLS PHOTOGRAPHY

FEATURE STORY



PORSCHE in PORTUGAL

Story and Photographs by Gary Barklind



Maggie and I had been planning a six-week European vacation and one of the experiences I wanted to include was driving a Porsche GT3 at one of the international racing circuits in Europe.

When researching the tracks that we'd be close to on our travels through Portugal, Spain and France it distilled down to three tracks: Algarve International Autodromo in Portimão Portugal, Circuit Paul Ricard in Le Castellet France, and Circuit de

Catalunya in Barcelona Spain. I've watched TV broadcasts of F1 races at all three venues with the AIA circuit hosting its first F1 race just last year. I attended an F1 race at Barcelona-Catalunya in 2018, so I was familiar with the track layout. The Paul Ricard track, while located in the beautiful foothills of Le Castellet, is a flat and featureless circuit. Cross that track off from consideration as I enjoy a circuit with rolling terrain. Catalunya fits that requirement, but I want to drive on something new that I haven't been to before. The obvious choice would be

the track outside Portimão Portugal.

Email exchanges were made with Gancarlo from the AIA Racing School in Portimão and I reserved my seat time for May 17 and on May 11 we left Seattle for Portugal. Warm and sunny weather greeted us as we settled in our Lisbon hotel that evening after 25 hours of traveling. After three nights we picked up our rental car and drove the two and half hours to the seaside resort town of Portimão to enjoy the warm sand and sunshine along the Atlantic Ocean.

May 17 quickly arrived, and I



allowed some extra time to drive the 25 minutes from Portimão north to the Algarve International Autodromo circuit for my 1:00 pm track appointment. When I arrived, I was taken back as to how huge this racing facility is, having only recently been built in 2010. Besides the FIA certified 2.9-mile road course circuit, they have a kart track and off-road course.

I checked in with security at the gate entrance and showed him my credentials. He provided me directions on where I should park and how to find the Racing School for check in. I parked in front of a massive wading pool located between expansive guest suites. The guard made it clear to me that no swimming was allowed in the wading pool! Got it. I followed a sign pointing to driver's check-in which took me onto the pit lane. As I turned the corner to walk onto the pit-lane that's when I saw the white Porsche 991 GT3 parked all by itself resplendent in sponsorship and racing school decals. I quickly took in this sight knowing that this would be the calm before the adrenaline rush that was to come.

What was strange was here I am in the pit lane of an international

racing circuit, and it was completely quiet except for the faint chirping of birds in the far distance. This would quickly change. I entered the pit lane complex and walked up the stairs to find Gancarlo waiting for me for check-in. I was relieved that he spoke English well as my Portuguese vocabulary is non-existent! After reviewing and signing the liability waivers my instructor Edwardo came into the room and introduced himself. He is a very fit man, half my age with thick black hair and a friendly smile. His English is also quite good, so hopefully there won't be any communication problems between us inside the car.

He explains today's driving program which will be him driving one lap with me as a passenger and then we'll come into pit-lane and swap seats, and I'll drive five laps. We exit the classroom and walk down the stairs to pit-lane. He dons his custom painted, full-face helmet while I put on one of their half-face, racing school helmets and we climb into the GT3. He explains that he'll be communicating to me the correct racing line around the circuit including optimum

braking points, apexes, and throttle positioning. Surprisingly there is no instructor-to-student microphones in our helmets like PNWR provides students with during Drivers Education days, so I'll need to strain to hear what he's saying during the installation lap before changing seats.

I didn't have time to notice the brakes or tires before I settled into the heavily bolstered passenger seat and buckled the five-point harness. I ask Edwardo if they were PCCB or steel brakes (they're steel) and whether the GT3 is shod with Michelin Cups? He tells me they are Davanti Tires, a British brand that I've never heard of (they're one of the school's racing sponsors). I guess we'll find out how they perform.

He turns on the ignition and the engine roars to life. As we're leaving pit-lane, he tells me that he'll only be driving to 60 -70% of the GT3's capability. Now the show begins. He's giving me instructions in rapid fire succession as he pilots us through the 15 corners of the track. I hear most of what he's telling me through the roar of the flat-six, 3.8-liter engine behind us and the screeching Davanti tires! I've never heard tires make this much noise before!

