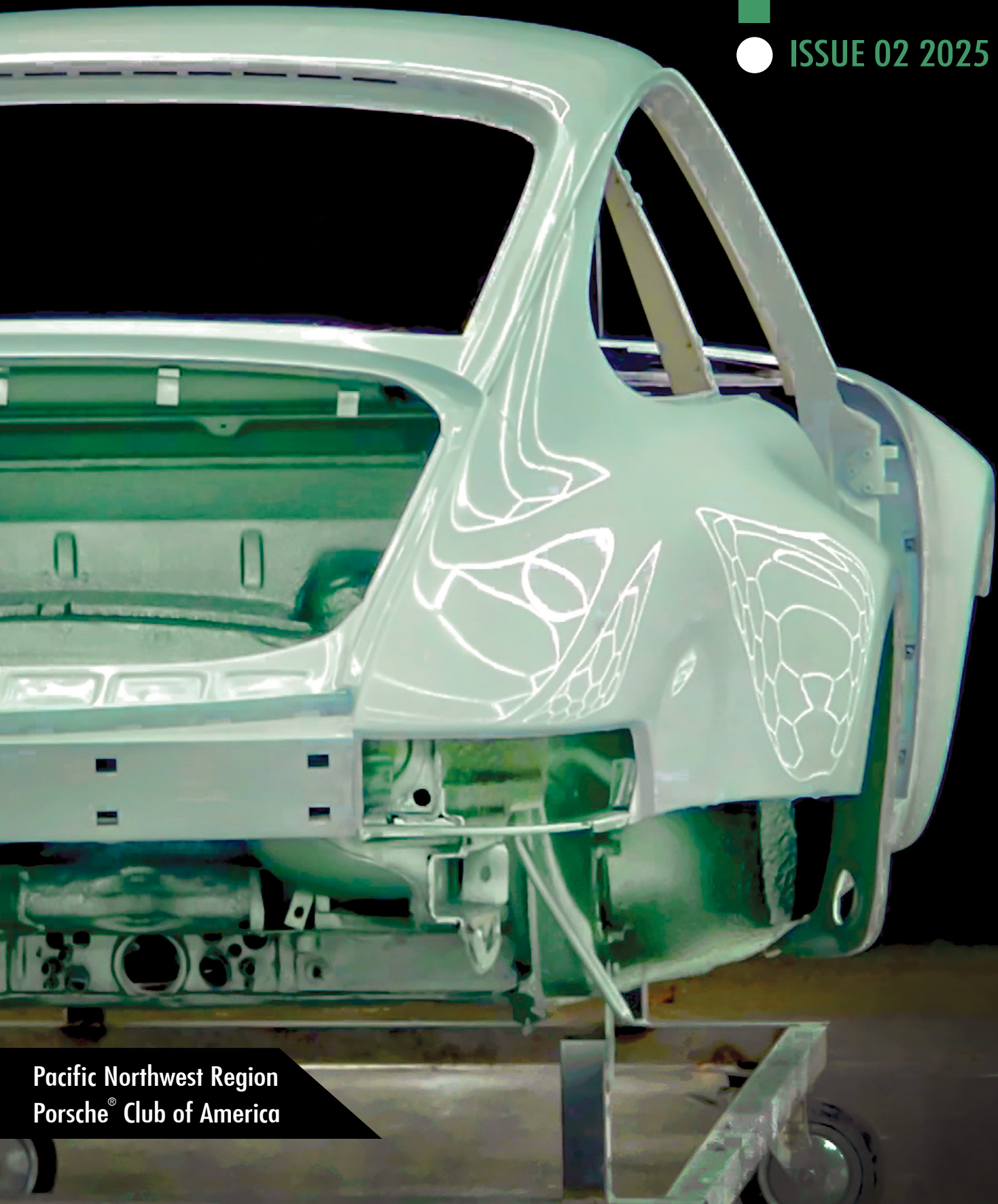


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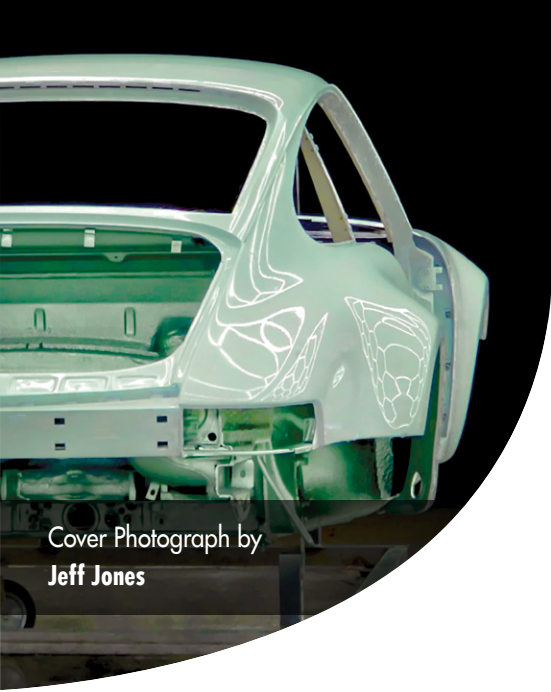
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CALENDAR OF EVENTS

APRIL

- SAT 5** Social: Breakfast Club in Everett
- MON 7** Board Meeting online
- SAT 12** Autocross #2 at Bremerton Motorsports Park
- SAT 12** TechEd: Evergreen Calibration in Kirkland
- WED 16** Social Dinner
- SAT 19** Tour: Spring Kick-off
- SAT 26** Tulip Rallye hosted by MG Car Club NW Centre
- WED 30-SUN 4** Spring Treffen 2025 in Virginia

MAY

- WED 30-SUN 4** Spring Treffen 2025 in Virginia
- THU 1** Driver Ed at Pacific Raceways
- SAT 3** Driver Skills at Bremerton Motorsports Park
- SAT 3** Social: Breakfast Club
- MON 5** Board Meeting at Mercer Island Community Center
- SAT 10** *Spiel* deadline
- SAT 17** Gimmick Rally
- THU 22** Social Dinner in Mount Vernon
- SAT 24** Autocross #3 at Bremerton Motorsports Park
- THU 29** Driver Ed at The Ridge Motorsports Park

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 VICE PRESIDENT



SUZY MERZ

Vice President
vicepres@pnwr.org

We always like to hear from our readers! Please send letters to spieleditor@pnwr.org.

A Passion for Porsches and a Lot of Fun: Fueled by Volunteers

The secret behind the success of the Pacific Northwest Region (PNWR) Porsche Club of America isn't just about the cars – it's about the PEOPLE. While we're all passionate about our Porsches, it's the heart and soul of our members that make the PNWR truly special. It's where exciting Porsche events take place, and lasting friendships are forged.

The Journey from 1959 to Today

Founded in 1959, the PNWR Porsche Club of America was originally created as a place to bring together like-minded Porsche enthusiasts to discuss the technical details of their cars. While our focus has always remained firmly on Porsche, much like the variety of Porsche models that have evolved over the years, our club has grown tremendously. From just 60 members, we've grown into a vibrant community of over 3,500 members as we enter our 66th year.

A Volunteer-Driven Success Story

The growth and success of the PNWR would not be possible without the countless volunteer hours contributed by our members. These volunteers fuel every aspect of the club – from community outreach and member engagement to events, driving activities, educational opportunities, communications,

publications, leadership and more. It's the dedication of these volunteers that truly sets the PNWR apart.

