



Der Skooner

Porsche Club of America • Great Plains Region
November 2023



Cayenne.

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"On The Cover" by Jeremey Kroh

Zero to 60

Mike Anderson, GPR President

What happened to the sun! It seems like yesterday that it was light out until 9:00 p.m. or later and now it's dark at 7:00. It won't be long until sundown is before 5:00. Time to go for a drive! The cooler evenings have reduced the number of bugs, but I still prefer to drive before dusk when the bugs and deer come out!

We all felt sad recently at the loss of Kim Burger who was a valuable member of the Great Plains family. Thanks to those who attended his memorial service or were able to stay for the for lunch afterward. His family noticed and appreciated our presence.

His passing led us to rename the October Fun Run the "Kim Burger Memorial Fun Run," as Kim was often the organizer and lead car. We had 25 brave souls and 13 cars that made it out on a rainy day for a drive through the Loess Hills. We ended the drive in Nebraska City for lunch in the heart of the downtown at The Keeping Room. Some folks made a day of it by visiting the nearby orchards to purchase apples and other table fare.

As the weather turns, I'll confess I never really thought about adding winter tires. However, for some members it's a quick switch of tires and they drive through the winter. I think that is more popular with the Cayenne and Macan crowd. Many will simply put the garage queens away for the winter.

Fall and winter events are planned to keep our heads in the P-car game. The first breakfast to be held at the new Porsche Omaha location will be **November 11** at 8:30 a.m. Register early as space is limited to 50 people. The next day, **November 12**, will be the second annual **Collector Quest** at the YMCA in Valley. Porsche Hot Wheels, diecast models, art, auto parts and more will be on display and for sale. Come out and see if you can find a treasure! The December 9th breakfast will be back at Paradise Bakery at Village Point. Save the date on your calendars for the annual dinner on January 20, 2024. This year's dinner will be at Omaha Country Club.

Our charity of the year, Least of My Brethren, is still looking for kitchen items, housewares, and small furniture to outfit apartments for people moving off the street. For some who are not able to move into an apartment or have chosen to live outside, sleeping bags, coats, rain gear, hats and gloves would be a blessing. Please bring items to any of the events listed above and give them to me or Paul Schudel.

Safe Driving,

Mike

Editorial Policy: *Der Skooner* is the official publication of the Great Plains Region / Porsche Club of America. Statements and opinions appearing in *Der Skooner* are those of the author and not necessarily those of the GPR, PCA, the Board of Directors or the Editor. The Editor reserves the right to edit all material and to publish only material that is felt to be of the best interest of GPR/PCA. Other regions are welcome to reprint *Der Skooner* articles, provided that the source and author are credited.

Great Plains Region Club Calendar

November 2023

November 4th - New Member Dinner *(By Invitation only)*

November 9th - Porsche Ladies Lunch [\(RSVP HERE\)](#) *RSVP by November 6th*

November 11th - Breakfast at the *NEW* Porsche Omaha Dealership (8:30am - 10:30am)

18101 Burt Street, Omaha, NE 68022 [\(RSVP HERE\)](#) *Limited to the first 50 RSVPs!*

November 12th - Collector Quest at the YMCA [\(Table RSVP HERE\)](#)

6100 Twin Rivers Circle, Valley, NE (1:00-4:00pm)

December 2023

December 9th - Breakfast at Paradise Bakery 8:00am

Village Pointe 17305 Davenport St, Suite 101, Omaha, NE 68818

National Calendar



Club Racing Calendar



Porsche Club of America - Zone 10 Regions

Central Iowa | Dakotas | Great Plains | Kansas City
Nord Stern | Ozark Lakes | Red River | Schonesland
St Louis | Wichita



Online and Social Media



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Board of Directors Meeting

Minutes of the GPR Board Meeting October 10, 2023

The Great Plains Region PCA Board met at 6:00 pm at the Mike Anderson residence. Present were Mike Anderson, Terry Lessmann, Paul Schudel and Kurt Halvorson. Eric Elliott, Rick Mourey, Carol Lynch and David Patterson joined by phone. Bob Kirchner and Jeremy Kroh were unable to participate.

PRESIDENT: Anderson shared on a variety of topics. Eight bikes were purchased with the Parade Lap money for Least of My Brethren. Kitchen accessories are in need at present. Collector Quest will be held at the YMCA in Valley November 12th from 1-4pm with a \$10 donation for each table used by a member for display. Member and Sponsor donations for the Annual Dinner raffle are welcomed. Member Dennis Fitzke has agreed to be a member at large to assist with social events for 2024.

SECRETARY: The September 2023 minutes were approved as distributed. No nominations from general members for 2024 board positions were received. The board ballot was distributed electronically to members on October 10th, with voting due by October 31st.

TREASURER: The September beginning cash balance was \$68,605; the ending cash balance was \$66,686. The year-to-date net loss is \$5,804. The high interest rate environment has allowed us to earn \$672 in interest income so far this year. DE expenses in October were \$1,050. The full DE accounting will be completed for the October financials.

