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European model shown. Some options may not be available in the U.S.



PORSCHE

Cover Photograph by
Jeff Jones

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CALENDAR OF EVENTS

JUNE

- WED 1** Deadline for July *Spiel*
- SAT 4** Tour: North Loop to Somewhere
- MON 6** Board Meeting (online)
- TUE 7** Reg. opens for August 5 DE at Pacific Raceways
- WED 8** Social: Club Dinner in Bothell
- SAT 11** Autocross #4
- SAT 11-SUN 12** DE at Oregon Raceway Park
- WED 15** Reg. opens for August 27 Women's Only Tour
- SAT 18** Judged Concours at Denny Aker's Workshop
- SUN 19** Social: F1 Watch Party
- THU 23** DE: Women's Day at Pacific Raceways
- SAT 25** Autocross #5
- SUN 26** Social: PNWR Meetup at Black Raven Brewing
- MON 27** Reg. opens for August 25 DE at The Ridge
- WED 29** Tour: A Day in Paradise

JULY

- FRI 1** Deadline for August *Spiel*
- MON 11** Board Meeting (online)
- WED 13** Social: Fish 'n' Chips in the Park in Kirkland
- THU 14** DE at The Ridge Motorsports Park
- SAT 16** Social: Porsches & Coffee at The Shop
- MON 18** Reg. opens for Sept. 15 DE at PIR
- SAT 23** Driver Skills
- TUE 26** Reg. opens for Sept. 23 DE at Pacific Raceways
- THU 28** Tour: Diablo Lake
- SAT 30** Social: PNWR Meetup in Tacoma
- SAT 30** Autocross #6
- SUN 31** Autocross #7

AUGUST

- MON 1** Deadline for August *Spiel*
- MON 1** Board Meeting (online)
- TUE 2** Reg. opens for Oct. 1 DE at The Ridge
- FRI 5** DE at Pacific Raceways
- THU 11** Social: Brewhouse on the Beach
- SAT 13** Driver Skills
- SUN 21** Social: Club Picnic at Show and Shine in Carnation
- THU 25** DE at The Ridge Motorsports Park
- SAT 27** Women's Only Tour
- SUN 28** Social: Caffeine & Cars in Redmond

Please visit pnwr.org for event details and updates.

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FROM THE PRESIDENT



DOUG ANDREASSEN

President • (206) 300-3701
president@pnwr.org

Doug appreciates the commitment that Porsche makes to their motorsport success and how that technology transfers to the vehicles we all love. Outside of that passion, he enjoys soccer, hiking, and spending time outdoors in the company of others.

Follow us on Instagram @pca_pnwr.
Text "PNWR" to 55678 for all club info
on events, news & exclusives. Opt in now!

Welcome to Summer in PNWR!

As we present this issue, PNWR is in full swing with activities that will touch on every desire of your driving experience.

I recently observed and appreciated our Driver Education Woman's Day at the track. I have been fortunate as President to see this program grow in participation over the last few years. After having heard all its accolades, I witnessed this extravaganza of excitement and leadership. I will take a moment to say "thank you" to Shay Hoelscher for her cheerleading, excitement, and guidance to the participants. We are truly blessed to have her leadership and passion, which makes this one of our season's premier events. Thank you, Shay!

I am also pleased to see the success of the recent PNWR Meet at Black Raven Brewing on June 26. Our social team's efforts are second to none in our zone, and this event has quickly become one of our premier summer events. Each year, this event has caught our community's attention, going back to before COVID-19. Thank you to the committee chairs and members that put in countless hours. This event has set the gold standard for PNWR.

We cannot overlook the recent journalistic accomplishments of the *Spiel* team. Prestigious awards were handed out at the Porsche Parade events held in June for the 2022 PCA Newsletter Contest. Our *Spiel* publication took first place in the People's Award for best cover design

category with our June 2021 issue that featured the Disco Magenta 911 on the cover. This photo was taken by our own Karl Noakes, who has been generous to PNWR with this time and photographic talents. We also won the third place trophy for *Spiel* in our Class VI division for overall magazine. Thank you to Sydney Tanner, Kevin Nouwens, Daniel Pilling, Martin Wild, Tina Chau, Dan O'Connell, and Bobbie Kalben. We have recently added Sherwin Eng and Gary Barklind to our *Spiel* team; we welcome you and thank you for your contributions.

We also recently welcomed a new board member to PNWR, Rick Askew, who has now assumed the role of Secretary. As we introduce Rick to PNWR, we also thank Jeff Jones. It is appropriate that this issue features a beautiful story on the Jones family at The Shop. Check out this article and our many other features in this June edition.

I cannot name all the members who help make PNWR one of the most vibrant regions in PCA. We sincerely thank you, the members, for participating in our events. The region's events do not happen without our volunteers. As we look toward 2023, our positions of President and Vice President will be open, and we are excited to welcome new leadership into PNWR. If you are interested in these positions, please email me at president@pnwr.org.

I look forward to seeing you down the road.



**I cannot name all the members
who help make PNWR one of the
most vibrant regions in PCA. We
sincerely thank you, the members.**

2022 PNWR TRACK EVENTS

DRIVER EDUCATION

DATE	LOCATION/EVENT	REG. OPENS
June 11-12	Oregon Raceway Park	April 12
June 23	Women's Day at Pacific Raceways	April 25
July 14	The Ridge Motorsports Park	May 16
August 5	Pacific Raceways	June 7
August 25	The Ridge Motorsports Park	June 27
September 15	Portland International Raceway	July 18
September 23	Pacific Raceways	July 26
October 1	The Ridge Motorsports Park	August 2

Entry Fee: \$335 for single day events at Pacific and The Ridge, \$550 for 2-days at ORP and The Ridge

Contact Olly Downs at driveder@pnwr.org for additional information.

Visit pnwr.org for complete details and updates

2022 HELMET REQUIREMENTS

DRIVER EDUCATION

Each participant must wear an approved helmet in good condition. The helmet shell must have no structural damage and the padding must be intact. The chin strap must not be frayed; the strap attachments must be operable and securely attached. Face shields, when required and/or used, must be made of polycarbonate plastic or the equivalent and must be in good condition. Acceptable approvals are the latest or previous one most recent SA, SAH, M, or K Snell Memorial Foundation, FIA 8860, SFI 31.1 or BS6658-85 Type A-FR approvals. Snell SA2020, Snell SA2015, Snell SAH2020, Snell SAH2015, Snell M2020, Snell M2015, Snell K2020, Snell K2015, FIA8860-2004, 2010, or its successor, SFI 31.1, or BS6658-85 type A/FR. Helmets certified to specifications other than Snell must be within 10 years of the date of manufacture, or if FIA, expire at the end of the 10th year following the year of manufacture. Any helmet approved for PCA Club Racing is also approved. For a copy of PCA Club Racing rules write or call the PCA Executive Office or log onto www.pca.org and do a search for PCA Club Racing Rules. It is recommended that helmets be replaced or relined after 5 years of actual use.

AUTOCROSS

DATE	LOCATION	EVENT
June 11	Bremerton	Event #4
June 25	Bremerton	Event #5
July 30	Packwood (tentative)	Event #6
July 31	Packwood (tentative)	Event #7
September 3	Bremerton	Event #8
September 17	Bremerton	Event #9
October 8	Bremerton	Event #10

Registration opens 15 days before each event, closes at 5pm the Friday before.

Entry Fee: \$40 for PNWR members, **\$5 off** with pre-registration

Contact Paul Hagger at autocross@pnwr.org for additional information.

AUTOCROSS and DRIVER SKILLS

Each participant must wear an approved helmet in good condition. The helmet shell must have no structural damage and the padding must be intact. The chin strap must not be frayed; the strap attachments must be operable and securely attached. Face shields, when required and/or used, must be made of polycarbonate plastic or the equivalent and must be in good condition. Acceptable approvals are the latest or previous two most recent SA, SAH, M, or K Snell Memorial Foundation, FIA 8860, SFI 31.1 or BS6658-85 Type A-FR approvals. Snell SA2020, Snell SA2015, Snell SAH2020, Snell SAH2015, Snell M2020, Snell M2015, Snell K2020, Snell K2015, Snell K2010, FIA8860-2004, 2010, or its successor, SFI 31.1, or BS6658-85 type A/FR. Helmets certified to specifications other than Snell must be within 10 years of the date of manufacture, or if FIA, expire at the end of the 10th year following the year of manufacture. Any helmet approved for PCA Club Racing is also approved. For a copy of PCA Club Racing rules write or call the PCA Executive Office or log onto www.pca.org and do a search for PCA Club Racing Rules. It is recommended that helmets be replaced or relined after 5 years of actual use.

DRIVER SKILLS

JULY 23 • AUGUST 13 • OCTOBER 16

Location: Bremerton Motorsports Park

Entry Fee: \$140 • **Limited Rental Helmets:** \$25 • *Registration is open now.*

Contact Kevin Grealish at driverskills@pnwr.org for additional information.

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CLUB EVENT



SUMMER PICNIC

Sunday, August 21, 12-4pm

31020 NE 40th St., Carnation, WA 98014

Join us for a club favorite: our annual picnic! It will be held at Tolt-MacDonald Park. Like in previous years, we'll be having a Show and Shine as part of this event.

Visit pnwr.org to register and for additional details.
Contact Jeff and Shari Waibel at social@pnwr.org.

