



# *Der Skooner*

**Porsche Club of America • Great Plains Region**

**December 2023**





# The New Porsche Center Omaha.

Omaha's exclusive Porsche Center took a westward move. You can find Porsche Omaha's new Porsche Center on the Northwest corner of 180th & Dodge Street. We look forward to serving our Midwest customers and beyond as we have been for over a decade now..

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**PORSCHE**

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*"On The Cover" by Mark Eichten*

# *Zero to 60*

Mike Anderson, GPR President

They say there's nothing like the smell of a new car....

Unless it's the smell of a new car dealership!

I'd like to start with a shout-out to Mitch Schneringer, Porsche general manager, for hosting our breakfast on Saturday, November 11. The service bay entrance made a great setting with tons of space. To that end, Mitch has offered to let us bump our number of attendees for events hosted there to 75 from our current limit of 50. This is perfect given our growth in members this fall. Thanks to Carol Lynch and the board members for helping increase our membership from under 200 to 234 and counting!

The new dealership building is fantastic. The showroom is cool, featuring a new car delivery lobby with big chairs and a upscale look. The service area looks like you could eat off the floor. Be sure to ask to see the lower level where most of the inventory is held in a warm and hail-free environment. Don't forget to look through the expanded Porsche gift shop. Remember that you get **10% off** for being a member of the Porsche Club of America.

Time flies so by the time you read this Thanksgiving will be in the rear-view mirror. As they say, that means Hanukkah and Christmas are right around the corner! Keep in mind we still have a Porsche at Paradise event to attend on December 9th at 8:00 a.m. at Village Point.

In January, we will be back at Porsche Omaha on the 13<sup>th</sup> at 8:30 a.m. for breakfast and a chance to enjoy their new building again. After that, we have our all-important annual dinner on January 20 at Omaha Country Club. More details will be coming in an email to members. Be sure to watch the website for additional information and RSVP links.

Keeping with the Zero to 60 theme, according to an article in the September, 2023 Panorama magazine, Macan sales continue to speed up the ramp. In the first six months of 2023, Macan sales hit 14,306 units, larger than the combined sales of the 911, the 718 series, Panamera and Taycan, which all combined were 13,118 units. Macan sales represented 39.3% of total Porsche sales. No wonder I feel like I see them everywhere.

In the same issue, the good news for 911 fans, they stated the 911 will be the last model in the Porsche lineup that will be powered by a combustion engine. A quote from Karl Dums, Porsche's e-fuels leader, stated in an interview: "Our strategy in the first place is switching to electric mobility, and we will produce the 911 as long as possible with a combustion engine." Later in the article, it was stated that the combustion engine is likely to be used well into the 2030s. Whew. A collective sigh went out from many.

Stay safe and keep driving. For some, now is a great time to switch to snow tires! Enjoy!

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

## December 2023

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

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

## January 2024

January 13th - Breakfast at Porsche Omaha 8:30am (RSVP - watch your email for details)

18101 Burt St, Omaha, NE

January 20th - GPR Annual Winter Party 6:00pm (RSVP - watch your email for details)

Omaha Country Club, 6900 Country Club Road, Omaha, NE

## 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



[instagram.com/#gprpca](https://www.instagram.com/#gprpca)



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[pca.org](https://www.pca.org)



[facebook.com/groups](https://www.facebook.com/groups)

# Board of Directors Meeting

## Minutes of the GPR Board Meeting November 14, 2023

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

**PRESIDENT:** Least of My Brethren presented the GPR with a statuette of "Homeless Jesus" as a thank you for our support. Our Annual Dinner will be on January 20<sup>th</sup> at Omaha Country Club and will include our annual \$5/ ticket raffle to support our charity. Collector Quest will be moved to a quarterly breakfast at Porsche Omaha instead of as a separate event. Annual member awards were discussed. Schonesland Region would like to do another joint breakfast event in July of 2024. A possible event with South Dakota members was discussed as well.