SOCIAL: The September 9th breakfast at Paradise was attended by about 30 members and guests. Pickleball and BBQ at member Ziegenbeins' home on September 14th attracted 33 members and guests. October 14th breakfast will be held at Farmhouse Café on 84th and I-80, with a fun run and lunch opportunity in Nebraska City for 30 members following. The new member dinner will be held at Oak Hills Country Club in November for new members with the board. Porsche Omaha will host the November 11th breakfast at their new location at 181st and Dodge, limited to 50 attendees. A Ladies Event will be held in November with a visit to the Julia Childs exhibit at the Durham Museum. December 9th monthly breakfast will be back at Paradise Bakery. The annual dinner will be held at

Omaha Country Club on January 20th, 2024.

MEMBERSHIP: We have 219 paid GPR members out of 320 PCA primary members assigned to our region. Chair Lynch sent out letters to offer 14 months of membership for the price of 12 to those PCA members who are not currently GPR members (15 of the 219). New Lifetime members will be presented with commemorative shirts at the annual dinner. Lynch is assessing the usage of the GPR Gear Store on our website.

REGISTRAR: The OktoberFast DE October 7th at RPM attracted 24 drivers, with 2 first day novices and 5 graduating to drive solo. Registration for the October 14th Kim Burger Memorial Fun Run to Nebraska City is full.

SAFETY: No national updates this month. Termination of nationally registered GPR instructors (with no activity since 2020) continues with PCA. Instructor shirts were distributed at the OktoberFast DE. PCA insurance certificate for the October 14th Fun Run has been received. All OktoberFast DE reports were filed with PCA. A summary GPR DE report will be completed for the November board meeting. The 2024 Club Race and DE is scheduled for May 17-19, 2024 at MPH, and a fall DE is being considered at MPH for late September, 2024. Monitoring the impact of Topeka's track closing for 2024.

EDITOR: October Der Skooner was published and distributed to our advertisers and our website. The November issue will feature photos and recaps of October events, a possible Rennsport article, Meet a Member, and any member contributions.

WEBMASTER: GPR website is up to date with remaining events. October Der Skooner was emailed out September 30th. RSVP link is up for the November Porsche Omaha breakfast (limited to 50). 2024 Board Ballot was emailed out October 10th.

The next board meeting will be Tuesday, November 14th at 6:00pm at the Anderson residence.

Respectfully submitted,

Kurt Halvorson, Secretary

2023 Membership News

By The Numbers:

PCA Primary Membership: **320**

GPR Membership: **227**

Welcome New & Renewing Members

Tom Dodds - Dakota Dunes, SD
Steve Swanstrom - Valley, NE
Jason Sullivan – Elkhorn, NE
Rickard Salem – Lincoln, NE
John Nelson – Aurora, NE
Nicholas Mizaur – Omaha, NE
Derek Meyer – Omaha, NE
Terry Worick – Eagle, NE
Ross Faubel – Lincoln, NE
Daniel Syppersma – Sioux City, IA
Doug Richard – Lincoln, NE
Fred McLouth – Elkhorn, NE
Todd Foje – Omaha, NE
Dr Burke Kline - Fairbury, NE
Ian Johnson – Lincoln, NE
Paul Novak – Des Moines, IA
Josh Dilocker – Omaha, NE
Michael Bovinet – Elkhorn, NE

Club Anniversaries

10 Years

Jim Medici

Kirk Highfill

15 Years

Diana Whitman

30 Years

John Beerling

35 Years

Ken Burson

50 Years

Bob Knapp

Shop the Great Plains Region Gear Store for The Holiday Season!

It is difficult to find a great gift for a Porsche vehicle owner, but the Great Plains Region Gear Store may be of help. Through a partnership with

Land's End Business, there is a curated selection of clothing items for purchase with our club logo embroidered on them. The fabrics are good quality and easy to care for.

Women's sizes run from regular XS to XL, 1X to 5X and tall, S through XL. Men's sizes are regular S through XXL, tall M through XXL, big and tall 2XLT and 3XLT and big 2XL thru 5XL. Fleece jackets, sweatshirts and long and short sleeved Polo style shirts are available. Significant lead time is needed to be certain your items will arrive before the Holidays. Currently, November 21 is the deadline.

Please go to gprpca.com and click on 'Store' at the top right side of the page. There you will find the items available and how to place an order. Prices are comparable for the clothing items to similar items in stores. An additional fee of \$8.95 is necessary for the embroidered logo. And it is that very cool GPR logo that sets these shirts and fleeces apart from other Porsche clothing.

Greet 2024 in a Great Plains Region Porsche clothing item!

Moved, retired, new email address or dropped a land line phone? Just let me know, then we can keep you in the loop on all things GPR. If you have any questions about your membership with the Great Plains Region, please contact Carol via email:

Carol Lynch - Membership Chair GPR
Carol.lynch356@gmail.com



Member Name Badges

Look official at our next GPR/PCA event! The magnetic name badges are \$10, which includes shipping. Click the link at the top of the GPRPCA web home page or follow this link to order yours today!