CLUB EVENT



WOMEN'S ONLY TOUR

Saturday, August 27

The Women's Only Tour will start in North Tacoma, driving over the Narrows Bridge and onto scenic roads throughout Gig Harbor. There will be both winding and straight road stretches with beautiful water and forest views. The tour will end at Massimo Italian Bar & Grill overlooking Henderson Bay.

This is a perfect event to meet other women in the club. Non-members are welcome as passengers.

Visit pnwr.org to register and for additional details.
Registration closes August 15. Space is limited. Register now.

CLUB EVENT



ALL PORSCHE GRAND DISPLAY

Sunday, September 11, 9am-2:30pm

4100 Carillon Point, Kirkland, WA 98034 (Awards at 2pm)

This is a fabulous opportunity to have a day in the sun at a beautiful venue with all things Porsche. Display cars are to arrive at 7 a.m., and judging will be on cleanliness, preparation, and presentation of the cars. No doors, engine lids, or trunks/frunks will be opened. Awards will be given in several classes as well as a People's Choice.

Display Cars: \$25 | Spectators: \$10 | Under 15: Free

Visit pnwr.org to register and for additional details.
Registration is required and closes September 2.

CLUB EVENT



OVERLANDING ADVENTURE

Friday-Sunday, September 16-18

Join fellow Porsche enthusiasts and adventurers in the beautiful Methow Valley for a weekend of exploring in your Porsche SUV or lifted Porsche (Safari) sports car. We will be driving primarily on gravel/dirt roads and forest service roads, so you'll need to be willing to get your rig a little dirty. We will be spending nights at Rolling Huts in a natural, park-like setting along the Methow River.

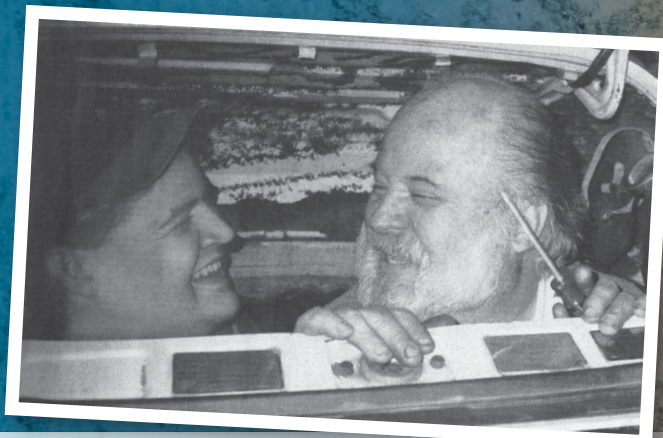
Visit pnwr.org to register and for additional details.
Registration is open and closes September 1.

COVER
STORY



JONES FAMILY DAY AT THE SHOP

Story by Jeff Jones and
Photographs by Meghan E. Jones



My dad, Enoch Jones, has always been one of those guys that can fix anything, build anything, and, if he doesn't have the right tool for the job, he can probably make one on his lathe or forge one out of some steel he has laying around. The hands of a master craftsman, the mind of an engineer, and a compulsive need to learn new things made for a lot of hobbies and one heck of a well-equipped workshop. I grew up hearing

stories of how he turned our family dining room into a makeshift garage, so he could build a race car and watching him transform our house with hand-built kitchen cabinets, decks, and anything else that needed to be done.

While I may have inherited his engineer's mind, and I certainly got a full dose of whatever causes one to obsess about the next cool thing, I have never been the do-it-yourself master that my dad is. As car obsessed as I am, I have always outsourced anything beyond the basics... and

usually even the basics. One of my favorite memories is of the time my dad and I worked on my '78 911 SC Targa, which needed some major engine work. I purchased the car from the side of the road without knowing anything about buying used cars or the value of a pre-purchase inspection. I literally kicked the tires, looked for rust, and then bought the car. My dad encouraged caution, but my teenage brain just wanted a Porsche! When we discovered that the car needed a top end rebuild, we decided to do the work



ourselves, and he was going to show me how. We had an absolute blast prepping everything, dropping the engine, etc. In the end, I chickened out on the hard stuff and got a shop to do the rebuild. This has always been one of my biggest regrets, and I wish I had pushed through my fear and finished the job with him. Still, we did manage to have a lot of fun with the parts we did!

As I have gotten older, a bit of that do-it-yourself mindset has taken hold. Maybe my patience has increased, my fear of failure has decreased, or some latent gene finally kicked in. When it came time to upgrade the exhaust system in my 2021 Spyder, I knew I wanted to tackle the job myself. The Spyder is almost a perfect car, but the one area of disappointment is how the

exhaust sounds. It's not terrible but is not up to the exotic looks of the car in my opinion. I looked to Kline to add some volume and a more aggressive tone without adding any drone. Kline systems are well-built, and they look beautiful for something that gets hidden under the car. Their exhaust, paired with a Cargraphic valve controller, would be just the thing to finish off my planned modifications for the Spyder.

We have a tradition in our family where each person gets to decide what the whole family does for a day during holiday breaks. This tradition is the reason I have done flips at a trampoline house, enjoyed my first pedicure, and why I know what a cat café is. When it was my day to plan, I asked the family

to join me for a day at The Shop, the "country club for gearheads." I wanted to install my new exhaust system, and I knew that I needed some extra hands. It would also be a time for some father-son bonding with my two boys, Gabe and Shep. Meghan, my wife, is a professional photographer and agreed to capture the memories as only she can.

The plan was to get there at 10 a.m., secure the car on the lift, and then let the exhaust cool down while we enjoyed brunch at Derby. It took longer than planned to get the car on the lift because of how low the car is and how unskilled I am, but we managed to get it in the air in time for breakfast. It is pretty sweet to have a car club with lifts, all the tools you need, and an on-site restaurant! After brunch,



we got to work. Gabe and Shep were a big help, and Gabe was by my side the entire day. He did at least half the work, if not more, and most of the heavy lifting. We had fun with power tools, pretended we were an F1 pit crew with the impact wrench, bloodied some knuckles, laughed, sweat,


swore, and worked through challenge after challenge. It is a simple job if you have the skills and know what you are doing. I had neither of those advantages and was often reminded of a joke my dad says a lot: "I'm slow, but I make a lot of mistakes." In a few cases we had to phone-a-friend, and

we were thankful for some help from other folks in the shop. I even missed a few steps that I had to fix a few days later. With a crew of three and a professional photographer on site, I managed to take a two-hour job for a pro and turn it into a six-hour amateur adventure. It was a perfect day.





I cannot thank my family enough for being willing to spend an entire day working their butts off, helping me customize a perfectly good car. Having them there gave me the confidence to tackle the project and made it 1000% more fun. A special thanks goes to Meghan Jones for spending all day in The Shop taking photos of three wannabe grease monkeys. I don't think my dad needs to worry about me challenging his status as the King of DIY, but I am working my way towards apprentice level!

As part of the project, we created a step-by-step reference guide for anyone looking to tackle a similar job, which is available along with additional photos and videos on my website at 911maniac.com/2022/01/19/kline. 

TECH ED

Brian Redman

“In Person”

Saturday, October 29th • 9:30^{am} to 1:00^{pm}



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Our host hotel for the week is Sunriver Resort, 3,300 acres of inspiration, discovery, and treasured memories in a stunning mountain resort on the banks of the Deschutes River. With 10 unique dining options offering a variety of indoor and outdoor restaurants, Sunriver chefs have a keen eye for fresh, seasonal ingredients

along with an imaginative palate to create extraordinary culinary moments reflective of Central Oregon. Guest rooms have been designed with contemporary Northwestern sensibility, including a fireplace and lounging deck with a view.

Join PCA in the Fall of 2022 as we journey to Central Oregon and experience the roads and breathtaking beauty of Bend, Oregon. Whether you're dipping a paddle into the crystal-clear waters of the Deschutes River or sipping a frosted pint of your favorite craft brew, you're sure to enjoy exploring this amazing area.



Dates: September 14 – 18, 2022
Venue: Sunriver Resort
17600 Center Dr., Sunriver, OR
Website: treffen.pca.org
Registration: Opens late June/early July 2022

35th Annual BULL SESSION

Skamania Lodge
Stevenson, WA

**Porsche 356 Group NW invites you to their
yearly gathering of the faithful, the Bull Session.**

This year marks the 35th year of our signature event, and, in keeping with this milestone, we have planned a very special event! This year's Bull Session is a two-day event on Monday, July 25 and Tuesday, July 26. The 356s are returning to the site of the 2014 West Coast Holiday – the Skamania Lodge, where we'll stay in Stevenson, Washington on the banks of the beautiful Columbia River.