Driving only 60 -70% of the GT3's capability, I call bull! He's flat out!

Fortunately, I had spent a couple weeks watching their racing school video online with their GT3 to gain a better understanding of the track dynamics before experiencing it myself. This helped some but in reality, the corners come up fast and furious! The 2.9-mile circuit follows the natural contours of the landscape including four blind hills where it's vitally important to know where the track turns before cresting at speed! I love new challenges, and this will be a mountain to climb!

Now it's my turn. We swap seats and I adjust the seat to steering wheel distance (no rake back adjustment with these carbon-fiber seats) and side mirrors. He tells me we have the whole track to ourselves and that I don't need to check the rear-view mirror as he folds it up. I trundle down pit-lane keeping to the 40 kph speed limit before exiting on to the track and the racing line at turn 1. I follow his hand jesters for turn-in, braking and acceleration along with his circuit narration. Having previously driven a 991 GT3 loaned by a friend at Pacific Raceway, I had an idea of what to expect in braking and acceleration, but I was still astonished by the GT3's performance! Especially the brakes! When Edwardo told me to brake hard, I did so and slowed too quickly for several corners. I need to modulate them better, I told myself.

I knew where the four blind crests were from studying the track beforehand, but they came up so rapidly it was very unnerving from the driver's seat seeing nothing but blue sky on the horizon. Edwardo provided me encouragement and helped me begin to fine tune my racing line over the five laps I had to play with. I progressively began to feel more comfortable with the GT3 handling and the flow of the circuit. With just one more lap to go I made a concerted effort to really put together a smooth and quick lap by hitting all my braking points and corner apexes. The Davanti tires were really howling now, but they were sticking well and providing plenty of cornering confidence. On the apex of turn 5, a 160-degree corner, I got a little greedy with the throttle and performed a nice over-steer moment all the way to the curbed exit! Not the fastest way around that corner but it felt really fun! I dialed back my

enthusiasm just a bit to drive the track nice and tidy before coming into pit-lane to end the session.

After coming to a stop with my hands still on the steering wheel, I looked over to Edwardo with a huge smile on my face and thanked him for the awesome driving experience! He told me that he was impressed with my driving and how quickly I learned the racing line around the circuit. Except for a couple missed braking points early on, he told me I did an excellent job! That made me beam inside with pride.

I turned off the ignition and unbuckled myself and got out of the car trying to contain my emotions. Gancarlo arrived from the office and offered to take photos of myself and Edwardo to capture the moment. I asked Edwardo about his driving background, and he explained that he is the official pace car driver at the circuit and that he is a regional amateur racer with his own 991 GT3. They both mention that they are seeing a big increase in the number of clients coming from the US to drive at the AIA and wondered if there was some sort of promotion from PCA or other driving clubs to come here.

I told him I wasn't aware of any, but told them that the televised races of F1, World Endurance Championship and MotoGP at the AIA in the US has probably given them exposure among racing enthusiasts wanting to experience driving this track like I did. Because there were no other scheduled client drives that afternoon, Edwardo asked if I wanted to drive any of their other cars like their Cayman 718 S, Mercedes AMG GT-C or a Honda Civic Type R. I wanted to savor the GT3 driving experience by itself, so I politely declined.

We thus said our goodbyes and they said I was very welcome to come back any time to drive. I slowly walked out of the pit lane past the wading pool over to the Turn 5 grandstand and took a seat at the top to try and make these moments last a bit longer while replaying the laps over in my head. The whole experience from arriving until now only lasted about 40 minutes, but it was an intense, adrenaline-filled driving experience that I will never forget!