<https://www.gprpca.com/gpr-member-name-badges/>

Don't forget to wear your badge to all GPR/PCA Events!





Don't Miss Porsche Collector Quest on Sunday, November 12th

Many of our GPR members have found collectible items to extend their love of the P-car. If you'd like to show off or sell some of your collection of Hot Wheels, diecast cars or any other collectibles, be sure to rent a table. Auto parts are also acceptable and so is art ... anything Porsche-related be sure to bring it! Tables for your collectibles are available for a \$10 donation per table. Money raised will be donated to our GPR charity, Least of My Brethren, to support their mission. No limit on the number of tables! Go to gprpca.com to reserve yours.

The event is Sunday, November 12th from 1:00 to 4:00pm at the YMCA in Valley at 6100 Twin Rivers Circle. If you're not a collector please come out to the Y to see what your Porsche friends have been collecting over the years. You might find a treasure to buy! Cash sales. Admission is FREE!



Great Plains Region PCA



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BAG 0

MEN WOMEN

TRACK ORDER



Order your Great Plains Region gear today! Click the STORE link at GPRPCA.COM or follow this [LINK](#)

Please contact me with any questions and suggestions about the GPR Gear Shop!

Carol Lynch | Membership Chair | carol.lynch356@gmail.com

Meet a GPR Member

Nathan Becerra

When did you join the PCA?

2023

Where are you from?

Springfield, NE

What Porsche(s) have you owned and what do you currently own?

2007 Porsche 911 (997.1) Turbo

Favorite memory with your Porsche?

One of my fondest memories with the 911 is the 2000 or so-mile multi-state Midwest trip for college visitations with my daughter.

Favorite road trip, track or race?

Any cruise with the wife!

What got you interested in Porsche?

After my first ride as a child in a 964 Carrera, my father's friend, a Porsche mechanic, finished an engine out repair and needed to take the car for a test drive. I was a Porsche fan from that day forward.



What makes your car(s) special?

It is a car I can enjoy with my wife on trips. I also wanted a 997.1 for the opportunity to own one of the last Hans Mezger-powered 911s.

Next Porsche or current project?

My next project may be a 987 Boxster or Cayman base model. I prefer older fuel-injected cars I can wrench on myself. I just finished installing pinned intake camshafts on the 911, Sharkwerks coolant pipes and pinning the coolant lines this past year. Next, I'll be installing a PCCM+ on the 911. Shout out to the classics crew at Porsche Omaha!



(Continues on page 10)

Meet a GPR Member

(Continued from page 9)

What is the top song on your driving playlist?

"Born to be Wild" by Steppenwolf. "Highway to Hell" by AC/DC is a close second.

Any other dream cars you would own? (Porsche or other?)

A Porsche 911 Turbo (930) or a Jaguar XKE E-Type.

Would YOU like to be featured?

Follow [THIS LINK](#) or email your editor!

editor@gprpca.com



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10% Discount to Club Members



Save the Date!

Please join us for our Annual Winter Party

Saturday, January 20, 2024

6:00 pm Social Hour/Cash Bar
7:00 pm Dinner, Raffle & Awards

Omaha Country Club
6900 Country Club Road, Omaha

Watch your email and the next issue of Der Skooner
for more information.

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Hang out with PCA on social media

In addition to the huge regional social media presence, the club is active at the National level, too. Join us for our daily posts on Facebook, Instagram, and Twitter.

We bring you the inside scoop at PCA and Porsche events, auto shows, road tests, Porsche Panorama video and photoshoots, and more.

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**PORSCHE CLUB
OF AMERICA**

A Note from the Editor

First off, thanks to Bob and Carol Lynch for the venue to take the photo for this month's cover, and for providing the yellow Caymans. Carol with her 2014 S and Bob with the 2023 GT4RS. In the center is a 2008 Orange Boxster S LE belonging to Terry Lessmann, and the 944s belong to Glen Page with his 1988 Turbo (foreground) and Rick Mourey with his 1987. This was a last minute idea for the cover, and I'm grateful for the help in putting that photo together. I plan to do this again next fall, and I'll put out a call for participants a little sooner.

Have you seen the specs on the newest special edition 911? The 911 S/T is the latest lightweight GT featuring carbon fiber, lightweight glass and magnesium wheels. Reduced sound insulation should make those high-revving spirited drives just a little more visceral. If you got an allocation, you're keeping it, *right*? I've seen some interesting tidbits that Porsche hopes to keep these cars in the hands of those that really want them, rather than flipping them on the secondary market.