Exciting Events Ahead


Throughout the winter months, we've enjoyed excellent social events and tours that kept our members connected. As spring approaches, our calendar is filling up with an incredible variety of events, and we couldn't be more excited to see everyone continue to come together. A huge thank you to the PNWR Club Chairs and all the volunteers who have contributed their time and talents to organizing this year's events.

Get Involved!

Whether you're new to the club or have been a member for a while, there's always an opportunity to get more involved. If you've been on the sidelines, I encourage you to check out the 2025 calendar and join an upcoming event. It's a fantastic chance to connect with other members and, of course, enjoy your Porsche!

For those already actively participating, we'd love for you to consider volunteering or joining one of our committees. Your time and skills are invaluable in helping the club grow and thrive. If you're unsure about how to get involved, feel free to reach out to me – I'd be more than happy to connect you with one of our chairs to match your interests with a volunteer opportunity.

We Look Forward to Seeing You!

The PNWR Porsche Club of America is more than just a car club; it's a community where friendships are made, memories are created, and most importantly, where the love of Porsche unites us all. We look forward to seeing you at one (or many!) of our upcoming events. 

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LETTERS TO THE EDITOR

“Great Spiel #5 for 2024”

Dennis Rood | October 31, 2024

Just got current Spiel here in AZ where I am for another week or so before coming home for the holidays. It takes another 5-7 days to get my mail forwarded here.

I have read every Spiel for 41 years and this was really a good one. The article on the old and new RS, both story and pictures was very well done as were the stories on the modified air cooled of Mr. Kanter and our Charity work on scholarships with Shoreline CC. I want to thank Sherwin for the great pictures at the June Concours reflecting cars in Aker Lake in the middle of the parking lot.

The short stories on Spiel Team and some of our Chairs and contributors let us see some insight into their lives to learn how they got to the Porsche family. I hope a future issue will include other chairs, board members and contributors.

Thanks to all the Spiel team, the writers and photographers for once again, putting out a great Spiel.

All the best,
Dennis

“Last Lap thank you”

Kevin Tefft | November 3, 2024

Dear Doug,

I wanted to take a moment to express my sincere thanks for featuring a picture of my Porsche 944 in your Last Lap recent issue. It was a pleasant surprise to see my car included, and I'm truly honored to have it showcased among such a remarkable selection of vehicles.

The 944 has always been a special car to me, and seeing it through your lens brought a fresh perspective of its timeless design. My dad purchased the car in 1983 – originally as a gift for my mom, knowing full well she couldn't drive stick and soon, of course, he'd have his initials all over it.

I've had the great pleasure to call it my own for fifteen years now.

Thank you once again for the unexpected feature – it has made this issue even more memorable for me!

Warm regards,
Kevin K Tefft



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COVER STORY



Rebirth of the Widowmaker Part 1: The Restoration Journey of My 1975 Porsche 930 from Discovery to Paint

Story and Photographs by Jeff Jones

The Discovery

As a lifelong Porsche fanatic, I've had the privilege of owning several incredible Porsches throughout my life. From a 1978 911 SC Targa to a 2021 Spyder and plenty of fun stops along the way, I've loved them all. While I've done some work on my cars over the years, I've always wanted to learn more about the process of restoring a classic Porsche. In October 2022, I stumbled upon a piece of Porsche history so unique and personally meaningful that I felt compelled to bring it back to life. The hero of this story is a 1975 Porsche 930, chassis number 930 570 0106, and its

restoration has been a learning journey and a labor of love – mostly other people's labor.

Like most questionable automotive decisions I've made, this one started innocently enough while scrolling through Instagram. I noticed a post from Adam at Sodo Moto, a friend and Japanese import specialist. He was in Japan, where he had come across a white Porsche 930 at auction. The 930 was my original poster car. While other kids had Ferraris, Lamborghinis, or maybe Farrah Fawcett hanging on their walls, I had a Porsche 930.

I reached out to Adam to learn more about the car, which turned out to be a first-year 1975 930. In the 930

world, the most desirable years are the first and last years of production: 1975 and 1989. I've always viewed these first-year turbos as unobtainium – rarefied air that I would never get to breathe. Yet here it was, a numbers-matching 1975 930, offered at a very reasonable price. Originally delivered in Ice Green Metallic with a black interior, chassis 106 was a purist's dream: a lightweight specification with no sunroof or air conditioning.

As I learned more about the car, I went from interested to obsessed. Originally delivered as a German-market car on April 9, 1975, the car had been imported into Japan in August of 1978. I was born in Germany on April 21, 1975, and spent several years in Japan during my youth. We were both approaching our 50th birthdays, and that was all I needed to jump headfirst into this mid-life crisis-fueled rabbit hole!

Aside from the universe telling me it was fate to find this car, my analytical side reasoned that, given the low price and the value of a '75 930 in restored condition, I could scratch

the itch of restoring a classic Porsche without total financial ruin.

This will never be a “fully documented, one-owner” car. I have no idea who purchased it new in Germany or why they imported it to Japan in 1978. I don't know who owned it in Japan. Maybe it was driven by a celebrity. Maybe it raced down the Wangan Highway as part of the Mid Night Club. Maybe it was driven to church by a little old lady on Sundays. I'll never know. What I do know is that this rare car deserves to be restored to the highest possible standard, and I get to be the person who starts a new story with it.

Brief History

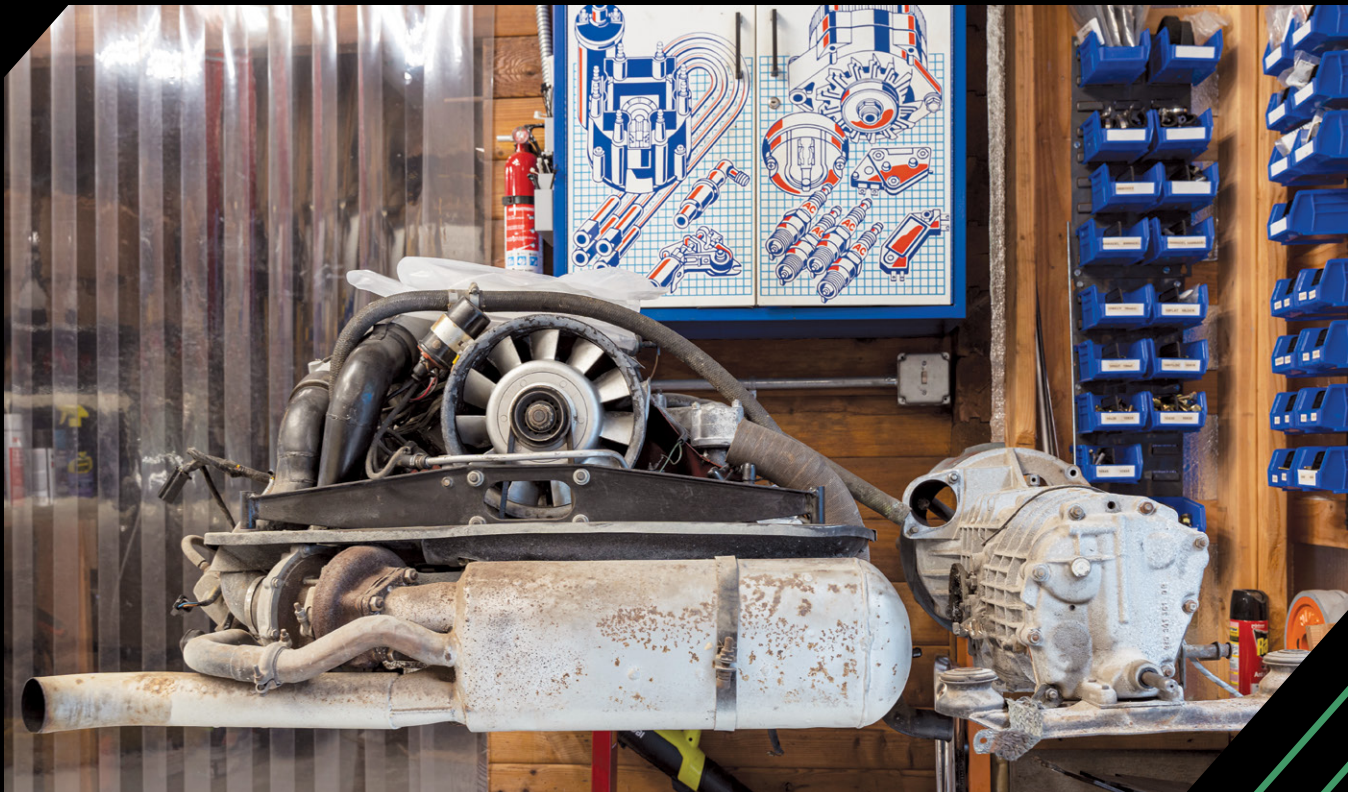
Before diving into the restoration, it's worth reflecting on the historical significance of the Porsche 930.