It makes me hungry for more international track driving experiences like this! If you're interested in driving at AIA you can get further information at www.autodromodoalgarve.com. 🏎️





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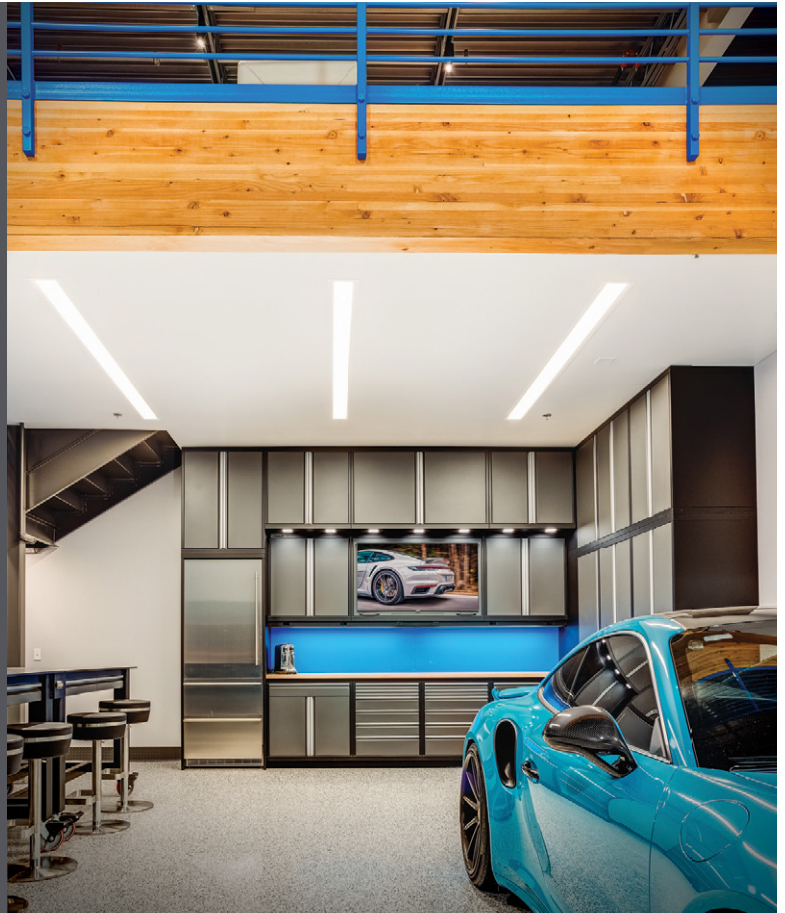
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FEATURE STORY

1973 PORSCHE PARADE


Story by Jay Gillotti and Photographs by Sherwin Eng

As most readers know, our 60-plus year member, Allan Caldwell, passed away about a year ago. In his will, Allan left his collection of memorabilia, books, technical information, work papers and other items to the Porsche Club. A team of PNWR members has been working to sort through and organize the collection materials. In all, there are more than 150 boxes of material that make up the collection.

Allan gave PCA National first choice of items, so a relatively small selection will be going to National for

their permanent collection. This includes examples like Allan's Parade folder from the 1973 event in Monterey. Before shipping to National, our PNWR team has been working to photograph many of the artifacts and scan some of the more interesting documents for future presentation in *Spiel*. The majority of the collection will stay with our Region and we hope to eventually make most of the items available for sale to benefit our automotive scholarship program.

The 1973 Porsche Parade at Monterey was a particularly colorful event. Since this year is the 50th anniversary, we thought we would

start the retrospective from the Caldwell Collection with a trip back to 1973. Allan's folders from Parades he attended are amazingly detailed, complete and in excellent condition. To those who knew Allan personally, it is no surprise that he saved everything he could in these folders, plus any trophies he might have won. The 1973 Parade had events at Laguna Seca and the Concours was held on the 18th fairway at Pebble Beach (just like the annual Pebble Beach Concours). Please enjoy this first of hopefully several trips back in Porsche Club history thanks to the Allan Caldwell collection. 



1973 Porsche Parade schedule cover

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Calton Hall, Monterey. California's Constitution was written here in 1849.