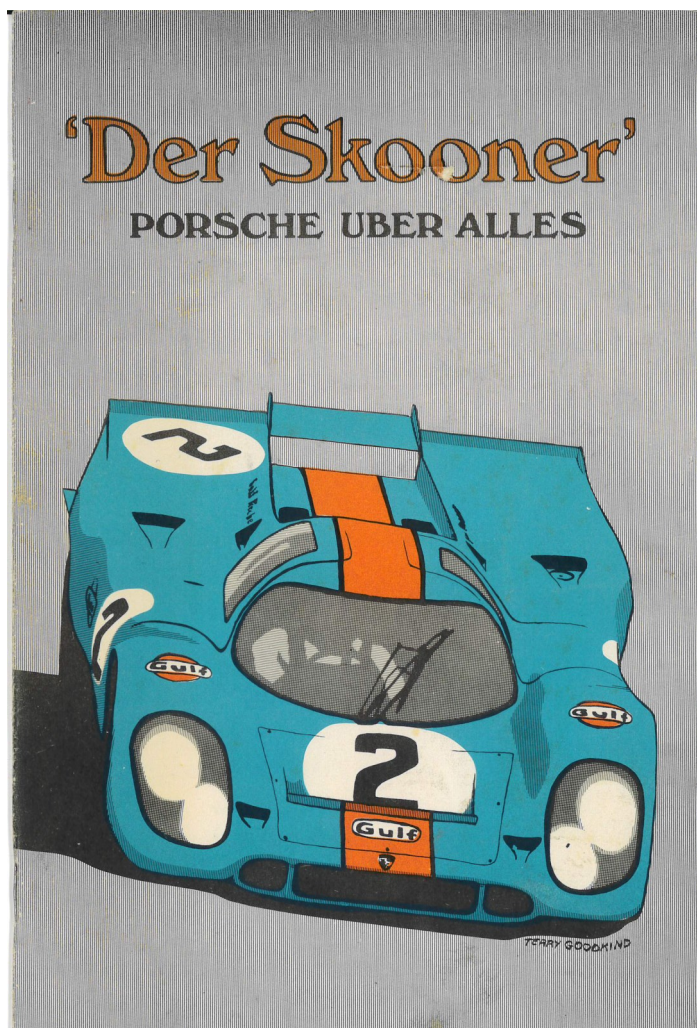
According to Frank Moser (718 and 911 product lead), there will be a minimum waiting period of one year for those who garner an allocation here in the US before ownership can be transferred from the initial buyer from what would essentially be considered a lease.

What do you think? Will it keep them from being flipped, or will it just be delayed capitalism? Anyone in the GPR on that allocation list? I'd be interested in hearing some of these details first hand.

(Photo below is the output from the Porsche configurator.)



As I continue to sort through this stack of old newsletters, it's amazing that these went out each month with some sort of hand drawn art on the cover. I draw this month's archive recall from the August 1973 issue.



A small tidbit of 917 info for those who may not know, or a trip down memory lane for others...

In their quest for a car that was as light as possible during the early seventies, Porsche devised a chassis that was made entirely of magnesium. Prior to the switch in materials, their cars came in over the minimum weight limit by around 50 lbs. After the switch, they were underweight and relied on larger oil reservoirs to get back above the minimum weight.

What's the big deal with magnesium? It has a low combustion temperature. Any crash that involved a fire would have been catastrophic, as Honda found out in the 1968 French Grand Prix.

(Continues on page 13)

Editor

(Continued from page 12)

What was the difference between the 1968 French Grand Prix and the 1971 24 Hours of Le Mans? Honda gave their driver (John Surtees) the option of racing the Formula 1 car with the magnesium chassis. When he backed out, Jo Schlesser took the reins. A fiery crash in lap 2 proved to be his last. The engineers at Porsche declined to give their drivers (Gijs van Lennep and Melmut Marko) the details of the build and the potential risk. Luckily, the car bested the field that race. Chassis 917-053, wearing #22 and the Martini livery, never saw the track again.

Moving to an article from the archive edition for this month, there was some discussion on whether or not the 914 was a "real Porsche". I'm sure some you will get a kick out of that.

I leave you with Pages 12-14, from the August 1973 issue of Der Skooner:

IS THE 914 A REAL PORSCHE?

More and more, we hear comments of this nature. Rocky Mountain Region's "Porsche Patter" has been printing numerous articles pro and con. The following was published in their August, 1973 issue.

Chuck Stoddard, the PCA Technical Chairman, has a very good answer to the above question. The question arose at the Warbonnet Region Tech Session held in Oklahoma in March 1973, at which Mr. Stoddard was the key speaker. The following was transcribed by Jim Tegart from a tape recording of the session (Paul Bingham recorded the whole thing). In response to a remark from someone in the audience (which was not audible on the tape recording) to the effect that a 914 was not a Porsche, Chuck Stoddard had the following to say:

"Where is this guy? Come on, stand up. Do you own a 356?" Reply: "No, it owns me."

"OK. What year is it?" Reply: "63."

"Ever own an earlier one?" Reply: "No."