In 1972, Porsche began developing a turbocharged version of the 911, aiming to create a high-performance road car that could serve as a homologation model for racing purposes. An early concept car was displayed at the

1973 Frankfurt Motor Show, and the production model 930 was unveiled at the 1974 Paris Motor Show.

Side note: I had the privilege of attending the Turbo 50 celebration hosted by 000 Magazine at Skywalker Ranch in October 2024, where I saw the Turbo concept car from the 1973 Frankfurt Motor Show in person. Originally built in 1972, it was used to develop the Porsche G body and later the RS/RST 3.0 body, before becoming the original Turbo concept car. Ironically, the car never actually had a turbo! Porsche used wooden parts to mock up the turbo, and the car was later sold with a naturally aspirated 3.0-liter RSR drivetrain.

The Porsche 930 entered production in 1975, with only 274 customer cars built in the first year. Its design featured widened wheel arches to accommodate larger tires, a prominent rear spoiler nicknamed the “whale tail,” and a more aggressive stance than its naturally aspirated cousins. Equipped with a 3.0-liter





turbocharged flat-six engine producing 256 horsepower and weighing only 2,500 lbs., the 930 could accelerate from 0 to 62 mph in 5.5 seconds and achieve a top speed of 155 mph. While modest by today's standards, it was one of the fastest production cars of its time. The combination of high power, 1970s tire technology, legendary turbo lag, and a propensity for snap oversteer earned it the nickname "The Widowmaker."

The 930 turned out to be an enormous success for Porsche. From 1975 to 1989, they produced over 21,000 cars. The Porsche

930 established the viability of turbocharging in production sports cars and set the stage for all future generations of the Porsche 911 Turbo.

The Restoration Begins

My car arrived from Japan on December 29, 2022, and I first saw it in person on January 6, 2023. It was overwhelming. I had no experience buying an expensive project car and hadn't taken the time to form a complete plan...okay, any plan. The car needed a lot of work and deserved a complete restoration. There were

no signs of past trauma or rust, and the car was mostly original, with major exceptions being the paint and modifications likely made to comply with Japanese import regulations, such as side mirrors, speedometer markings, and the ugly rubber whale tail.

The interior looked better in person than in the photos, and the door cards were in good shape. I was happy to find much originality throughout the car that could be restored. I pulled out my camera with shaky hands and started to document the moment. We loaded the car onto a trailer and began what would undoubtedly be a long restoration journey.

Restoring any car is no small feat, especially when you lack experience or expertise. My vision was ambitious from the outset: a bare-metal, full nut-and-bolt restoration that honored the car's historical significance. Every detail had to be authentic, replicating factory-correct methods and materials to return the car to its original glory.

One of my main motivations for undertaking this restoration, besides the mid-life crisis, was connecting with incredible Porsche experts, skilled craftsmen, and other early Turbo enthusiasts. The Pacific Northwest is rich in talent and passion for classic cars. I was determined that this restoration would reflect my connection





to the car's history and the local Porsche community.

The bodywork and paint were entrusted to Danny Gherman of DG Vintage Coachworks, whose reputation for precision and artistry precedes him. Over the past two years, Danny's workshop has served as the project's headquarters. Known for his exceptional skill in Porsche restoration, Danny has ensured every inch of the body is perfect and that the Ice Green Metallic finish is even better than when it left the Porsche factory in 1975.

A key goal for this restoration has been to stay as accurate as possible to the original processes used by Porsche, which required extensive research. Thanks to Ryan Snodgrass' book on early Turbos and access to similar original cars in the area, we developed a solid plan for the painting process:

- Two years of bodywork to make it perfect. (Okay, this wasn't the plan, but it became the reality.)
- Three coats of Ice Green Metallic and two to three coats of clear, the same process used by Porsche for metallic colors.
- Black paint sprayed on the inside of the fenders to reduce the visibility of fender gaps on cars with higher ride heights or low-profile tires, like mine.
- Black paint sprayed strategically inside the car (e.g., the dash, tunnel, and seat mounts) to hide primer or body color where carpet seams could expose it.
- Black paint in the smuggler's box interior.
- Black paint on the outside door edges to create the illusion of perfectly aligned door trim.
- Body-color paint in the engine compartment, rather than black like on earlier cars.
- Minimal interior body color paint on the interior from overspray as Porsche did not mask the interior when painting the exterior.

While some of these "techniques" may have been cost-cutting measures by Porsche, I wanted the car to look like it had just rolled off the production line in 1975.

The mechanical restoration has been equally rigorous. I had pre-arranged for a local Porsche expert, Scott McCauley, to receive the car from Adam. On a typically rainy Seattle day, I drove alongside the tow truck transporting the car to Scott's shop in Woodinville. We unloaded the car at the top of a big hill, and Scott jumped into the driver's seat to coast it down to his shop. I panicked, ran after him, and tried (unsuccessfully) to hold it back, only to land on my butt. Thankfully, the brakes worked, and Scott expertly coasted the car directly into the

shop for its initial assessment. Scott's detailed list confirmed what I already suspected: the car needed everything.

To streamline the process, I decided to consolidate all mechanical restoration work and assembly into the capable hands of Bernie Buschen at European Autowerke. Bernie is a long-time Porsche air-cooled expert, particularly well-known in the 914 world. From our first phone call, I felt completely at ease. His deep Porsche expertise, passion for the project, and extensive network of specialists have made fast progress possible.

The speedometer and gauge cluster, original to the car but modified for Japanese specifications, had an aftermarket turbo gauge added. Buz at Seattle Speedometer restored the gauges to their original condition and sourced a period-



correct clock to replace the turbo gauge.

The original turbocharger looked rough when pulled from the car, but Charlie Brown at Evergreen Turbo – arguably the best in the business – restored it to look factory-new. Seeing the heart of the 930 shine like new was a much-needed morale boost.

Web Cam Racing expertly restored the camshafts. Freshly powder-coated suspension parts, a ceramic-coated exhaust, and beautifully zinc-plated components began arriving regularly from Performance Coatings in Kent, each piece contributing to the car's transformation.

Peter Nguyen meticulously restored the Fuchs wheels. The 8x15 wheels, with 4/75 date codes, and the 7x15 wheels, with 3/75 date codes, needed significant attention, but Peter's exceptional craftsmanship made them look brand new.