SCHEDULE OF EVENTS

AUGUST 17 - 25, 1973

1973 Parade Concours & Tech Quiz plates

1973 Parade schedule sheet

1973 PORSCHE PARADE

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MON. AUG. 20	LUIGI'S DEL MONTE LODGE Feast Chicken, Rolls Individual wine Fruit & Cheese Dessert
TUE. AUG. 21	Free Tite DINE AT SUCH FAMOUS RESTAURANTS AS THE HAWAIIAN MONTE CARLO THE LORRAINE THE HAWAIIAN
WED. AUG. 22	Sacramento Valley Region C.R.A.B. MONTE CARLO FARMGROUNDS AWARDS ENTERTAINMENT
THU. AUG. 23	Cocktails Del Monte Hyatt House FREE Dinner Dessert Coffee
FRI. AUG. 24	MEXICAN FIESTA all the delights of Mexican Cuisine in a delicious supper of Mexican goodness. CHAMBERLAIN
SAT. AUG. 25	final awards BANQUET Del Monte Hyatt House epicurean pleasure entertainment and Cherry-Lee Jubilation

1973 Parade Review cover

Allan Caldwell's 1973 Parade tickets

Allan Caldwell's 1973 Parade car numbers

1973 Parade hotel

Carmel - By - The - Sea

1973 Parade Guests in Program

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18TH PORSCHE PARADE

DEAR PCA FRIENDS:

ON BEHALF OF THE PARADE COMMITTEE AND THE MEMBERS OF ZONE-7, I AM PLEASED TO EXTEND A MOST SINCERE WELCOME ON THE OCCASION OF THE 18TH ANNUAL PORSCHE PARADE.

WE ARE HOSTING THE FIRST EVER "ZONE PARADE", WHICH HAS ENABLED US TO DRAW ON THE MANY TALENTS OF THE MEN AND WOMEN IN OUR EIGHT NORTHERN CALIFORNIA - NEVADA REGIONS. IT IS THEIR DEDICATION, MANY SACRIFICES AND SHEER ENTHUSIASM FOR THE PORSCHE WAY OF LIFE THAT WILL MAKE THIS PARADE ONE OF THE FINEST IN OUR CLUBS HISTORY.

MAY WE THANK YOU, OUR PCA FRIENDS FROM AROUND THE COUNTRY, FOR SHOWING SUCH OVERWHELMING SUPPORT AND INTEREST IN MONTEREY 17.

MOST CORDIALLY,
Robert V. Little
ROBERT V. LITTLE,
GENERAL CHAIRMAN

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Allan Caldwell's 914 at the 1973 Parade



SEP • 73

1973 Parade, Pebble Beach



AUG • 73

2-6

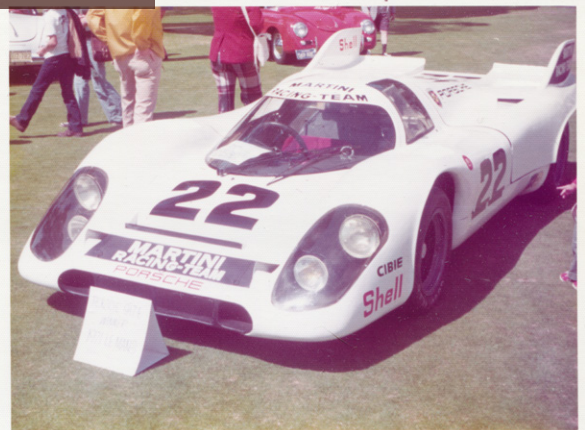
Allan Caldwell's 914 at the 1973 Parade, Laguna Seca



AUG • 73

3-3

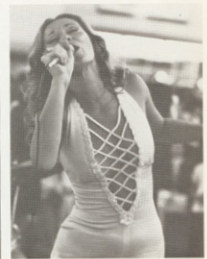
1973 Porsche Parade



AUG • 73

2-7

1973 Parade, Ferry Porsche photos



31

Allan Caldwell's 914 at the 1973 Parade



AUG • 73

2-8

1973 Parade TSD Rally award



1973 Parade Concours award



1973 Parade glasses



1973 Parade commemorative t-shirt ad

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1973 Parade California driver's handbook