"I'm going to jump to conclusions and gather your inference here is that a 914 is an odd ball car and it is not a Porsche; it's a Volkswagen. Right?" Reply was not audible.

"Anybody got an old Porsche here? '52?" Reply: "How about a '61?"

"Aw come on. How old is your car?" Reply: "'52."

"Beautiful. Let's talk about the '52. There would be no '61 if there wasn't a '52. OK? How many Volkswagen parts are in a '52? Who designed the Volkswagen? The first Porsche was a hotrodded VW, and don't forget it. And the guy who designed the VW is world renowned, world respected, and it's still the best Model T that anybody ever conceived.

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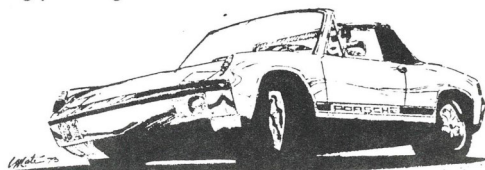
Got to be honest about it. The only reason he built that car was because he had to eat, and he was commissioned to do it. He designed some pretty exotic stuff before that car came along. But after somebody fed him pretty well, on the people's car or whatever you call it, he could go play with what he wanted to play with, which was what eventually carried his own name. OK? You can call it a '51 or a '50 or a '49, if you go back that far. That car had a hotrodded VW engine. It had VW suspension; it had a VW steering box; it had a VW crash gear box; it had a VW belly pan; it was carefully assembled; a few remachined parts and a very nice body on it. And on the front of it, it said "Porsche". And as the guy made a little more money and the people bought his cars who were respecting his ability, he took that car and he made a better gear box and he went from 1100 to 1300 to 1500 to Super to 1600 to 2 litres, you name it. And all you guys sit here and say, "Now that's a Porsche." Well, I'm sorry."

"Now you take a 914, from the other end of the spectrum. Who designed the 914? Anybody know? Do you know the story on it? Porsche designed it, 100%. Porsche had a lot of money invested in the 911, and, as everybody knows, it is a great car. They knew that the world wanted a new Speedster. That's what we all wanted; they knew it. They could not possibly afford, being a small company, to build their research center, to sustain the development of the 911 and to completely design a new car. I don't care if you call it a 914, or whatever. They also knew that if they were to design in this day and age a relatively inexpensive car, they could not put in a 911 engine, which was their only series produced engine, and have an inexpensive car. In all honesty it probably costs about as much to build a basic 914 as it does to build a 911 engine, or vice versa, however you want to look at it. I've heard it said that a 911 engine basic factory

cost is four times the same figure for a four banger, 411, 914 engine. But, who adapted the 411 engine for the 914 1.7 and redesigned it to develop the 2.0? Porsche the contractor. VW has had them do a lot of their R & D work, over many years."

"Now the present 914 chassis concept was only one of several designs that were considered when somebody wanted a new Speedster. But it was decided they needed an inexpensive engine and obviously the mass produced, inexpensive, easy to get parts for, no better an engine, was a VW engine. And they took the strongest one with the most potential, which is the present 411 engine. And it is strong, believe me. I have never seen one raced or driven on the highway, where the bottom end let go; main bearings, rods burned pistons, you name it. It is super strong."

"They had a contract. It was mutually agreed upon, but it was to everybody's advantage. VW needed a little polishing up, we'll say, in their image and they liked the idea of what Porsche could do for them. Porsche needed a cheap engine to put in a car. If you go to Europe and look at a 914, it's called a VW-Porsche. And that's just truthfully what it is. Like a Shelby-Cobra or whatever you name it. It's a car that has joint parts in it to save cost, but the concept, the design, the critical dimensions, the chassis, the suspension, the transmission, is all Porsche. The front suspension is 911T. You can take a T suspension off and bolt it on your 914. In fact, if you want a super 914, take an S suspension off and bolt it on your 914. The rear suspension is unique, and very good. And it's obviously unique to a mid-engined car. Some of you may not realize a 914 is actually longer than a 911, as far as wheel base goes, about 7 inches longer, with the engine in the middle. So anybody who says that a 914 is not a Porsche doesn't know what he is talking about. That's being pretty blunt. But it's a hell of a lot more Porsche than the original Porsche was. They never started with a clear drawing board on the original 356. Now, if you are going to tell me that a 911 or 912 isn't a Porsche, I think I'm going to get some support without telling you a big lot of romance."



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As a former Porsche Premier Technician, I love Porsches.

As a writer for **FORD PERFORMANCE**, I understand what it's like to sit at a desk for far too long.

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Have you signed up for PCA Juniors?

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

Download and enjoy custom coloring sheets created by coloring book illustrator Fireball Tim.

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PORSCHE CLUB OF AMERICA

October Rewind

Article by Jeremy Kroh

The first Saturday of October greeted HPDE drivers with great weather. The instructors really take pride in their craft, and Rick Mourey was pleased to present another driver with their DE certificate. Below, he is shown with Taylor Stortenbecker at the conclusion of the day.