**Please visit our event website
for more information:**

**[356groupnw.org/events/
bull-session-35](http://356groupnw.org/events/bull-session-35)**

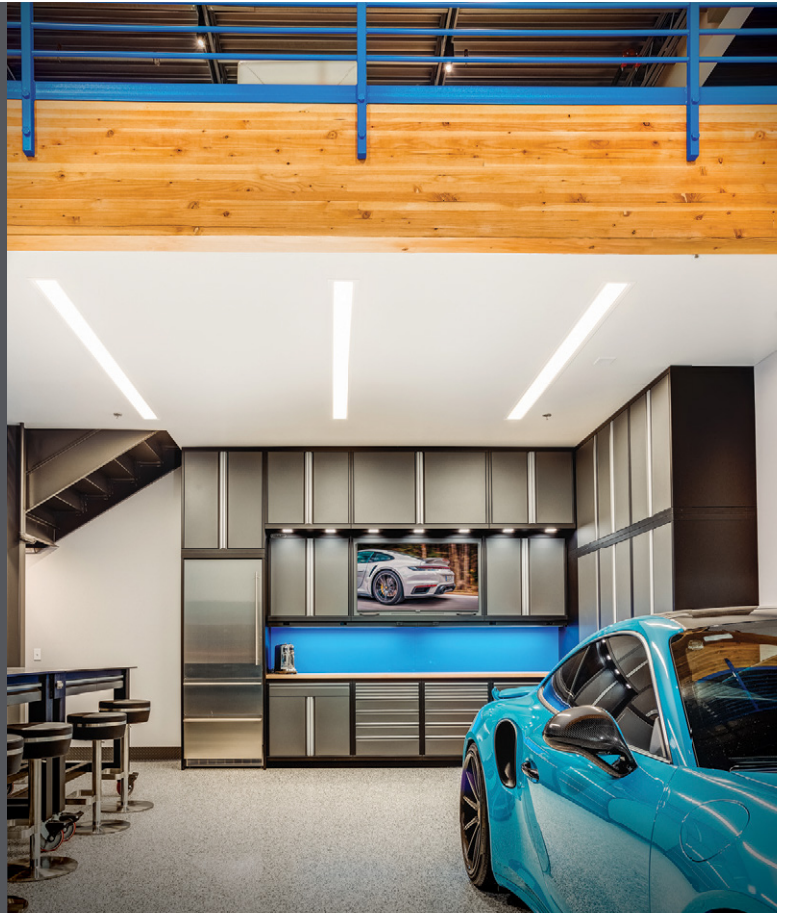


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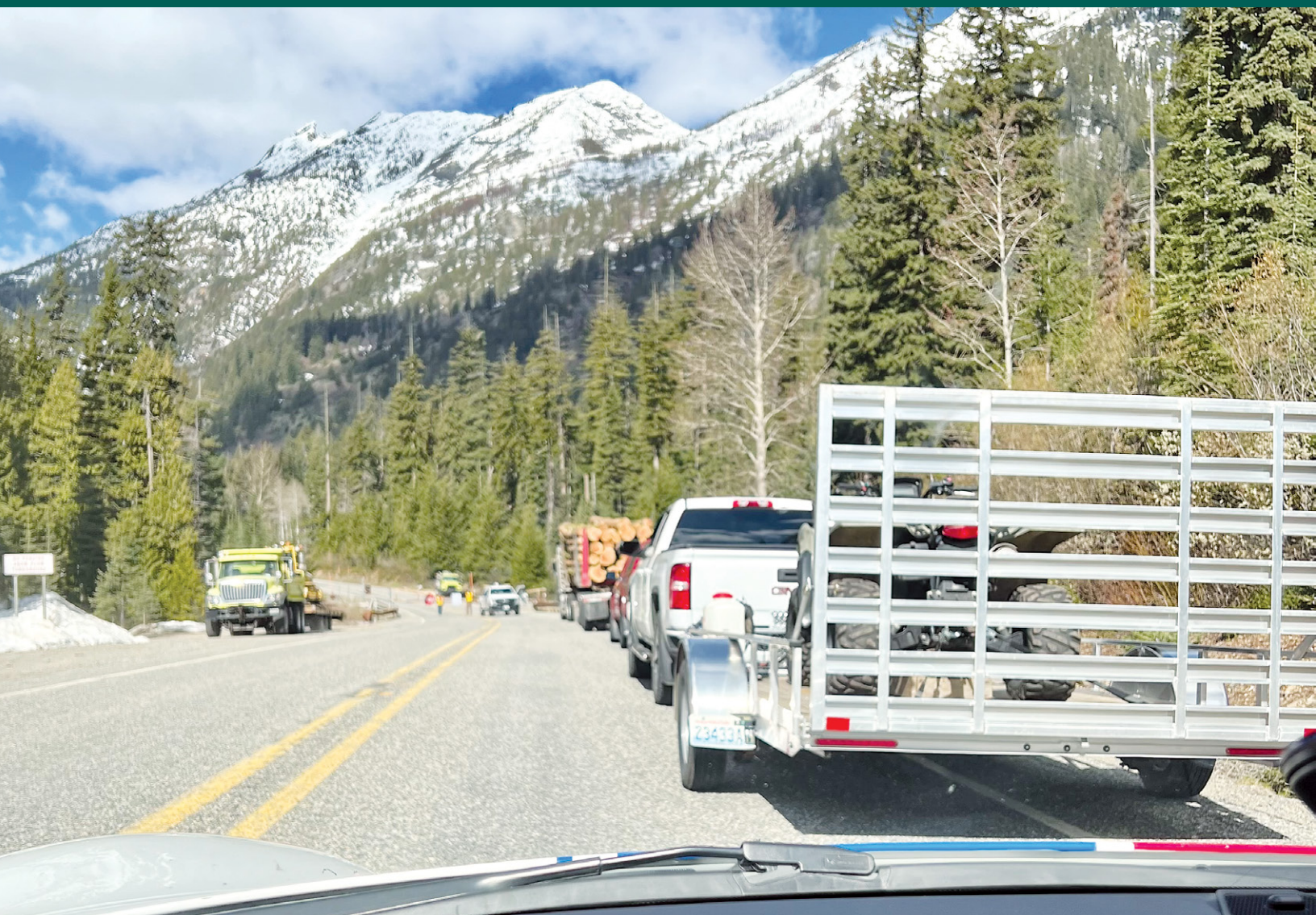
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FEATURE STORY



NORTH CASCADES OPENER

Story by and Photographs by Martin Wild

As I roll up in my Porsche to take my grid position, I take note of my competitors lined up in front of me. I've "qualified" P4 for this particular event. Not bad, but the early bird gets the worm on this day! It appears P1 has

gone to a blue-liveried Kenworth with a double-trailer load of Douglas fir logs. At P2 sits a red Toyota Tundra with a canopy as its aero package. P3 appears to be a white GMC with an ATV trailer. Maybe if I had skipped the pit stop for the 16-ounce Americano and ham and cheese croissant, I would have

qualified on the front row. I like my odds though. With my light and more agile Cayman, I'm pretty confident I can get the jump on the higher-horsepower competition when the red lights go out from race control.

In reality this is not a competition. The "grid" is composed of much more



mundane machinery than any Formula One grid, and the starting lights are only a locked gate. The race director and crew are composed of WSDOT road workers. No, this is actually the much-anticipated annual opening day of the North Cascades Highway (Route 20), the most northern pass in Washington, connecting Burlington, WA and the Skagit Valley in the west and Winthrop and the Methow Valley in the east.

One of the annual rites of passage that motoring and outdoor enthusiasts look forward to every year is the reopening of State Route 20 between milepost 134 near Diablo and 171 near Mazama. Between these two points lies one of the most spectacular scenic mountain driving roads in the country. Due to heavy snowfall and avalanche

risk, the road is closed six to seven months of the year, restricting folks from the Methow Valley and other regions on Okanogan and other north-central Washington counties to taking longer, southern routes like US-2 and I-90.

On the west side, near Diablo, there is an actual ceremony each spring where DOT workers and eager travelers gather at the gate prior to the official opening and celebrate with cinnamon rolls and coffee, carrying on a tradition since the first opening of the pass back in 1972. The tradition honors Tootsie Clark, a local who famously baked dozens of cinnamon rolls and shared them with workers and eager travelers at the annual opening of the pass each year. She passed away at the age of 95 in 2017,

but her family members continue the tradition to this day. This year marked the 50th year of the annual unlocking and opening of the gate.

At the gate, on the eastern approach at the head of the Methow Valley where I was waiting, it was a much more subdued atmosphere. DOT workers chatted with a logging truck driver who was waiting to take his first load of the season over to the Hampton lumber mill in Darrington. A couple of other fellows in their pickup trucks waited quietly while a few early-season hikers had thoughts of making first tracks on some of the higher elevation hiking trails. I, on the other hand, was just looking forward to carving up the amazing mountain roads without a soul in front to hinder me.



At 10 a.m. sharp, an orange-vested DOT worker unlocked and swung the gates open wide. The logging truck lurched forward and began rowing through the gears for the long, 5,475-foot uphill ascent to Washington Pass. The other two trucks in front of me quickly zipped by the Kenworth with me right behind. At the sight of the first passing zone, I dropped my Porsche down a gear and sped by the only two remaining obstacles in my solo ascent of the mountain pass. I was off!