The transmission rebuild began while waiting for engine parts. Porsche stamped the transmission case identification on the lowest point, which often wore off. Bernie captured photos of the original transmission components, verifying their 1975 date stamps. He replaced worn gears, added new studs and hardware, and rebuilt the transmission with dog rings, sliders, and synchros.

I've always felt these early Turbos could have benefited from better brakes. The fantastic team at PMB Performance meticulously refurbished the original brake calipers to preserve the car's authenticity. I'll need to remember to slow down early when approaching corners to avoid living up to the Widowmaker's reputation.

It was a true moment of celebration when we began





receiving engine components back from Tim at Ollie's Machine Shop. The engine case underwent a meticulous inspection and was line-bored back to standard. Broken studs were removed, the case oil squirters and oil galleries were thoroughly cleaned, and the cylinder spigots and case bolt holes were spot-faced. The oil bypass modification was completed, and the case was media-tumbled to a like-new finish.

The connecting rods were rebuilt with new wrist pin bushings, and the crankshaft journals were carefully measured. Every component was magnafluxed to check for cracks, and the oil passages were cleaned and micro-polished. The cam boxes were surfaced, fitted with new spray bars and cam plugs, while the rocker arms were re-bushed, polished, and cleaned to perfection. The attention to detail in this stage of the restoration has been nothing short of extraordinary.

The cylinder heads, handled by Walt Watson at Competition Engineering, required only standard reconditioning. This included new guides, a precise valve job, fly-cutting the deck, and a thorough media tumble.

The Bits and Pieces

One of the few ways I add value to this restoration (other than writing checks) is scouring the internet for rare parts. It's an adventure requiring patience, networking, and the ability to identify scammers.

For example, the 1975 model used a one-year-only airbox, and my car needed half the airbox! I found someone in Germany with a spare, but he needed an equally rare 1976 airbox. After spending a year tracking one down, I reached out to him, and we agreed on the trade. We shipped airboxes across the world on trust alone. It was a fun side quest, and both airboxes arrived safely.

I felt equally fortunate to come across a gentleman on the East Coast with an original 76 non-AC whale tail that he was willing to part with for a modest price. He even went so far as to build a custom shipping crate to ensure it arrived safely.

I've used any downtime to source the period-correct accessories. The perfect gray toolkit for a 75 930, check. The air compressor in the blue vinyl box, got it. A perfect condition green

dot jack...yup. A space-saver spare with a 3/75 date stamp...you better believe it. The most expensive book I've ever purchased was a perfect condition 75 Turbo driver's manual/maintenance record parted out from the White Collection. I've even found optional accessories like the Hepp first-aid kit and the MotoMeter tire pressure gauge. Bit by bit, it's all coming together.

What's Next

As I conclude Part 1 of this story, my car has undergone an incredible transformation. From its discovery to the painstaking restoration of its body and the excellent progress on its mechanical systems, the car is well on its way to reclaiming its status as one of the most iconic Porsches ever produced.

Stay tuned for Part 2, where I'll share the final steps of the restoration process and the excitement of debuting the car as a fully restored piece of Porsche history – or the tragic tale of how this project ended in tears and financial ruin. (Part 2 isn't written yet!)

For more details and ongoing updates, visit chassis106.com or follow me on Instagram at @911maniac. 🐯

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2009 911 Carrera S

DENNIS WACKERBARTH

2008 911 Turbo Cabriolet

ROGER WITTMANN

1976 911S

YURY ZAYTSEV

2021 Macan

ANNIVERSARIES JANUARY 2025

40 YEARS

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J David Smith & Lisa M. Keough

20 YEARS

Jane Flood & Tevina Flood
Kyle Hennessey & Terri Hennessey
Scott Anderson

15 YEARS

Kevin Grealish
Michelle Grogan & Mary Lou Burton
Terry Osthus & Douglas Braun

10 YEARS

Bruce Rummel & Carol Pease
Chris Romney & Ethan Romney
Edmund King
Jon Cook & Stacey Cook
Kerry Wong & Don Eng
Matthias Bahlke & Michael Halsall
Scott Greve
Tim Bodin & Julia Hunter

5 YEARS

Dieter Beldi
Douglas Steding

Ethan Stiles
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Josh Rowell
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anniversary materials by clicking www.pca.org/anniversary (must be logged onto PCA website to use link). Members will receive a letter, decal, certificate and commemorating

their anniversary. Materials for 25- to 60-year anniversaries (soon to be 65) are mailed **quarterly** depending on the anniversary date. Members celebrating these anniversaries will

NEW MEMBERS JANUARY 2025

GEOFFREY ALLEN

2022 718 Cayman GTS 4.0

JON CARLSON

2018 718 Cayman S

JOHN DALY

2018 911 Turbo

PHILIP DEFLIESE

2022 718 Cayman GT4

CHARLES FULMER & SANDRA MARTINEZ

2001 Boxster S

NOAH HAGLUND

1976 914 2.0

MARK HARRINGTON & STACY HARRINGTON

2019 718 Boxster GTS

CHARLES HELLER & ABBY HELLER

2017 Macan S

BRANDON HEMMING & LESLIE HEMMING

2007 911 Carrera 4 Cabriolet

MIKE JOSLIN

2023 911 Turbo S

LUCAS MILES

1990 928 S4

TOM MOORE

2017 718 Cayman

WILLIAM NEUKOM

2019 911 Targa 4S

RODRIGO NOVION

2000 911 Carrera

WILLIAM NYBERG

2024 718 Cayman S

ERNESTO RAYMUNDO JR.

2007 911 Carrera 4S

TADASHI SHIGA & MOMOKO SHIGA

2015 Macan Turbo

RYAN SMITH

2007 Cayman

CHARLES STEWART & GLENN STEWART

2020 Taycan Turbo

SIMON SZCZEPANIAK

2015 911 Turbo S

CHAD THORNE

2007 911 Turbo

GEORGE ULMER

2024 Macan GTS

PETER VAN BREDA

2022 911 Carrera 4 GTS

MARCELINO VILLASANA

2014 Cayman

ROBERT WADDLE

2017 911 Carrera

CROSBY WALTON

2010 911 Carrera S

ZHI XIONG WANG

2018 718 Cayman

ERIN WATERMAN & CHRIS HATTON

2018 Macan

BRADLEY WILKINS & JEANETTE WILKINS

2025 718 Cayman

DAVID WOLF

2015 Cayman GTS

NATHAN WONG

2018 911 GT2 RS

ANNIVERSARIES FEBRUARY 2025

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35 YEARS

Gerald Albertson &

Luann Albertson

Frank Ferris & Susan Fife-Ferris

Mark Greene & Jill Greene

Bruce Reichert & Andrew Reichert

30 YEARS

Perry Elsasser & Cole Elsasser

25 YEARS

George Cooper & Erik Cooper

Lyle Curry & Renee Curry

Barry Feder & Kristi Feder

Mark LaCombe &

Debbie LaCombe

20 YEARS

Mark Andrews & Caryl Veliz

Scott Johnson & Spencer Johnson

15 YEARS

Michael Alhadeff &

Marjorie Alhadeff

Doug Bradeen & Yvonne Bradeen

Joel Cawker & Janice Mercer

Lawrence Dong

10 YEARS

Thomas Adams & Dean Adams

James Johnson & Cami Johnson

Michael Mejer & Kimberly Mejer

John Post & Karen Post

Karl Seeger

Jim Welch & Michelle Welch

Jason Williams

5 YEARS

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receive the following:

- 25 years – Letter, Decal, Certificate, Pin
- 30 and 35 years – Letter, Decal, Certificate

- 40 and 45 years – Letter, Decal, Certificate, Name Badge
- 50, 55 and 60 years – Letter, Decal, Certificate, Pin and Name Badge

If you have not received your anniversary recognition, send an email to anniversary@pca.org with your membership number and full name.