**SECRETARY:** The October 2023 minutes were approved as distributed. The proposed ballot of GPR directors was elected, including Mike Anderson, President; Jim Medici, Vice President; Kurt Halvorson, Secretary; Bob Kirchner, Treasurer; Paul Schudel, Social Chair; Carol Lynch, Membership Chair; Terry Lessmann, Registrar; Rick Mourey, Safety Chair; Jeremy Kroh, Newsletter Editor; Eric Elliott, Webmaster.

**TREASURER:** The October beginning cash balance was \$66,686; the ending cash balance was \$69,811. The year-to-date net loss is \$3,938. The high interest rate environment has allowed us to earn \$755 in interest income this year. Our PCA membership rebates for the year total \$5,142. Our October DE produced a profit of \$237.

**SOCIAL:** The new member dinner was held at Oak Hills Country Club on November 4<sup>th</sup> with 29 attending. A Ladies Lunch was held at Taxi's restaurant November 9<sup>th</sup> with 10 attending. Porsche Omaha hosted their quarterly breakfast at their new location at 181<sup>st</sup> and Dodge, with 55 attending. (The future quarterly breakfasts at Porsche will allow for 75 attendees.) A 2024 planning meeting with the president and vice president will be held November 28<sup>th</sup>. The December 9<sup>th</sup> monthly breakfast will be back at Paradise Bakery. The board thank you dinner will be held December 12<sup>th</sup>. The annual dinner will be

held at Omaha Country Club on January 20<sup>th</sup>, 2024.

**MEMBERSHIP:** We have 234 paid GPR members out of 320 PCA primary members assigned to our region. Chair Lynch will send out email reminders to members for annual renewals for those whose membership ends 12/31/23. Lynch's letter offering 14 months of membership for the price of 12 (to PCA members who are not currently GPR members) was accepted by 34 individuals. Lifetime membership for those whose membership has lapsed from time to time over 25 years will be required to demonstrate 5 contiguous years of membership to qualify. Current Lifetime Members will be presented with commemorative shirts and certificates at the annual dinner. The current Porsche Pal assignment of board members to new members will continue, with another review of the success of the program next year.

**REGISTRAR:** No activity to report, but a "First DE: What to expect" article will be published next Spring in Der Skooner.

**SAFETY:** National Update: new requirements are coming to the 2024 Tech Form for DEs. Details forthcoming. GPR held 8 insurable events in 2023: 3 DEs, 1 Club Race/DE, and 4 Fun Runs. Chair Mourey provided statistics to the board for all the events. Three DE events are proposed at RPM for 2024 – dates are tentative: 4/20, 8/24 and 10/5 or 10/12, pending approval by RPM. The Club Race and DE at MPH is scheduled for May 17-19. Applications, contracts and pricing to be finalized with both facilities and PCA, as appropriate.

**EDITOR:** November Der Skooner was published and distributed to our advertisers and our website, with compliments received on the fall cover. Information was provided to another potential sponsor/advertiser. December issue will feature November event recaps, a Rennsport article, out of region column, and a tech article from a member. Editor Kroh recommended a dinner be considered at the German/American Society for 2024 as a social event.

**WEBMASTER:** GPR website is up to date with remaining events. November Der Skooner was emailed out October 30<sup>th</sup>. Watch your email for the RSVP links for the January Porsche Omaha Breakfast and the Annual Dinner.

The next board meeting will be Tuesday, January 9, 2024 at 6:00pm at Porsche Omaha.

-Kurt Halvorson, Secretary



# 2023 Membership News

## By The Numbers:

PCA Primary Membership: **322**

GPR Membership: **235**

## Welcome New & Renewing Members

Tom King - Lincoln, NE

John Skold - Lincoln, NE

Steve Bronner - Omaha, NE

## Club Anniversaries

5 Years

John Windle

## NOTICE TO ALL GPR MEMBERS

On December, 31 of 2023, your membership will end if you have only paid for one year.

We will send out an email reminder to those of you who need to renew your GPR membership for the coming year, 2024.