I have driven this road hundreds of times back and forth to my cabin and home in the Methow Valley, but never before had I shown up for the spring opener, let alone been first to shoot for the summit. It was a postcard-perfect day with blue skies and blazing sunshine. As I rapidly ascended the winding road past burn

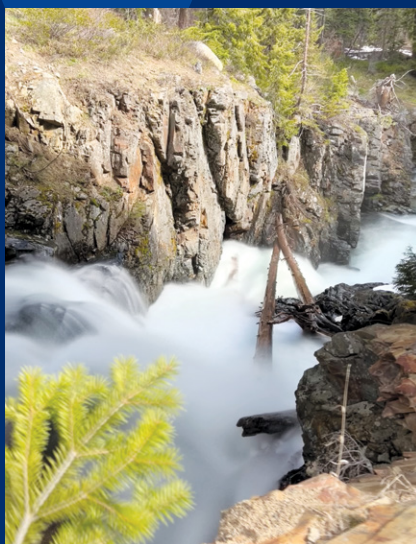
scars from the previous years' fires that had nipped to the edges of the road, I began glimpsing those frosty covered spires that lay ahead. After zipping through the gears and rounding the bridge at the Cutthroat Creek trailhead, the road opened up, and the view unfolded, revealing the glacier-carved mountain valley and rugged mountain peaks reaching for the sun. As waterfalls crashed down the golden granite slabs along the side of the road, I heard the roar of the flat-six behind my back and made the sweeping right turn through Spire Gulch (also known as the Horseshoe). It didn't take more than seven minutes to race from the gate to the summit at Washington Pass. I stopped to grab an obligatory photo and to marvel at the view around me. Not a car was in sight, and I had the spectacular alpine scenery all to



myself. I had made it to the top before anyone. P1 for me! Before carrying on west toward Diablo Lake for a bit more "me time," I marveled at the beauty around me and how fortunate we are to have such an exquisite backdrop to enjoying our speed machines!

I continued on to the Lake Diablo overlook, finally seeing a few cars making their way from the western entrance with drivers probably still digesting their celebratory cinnamon rolls and admiring the beauty of the North Cascades like myself. After a little roadside break, I pointed my Cayman in the other direction, blasted back to the east, and made my way toward a pullout just east of Washington Pass to enjoy the view and take some pictures of the valley below. I immediately ran into fellow enthusiast and friend Curtis Creager who, it turns out, had lined up at the west gate near Diablo for the same reason. He had a longer haul from his home and had risen by 4 a.m. to make the trek. It was his first time attending the opening as well! We took some time admiring our surroundings, catching up, and taking photos before departing.

Reflecting on the day, I was reminded of how fortunate we are to have access to so much beauty and diversity so close to our homes. We can literally be on a snow-capped mountain top or floating on a boat out on the sea within an hour of where we live. What a treasure! So let this be a reminder to get out in your favorite Porsche and see where the road leads this summer. Who knows what you will find, who you might meet, and where you will end up. In the end it's all about the journey, not the destination!



Let this be a reminder to get out in your favorite Porsche and see where the road leads this summer. In the end it's all about the journey, not the destination!



FEATURE STORY

▶▶▶ You Can Never Get Enough Porsche Track Experience

Story by Bobbie Kalben and Photographs by Bobbie Kalben and Lauren Purner

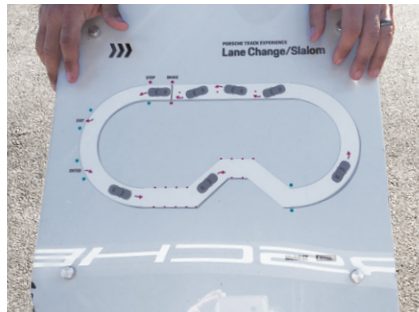
Since owning my one and only Porsche, a 718 Cayman GTS, for the past year, I have really taken to driving it on track. I have been to several PNWR Driver Education events as well as attending ProFormance Racing School's One-Day High Performance Driving Experience twice. When ProFormance signed me off to drive solo on the track on November 5, I was overjoyed! Since then, I have

done lapping days as often as I can. Boy, did I get addicted! Because I planned to be on the track doing a lot of HPDE days, I bought annual HPDE insurance. And then once I bought it, I thought: "I have to do a ton of track days to get my money's worth, right?" As of this writing, I have had 25 track days since June of last year, with many more planned.

While doing some searches on what Porsche North America offers, I

found out about the Porsche Experience Centers in Los Angeles and Atlanta. They sounded fun, but I wasn't sold on them since I know I love the Cayman, especially with manual transmission, and I wasn't really interested in driving other Porsche models, especially if only with PDK. I also read about Porsche Track Experience (PTE) at Barber Motorsports in Alabama, but that looked rather pricey to me. What sold me on going there was when Hurley





Haywood spoke at our TechEd event on October 23. He said very good things about the Porsche Track Experience, including how it had developed out of what the Brumos Porsche distributorship did for all purchasers of their Porsches. In fact, Hurley was Chief Driving Instructor at the PTE for many years until he retired and became Honorary Chief Instructor. Hurley's recommendation was the turning point for me, and I knew I had to go.

I had checked their website, and openings for the Level One Introductory courses were offered several months in the future. But in early March, I checked again, and, by gosh, there was an opening within a week. I quickly rearranged my schedule and got on a plane to Birmingham, Alabama a couple of days later. So, on March 10-11 at Barber Motorsports Park, I had the pleasure of attending their Level One Introductory Two-Day High Performance Driving course.

Thirty students were put into six groups of five, which stayed the same during both days. Each morning and

afternoon was split into two parts where three groups were on the track and the other three groups were doing car control exercises such as autocross, lane change, and skid pad. We did each of these four times all together, often with slight differences each time.

The on-track exercises consisted of two track sessions with a short break between each. Those were composed of each group doing lead/follow: a leader on the radio with his or her group of students. The instructor would tell us what he was doing and then he'd use his rearview mirror to see how each of his students were doing while providing feedback. Every lap or two, the group would do a rotation on the front straight where the leading student would drop back to the end of the group, so we would all have the opportunity to be in each position of the parade.

As the two days progressed, the different groups were at different speeds, so groups would often be passing each other on the straights, obviously, when the leader of the

front group let the other group by. As the sessions progressed, the size of some of the groups became smaller than five. My group on the track was typically three, and another group had only one student.

One of the things I enjoyed the most was that the students were able to share meals with the instructors. One day at lunch, I sat next to instructor Pippa Mann. She is British and was very interesting to talk with. I discovered she has competed in many races in Europe and in North America, including the IndyCar Series. While I did not recognize her name, according to her Wikipedia entry, she has qualified for the Indy 500 several times.

For fun, here's a story about Pippa. I like to listen to audiobooks, particularly mysteries, and recently I found a mystery series about a female professional race car driver named Kate Reilly who is a driver in the American Le Mans Series. Surprisingly, the driving and racing in the books sounded pretty accurate to me. But there was one point where



the author wrote that Kate gets off the racing line to let the faster prototypes go by. This made me think about what Hurley Haywood said in his book: that for his first race, he was told to stay on the racing line and let the prototypes find their own line.

I told Pippa about these discrepancies and asked her which one is correct. She immediately asked if I was referring to the books by Tammy Kaehler. I said yes, and Pippa's answer, not surprisingly, was

that "it depends." I mentioned to her that I was surprised that I found no obvious racing or driving errors in the books. Then Pippa reminded me that the books are fiction, so they aren't exactly real. Later, I learned the reason the books are so accurate and why Pippa knew so much about these books was because Pippa was one of Tammy Kaehler's primary sources of information for behind-the-wheel details. Talk about a small world!

Other highlights of my PTE

were that the launch of the Taycan is unbelievable. Some people even find it nauseating, and I can understand why. Another part of the experience was that, on one night, the students had dinner with several of the instructors. Our table had a great discussion. It was fascinating talking with instructor Steve Frank and other interesting Porsche people. Several of the students had never driven on track before but had met each other at Porsche Travel Experiences, which they loved, and wanted to try the PTE.





I learned that, although I may be able to drive halfway decently on one track, that does not mean anything about how I drive on another track. It was quite humbling, but that is probably good for me. Also, two days on a new track is not nearly enough time for me to feel at all comfortable, so I will try to schedule more days to try another new track in the future. Also,

I do better with in-car instruction rather than lead/follow. We drove many different Porsches, all of which were great. We got in-car videos of our track driving. I also really enjoyed the car control exercises. Porsche has sprinklers at the skid pad to keep it very wet. On the last day, we did timed figure eights on the skid pad. What a challenge! Also, I loved the hot

lap with an instructor!

Porsche North America did a great job making this an "experience." The hotel accommodations, meals, and hotel-to-track transportation were excellent.

All in all, the experience was not exactly what I expected, but I really enjoyed it, and I learned a lot. I will be back for a Level Two Intermediate course soon!



WILLKOMMEN!



BILLY and JULIE SHOTT

Membership Committee Chairs
membership@pnwr.org

We have a smaller group of new members to welcome to the club this month. If any of them live in your neighborhood, be sure to watch out for their car and give them a wave. If your name is on this list, you need to come out and join us and introduce yourself. Summer is here (some of the time), and we have so many fun reasons to wear the rubber out on those tires.