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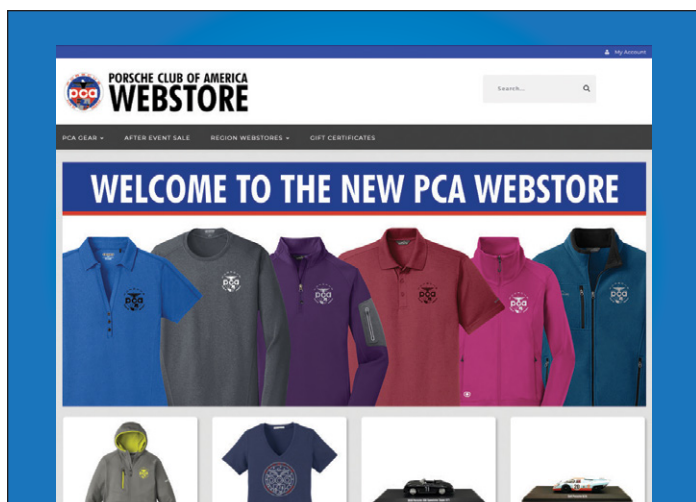
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PORSCHE CLUB OF AMERICA

CONCOURS CORNER



DENNIS ROOD

Concours Committee Chair
concours@pnwr.org



Photographs by Dan O'Connell and Sherwin Eng



We held the judged concourses at Denny and Sue Aker's tonce again in North Bothell ton July 8, 2023. I usually have this Concours in

June, but we stayed to attend Parade in Palm Springs/La Quinta where I judged in the Concours there.

The day started out overcast but the sun broke out late in the morning. It did NOT rain or drizzle.

We had 25 cars signed up for judging and including the spectators we had about 105 people there.

Thanks to all who entered the cars to be judged and to all the spectators.

Thanks for all the volunteers on the judging teams.

Thanks to John and Dodie Mueller

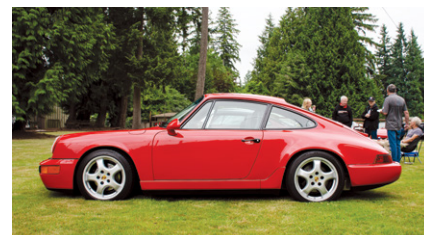
who, once again, provided wonderful Krispy Kreme Doughnuts and coffee to start and specially prepared Johnson Brats, chips, and ice cream for lunch.

Finally, a very special thank you to Denny and Sue Aker, who once again were very generous to have this event at their very special "Workshop" and car collection.

We look forward to a judged Concours next summer once again.

See you at the next Concours Event.

PS This is the anniversary of Nancy and my membership consecutively in PCA and PNWR and we have so enjoyed the fun events, but even more the great people and friends we have because of this club.





CONCOURS AWARDS MAKERS

JULY 8, 2023

PREPARATION STREET EARLY

CLASS	NAME	YEAR	MODEL	COLOR
First Place	Brian Fountain	1990	964 C2	Guards Red
Second Place	Ben Daniels	1994	914-6 Tribute	White
Second Place	Steward Karstens	1996	993 Coupe	Arena Red
Third Place	Donald Fountain	1997	993	White

PREPARATION STREET LATE

CLASS	NAME	YEAR	MODEL	COLOR
First Place	Sherwin Eng	2023	GT4 RS (brand new)	Shark Blue
Second Place	Ryan White	2016	Cayman GTS	Black
Third Place	John Hucabay	2015	Turbo Stinger (one of under 20 in world)	White

PREPARATION TOURING

CLASS	NAME	YEAR	MODEL	COLOR
First Place	Andy Kappler	1995	911 C2	Polar Silver
Second Place	Ted Gunal	2019	911 Turbo S Coupe	Chalk
Third Place	Harvey Kaner	1960	356B Outlaw	Silver

PREPARATION FULL

CLASS	NAME	YEAR	MODEL	COLOR
First Place	Kerry Swanson	1981	928	Guards Red
Second Place	Steven Varga	1987	944	Guards Red

PRESERVATION

CLASS	NAME	YEAR	MODEL	COLOR
First Place	Norbert Kremsner	1986	944 Turbo	Guards Red
Second Place	Rick Milligan	2002	996 C4S	Midnight Blue
Third Place	Ron Hoetmer	1989	911 Speedster	Guards Red

RESTORATION

CLASS	NAME	YEAR	MODEL	COLOR
First Place	Stephen Anderson	1958	356 1600 Super Cabriolet	Black
Second Place	Barry Sharp (assisted by his grandson)	1969	912	Bahama Yellow



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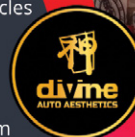
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FEATURE STORY



2023 OVERLANDING WEEKEND

Story and Photographs by Martin Wild

September brings on the changes in the seasons with shorter days and cooler nights and the Methow Valley. After Labor Day weekend the valley quiets down as shoulder season, that time between summer and winter recreation, allows the locals to take a break from catering to the out-of-towners and get back to a bit of normalcy. The pace is slower, and the valley is quieter. It's a great time to get out and enjoy the outdoors with the locals and without the crowded trails, restaurants and other tourist related activities.