Rick is also shown with a few others who graduated. Left to right: Don Parbs, Armando Colorado, Rick Mourey (instructor) and Brad Coughlin. Congratulations to all!

(Photo above by Rick Mourey. Below from Jim Medici.)



It was a nice field of cars that day, I'll share a few select photos from Jim Medici and Mike Anderson before we turn the page.



(Continues on Page 17)


100K GOAL

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Or watch the YouTube video on creating accounts at [PCA.org/youtube](https://www.pca.org/youtube).



PORSCHE CLUB OF AMERICA



October Rewind

(Continued from page 15)

Article contribution from Paul Schudel and photos by Armando Colorado

Twenty-five Club members and guests gathered at Farmhouse Restaurant for the monthly Club breakfast on a cool, damp October 14.



This was the first Club breakfast at Farmhouse and the food and conversation was good. At 9:00, twelve Porsches lined up in two groups for the Kim Burger Memorial Fun Run along the South Loess Hills route ending in Nebraska City.

The fall colors added interest to the drive even though the clouds were with us all morning. We arrived in Nebraska City about 11:15 and gathered at The Keeping Room. Everyone enjoyed a very tasty lunch and a selection of homemade desserts. We also took a bit of time to look over the Christmas boutique items displayed at The Keeping Room.



Following lunch some of the members visited the local orchards to select apples to take home, some proceeded to their homes, and we had a few pose in front of a mural downtown for an impromptu photo session..



The fun run was enjoyable, and Kim Burger was fondly remembered for his efforts to organize and lead past fun runs for the Club.

Mission X

Article and photos courtesy of Porsche Newsroom

25/09/2023 When tradition and innovation combine to create something new: the Porsche sports car brand celebrates its 75th anniversary with the vision of a futuristic hypercar. Now the sports car manufacturer provides an exclusive look at development.



“It’s a dream,” says Head of Design Michael Mauer, when asked about developing the next potential hypercar. “And a whole lot of stress.” He’s the picture of relaxation at the moment. The Mission X was just unveiled at the Porsche Museum in Stuttgart-Zuffenhausen – just in time for the sports car brand’s 75th anniversary. Now the invited guests are crowding around the lowered concept vehicle in Rocket Metallic. The internally developed exterior color is a novelty, as its brown tone darkens depending on your perspective. Just one of many highlights provided by this spectacular reinterpretation of a Porsche hypercar.



Former race car driver Mark Webber is talking shop with developers, Hollywood actor Patrick Dempsey is filming the concept car with his smartphone; and Chairman of the Supervisory

Board Dr. Wolfgang Porsche is nodding in acknowledgement – he, too, is seeing the Mission X live and in color for the first time today. A few designers who have been working tirelessly on the concept car for the past year observe the action with a look of relief on their faces. Visually speaking, the hypercar is coherently proportioned and detailed in its design, as if it could go into production tomorrow.

Despite – or possibly because of – the Porsche practice of also technically implementing all concept studies, the project represented a marathon at sprint speed. “We basically worked on the concept car until the very last second,” says Mauer. “Your pulse is racing by the end, and you hope that everything runs and works.”

“I’m more than just a hypercar”

A decision was made for the project with the working title XS23 in mid 2022. The decisive question at the beginning: What would be the right symbol for the next 75 years of Porsche? It quickly became clear that it had to be the next hypercar in the ancestral line from the 959 to the Carrera GT to the 918 Spyder – with an all-electric drive. The objective was to keep the proportions as compact as possible despite the latest high-performance technology. To start with, the countless concepts and ideas from the past five years were reviewed and reevaluated. “It was important to us to provide the car with a clear visual message: ‘I’m more than just a hypercar. Motorsport is in my genes,’” says Mauer.

In addition to race cars such as the 919 Hybrid, which wrote history in Le Mans between 2014 and 2017, the designers also found inspiration in the great icons of the 1970s. For example, the lightweight glass dome with exoskeleton, the upward-swinging Le Mans doors, and the Daytona windows are reminiscent of the Porsche 917. “All of that is an echo of our glorious past in motorsport,” says Mauer. “And we’re fortunate enough to be able to draw on this amazing pool.” The headlights demonstrate a symbiosis between tradition and modernity. While the elements of the four-point light signature are usually positioned horizontally, they’re arranged vertically on the Mission X – inspired by historical Porsche race cars such as the 906 and 908.

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Mission X

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The vehicle is an uncompromising hypercar, and yet the interior was not designed in the fashion of a functional race car cockpit. According to Mauer, you don't need to prove to anyone visually that you can drive the fastest lap on Nürburgring. Rather than Alcantara, the interior features fabric that complements the color of the leather. "We focused on design quality, the materials, and the best possible integration of all the elements," says the Head of Design. A harmonious overall composition was created in collaboration with colleagues from the Color & Trim department. The vehicle is painted in Rocket Metallic, a muted, reserved brown tone, rather than a signal color. Color schemes that are often used for luxury fashion brands and communicate subtle understatement. The lightweight carbon elements feature matching colors, so that they're only visible at second glance. "The contrast between motorsport design and elegant, luxurious equipment generates excitement," says Michael Mauer. "And excitement is one of our most important design principles."