NEW MEMBERS MAY 2022

DMITRY ANTIPOV

2001 911 Carrera

DAVID BELYSHEV

2020 911 Carrera S

JOSEPH BIALEK

2009 911 Carrera S

LEE BLAKEY

2019 Macan S

IAN BRUSSEAU

2002 911 Carrera

GENE CHOI

2021 718 Cayman GT4

SHANNON CHRISTIANSEN

2019 718 Boxster S

ROBERT DEFRANG

2003 Boxster S

CALVIN DONKIN

2014 Cayman S

KEVIN & KAITLYN FLYNN

2022 718 Cayman GT4

BRIAN KAWAL

1985 911 Carrera Targa

KENNETH LAVERING

2014 Cayman S

HUNG LE & ANNA ZENG

2017 911 Carrera 4S

JUSTIN LEE

2003 Boxster S

REBEKAH LYLE & CHAD HAYNIE

2017 911 Carrera

MARIO MADAYAG

2017 911 Carrera

JAMES & TERESSA MARKHAM

2014 Cayman S

JONATHAN NICOLI

2007 Cayman

MARCUS OLSON

1987 944

NILS POHLMANN

2015 Cayenne S E-Hybrid

MIKE ROHRMOSER

2022 Cayenne E-Hybrid

CHRIS WISEMANN

2018 911 GT3 Touring

ANNIVERSARIES JUNE 2022

45 YEARS

Robert & Jolie Scheibe

30 YEARS

Dagmar & William Shannon

25 YEARS

Gregory & Jennifer Miller
Crista Johnson & Perry Lee
Jeff & Lauren Rogers

20 YEARS

Spencer Worley

15 YEARS

Charles Kimble &
Valya Zumwalt
Maria & Tom Kilburn
John & Patsy Hughes
David Dedrickson &
Kathryn Enlow

10 YEARS

Eddie Hsu
Jared Christen
Dia Armento & Ron Erickson
Ali & Gil Schoos
Karen & Richard Shea

5 YEARS

Carlos Del Valle
Ken Gronvold
David Miller
Brad Neumann
Jug Dhoot
Debra & Scott Engler
Marilee & Terence Nelson
Brian Keegan
Ann & Irving Kwong
Thomnas Suter
Leroy Hanneman
Dan Gilbert
Tom Vogel

John Friederich
Tom Plaster
Mark Reese
John Haug
Alexander Korbonits
Zenon Olbertz
Molly Steun
Jeff James
Timothy Goggin
Arnon Kaseter
Louis Carson
Mark Carson
Edward Yardumian

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- Complete ECU Tuning for:
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 - Panamera, Cayenne, Macan

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LET'S GET TOGETHER



JEFF and SHARI WAIBEL

Social Committee Chairs
social@pnwr.org

Photographs by Jeff Waibel

It's Porsche season! Everywhere I go I see people out on the roads enjoying their cars! Our track days are booming. Tours are at capacity, and car-show season is in full swing! We hope you're having motoring adventures with friends or just enjoying some time on your own. When it's time to get out of the car, come join one of our social events. It's great to share stories over dinner or a cup of coffee at one of our meets.

Mark your calendar! The club picnic is back. Like in previous years, the club will be supplying meat and beverages. We'll ask members who register to bring sides and desserts to share. Don't forget we also have the fun Show and Shine soon, so clean 'em up! It's on Sunday, August 21! For those in the south end, we will be at Griot's in Tacoma at the end of July. We hope to see you there!

If you have ideas for social events, feel free to reach out directly to social@pnwr.org. Until next time, keep on motoring!





Porsches & Coffee

It's Porsche-themed Cars & Coffee!

Make sure to watch social media for pop-up Porsches & Coffee events.

PNW Region Meet | Porsche Day

We're moving this beloved event to a new location!

WHEN: June 26, 12 p.m.

WHERE: Black Raven Brewing
15902 Redmond-Woodinville Rd.,
Woodinville, WA 98072

Cars & Brunch | Porsche Day at The Shop

The Shop in SODO welcomes us back. Shine 'em up and join us!

WHEN: July 16, 10 a.m.

WHERE: The Shop Club
2233 6th Ave. S, Seattle, WA 981349

PCA Porsche Meet in Tacoma

This time, we're at Griot's Motors in Tacoma.

WHEN: July 30, 10 a.m.

WHERE: Griot's Motors
3625 Warner St., Tacoma, WA 98409

Social Dinners!

WHEN: The second Wednesday of every month

WHERE: Locations will rotate around the region. We'll try to mix up the cuisine and pick different types of places. Send your great ideas to social@pnwr.com. Remember, we'll need plenty of easy parking and the ability to make a large group reservation.

Fish 'n' Chips in the Park

Grab some food and meet us at Juanita Beach Park for a picnic.

WHEN: July 13, 6:30 p.m.

WHERE: SPUD Fish & Chips
9702 Juanita Dr. NE, Kirkland, WA 98034

Brewhouse on the Beach

Meet us in Magnuson Park for dinner outside!

WHEN: August 11, 6:30 p.m.

WHERE: Magnuson Brewery
7801 62nd Ave. NE, Seattle, WA 98115

Claim Your Allotment!

Join us in Lynnwood for our September dinner.

WHEN: September 14, 7 p.m.

WHERE: Claim Jumper Lynnwood
18725 33rd Ave. W, Lynnwood, WA 98037



FEATURE
STORY

PHOTO CHALLENGE

Porsches and Family





Gary Dixon



Olen Ronning



Olen Ronning



Derrick Bartley



Tim Thon

FEATURE STORY



PNWR Porsche Club WOMEN'S TOURS HISTORY

*Story by Pam Mildenberger and
Photographs by Pam Mildenberger,
Kristy Hansen, and Pauline Skogmo*

The Pacific Northwest Region Porsche Club of America (PNWR PCA) Women's Tours center around the camaraderie of women driving their Porsches through scenic and beautiful roads you may never even knew existed. On these tours, the breaks include scenic water falls, quaint shops to browse, mouthwatering bakeries, and delicious coffee. Of course, no Porsche Women's Tour is complete without lunch together as a group!

The first PNWR PCA Women's Tour was in 2016 and was organized by club member Mary Jo Barlow. The tour started with 23 Porsches in Issaquah and ended at Red Hook Brewery in Woodinville for lunch. It was a fun day driving Porsches and meeting other women.

During the tour planning for 2017, Patti Lewandowski and Virginie Grange stepped up to coordinate the Women's Tour. Thereafter, Patti continued to direct the tours with the help of Carol West.

In 2017, the second annual Women's Tour started in Issaquah and ended at JM Cellars in Woodinville. A group of 33 Porsches went from the start to the first stop where drivers viewed the Snoqualmie Falls and then continued on to, of course, go gift shopping at the Salish Lodge.



We proceeded to the next stop in the charming town of Duval where the coffee and baked goods are delicious. The owners of JM Cellars, John and Peggy Bigelow, were incredible hosts during the lunch.

In 2018, 33 Porsches and 51 women registered. This tour ran in three groups from Everett to the very festive Bavarian town of Leavenworth. The roads made for a magically beautiful drive to their arrival at Visconti's Italian Restaurant for lunch. This was a great opportunity for an overnight stay for those who chose to enjoy shopping, wine tasting, and dinner out without the worries of driving back home after a fun-filled day.

The 2019 Women's Tour began in Gig Harbor with 33 Porsches and 53 women. We took beautiful roads to the charming unincorporated community of Port Gamble, finding ourselves in an eclectic gift shop, then ended the tour at the Port Townsend Winery for lunch. There was a crush festival that afternoon, and several of the women from the tour enjoyed listening to live music, dancing, and cheering on the grape-crushing contestants in wine barrels.

Unfortunately, the planned Women's Tour to JM Cellars at the Vault in Maltby was canceled due to COVID-19 in 2020.

After missing a year of tours and

social events, the Women's Tour was back! The 2021 Women's Tour included 33 cars and 53 women. It started in Issaquah and ended in Ellensburg. This tour was a fun drive with a stop at the Thorp Antique Mall, which is filled with all kinds of interesting artifacts. It ended up at the Canyon River Grill where everyone enjoyed a delicious lunch.

We appreciate all of you that assisted with the tours in any way. A big shout out goes to the group leads and sweeps and their navigators from the past years. Group leads and sweeps play a very important role by keeping groups safe and on the correct path.





PNWR Porsche Club **2022 WOMEN'S TOUR** **Saturday, August 27th PENINSULA TOUR**



This year's tour will start in North Tacoma, then we'll drive over the Narrows Bridge to scenic roads throughout Gig Harbor. There will be both winding and straight stretches of road. Enjoy the beautiful water and forest views that the Peninsula has to offer. The tour will ultimately end with lunch at Massimo Italian Bar & Grill overlooking Henderson Bay.

If you are new to the club, this is a perfect event to meet other women and share a wonderful summer day as a group. Non-club members are welcome to join as your passenger. This tour is also an opportunity for a

great girls' day out where you can plan to shop in Gig Harbor after lunch or even book an overnight stay!

I knew volunteering to take on the role to coordinate the 2022 PNWR Women's Tour would not be an easy undertaking. Patti has been very supportive and has provided me all the tools it takes to organize another successful tour. I am excited to take on this important role and continue the tradition.

I hope to see familiar faces, friends, and new members at this year's 2022 Women's Tour.

— Pam Mildenerger 🍀

Tour registration opened on June 15, and it closes on August 15.
Register now to ensure you secure your "parking spot."
Be sure your PCA membership is up to date, along with your account information.

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As a licensed Architect, Global Real Estate Advisor with Realogics Sotheby's International Realty, **AND fellow Porsche owner / enthusiast**, my passion is assisting clients with every aspect of their home...whether they're preparing to sell, looking to buy a new primary / 2nd / or investment home, or wanting to pursue a renovation / addition / or custom-designed home...I can help. With over a decade of experience, my detailed insight and professional skillset helps clients visualize what their home is, and what it can be.