For the second year in a row, a group of PNWR members headed over to the Methow Valley to access the beauty of the backcountry and mountains surrounding Methow Valley. The group this year was a little smaller than last year, but we still had a great mix of folks with a nice variety of Porsches (and a couple of Porsche owners in their non-Porsche rigs). This year's participants include 7 Cayennes (including a rare Transsyberia), 1 Macan, 1 Porsche 944 Safari build, 1 Jeep, and 1 Ford F150. Of course, the Jeep and Ford owners joked that they were there to pull out any of the Porsche

owners if they got stuck, but the rest of us knew that the Porsches were more than up to the task. Joking aside, both of the non-Porsche participants were also Cayenne owners as well.

Friday morning the group met up at a downtown park in Arlington. We were all thrilled to see the arrival of Benjamin Hamblin in his Safari-style 1987 944 build. The car really looked the part and Ben was anxious to get his 944 out for its maiden off-road weekend. Ben had started the project with his father a couple of years ago only to see his father fall into ill health during the build. Ben's father unfortunately passed away before the build was completed, but Ben soldiered on and completed the project over the last year. It was great to see Ben be able to get the Porsche that meant so much to him out on the road with the other Porsches for some fun in the dirt.

We headed east on SR530 and hit SR20 (North Cascades Highway) in Marblemount before continuing alongside the flowing green waters of the Skagit River to Newhalem for a short break. We then continued up to Washington Pass to take in the grand views from the Washington Pass Overlook. Far below we could

see the ribbon of highway we would be descending leading to the Methow Valley only 17 miles away. Before departing we gathered for a group photo at the Washington Pass summit sign and slapped a 2023 PNWR Overland Tour sticker on the sign as has become tradition for many travelers over the Pass in recent years.

As we descended into the upper Methow Valley we stopped in the little hamlet of Mazama and gathered for lunch and beverages at The Mazama Public House at the foot of the towering Goat Wall. Indian summer was in full effect, and we all indulged and enjoyed the outdoor patio and the warm sunshine. With our stomachs satisfied it was time for our first adventure. Heading up valley on Lost River Road for 6 miles we crossed Lost River and started our first off-tarmac driving of the day ascending the 23 miles of winding, twisting, gravel-strewn forest service road to Harts Pass and ultimately to our destination at Slate Peak. Slate Peak is a mountain top on the edge of the Pasayten Wilderness with panoramic views of the Cascades including Glacier Peak, Mount Baker, and Canada to the north. At 7,440 feet it is also the highest point in Washington



State where you can drive a vehicle. Needless to say, the views were amazing albeit the small parking lot was crowded as we had to share it with all the hunters that were staked out up there for opening weekend of upland deer season. With the day drawing to a close we headed back down the mountain and on to our lodging for the night at the lower end of the valley in Pateros on the Columbia River.

Saturday morning, we all gathered for some coffee and pastries at the local bakery and geared up for the day's adventure. Saturday's route would take us several miles back up SR153 along the Methow River where we would leave the blacktop and hit the gravel up Black Canyon. This 41 mile route would lead us up over the Sawtooth Mountains that separate the Methow Valley from Lake Chelan. As we made our way up the group disappeared into a cloud of dust. We must have looked like a wagon train in an old western movie only we had the luxury of 4-wheel drive and air-conditioning to augment our drive. Unfortunately, unlike a mule team, one of the Cayennes began having an overheating issue which resulted in a few stops to let it cool and add some