FEATURE
STORY

Groundhog Day for Porsche

Story and Photographs by Sherwin Eng





Porsche #6 motoring through the night

Nighttime fireworks



Winning #7 drivers: Filipe Nasr, Nick Tandy, Laurens Vanthoor



The Rolex Daytona watch, awarded to the overall winners

In the 63rd edition of the Daytona 24-hour endurance race, for the Porsche Penske Works team, it was Groundhog Day.

2025 was year three of Porsche's return to the top class of World Endurance racing. For year one, it was a learning year, for year two it was winning the race, year three, two in a row? The coveted prize for winning overall is a 2-tone, gold and stainless-steel Rolex Daytona Chronograph. For the Porsche drivers "Who doesn't need a 2nd watch?"

To hedge Porsches bet for a repeat, Penske brought 2 cars, the 2024 winning #7 car and its #6 sister. Two non-works Porsche teams were racing a 963, the #5 Proton Competition Mustang Sampling

Team and the JDC Miller Motorsports #85. Porsche's approach to racing is to sell race cars, if you are a customer of Porsche, you can purchase the same equipment that the works team uses. The other players in this race were the 2 Acura's of Meyer Shank Racing, 2 Cadillacs, 1 from Wayne Taylor Racing and 1 from Team Whelen. The BMW M Hybrid of the Rahal, Letterman, Lanigan team entered 2 cars, this would be BMW's third try at competing for the top prize as well. Before Porsche and BMW's return in 2023, Acura and Cadillac won most of the races.

A total of 4 classes race in the 24-hour race, GTP for Grand Touring Prototype, the fastest of the cars. The next class is Le Mans Prototype 2, which



Porsche #6 followed by Mustang Sampling #5

includes only specific manufacturers and is a cost, speed restricted class. The next 2 classes are GTD Pro and GTD, the cars are prepared street cars from Porsche, Lamborghini, Mercedes, Ferrari, Corvette, Lexus, Aston Martin, Ford Mustangs, and BMW. A total of 61 cars raced this year. On the track the speed differential is around 15 seconds between the GTD prototypes and the GT Daytona class, rush hour traffic for 24 hours.

Some of the other Porsches on the

track were the AO Team Green 911 GT3 R "Rexy" short for Tyrannosaurus Rex, they will be racing in the GT Daytona Pro class. In the GT Daytona class was the Iron Dames (all Woman Drivers) GT3 R team, their livery a checkered white and shades of pink paint scheme. In the checkered squares, an inspirational saying from their 'Every Dream Matters' campaign was written on them.

The weather leading up to the race was unseasonably cold, temperatures

were hovering around 30-40F, with snow falling as far south as Tallahassee. The normal race attire included a knit beanie if you were smart enough to pack it with you, as I was not.

Qualifying had the #24 Rahal, Letterman, Lanigan BMW on the pole with the #93 Acura 2nd and the #7 Penske Works 963 3rd. As endurance racing goes, being on the pole is nice, but this is a 24-hour race.

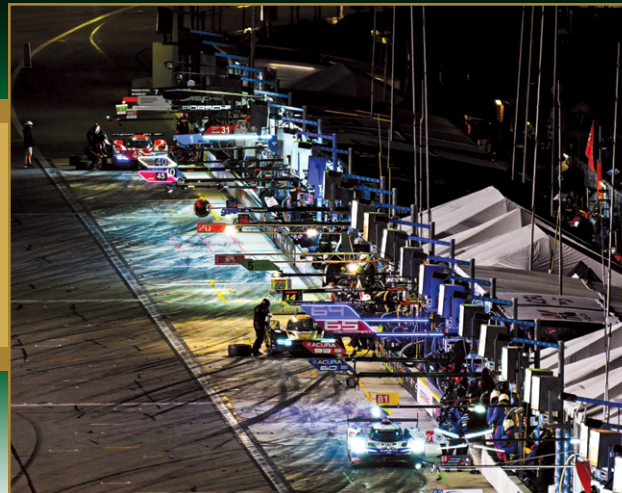
Long-distance racing in the old days was to save the car for



Filipe Nasr climbing into the #7 963



Left to right, top to bottom: Mustang Sampling #5 963, Rexy #77 GTD Pro, JDC Miller Motorsports #85, Team Iron Dames #83 GTD



Left to right, top to bottom: a green flag drops at the start of the race, Porsche #6 dicing with #10 Cadillac, Porsche #7 963, Porsche #7 receives the checkered flag for finishing 1st overall

Nighttime pitstops


23 ½ hours, hope your opponent’s broke something and you didn’t. Long distance racing has now been referred to be a 24-hour sprint race. Contemporary car design has brought car reliability to almost 100%, the only way a car drops out is usually through collision damage or driver error.

The race started at 1:40 pm local time, the weather was clear and 50F. The pace was as it was to be expected, BMW’s leads the early laps with the Porsches, Cadillacs, and Acuras in

close pursuit. Positions swapped during the pit stops as they competed for the next 24 hours.

Throughout the daylight, night, daylight the #24 BMW M Hybrid dueled for the lead with the #7 and #6 Porsche 963s. By the 23rd hour, it appeared that it would be between the #24 BMW and the #7 Porsche. As the race was going into its last 60 minutes, bad luck found the #24 BMW, a tire puncture and a pit stop penalty put them out of contention. This move put

the #60 Acura in 2nd place and the #6 963 Porsche in 3rd. The final 30 minutes became a fingers-crossed race with the Porsche loyal hoping the 963 #6 might pass the Acura to get to 2nd. At the finish to the checkered flag, it was the #7 963 1st, #60 Acura 2nd and #6 963 Porsche in 3rd. In the end, the 963 Porsches led 517 of the 718 laps run, as for the GTD class; the Iron Dames 911 GT3R finished a respectable 8th in class.

As Yogi Berra used to say it was “Déjà Vu, all over again.” 



Nighttime at the track



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FEATURE STORY

A photograph of two go-kart racers on a track. The kart in the foreground is blue and green with the number 2. The kart behind it is blue and green with the number 29. The racers are wearing helmets and racing suits. The track is bordered by blue and red curbs. In the background, there is a grassy hillside.

Getting Started in SIM Racing and Karting

Story by Shepherd Jones and Photographs by Jeff Jones

Introduction by Gary Barklind

I love to see young kids be introduced and experience the excitement that comes from motorsports whether it's volunteering at a grassroots autocrossing event or watching top tier open wheel racing from the grandstands, but the fact of the matter is, motorsports has become so very expensive to participate in.

PNWR member Jeff Jones has found a couple ways to allow his 14-year-old son, Shepherd, to

experience motorsports virtually and in person at a modest cost through SIM Racing and Karting.

I asked Shep several questions about how he got introduced to Porsches, his love of motorsports and, oh I'll just let you read what his responses are.

With his father's guidance and encouragement, I believe we will have the beginnings of a future Porsche owner and PNWR member in the years ahead!



When did you get interested in cars and specifically Porsches? Was there an event you attended or witnessed that piqued your interest?

I think I inherited a love of cars in my DNA, given my dad's obsession, it was impossible for me not to become a car person. My first word might have been "faster!" But cars and Porsches became an obsession when my dad took me on a Porsche tour event in the 2016 911 Targa GTS that we had. Imagine being surrounded by 500 horsepower 911s screaming through mountain roads! One year we joined the Maryhill Loops tour, but we were in our Jeep Wrangler

handling photography duties. Trying to keep up with all those Porsches on the mountain roads was fun and terrifying! Recently my dad and I were down in LA for Luft 10, and it was incredible. I enjoy photography as well as cars, and Luft is this amazing mix of automotive engineering and art.