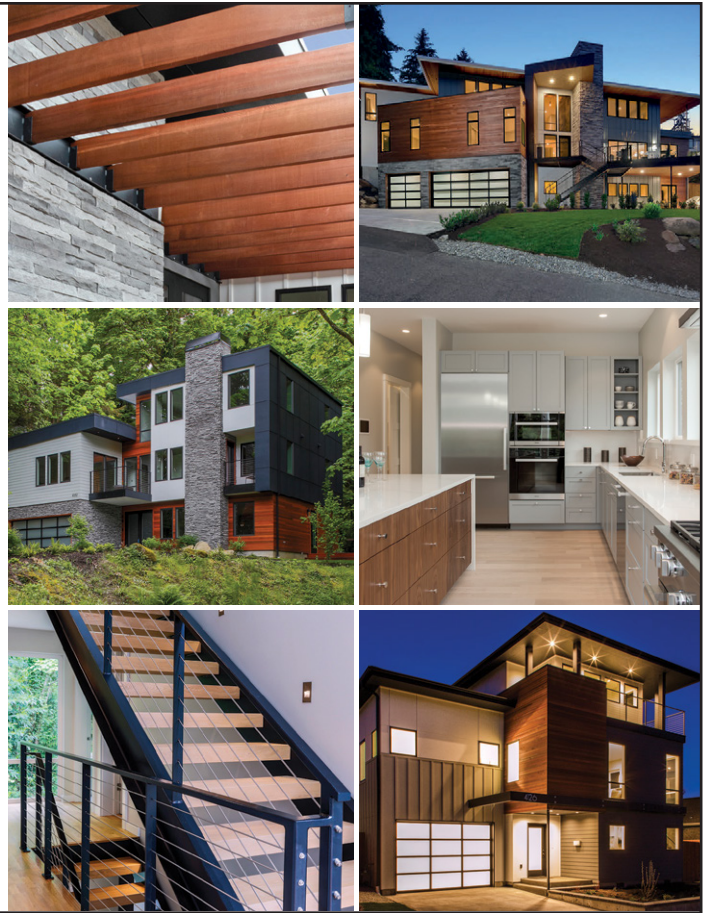


Brandon J. Kelly

Global Real Estate Advisor &
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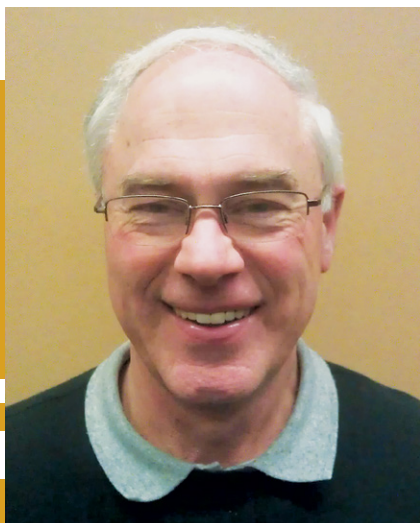
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TOUR TIME



GREG HALVERSON

Tours Committee Chair
tours@pnwr.org

Greg loves Porsche because he feels it's a quality product, driven by meticulous engineering and attention to detail. In addition, he feels that the "fun factor" is always there each time he gets behind the wheel. Besides loving his Porsches, Greg enjoys snow skiing in the winter and has played "at" golf for countless years!



Summer Tours

Photographs by Ben Enbom, Steve Isaacson, Pauline Skogmo, and Martin Wild

When you read this, it will probably be well into the summer months and time for some good tours.

Unfortunately, we had a setback to our plan for a tour to Diablo Lake on July 28 as the North Cascades Institute was forced to cancel our visit for lunch due to staffing problems and high turnover. Olen Ronning is figuring out an alternate plan, perhaps a return to Artist Point on Mt. Baker on the same date or a later date. I have been on the phone with Mt. Rainier National Park and Paradise Inn about a tour to there but ran into a another snag. It seems that Stevens Canyon Road, which goes up the

east side of Mt. Rainier, is going to be closed on weekdays all summer long with lengthy delays Fridays through Sundays. To make matters worse, if we come up from the west side on Highway 706, we'll run into chip sealing during much of the summer. That means Mt Rainier might be a "no go" this summer, so alternatives will have to be found.

On the brighter side, our spring tours continue to be very popular. We sold out the slightly revised More Smiles to the Mile (MSTTM) tour on May 22, and it filled up within two days with a wait list of 13 cars. Gordon Lewandowski's North Loop Tour to Somewhere event that was



rescheduled to June 4 sold out in less than 30 minutes with 40 cars and then proceeded to accumulate a wait list of 39 more cars! Gordon didn't want to deny all those wait-listed people a chance to participate, so he decided to offer a second session on July 10 with priority going to the wait-listed folks on the June 4 list. If you are one of those people affected, be sure to thank him for his extra effort to make it happen!

Registration for the Women's Only tour on August 27 opened on June 15 and has a capacity of 33 cars, so all you PNWR women, be sure to register immediately, so you don't

get locked out. For this tour, there is an opportunity to just ride along as a passenger if you are not interested in driving. Details are in *Spiel* and on **MotorsportReg.com** (MSR). It promises to be a fun day on the Olympic Peninsula.

Registration is open for the first ever off-road Overland tour for Porsche SUVs from September 16-18 over in the Methow Valley, led by Martin Wild. Reservations have to be made by July 7 if you want a spot at Rolling Huts. As of this writing, there are 15 vehicles and 27 people registered on MSR, so come join the fun on the interesting "roads" Martin

has selected. He promises nothing too extreme.

Going into the fall, we'll have the multi-region weekend tour over to Sun Mountain Lodge near Winthrop. This will be in conjunction with the Inland Northwest Region (INWR) and will include side tours on Saturday. Curtis Broderson and I are working this tour. Curtis is now the tour chair for INWR but still participates in PNWR tours with Samantha as a lead car, which is much appreciated! Watch the PNWR website for registration opening. In fact, check our website often since we will be trying to add more tours during the summer. Let's get out there! 🐉



CAVEAT EMPTOR



DENNIS COPLEN

Caveat Emptor Committee Chair
classifieds@pnwr.org

CARS

1995 993 CARRERA 4

An honest, high mileage 993 Carrera 4 black/black manual coupe. Sports exhaust, RS flywheel. I'm moving and can't take it with me. See the website for all the details. \$69,000. **Contact Murray at murrayianchapman@gmail.com.**

2001 911 TURBO

Blue with gray interior. 6-speed. 85,000 miles. Very nice condition. Always garaged and well cared for. Mechanically, the car is stock with a Cobb AccessPort. Alcantara GT3 steering wheel and shift boot, aftermarket Pioneer navigation head unit. Includes two sets of wheels. More pictures and information available. \$59,500. **Contact Velle at vellek@live.com.**

2015 911 TURBO

Current mileage: 16,723. White with black interior, glass top 3.8L AWD PDK. Sports Chrono Premium Package Plus. Includes three-year platinum warranty at this price. \$142,000. **Contact Paul at jack809a@yahoo.com.**

2003 BOXSTER S

Original owner. Black/black, six-speed, 3.2L, new tires in 2020. Two keys, valet key, and car cover. Accident-free history. Service records, original sticker, and Certificate of Authenticity are available. Title is free and clear. 59,400 miles. \$20,000. **Contact Kim at kimabc2112@gmail.com.**

2005 BOXSTER

Guards Red with black interior, 36,700 miles, Tiptronic S automatic transmission with Sport Shift steering wheel, cruise control, Bose stereo, heated driver and passenger seats with power back rests and manual seat adjustment, tilt and telescopic manual steering wheel adjustment, power heated side mirrors, Michelin Pilot Sport tires. \$26,995. **Contact Dennis at dmrood1@comcast.net.**

2013 BOXSTER

Dark blue metallic with Luxor beige interior, 24,275 miles, PDK, excellent condition. \$48,000. **Contact Peter at (360) 301-2086 or jjadv@olympus.net.**

PARTS

WHEEL CAPS

Black and Silver Concave 66.46mm wheel caps for any Porsche wheel with a 66.4-66.6mm opening. Purchased new with new wheel set, but I'm using other caps instead. \$50. **Contact Gordon at gordonlewandowski@comcast.net.**

1981 911 SC PARTS

Front fenders, rear spoiler, torsion bars, interior parts, wheels, wheel spacers, and so much more. Too many items to list. See website for full inventory and prices or **contact Carl (253) 252-6662 carlb935@yahoo.com.**

PARTS CONTINUED

1973 RS PARTS

Fiberglass GT Racing '73 RS front bumper/spoiler, Light Ivory paint. With painted oil cooler screen. Very good, no cracks. \$395. Pick up only. Eastside. **Contact Randy at photos@randywells.com.**

1985-86 928S FACTORY PARTS

Cigarette lighter \$10, positive terminal battery charger cap \$10 (new and unused), radio removal tool \$15 (new and unused), 80-watt stereo amplifier \$75 (works perfectly). **Contact Rick at (206) 365-6599.**

MAG BRA FOR 911

Magnetic protective cover for hood. Used on 993; should work for older 911 models. Excellent condition. \$50 OBO plus shipping (or local pickup). **Contact Brett at brett.gaspers@gmail.com.**

CAYMAN 981 DOOR SILLS

Like-new, original equipment door sills. The door sills fit Caymans from 2012-2016. Pictures can be sent in over text. \$100. **Contact Martin at (206) 954-6889.**