The cost of membership is \$30.00 annually and can easily be renewed online at [gprpca.com](http://gprpca.com).

Consider renewing for up to 3 years for \$90.00. Then you will never miss an opportunity to enjoy your Porsche with other club members.

2024 will be an exciting year of social and driving activities.

**The Holiday Party is January 20, 2024. Your dues for 2024 must be paid to attend.**

Keep an eye out for a renewal reminder email between December 15, 2023 and January 1, 2024.

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](mailto:Carol.Lynch356@gmail.com)

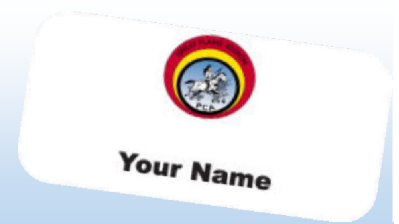


## Member Name Badges

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!



## Save 20% off Porsche Thermos Cups & Key Rings.

Essential high-quality Porsche thermos cup, for hot and cold beverages.

MSRP price for \$59.00

**Special PCA Members Only Sale Price at \$47.20 plus tax.\***

Essential key chain made of real leather in the shape of the Porsche crest.

MSRP price for \$45.00

**Special PCA Members Only Sale Price at \$36.00 plus tax.\***



As a friendly reminder, PCA members get 10% off all Porsche parts and accessories.

**Porsche Omaha**  
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(402) 504-1510  
[www.PorscheOmaha.com](http://www.PorscheOmaha.com)

\*The sale price is only for the thermos cups and key rings, colors for the thermoses and key rings are limited and Porsche does not keep every color in stock. Offers end 12-31-23.



PORSCHE



Great Plains Region PCA

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Order your Great Plains Region gear today! Click the STORE link at [GPRPCA.COM](http://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](mailto:carol.lynch356@gmail.com)



*You and a Guest Are Invited to Attend  
the  
Great Plains Region Annual Winter Party*

Saturday, January 20<sup>th</sup>, 2024

Omaha Country Club  
6900 Country Club Road, Omaha

6:00 Social Hour Cash Bar  
Followed by Dinner, Raffle, and Awards

Please RSVP the names of those attending and  
entrée selections on our website, [www.gprpca.com](http://www.gprpca.com)  
by January 10<sup>th</sup>.

Sea Bass with Lemon Butter Sauce  
Beef Filet with Herb Butter and Aged Balsamic  
Chicken Piccata with Lemon Caper Sauce  
Vegetarian Spaghetti Pomodoro

You must be a current GPR member to attend this event.  
Join or renew your membership today.

Adults only. No jeans, please.



# Water Pump Replacement

Article and photos by GPR Member Steve Wilwerding

## Changing the water pump, thermostat, and coolant in a 986 Boxster

After buying my 2004 Boxster S last year with scant service records, I thought it would be a good idea to change the coolant; though Porsche claims “lifetime coolant”, I figured 20 years was probably a little beyond what they had in mind. This also gave me the opportunity to change the water pump and thermostat, both maintenance items that, according to some, should be replaced every 5 years or so. If your water pump does fail, it tends to do it catastrophically, and will leave you stranded. After seeing that happen to several people on the Boxster boards recently, it seemed a good opportunity to replace that as well. Note – these instructions are for a 986 Boxster. I believe that they should work similarly for a 987 Cayman/Boxster.

Before you start the job, turn the ignition on and set the heat to maximum – this should open all the flappers and allow the coolant to drain completely. Now it’s time to put the convertible top in “service mode”. I then removed the passenger seat – while not strictly necessary, it made the job significantly easier. Once you remove the seat, don’t put the key in the ignition or it will trigger a dash light.