What's your favorite part when joining your dad on a Porsche Tour event? What's your least favorite part?

My favorite part is riding shotgun with my dad. It's fun to bond over something that we both enjoy. When you're on a Porsche Club tour, it's not just about getting from one place to another, it's about the journey. The

stops along the way are fun because you get to meet great people and check out some amazing cars. Everyone is so friendly, and they love talking about their cars. My least favorite part? Easy, the early mornings. These events always start ridiculously early, like "before Starbucks is even open yet" early. I'm not exactly a morning person, so dragging myself out of bed feels like its own endurance race.

How did you get involved in karting?

The first time I went karting was for my 12th birthday party at an indoor track. I was shocked at how much fun it was. Honestly, I thought I was just going to putt around at 5

mph and call it a day, but those things were fast. By the end of the session, I had the fastest time of the day, and I was hooked. I really wanted to race at a bigger and faster outdoor track, PGP Motorsports by Pacific Raceways. Because I was under 14, I had to take a qualifying class and prove that I could control the kart at speed. I was scared at first, but I finished the day fast enough to qualify to race at the track anytime. Now I go as often as I can and I'm working my way up to endurance racing and their official racing series. I just need to be a little bit faster to be competitive with the best of them.

What's your favorite part of karting?

The best part of karting is the speed. When you're flying down a straight and everything is rattling a



bit from the wind, it feels like you're going a million miles an hour (even though it's more like 50). But it's not just the speed, it's the strategy. Figuring out how to nail the perfect corner or when to make the move to overtake someone is like playing chess... at 50 mph. The feeling of watching your lap times drop is addictive. Every lap, you're trying to shave off just a little more time. Plus, there's something hilarious about passing someone and imagining they're sitting in their kart going, "How did this kid just get by me?"

How did you get involved in SIM racing?

SIM racing started when I realized karting wasn't something I could do every day (as much as I'd like to). I was watching videos of pro drivers training on SIMs and thought, "If it's good enough for them, it's good enough for me." My dad is just as addicted to cars and has always wanted a racing SIM, so he used me as the excuse to build a great setup. It's crazy how realistic it feels. You're driving on tracks from all over the world without ever leaving your room. Plus, you don't have to worry about crashing. I mean, if I mess up in a kart, that's a bad day. If I mess up in the SIM? I just reset and try again. It's the ultimate no-stress way to learn.

What SIM equipment do you use, and what made you decide to choose the equipment?

When we decided to invest in a SIM setup, my dad went all-in. A friend of his owns GripWerx Racing

and they built us an awesome custom setup. ASR Chassis, Simucube base and wheel, Heusinkveld Sprint 3 pedals plus the pedal kit that adds force feedback and helps you find the limits of ABS...all the goodies. I wanted a VR setup, but we started with a triple monitor setup, and I can plug in my VR when I want to switch to that. The wheel is super powerful, and you can feel every bump, corner, and tire slip. Sometimes I think my arms get more of a workout from SIM racing than from actual karting. One of my favorite parts is that my dad bought a real Recaro racing seat with the black and white insert and it feels like you are sitting in a real vintage Porsche race car.

Do you have a favorite car that you like to use when SIM racing?

I love to experiment with all the cars, but my favorite is the Porsche 911 RSR. It's so much fun to drive in the SIM. It's got this perfect balance of speed and handling, and it feels like it's glued to the track. Plus, the sound is incredible. I swear, every time I drive it, I feel like I'm in a Le Mans race, except instead of a pit crew, I've got my dad standing next to me bugging me for his turn. I also like that it's challenging without being impossible.

Do you feel that SIM racing gives you an advantage when driving a kart on track?

Definitely. SIM racing is like practice for your brain that gives the muscle memory you need on the track. It teaches you to focus on the racing line, brake at the right points,



and handle pressure when someone's breathing down your neck. Plus, it helps with consistency. In karting, you can't afford to make mistakes, and SIM racing forces you to hit your marks lap after lap. Without the same sense of speed, it isn't the same thing as being on track, but the skills absolutely carry over. Also, in the SIM, I can experiment with risky moves that I'd never try in a real kart because, you know, crashing in real life is expensive.

Do you have a favorite racing driver?

For sure, Lewis Hamilton. The guy is just incredible, and he's won seven World Championships, which

is insane. What I love about Lewis is how smooth and calculated he is on track. He knows exactly when to push and when to hold back, and it feels like he's always one step ahead. Plus, he's not just fast; he's also consistent, which is something I'm trying to get better at in karting. And off the track, he's such a cool guy. He's into fashion, music, and even environmental stuff, which makes him more than just a racing driver, he's a role model.

Do you have ambitions to drive a car on a race circuit?

Absolutely. That's the dream. I'd love to start with track days and work my way up to racing in an actual series.

Driving something like a Porsche 911 RSR on a real track would be insane. I can already imagine myself sitting on the grid, trying not to freak out while waiting for the lights to go out. I know it's a big jump from karts to cars, but I'll be ready for the challenge.

Do you like older classic cars or newer, modern cars?

That's a tough one. Classic cars are amazing because they have so much personality and history. Plus, they just look cool. My dad is restoring a 1975 911 Turbo which is basically like art on wheels. But modern cars are on another level when it comes to performance. I mean, have you seen what a 911 Turbo S can do? It's like a spaceship disguised as a car. If I had to pick only one, I would probably go with a modern Porsche, but I'd happily take a classic if someone offered me one. Seriously, anyone got a spare?

If you could own a Porsche, what model and color would it be?

Easy, the Porsche 911 GT3 RS in Riviera Blue. It's aggressive, fast, and just ridiculously cool. It is as close to the RSR as I can get for the street. Plus, Riviera Blue is the kind of color that makes people stop and stare. I'd take it to the track, drive it on backroads, and probably just sit in the garage staring at it because it's so perfect. If someone gave me the keys to one, I'd probably never stop smiling – except maybe when I realized how much insurance would cost.





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FEATURE
STORY

BACKROAD ROUTES

in the Rocky Mountains and Desert Southwest

Story and Photographs by Gary Barklind



Capital Reef

Will you be driving to the Porsche Parade in Oklahoma City this coming July or perhaps you're think about planning a road-trip through part of the Western United States?

Having driven nearly 15,000 miles through the desert southwest and the Rocky Mountain states over the past four years, I picked out five of my favorite driving roads that you might consider including into your road-trip itineraries this coming summer.

I chose these routes because not only are they wonderful roads to

drive, but also because of the scenic landscapes that you pass through, the important history of the area and the low volume of traffic that you will likely encounter. These are lesser-known roadways that are off-the-beaten path and provide a sense of escapism for the driving enthusiast.

I've listed these routes in no order of importance and have provided distance and driving time without including stops. Besides a description of the route, I've included highlights that you may want to consider stopping for to provide you with a greater appreciation of the area that you're passing through.

So, get out your Rand McNally or favorite electronic roadway map and follow along.

Bryce Canyon City to Hanksville, Utah via UT-12 and UT-24 (153 miles/3 hours)

This is my favorite roadway through Utah for several reasons, but first and foremost it's a driving enthusiast's road! The road's curvaceous nature follows the contours of the spectacular landscapes as you pass through red rock canyons, alpine forests and high desert.

I've driven this road both east and west bound, and both directions are



equally magnificent. Be aware that the elevation on UT-12 through the winding alpine forests reaches nearly 11,000 ft, so it's possible to get wet-snow or hail in the afternoon during summer's monsoon season as I experienced when driving my Cayman S two years ago!