EUROPEAN RACING HEADERS 911

Used set of 911 European Racing Headers for 911 2.7-3.2 liter motors. Came off my race prep 83 911sc and work fine. You can buy a new set from GT Racing for \$970, not including the muffler and O2 sensor bung. \$500. Pictures here: mart.pca.org/ads/56045. **Contact Joe at (425) 503-2337.**

958 CAYENNE GTS OEM SPORT EDITION WHEELS

Sexy upgrade for 2011 2018 Cayenne. 21" in GT Silver. Some minor curb rash on 3 of 4 wheels. Over \$5,000 in "new" condition on eBay. OEM tires are mounted but cooked. Yours for \$2500 OBO. **Contact Rick at rbohdanowicz@hotmail.com or (425) 985-1989.**

986 18" TURBO TWIST WHEELS/TIRES

From a 2003 Boxster, including center caps; good to excellent condition. Front: 7.5x18" 5x130 ET50 #993.362.134.06; rear: 9x18" 5x130 ET52 #993.362.138.01. Wheels are shod with General GMax AS 05 tires in good condition. Front: 225x40ZR18"; rear: 265x35ZR18". \$850. **Contact Mike at barkie14@live.com.**

OZ ALLEGGERITA HLT WHEELS

18x8.5" ET53 and 18x11" ET63, black, in near-new condition. Includes OZ center caps. Fronts are 18 lb. each. Rears are 21 lb. No bends or scratches. Pirelli PZero Corsa track tires mounted on the wheels are from 2015 and worn out (no longer trackworthy). \$1,200. Open to offers. **Contact Carol at carol@fastaudi.net.**

FORGESTAR F14 WHEELS AND TIRES FOR 987

18x8.5"/18x10" correct width and offset for a 987.1 Cayman. Will fit any 987 Cayman or Boxster. Goodyear F1 Supercar3 tire with lots of tread. Fantastic track or autocross tires. 245/40/18 and

275/35/18. One wheel has a small curb scuff, cone marks on all. \$1,500. **Contact Keith at kb_solo2@yahoo.com.**

2009 PORSCHE CARRERA WHEELS

Set of rims off 2009 Porsche 997.2. Used the TPMS sensors on the current wheels on my car; pricing reflects that. I would like to sell wheels and tires. Tire sizes are 235/40/R18 and 265/40/R18, and they are also in very good condition. \$1,000. **Contact Joseph at gquiocho60@gmail.com.**

PIRELLI P ZERO NEW TAKEOFFS

New takeoff Pirelli P Zero tires: (2) 235/35ZR20 and (2) 265/35ZR20 with 1,086 miles off our new Boxster GTS 4.0. \$750. About half-price from new. **Contact Mike at leuty@nwlink.com.**

NOT-NEW PIRELLI P ZERO NO'S

Have a set of P Zeros I no longer need: 245/35/ZR20 and 295/30/ZR20. They have lots of tread left with 9/32 front (10 new) and 7/32 rear (9 new) but are aging with 4216 and 3916 date codes. \$500 OBO. **Contact Alexander at (206) 915-5634.**

WANTED

KLEIN 24MM WRENCH

Looking for a Klein 24mm box end wrench to complete a tool kit. Let me know what you have. **Contact Ralph at (206) 362-2420.**

BOARD MEETING MINUTES



JEFF JONES

Secretary
secretary@pnwr.org

Date: May 2, 2022

Location: Online Meeting

Board Members Present:

President – Doug Andreassen
Vice President – Kevin Nouwens
Treasurer – Mary Downing
Secretary – Jeff Jones
Past President – Ed Jenkins
Director-at-Large One – Martin Wild
Director-at-Large Two – Sydney Tanner

Chairpersons and Committee Members Present:

Advertising – Dan O'Connell
Autocross – Paul Hagger
Concours – Dennis Rood
Driver Education – Olly Downs
Driver Skills – Kevin Grealish
Charity – Eric Breidenbach
Goodie Store – Bobbie Kalben
Historian – Jay Gillotti
Membership – Billy and Julie Shott
Safety – Steve Downing
Social Media Co-Chair – Martin Wild
Spiel Editor – Doug Andreassen
Tours – Greg Halverson

Chairpersons and Committee Members Not Present:

Caveat Emptor – Dennis Coplen
Chief Driver Instructor – Paul Blake
Sim Racing – Ed Eijnsring
Social – Jeff and Shari Waibel
Social Media Co-Chair – Jeff Waibel
Technical Education – John Mueller
Website – Barb Coplen

Members and Guests Present:

Alan Caldwell, Dan Pilling, Bud Bohrer,
Alex Newton, Allison Mazurek,
Robert Butnar, Steve Theodore

President called the meeting to order at 6:32 p.m.

BOARD REPORTS:

President: Doug Andreassen – *Agenda Submitted*

1. The Western Washington team attended this board meeting.
2. We're considering moving to in-person meetings.

The WWU Racing team presented an update on the progress of the V63 EV, the first EV to come from WWU Racing, that included details on the car, aerodynamics, chassis, and electrical systems. Its ergonomics system was mostly carried over from their previous car with some customizations. Its powertrain system features an EMRAX 228 motor with a Reinhart PM100DX motor controller. Its suspension was designed for 10" wheels. The team had to overcome challenges around the pandemic, university collaboration, a remote-only working environment, and having new and young members. They are thankful for PNWR PCA's help with funding and for the ability to attend AX events, network with members, and gain driver training in competitive situations.

Vice President: Kevin Nouwens – *Report Submitted*

We handed out volunteer awards at Allan's party. Kevin will be in touch in order to give them to the rest of the group. Insurance is up to date.

Secretary: Jeff Jones – *Report Submitted*

Board meeting notes for our April board meeting were created, approved, and submitted for publication in *Spiel*.

Treasurer: Mary Downing – *Report Submitted*

April 2022 receipts were \$34,224 primarily from DE, AX, DS, regional dues, and advertising. Expenses of \$25,675 were for admin costs, driving events, the newsletter, and the president's travel expenses to the Zone 6 Presidents' Meeting. There are four outstanding checks for \$4,244 plus an estimated \$13,100 for April *Spiel* and DE expenses pending invoices. The checking account balance minus outstanding checks is \$121,449, and savings is \$97,478. Available cash is \$218,927. PNWR remains in an excellent financial position.

A motion by the treasurer was made via email on April 30 for PNWR board approval to release the 2022 budgeted funding of \$20K to WWU Foundation

for the FSAE Program. The motion was seconded by the secretary and approved by board members.

Past President: Ed Jenkins – *Report Submitted*

There's nothing to report this month.

Director-at-Large One: Martin Wild – *Report Submitted*

"From the Regions" has been submitted to *Panorama*. I'm working on *Spiel* articles and am planning the overland tour for September.

Director-at-Large Two: Sydney Tanner – *Report Submitted*

I've been working away on *Spiel* and growing Instagram. I'm looking forward to more social events including the upcoming F1 watch parties.

COMMITTEE CHAIR REPORTS:

Advertising: Dan O'Connell – *Report Submitted*

Total Amount Billed: \$4,099
Total Deposits March: \$5,030.50
Total Active Advertisers: 28
New Advertisers: 0
Dropouts: 1
Renewals: 0

Autocross: Paul Hagger – *Report Submitted*

On April 23, 2022 we hosted the second PNWR PCA autocross event of the 2022 championship at Bremerton Motorsports Park (BMP). There were 78 participants, of which 60 were from PCA and 0 from BMWCCA (compared to 87 competitors for the 2021 event). Receipts were \$2,780, and there was a \$161.80 credit card processing fee (compared to receipts of \$3,055 in 2021). There was one minor incident when a car struck the timing lights at the finish, resulting in damage to the antenna cable for the timing lights. The event continued after a small interruption as we substituted a back-up antenna. Our next event is May 14 at BMP. We have purchased a replacement antenna cable.

Caveat Emptor: Dennis Coplen – *Report Submitted*

Eighteen ads were submitted for the May 2022 *Spiel* issue. Since publication is behind, I've given the editors the option of combining the April and May ads to catch up.

Charity: Eric Breidenbach – *Report Submitted*

We have met with Shoreline Community College and Clover Park Technical College and are in the process of setting up an in-person meeting at Renton Technical College to review their automotive program. Our goal is to award twenty \$2,000 scholarships this year with the benefit of member matching funds discussed in prior reports.

Our request to award The WWU VRI/ FSAE team the \$20,000 budgeted donation was approved by the board and will be announced at the conclusion of the team's presentation at tonight's May board meeting.

Concours: Dennis Rood – Report Submitted
The XXX Show and Shine happened on April 10 in Issaquah. John Mueller was kind enough to host this event for me since I was out of town.

It was a rainy day, and there were only about 40 cars and 50 people. Those that attended seemed to have a good time despite the weather, and John and other judges he picked gave Judges' Choice awards to the top three plus a People's Choice award. This is not unusual for a spring opener. If the weather is cloudy or maybe a little misty, we will get 65 to 75 cars, and when it's been on an occasional warm and sunny spring day, we have had up to 125 cars.

The next event is a Judged Concours at Denny and Sue Akers' workshop on June 18. We have four spectators and four cars entered for judging so far. I just sent out a call for cars to about 100 past entrants and past All Porsche Grand Display participants, so registrations should pick up.