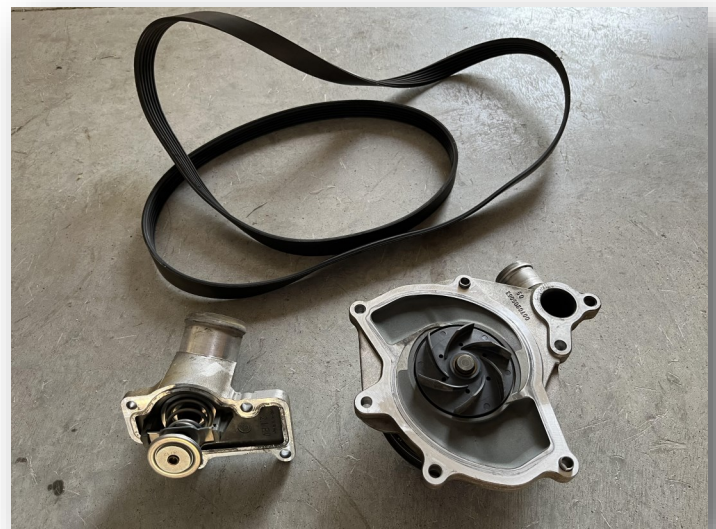
With the seat out of the way, remove the carpet on top of the engine cover, remove the carpet behind the seats, then remove the access panel on the front of the engine. It’s a good idea to take a picture of how the accessory belt is routed, then remove it. Jack up the car and remove the forward-most plastic access panel.

There is little plug to drain the coolant; it is possible to just remove the hoses and drain the coolant that way, but I found that draining most of the coolant out of the drain makes a lot less mess when you try to remove the hoses. Make sure that you have at least a 4-gallon bucket. Once the coolant has drained, replace the plug, using a new crush washer.

Next, undo the hose clamp on the water pump, then remove the hose. I found these Lisle hose spoons to be invaluable in getting the hoses

removed: [Amazon.com: Lisle 82130 Hose Spoon : Automotive](https://www.amazon.com/Lisle-82130-Hose-Spoon-Automotive/dp/B000APR004). Make sure to have a bucket handy, as there will be some coolant in the hoses. Next, undo the hose clamp and remove the hose from the thermostat, then remove the thermostat. Your thermostat may use either 10 mm bolts or, like mine, female torx bolts. If you don’t already have a set of female torx sockets, it’s a good idea to pick one up – you will need it if you want to remove the seats.

Next, you’ll want to remove the water pump. There are several 10 mm bolts, and they are different lengths, so it helps to make a template on a piece of cardboard to show where they came from. You’ll be able to remove some of the bolts from underneath and some from inside the car – the upper right bolt is especially tricky, but I used a 1/4” drive ratchet and socket, and it came out pretty easily. Once the water pump is out, you may notice that the gasket is still attached; I had to work mine back and forth a little bit to break it free.



Install the new water pump with a new gasket, making sure to put the bolts back into the correct position, then install the new thermostat with a new gasket (I used a low-temp thermostat – lots of folks, including LN Engineering, recommend it as an upgrade). Reattach the hoses; if they still have the original OEM clamps, I recommend replacing them with new worm drive hose clamps. Finally, replace the engine belt, and button everything back up (plastic access panel, engine access panel, carpet, passenger seat, etc.).

*(Continues on page 11)*



# Water Pump

(Continued from page 10)



The next step is to fill the coolant; for this procedure, I had the back of the car jacked up a little higher than the front. You'll have to remove the little plastic piece in the trunk that covers the coolant tank; this will reveal a little purge valve that you pop up to open. Once it's open, start filling with coolant. I recommend using Porsche coolant, which needs to be mixed 50/50 with distilled water. My car took a little more than 4 gallons, which means you need to buy 3 gallons of Porsche coolant, then mix it to make 6. Once you top it up, run the car for a few minutes up to operating temperature, occasionally revving the engine to around 3K. You'll notice that coolant should start to drop, so you can continue adding more.

Once the car is up to operating temperature, and the coolant is full, you can turn the car off and lower it off the jack stands. I would recommend taking the car for a short drive, then checking the coolant and topping up as necessary. I had good luck just leaving the purge valve open for a week and driving normally – that should burp out any remaining air in the system.

If you want to tackle this job yourself, feel free to get ahold of me for some other tips (and you are welcome to use my hose spoons).