Must see stops along this route include the picturesque hoodoos of Bryce Canyon National Park outside Bryce Canyon City, and the immense canyon walls of Capital Reef National Park in Fruita. Both parks offer miles of trails to hike and explore the colorful landscapes that make these parks such a draw.

There is a vast off-road vehicle park named 'Swing Arm City' between Caineville and Hanksville along UT-24 that is worth a short stop. The unreal landscape reminds me of the moon with its grey, silty surface and jagged hills.

From Hanksville you can continue east on UT-24 to I-70 and drive eastbound until turning off onto US191 to Moab to overnight and then explore the wonders of Canyonlands and Arches National Parks.

Lewiston, Idaho to Lolo, Montana via US-12 (206 miles/4 hours)

If you enjoy empty roads with over 100-miles of continuous curves, then this route across the Idaho panhandle is for you! Heading east from Lewiston on US-95 it quickly splinters off before Spalding to US-12 to parallel the Clearwater River up into the Nez Perce/Clearwater National Forests. At Lowell, the road begins to follow the sinuous Lochsa River for 99-miles through the dense forest. It is here that you can easily fall into a satisfying driving rhythm turning slightly left then right with nary a vehicle encounter to interrupt you as you crest the 5,233 ft Lolo Pass and descend into Montana! There are many turnouts along this section of the route, so if you do encounter another vehicle slowing your progress, I've found that they are courteous and pull over to let you pass by. When I drove this road three years ago it was freshly paved and smooth as a billiard ball table thus it's difficult to adhere to the 50-mph speed limit.

This region of Idaho has a rich history of early exploration with the Lewis & Clark expedition coming through here in 1805 (west bound) and 1806 (east bound) following the Clearwater River. Their journey through present-day Idaho was helped immensely by a Nez Perce woman guiding them through the

Bitterroot Mountains and trading with the Shoshone Tribe. The expedition overnights at a hot spring on their return journey eastbound in what today is known as Lolo Hot Springs.

A highly encouraged side trip is to drive the 7.3-mile Old Spiral Highway located just outside Lewiston. Originally constructed in 1917, it ascends 2,000 feet through 64 curves from the confluence of the Clearwater and Snake rivers to an overlook at I-95 with a historic marker explaining the history of this road along with a panoramic view of Lewiston and the Snake River Valley below.

From Lolo Montana, it's a three-hour drive north on US-93 past Flathead Lake to the west entrance of Glacier National Park. If you decide to drive the 50-mile Going to the Sun Road that transects the Park, you will encounter hordes of trailers and motorhomes. The vistas are outstanding in every direction along this road, but is driving in bumper-to-bumper traffic worth it? I'll let you be the judge. Note that this road is usually cleared of snow by mid-June.

Gunnison to Leadville, Colorado via CO-135, CO-306 and US-24 (101 miles/2 hours 15 minutes)

You really can't go wrong with any of the roads through the many 11,000 ft and higher Colorado mountain passes (e.g. Independence Pass on CO82 from Aspen, Molas Pass on US-550 from Silverton, or Trail Ridge Road on US-34 from Estes Park), but these are heavily trafficked routes that you need to drive early if you want an open road to yourself. For me, I highly recommend driving from Gunnison to 12,125 ft Cottonwood Pass (second highest paved pass in Colorado) then continuing via US-24 to the highest incorporated town in the United States, Leadville, elevation 10,154 ft.

While this route doesn't start out particularly curvy by traveling through high desert grass lands, it eventually begins ascending through aspen and then the pine forests of the Rocky Mountains and sweeping upwards over Cottonwood Pass and the Continental Divide. There is a parking lot at the pass with a short trail to a 360-degree viewing point with spectacular vistas of the Rocky Mountains and beyond. Continue the descent on CO-306 before reaching US-24 and drive northbound through the scenic valley of the Arkansas River surrounded by the San Isabel National Forest. Keep in mind that Cottonwood Pass is typically plowed free of snow

and open by late-May.

As the name suggests, Leadville was established in 1877 as a mining town extracting gold and silver, then later lead and zinc and today molybdenum. There are many buildings in the Leadville Historic District dating back over 100 years that are certainly worth stopping to admire their period architecture. Also worth checking out is the National Mining Museum and Hall of Fame that has a walk-through replica of an underground hardrock mine, a 'Gold Rush' room, many specimens of native gold and minerals, and an elaborate model railroad exhibit. As you walk through town, you'll be feeling the effects of the high elevation, so just take it at a slow pace and admire the history of this mountain town.

To reach I-70 you can continue northbound from Leadville on US-24 or a more scenic route is to take is northbound CO-91 through the high peaks of the Rocky Mountains past Copper Mountain Ski Resort to Wheeler Junction and I-70.

Wickenburg to Flagstaff, Arizona via AZ-89, AZ-89A (150 miles/3 hours 40 minutes)

This route initially starts out as the typical hot and parched desert landscape with cacti and mesquite bushes abound, but then you start ascending the twisty road up to Granite Mountain to head up into the cooler pine forest uplands of the Prescott National Forest and the town of Prescott. From Prescott the route heads northeast on AZ-89A through another mountain range to the historic town of Jerome. This quaint former gold-mining town is perched on the mountain side and has numerous shops and restaurants. Have lunch or dinner and stay overnight at the historic Spanish Mission-style Jerome Grand Hotel (which was a former insane asylum) or take a ghost tour to experience the town's paranormal activity. The roads through town are narrow and walking around can sometimes be challenging with the steep streets.

After stopping in Jerome, continue along AZ-89A past Cottonwood into Sedona, home of the Red Rock State Park and the purported mystical energy vortexes that many claim exist in this area. The landscapes of the Red Rocks area are stunningly beautiful and can be explored by many accessible trails. There is a free shuttle service from Sedona that will drive you to many trailheads because

Leadville



Sedona



parking is very limited at some of the more popular trailheads.

The last segment of this route takes you to Flagstaff through a narrow canyon and is something you certainly don't want to miss. This portion of AZ-89A twists and turns following Oak Creek as you ascend the canyon. There is a nice overlook with restrooms at the top of the canyon where you can stop and look down from where you came. Native Indians from the local tribes always have tables set up here where you can browse or purchase their handmade jewelry and artwork at very reasonable prices.