Qualities typical of Porsche

The large matching surfaces of the Mission X are impossible to miss. "Many modern hypercars are made up almost entirely of holes," says Mauer, laughing. "In comparison, the Mission X has many smooth, uninterrupted surfaces." The appearance is almost sculptural, monolithic – qualities typical of Porsche. Also typical is the attention to detail. The front lights, the light strips, the start-up button in the interior, and the "E" in the Porsche lettering all pulse when the electric sports car with the planned high performance battery and 900-volt system architecture is charging.

When it comes to developing a concept car, it's essential to be able to test, toss out, and optimize ideas without the pressure of series production. But this also comes with challenges of its own, explains Mauer: "The prototypes are built in our workshop. Most of the parts are specially produced. Sometimes they just don't fit like they should. I don't know how often we experimented with coloring the carbon parts until we were satisfied with the results."

Engineers, racing technicians, aerodynamics specialists, and experts in many other areas supported the project to ensure that the Porsche Mission X can be implemented at least theoretically. "This has allowed us to open a window to the future. And our understanding of sustainability is that even our concept cars can have sufficient impact on the brand's future path."

A dream car that could become a reality

If the concept study were to get the go-ahead, what would the next steps be? "We still need to work on the aerodynamics," says Mauer openly. "We need to optimize the body to make it the fastest streetlegal car on Nürburgring Nordschleife. There will be hundreds of hours of fine-tuning in the wind tunnel."

The front of the car, including the headlights, is very advanced aesthetically, and even the interior is feasible with very little modification." Mission X – a dream car that could become a reality.



It's a little later on the evening of the anniversary show at Porscheplatz, and the guests have made their way into the museum, where the special exhibition has just opened. Michael Mauer is standing next to the concept car, which is slowly turning under the spotlights. He carefully inspects his team's work once again and then shares a brief story: "We designers love stickers. At some point, the idea took on a life of its own, and we designed an animal sticker for each new concept car."

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Mission X

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There's a dinosaur sticker on the Porsche Vision 357 – as a humorous reference to the fact that we built a concept study with a combustion engine at the dawn of the electric age. The sticker on the Mission R was a wild boar, but it was removed just before the trade fair and is now on my company car.” Mauer points to a small, inconspicuous sticker in front of the rear left wheel of the Mission X – a cheetah, the fastest land animal and a silent hunter, in mid-jump.

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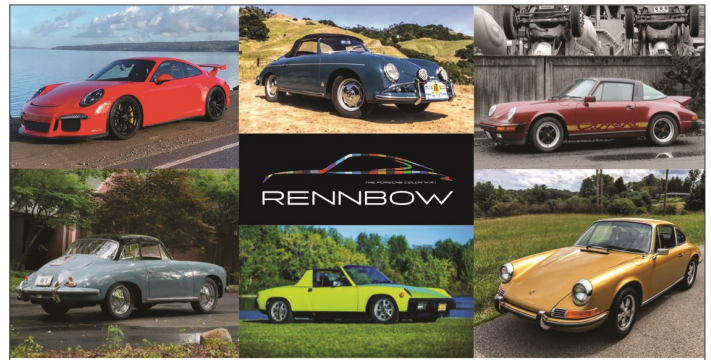
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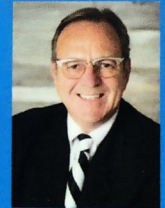
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Rocky Mountain Region

Article thanks to Danielle Badler of the Rocky Mountain Region PCA

Fall Colors Lead to Iced-up Roads

Oh man, I really don't like the fall. Yes, yes, I know all about how the leaves change color. How the air gets crisp and brisk. There's just one thing. You must break out those thick, woolly, layers of clothing, the ones you packed away, at least six months ago, and tried to forget you had. It's time to get resigned and prepared for what will come, and what may be.

That's my problem. Cold. Sleet. Snow. Winter. Here in Colorado, if you don't ski or snowboard or skate, or drive a 4WD rally car with studded snow tires (do those tires even still exist?) What's the point? I much prefer spring, and how it moves into summer. The warmth of the sun, the greening of the world, the renewal, the reawakening, the dry, sticky asphalt.

What to do? If you're like me, you hole up, with sensory alternatives like the computer, and books, and magazines, and music. You get through, with gossamer fantasies, stories like the one I just stumbled on, in the on-line version of The Robb Report. In it, they feature a photo shoot of Ralph Lauren's fall clothing collection, with the models all posed in, on or around a vehicle from Ralph's mind-numbing car collection.