~ Steve



## Delivering Porsche technical content directly to your screens

PCA's Tech Tactics Live is an online extension of our biannual in-person Tech Tactics events. Hosted on YouTube, we cover various topics, including Porsche's newest models, DIY projects, and engaging technical discussions. Viewers have the opportunity to interact with the host and guests. Episodes are geared for experts and casual enthusiasts alike.

SEE VIDEOS: [www.youtube.com/porscheclubofamerica](http://www.youtube.com/porscheclubofamerica)

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**PORSCHE CLUB OF AMERICA**

## A Note from the Editor

2024 is upon us. 2023 is in the rear-view mirror. If you've got a Boxster (and the top is up), you don't see much of 2023. IYKYK.

Hopefully, you've been able to take part in some of the various activities the club had to offer. Between fun runs, DEs and various social events, we were grateful to have you join your fellow P-car enthusiasts this year. Look for more in 2024!

Speaking of looking in the rear-view mirror, and November's activities in particular, I think the club had something for just about everyone. Unless you were looking for a DE, then you were a month too late. The ladies held a weekday luncheon. Sorry to say I didn't get a photo for Der Skooner, but I promise it happened.

The board played host to new members joining the Great Plains Region in 2023. Mike Anderson addresses the attendees in the photo below.



Porsche Omaha opened their doors to the public at their brand new facility at 181st and Burt in late September. Mitch Schneringer and his staff rolled out the red carpet (red table cloths to be fair) for breakfast and for the opportunity to wander around the dealership like little kids at an F.A.O. Schwarz toy store in the run up to Christmas. Delicious egg casseroles, pastries and plenty of coffee paired well with a morning that started out a bit chilly and breezy before giving way to warm sunshine. To top that off, with it being Veteran's Day, Mitch presented gift cards to the Veterans in attendance.

*Below: GPR President Mike Anderson with Porsche Omaha GM Mitch Schneringer at the conclusion of breakfast.*



The following day, the GPR held it's 2nd Annual "Collector Quest" at the YMCA in Valley. There were plenty of Hot Wheels, artwork and Porsche memorabilia on display. The photo below was provided by Armando Colorado of one of the displays. Look for this one again next year!



*(Continues on page 13)*



# Editor

(Continued from page 12)

At the conclusion of the various November events, Mike Anderson loaded up the donations for a “fill the frunk” photo to show off the various items provided by GPR members to deliver to Least of My Brethren.



Thank you to all who have made a donation this year to our charity focus. As it is often said, “It’s not the cars, it’s the people”.

The cover this month, as noted on the Table of Contents page, was provided by Mark Eichten, by way of some AI assistance. I’ve given that AI generated art a go a time or two, and I must say, I didn’t get results worth posting on the kitchen refrigerator. When I asked the program to draw up Jolly ’ole Saint Nick behind the wheel of a red 911 on a snowy road, each and every time it would draw up a decent recreation of the 911, but Santa’s head for some reason was always shown through the windshield. It’s fascinating to experiment with none the less.

As we reach the end of the year, I think I’ll conclude my foray into the vintage stack of newsletters provided to me by Ken Burson. I’d like to pass along my thanks to him for sharing some club history with me. The older newsletters had a certain *laissez faire* style as editors and others would share personal correspondence from members on the road or moved away, the recaps of dinners at restaurants long gone. Prime rib dinner at the Happy Hollow Country Club was \$7

a plate back in 1973. I’m not sure that gets you a quarter pounder these days!

I wish to pass along my sincere gratitude to those who have provided me with content for Der Skooner this year. I also extend an invitation to anyone else who would wish to send in an article. Be it from your garage or open road, send me an email and we can get something worked out! Here is an easy link.. [editor@gprpca.com](mailto:editor@gprpca.com)

The image below is a scan of the cover from the December 1973 issue of Der Skooner, drawn up by the infamous Howard Shoemaker. He was “Lord Privy Seal” as he was listed in the board directory at the time, among other things. His other artwork probably wouldn’t pass the censors now a days. There is a part listed in the comment cloud, anyone want to take a guess as to what it was?