water. With a climb of over 5,000 feet and no service nearby we were able to continue on and made it to the summit. Upon our decent into the Lake Chelan basin we noted that part of the group had failed to keep up. As the lead group paused to assess we got word over the radio that the Transsyberia Cayenne had a punctured tire and a charging issue. Fortunately, Jason had all the gear needed for an off-road tire change (jack, air compressor, etc), to get Spike and his Cayenne back on the trail again. Luckily the charging issue went away and all was good. We all continue down the mountain to Chelan for some roadside grub at the Lakeview Driver Inn and swapped stories while Spike made a run to the tire store and John made his way to a service station to top off his coolant. Unfortunately for John, after topping off his coolant he started up the motor and coolant came flooding out of the back of the engine. An assessment revealed a cracked coolant pipe (a known weak point in 955/957 vehicles) had finally let go catastrophically and his Cayenne was out of commission. Not to worry the gang rallied and a flat tow was called and John and his wife were able to continue on back to the

host hotel in Pateros as passengers in another member's Cayenne to finish out the weekend which included a lift home on Sunday as well. I guess we can chalk up another benefit of touring in Porsche SUV's. Plenty of seating for extra passengers so no one is left stranded!

To finish off the day Saturday we did some wine tasting in Chelan followed by a fabulous evening group dinner hosted at Lone Point Cellars in Brewster. The winery and restaurant, situated on a bluff overlooking the Columbia River below, allowed everyone to enjoy their multi-course meal on the outdoor patio sharing stories of the weekend adventures along with some good wine.

Reflecting on the weekend again recently I realized we climbed over 15,000 vertical feet in our two days of adventures! It's pretty cool that Porsche, known primarily for some many years as a sportscar manufacturer, is now also associated with machines that are off-road capable and provide the ability to get out and see the world beyond where the blacktop ends. Do yourself a favor and get your Cayenne/Macan out into the wild. You won't regret it! 🐾



WILLKOMMEN!



BILLY and JULIE SHOTT

Membership Committee Chairs
membership@pnwr.org

NEW MEMBERS AUGUST 2023

DMITRY ALEXEENKO

2023 718 Cayman GT4

TREVIN & ORALIA BAKER

1999 911 Carrera

WILLEM BROEKHOF

2018 718 Cayman S

GREG CARPENTER

1996 911 Carrera 4S

CHRIS CHESNUTT

2019 911 GT3

BILL CONN

2007 911 Targa 4 Gray

TERRY COOKE

1998 911 Carrera S

CAMERON COOKS

1999 911 Carrera 4

KEVIN & TRACY ERICKSON

2021 Cayenne Turbo

GREGORY GARCIA

2020 911 Carrera S

DAVID GILLESPIE

1980 911 SC Targa

DI & HUI HE

2019 911 Targa 4 GTS

KATHERINE HOFFMAN

2022 Macan

TIM & KEATON HOUSE

1999 911 Carrera

MICHAEL JOHNSON

2006 911 Carrera 4

BRADY KELCE

2006 Cayman S

PERE KYLE

2022 718 Cayman

LAWRENCE LEONE

2007 Cayman S

DION & CONSTANCE LONG

2016 Cayenne

TERESA LOW

2001 911 Carrera Cabriolet

BRAD MASTERS

1980 911 SC Targa

RICK MAURICE

2017 718 Cayman S

TAKYEE & ANDREW NELSON

2000 911 Carrera

ANNIVERSARIES SEPTEMBER 2023

55 YEARS

Warren Williams & Kimberly Williams

40 YEARS

Michael Harley & Liz Weber
William Sargent & Evelyn Fang

30 YEARS

Glen Haenggi
Randy Rushforth & Karen Rushforth

25 YEARS

Keith Brown & Kristi Brown
George Butterfield & Mary Butterfield
Richard Gorman & Susan M. Gorman
Gerald Loeffler & Kathleen A. Loeffler
Bart Sanderson

Roxie Wilson

20 YEARS

Duane Horne & Anne Marie Horne
Peter Neumann & Melissa Neumann
Lawrence Shaw & Marsha Shaw

15 YEARS

Guy Larsen & Jodi Larsen
John Tidwell & Beth Porter

10 YEARS

Dennis Adair
Gregory Daniel & Theresa Daniel
Benjamin Farrow
Christoph Hofstetter
John Mahoney & Anne Mahoney