Driver Education: Olly Downs and Chief Driving Instructor: Paul Blake – Report Submitted

April 30, Pacific Raceways: Our season-opener event looked like it was going to be severely hampered by wet weather, but a day that started out very wet, dried out by mid-morning, and a safe and fun event was had all around. About ten people didn't show up due to the morning weather. We had 68 drivers registered plus 29 instructors, and worked with two instructor candidates. It was a great start to the DE season!

May 27, The Ridge Motorsports Park: This event opened for registration on March 28 and is almost full with 62 drivers and 23 instructors registered.

June 11-12, ORP: This event opened for registration on April 12 and has 45 drivers and 16 instructors registered so far. Registration for non-PCA members opens tomorrow (May 3).

June 23rd, Women's Day at Pacific Raceways: This event opened for registration on April 25 and already has 29 drivers (2021 attendance was 38) and 14 instructors registered, so we are on track. In exciting news, National DE Chair Mia Walsh has agreed to fly out and attend the event. Bill Bauer and Shay Hoelscher are coordinating our hosting of Mia during her visit.

July 14, The Ridge: Registration opens on May 16 at 8 a.m.

Driver Skills: Kevin Grealish – Report Submitted

There have been no events since our last meeting. Our next event is on May 28, the day after DE at The Ridge, which may make recruiting instructors a challenge.

Goodie Store: Bobbie Kalben –

Report Submitted

We received \$205 in sales of four porcelain car badges, one hat, and two t-shirts during the month of April 2022.

Historian: Jay Gillotti – Report Submitted

The SOVREN Pacific NW Historics Car Corral event was posted on pnwr.org. I am working on a couple of *Spiel* article ideas for later in the year. I also have one item in the pipeline with *Panorama*, but there's no publication date as yet.

Membership: Billy and Julie Shott –

Report Submitted

New Members:.....	38
Transfers In:	3
Transfers Out:	-4
Lapsed:	-54
Total Primary:.....	2,495
Affiliate:.....	1,327

Safety: Steve Downing – Report Submitted

During the month of April, PNWR had a tour, an autocross, and a DE event. There were no incidents on the tour. There was a minor incident at Autocross in which an antenna cable at the finish was damaged with no damage to the vehicle involved; no incident report was required. There were no incidents at the DE at Pacific Raceways. The AED for tours was beeping, and the battery was at the end of its life. A new battery was ordered and placed into the AED, and it is up and running perfectly.

Sim Racing: Ed Eijssenring – Report Submitted

April was busy with many new members joining, well attended driver education sessions, and, of course, exciting races in individual series each Wednesday and Friday and in the team endurance race at Sebring. In addition, last week we ran the PRO vs PRO GT3 Cup Series just before the in real-life Porsche GT3 Cup North America at Laguna Seca.

While we're excited that PCA sim racing has been growing rapidly recently, one of our members raised an issue in discord about verbal abuse during a practice session, something we don't want to see in any of our motorsport communities and definitely not in PCA. We have zero tolerance for that. It was a shock for all members, and many responded instantly to offer their support to the individual who was impacted. The Sim Racing Steering Committee did an outstanding job following up on this incident, not only by immediately connecting with the member to fully understand what happened, but also by taking immediate action through creating awareness and facilitating dialog in the community to ensure this won't happen again. In addition, they distributed our PCA Sim Racing participants' rules along with the PCA's Code of Ethics. We all have a shared passion for Porsches and sim racing, which can get very exciting when the stakes are high and competitive during sessions. Going through this, it reminded all of us of what PCA is all about: "It's not just the cars; it's the people."

Social: Jeff and Shari Waibel –

Report Submitted

Breakfast at McMenamins in Bothell was well attended. A big thanks goes to Sydney for taking point! Shari and I had a family emergency.

Dinner in Tukwila was a great success. We had a slightly different mix of people, which was a welcome shift. Most parked on the roof of the parking lot, so there was an impromptu car show at the mall!

Check the website and Facebook for the latest events and dates.

Social Media: Martin Wild and Jeff Waibel –

Report Submitted

Lots of members are joining, and we are always looking for fresh content, and we will be swapping out the cover photo, etc.

Spiel Team – Report Submitted

The team continues to pursue stories of local members in the community. Bobbie has joined the team. We're hoping to announce two more members to the editorial team by next month. Both advertising has increased as well as costs. This month we're introducing a social media photo contest. Every month will have a theme, starting with "family," and then "pets" will be next.

Technical Education: John Mueller –

Report Submitted

Upcoming TechEd events:

- Griot's Motors on April 23 9:30 a.m.-12:30 p.m.
- "Brian Redman – Once in a Lifetime" on October 29 9:30 a.m.-1:30 p.m.

Tours: Greg Halverson – Report Submitted

50 people attended the Tour Volunteer (leader/sweeper) training class on April 16 at Griot's Garage. There was a nice turnout. The MSTTM tour on is May 22, and the North Loop tour is will be on June 4. Both sold out in less than a day. We're looking at possible second runs of these tours, but no firm dates have been set at this point. The tentative June 28 tour to Paradise on Mt. Rainier is in works but is not loaded for registration yet. The Diablo Lake tour on July 28 tour will be loaded soon. The August 27 Women's Only tour is loaded for a June 15 registration open date. The Porsche SUV Methow Valley Overland tour on September 16-18 is open for registration. 16 SUVs have registered so far.

Website: Barb Coplen – Report Submitted

There's nothing to report this month.

New Business

- None

Old Business

- None

Meeting adjourned by the President: 8:22 p.m.

Our next board meeting will be on July 11, 2022.

Reports submitted by chairs, board members, and recorded by Jeff Jones, PNWR Secretary. 

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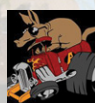
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WWU VRI Viking 63 Reveal

Story and Photographs by Gary Barklind

After a two-year hiatus caused by the effects of the COVID-19 pandemic, Western Washington University's Vehicle Research Institute (VRI) students started to formulate their ideas for a new Formula Society of Automotive Engineering (FSAE) race car last summer in order to compete in the 2022 national FSAE competition.

This year's car, dubbed the Viking 63 (V63), succeeds a long line of highly successful cars that have been designed and built by students enrolled in the VRI program since its inception in 1974. Design studies have showcased various categories of automotive hybrid efficiencies beyond

the standard gasoline-powered internal combustion engine.

These include hyper-mileage vehicles using alternative fuels like CNG, methane, and propane, all the way to the photovoltaic-powered Viking 20 that was awarded first place in the two-person class at the 1990 World Solar Challenge in Australia, completing against other solar powered vehicles from universities from around the world.

This year's V63 car will be the first all-electric-powered vehicle that the program has developed and will use a single 80 kW motor to drive the rear wheels, producing the equivalent of 444 hp/ton. As a comparison, today's Porsche 992 model is rated at 236 lbs/ton, so there is a lot of

motivating force behind this year's car.

VRI's first program director, Micheal Seal, who passed away October 29 last year, embraced Lotus founder Colin Chapman's motto: "simplify, then add lightness." The students try to incorporate this philosophy in every design they take on. Mr. Seal regularly drove his Lotus Europa to his office at Western during his tenure.

The students are planning a shake-down run of V63 at the PNWR's June 11 autocross event to fine tune the adjustable chassis setup and power modulation through the single speed gearbox before the national competition.

The current project manager, Robert Butnar, explained that this year's team met online last July to start the gestation period, and the team didn't meet in person until classes started in September. The biggest obstacle was the team's lack of experience because the VRI program was not in existence in 2000-2021 due to the pandemic. Fortunately, they were able to reach out to past FSAE program graduates for guidance and experience to help them hit the ground running.

The VRI program includes seven program specialist areas where students concentrate in specific fields of work during the design and fabrications stages. These include technical, business, aerodynamics, electronics, ergonomics, powertrain, and suspension. The shop in the engineering building where the students gain valuable hands-on experience in the actual construction of the car includes CNC machines, resin and carbon fiber layup, an electronics lab, CAD/CAM stations, and FEA computing, among other construction and design techniques. The program specialists gave our group a personalized tour of their shops and classrooms that were used in the fabrication of this year's car.



Teamwork between program specialists is critical to the success of this program and is looked at very favorably by companies who recruit graduates from VRI. Yes, expertise in these programs is important, but successfully integrating in a team setting is what companies are looking for. "It's imperative that you can prove that you are a team player," noted Robert.

Powertrain Lead Chandler Johnstone explained to me that he is already thinking about new developments for next year's V64 car, including a dual-electric motor setup, similar to what Tesla uses in their 90S model.

Final graphics will be applied before the PNWR autocross event in June. This will include an orca whale graphic with sponsorship names along the flanks of the car.

The venue for this year's national FSAE contest will be the Michigan International Raceway, and it will be held June 15 through 18. So far, there are 99 teams registered for the event, mostly from U.S. universities, but there are also several teams from Canada and some international teams making the trek from Brazil, Mexico, Venezuela, and Germany. This four-day competition includes performance demonstrations of the vehicles both on track (acceleration, endurance, and autocross) and off track (marketing efforts, financing, and fundraising). More details about the rules and competition can be found on the SAE International's website at sae.org. You can track their progress at www.racing.com.

PNWR is proud to be a prominent sponsor of this innovative and successful team, and we wish them luck at this year's competition!





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