You're not familiar with this stable of automotive purity? Think a light blanket of powdery fluff, falling from the sky, creating a monochrome veneer of white that encircles some of the greatest cars ever conceived and created. Like his 1938 Bugatti Type 57SC Atlantic Coupe. One of three remaining of four made. And the model. She's sporting a \$1990 wool jacket and \$750 patent pumps.

I'm transported into a multidimensional tone poem. Into the soundtrack of my mind come the words and melody to Joni Mitchell's iconic The Urge for Going. "I awoke today and found the frost perched on the town. It hovered in a frozen sky, then it gobbled summer down. When the sun turns traitor cold. And all the trees are shivering in a naked row. I get the urge for going but I never seem to go."

Of course! She needs those studded snow tires!

I'm sure nobody makes studded snows for Ralph's 2015 Ferrari LaFerrari. And this one's black on black. Which is treason, you say. And you may be right, unless you're in the business of creating taste, like Ralph Lauren. The male model is styled in all-black as well. Again, the setting is a background that's as pure as the driven snow.

I'm humming The Summer Wind. Sung by Frank, with the Nelson Riddle Orchestra. Ralph, Frank, you know you're legendary if that's all you need to say. "The autumn wind and the winter winds, they have come and gone. And still the days, those lonely days, they go on and on. And guess who sighs his lullabies through nights that never end. My fickle friend, the summer wind."

How about Ralph's Blower Bentley? This one's one of the four Birkin team cars that ran at Le Mans in 1929 and won. First through fourth. Driven by the legendary Bentley Boys.

What do I hear? Autumn Leaves. And, no, not the actual leaves, the song. Sung by Eva Cassidy. "Since you went away the days grow long. And soon I'll hear old man winter's song. But I miss you most of all my darling. When autumn leaves start to fall."

And then there's Ralph's 1959 Porsche RSK. One of 34. Of course, it's resplendent in silver, perched on a white platform which sits on black flooring. The background is white as well.

I smile. To myself. Because this car, and, in reality, all of Ralph's cars, are just so achingly perfect. And timeless. What's that I hear? The words of Marty Balin, and the Jefferson Airplane. "The summer had inhaled and held its breath too long. The winter looked the same, as if it never had gone. And through an open window where no curtain hung. I saw you coming back to me."

Yes, this is transcendent beauty, in design, in art, in music, in performance. This is what gets me through. This is the way to cope with, and maybe conquer, the seasons of life.

I just have to remember to check my anti-freeze.

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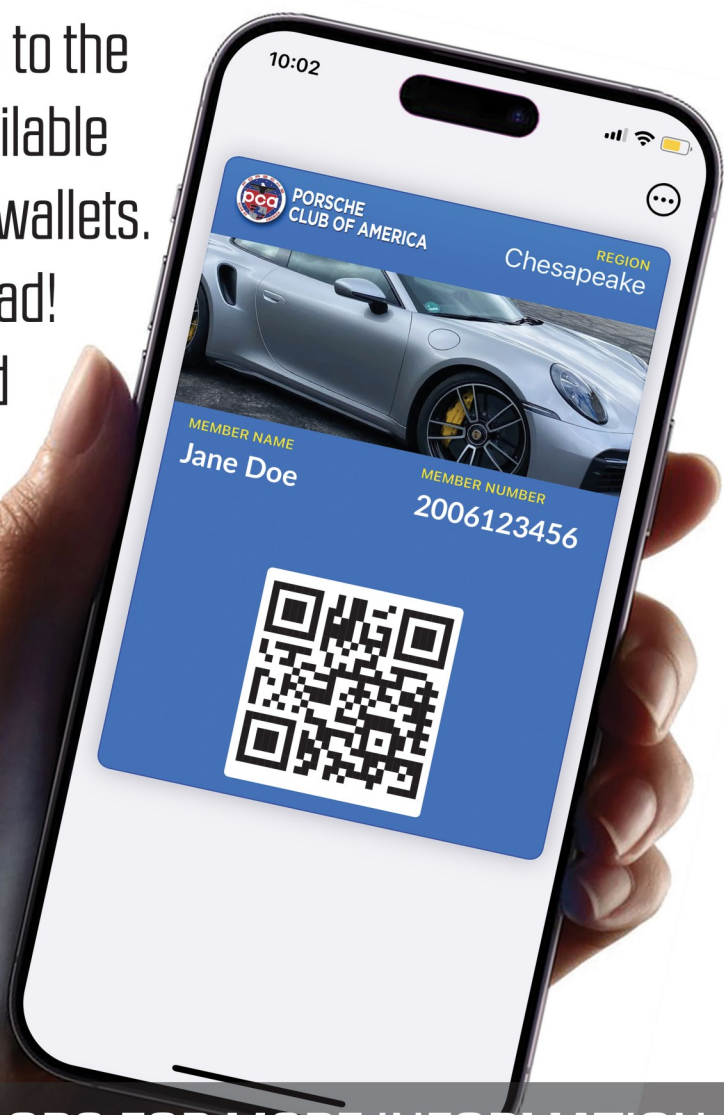
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