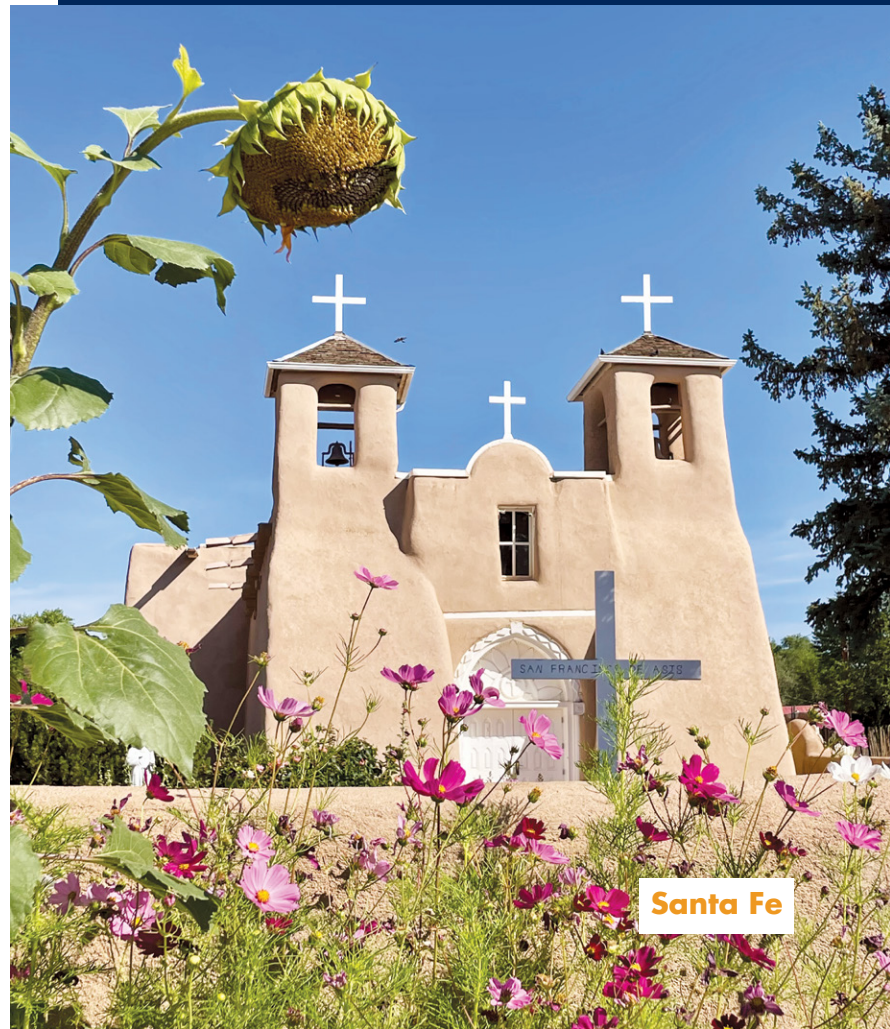
AZ89A connects with I-17 in Flagstaff and from here you can connect with I-40 and drive east to Albuquerque and into Oklahoma City for the Porsche Parade. Alternatively, you can head northbound for 1 hour 20 minutes on US180 /AZ-64 or US89 to the Grand Canyon National Park.

Santa Fe to Raton, New Mexico via US-85, NM-68, US-64 (3 hours/175 miles)

Santa Fe is a lovely town to spend a couple days in before starting your journey northward on US-85 and NM-68 to Taos and beyond. With it's highly regarded foodie scene and numerous outstanding restaurants and being the third largest art market in the U.S. (behind New York and San Francisco), you'll want to linger in Santa Fe while enjoying its unique blend of Native American, Spanish, and Western cultures and architecture!

The first segment of this drive takes you through many small towns of Native American and Mexican origin and past several pueblos before entering the picturesque Rio Grande Canyon. While traffic is slow through these small towns, you will notice that there is a confluence of century old buildings containing Mom-and-Pop stores along with brand new modern establishments like fast food restaurants, drive-through coffee shops and tribal casinos. Times are changing even in New Mexico.

Once out of the Rio Grande Canyon and onto the plateau, NM-68 takes you into Taos, another small quant town of historical regional importance. If you have time to stop for lunch here, be sure to visit Taos Pueblo just one mile outside town. The reddish-brown adobe Pueblo was constructed between 1,000 and 1,450 AD and has continuously been occupied since. This Pueblo was designated a UNESCO Heritage site in 1992 and about 150 people live



Santa Fe

here full time. The Pueblo offers a fascinating one-hour guided walking tour of the site that includes the Pueblo, church and a gravesite.

If you're a fan of Western culture then you'll want to check out the Kit Carson Home and Museum, a National Historic Landmark site in downtown Taos. The museum is filled with information and artifacts from Kit Carson's life as a frontiersman, fur trapper, wilderness guide, Indian Agent and U.S. Army officer.

Leave Taos on US-64 to continue your drive up to and across the Sangre de Cristo Mountains past the small villages of Shady Brook, Valle Escondido, and Eagle Nest. The road follows the twisting contours of the pine covered mountains before finally descending eastward into the village of Cimarron. Known for its wild west history, Cimarron was a stop along the Mountain Branch of the Santa Fe Trail during the 1870s. Charted in 1859, there remain numerous

buildings dating back more than 100 years including the Old Mill Museum operated by the Cimarron Historical Society in this town of 792 people.

Another 41 miles along US-64 and the Carson National Forest brings you to Raton near the Colorado border. From here I-25 takes you north to Colorado Springs and Denver or south to Santa Fe and Albuquerque where you can connect with I-40 to Oklahoma City.

I hope that these suggested routes inspire you to plan a road trip this summer or autumn to the desert southwest or through the Rocky Mountain states. Whether you take a couple weeks or a month driving some of the backroads of the Western United States, it empowers you with a sense of freedom and adventure that's hard to find in this day of electronic tethers and deadline driven meetings. So, get out there and experience this vast land the way it was meant to be seen. Behind the wheel of an automobile. Preferably a Porsche.

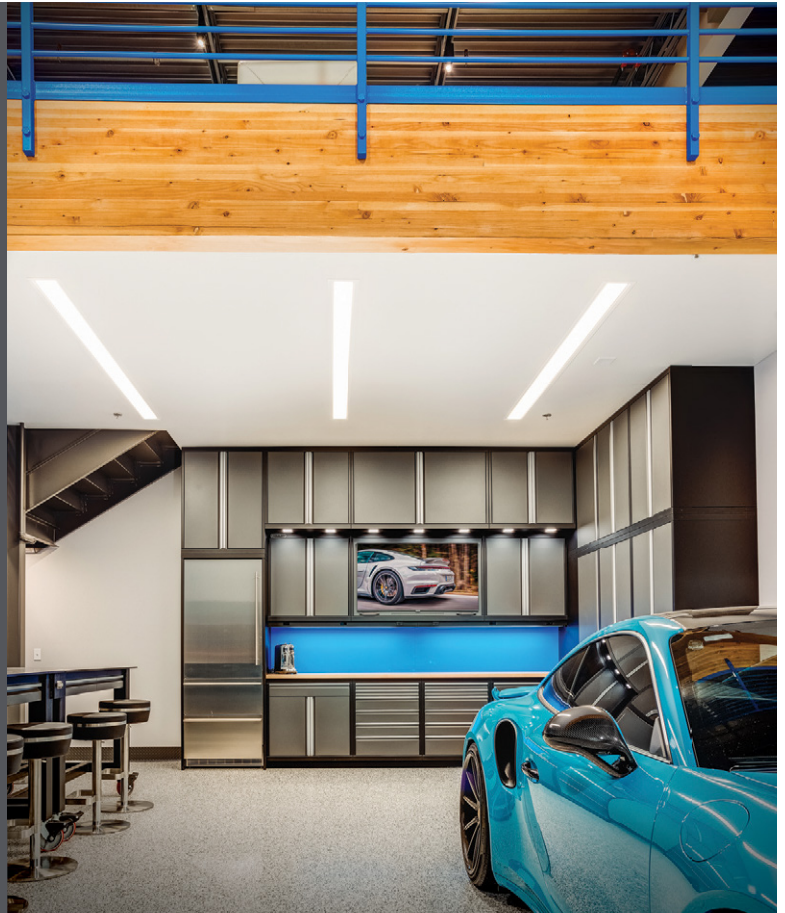


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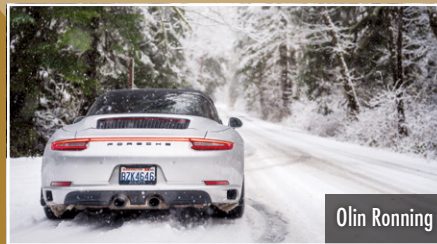
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