Leonard Wermes & Linda Wermes
Larry Zinkan & Brenda Zinkan

5 YEARS

Michael Bailey & David Bailey
Vince Berndsen & Brenda Berndsen
John Branthoover
Marv Buchanan
Malcolm Goodrich
Nicolas Hostein
Kevin Koreis & Michael Koreis
Bob Parks & Karen Dillon
Rod Pascua & Fran Labuguen-Pascua
Rodd Pope
Robin Rifkin
Supreeth Sathyanarayana
Nathaniel Short

NEW MEMBERS SEPTEMBER 2023

ARTHUR POCZKA

2006 911 Carrera S

REX ROHWER

1996 911 Carrera Cabriolet

ERIC SIEDENTOPF

2009 911 Carrera S Cabriolet

RICK SMITH

1989 911 Carrera

MATTI SUOKKO

2008 911 Carrera

LILY TANDIA

2005 Cayenne Turbo

PAULA TOMLINSON

2015 911 GT3

CURT TOWEY

2007 911 Carrera Cabriolet

TOMASZ WOJEWODA

2022 911 Carrera 4 GTS Cabriolet

JEFFREY ZALESKI

1986 944 Turbo

SHABIR BALOLIA

2023 911 Targa 4S

RENE & NICOLETTE BOUW

2022 911 GT3

DOUG BRYAN

2006 911 Carrera 4S

DOUGLAS BYERS

2023 911 Turbo S

CAREN CHANDLER

2007 Cayman

CHRISTOPHER CLOWER

2015 Cayenne S

KIAN GRAHAM

1987 944

LEWIS GUERRETTE

1989 911 Carrera Cabriolet

JEFF HALVERSON

2014 911 Targa 4

WILLIAM HENSLEY

2022 718 Boxster GTS 4.0

BRANDON KING

2014 911 Carrera S

ALLISON LANCE

2023 911 Turbo S Cabriolet

HENRY & NANCY LEE

1997 911 Carrera 4 Cabriolet

REBECCA LEVENT

2013 911 Carrera 4

BENOIT MARTIN

2024 718 Cayman S

CHRISTOPHER MATHEWS

1973 914 2.0

FLORDELIZ MCCABE

2023 718 Cayman S

MOHAMMAD MEMON

1999 Boxster

RYAN MENDENHALL

1978 911 Turbo

MARK MINNITI

2013 911 Carrera 4S

TOM MOLZAN

2008 911 Carrera

SETH MONROE

1986 928S

DAN MORRIS

2002 911 Carrera Cabriolet

MICHAEL MURPHY

1961 356 Roadster

ROB MUSZKIEWICZ

2020 911 Carrera 4S

JORDAN PITCHON

2003 Boxster S

JUSTIN PUCCI

2018 Macan Blue

BOB SIM

2023 718 Spyder

RHONDA STEEL

2024 Macan GTS

PAUL & ANGIE SUTPHEN

1982 911 SC Targa

HEWAN TESHOME

2007 911 Carrera

DAVID & LINNEA THOMAS

2022 718 Cayman GTS 4.0

JEFF TONN

2014 911 Turbo S

JOHN WALTERS

2013 Cayenne Diesel

TING YE

2020 911 Carrera

ANNIVERSARIES OCTOBER 2023

45 YEARS

Robert Johnson & Bill Johnson

30 YEARS

David Hagel & Alex Hagel
John Henderson & Pam Henderson
Raman Sarin & Tina Sarin

25 YEARS

Frank Morrison & Kathleen Morrison
Duncan Newell & Scott Newell

15 YEARS

Scott Miller & Ryan Lockwood

10 YEARS

Stephen Anderson & Rita M. Anderson
Dale Lipke
Brian Matthiesen
Martin McGowan & Marsha McGowan
Bruce Smith
Robert Thomas

5 YEARS

Allan Biegaj
Mark Chang & Jostin Darlington
Martin Duenhoelter
William McIlvride
Olen Ronning
Colin Schmalz
Craig Schumann & Melissa Schumann
Geoff Warren
Nick Wilson & Angelina Wallent
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