However you celebrate this holiday season, stay safe and see you all in the new year!





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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.

**DOWNLOAD HERE:** <https://www.pca.org/pca-juniors-activities>



**PORSCHE CLUB OF AMERICA**

# Travels to Laguna Seca, with Ruchlos Rallye and the Rennsport Reunion 7 Experience

Article and photos by GPR Member Mark Eichten

## Part I. Ruchlos Rallye to Laguna Seca

I knew I was going to be driving to Rennsport Reunion 7 (RR7) and I wanted to meet up with others on the road. I had decided to drive my 1980 911 from Nebraska where it is stored. The Ruchlos Rallye seemed like a great way to do that. It was an amazing experience, and it was so great to meet the people from the Ächtung Kraft and the rest of the Ruchlos crew in person. They were all amazing people, and I am very thankful for their time pulling the rallye together along with the community they provided.

*Side note: Ruchlos Rallye defines itself as a partnership of Porsche enthusiasts working together to bring amazing events to others. They are focused on rallye drives for air-cooled cars. Ächtung Kraft is a group of hard-core Porsche enthusiasts from many backgrounds that live to Drive and Wrench™ on our own cars. They are located in Salem, Wisconsin.*

We met up in Reno for the first day of the rallye, starting the day driving up and around Lake Tahoe. I hadn't been there in years; it was bigger than I remembered and the roads were better in a 911! We stopped in Livermore for the night. The next day, we set off on several winding roads, making our way to the Lick Observatory with amazing vista views. We traversed similar roads on the descent, utilizing the full extent of our brake pads and accelerator pedal, with my final destination of the day, Canepa Motorsports in Santa Cruz. I had no expectations of Canepa Motorsports, I just know the name.

The Canepa Motorsports is set up with multiple parts, starting with the showroom floor. My favorite in the main showroom was a Jaguar XJ220

with only 16 miles on the clock. Then it was upstairs to the main museum, which did not disappoint. I enjoyed reading about the history of several cars, including an IMSA 77 934 1/2 driven by Canepa. Last, but not least was the actual shop floor, where we had arranged the ability to walk the floor. I counted six 959s being worked on among several other desirable import marquees on their way to better-than-showroom quality finishes. On the second side of the showroom was a full-scale Matchbox case of dream cars stacked floor to ceiling.



Above: Just outside Telluride, CO.

Below: Made it to Utah.



(Continues on page 16)



# Rennsport - Rallye

(Continued from page 15)



Above: Joined up with the Rallye outside of Lake Tahoe.  
Below: Canepa Showroom Floor.  
At Bottom: Canepa Museum, IMSA Car.



Above: Canepa Workshop of Dreams.  
Below: The ultimate Matchbox case.



## Part II. Rennsport Reunion 7

Sometimes it's best not to have expectations, but having been to the previous RR6 in 2018, I had high expectations. This time was different for one specific reason: I would be arriving in my 1980 911 with the intention of being able to drive a parade lap on Friday on the famous Laguna Seca Raceway.

I met up Wednesday evening with my father-in-law, brother-in-law, and two nephews, who are also fans of the Porsche brand. We made it to the track early the next day and into the sea of fans and Porsches starting in the corrals. There were air-cooled Porsches of all kinds across the massive parking lot, no two alike.

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# Rallye

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We spent the day making our way through the vendor tents, bumping into and chatting with John Benton. He told us to check out his 912 build. We also checked out Bisimoto engineering and Pawel's Carbone builds in the Toyo booth. Both were better in person than pictures.

## Parade Lap

On Friday, I made my father-in-law get up at the crack of dawn to join me for what I thought would be a slow parade lap, based on the previous RR. After the formalities of waivers and PCA checklists, we were ushered out our cars and then onto the track! We started to head up the hill and the backside of the track. I was ecstatic, and to my surprise was able to take the Corkscrew at a pretty good speed. Having done the track many times on a sim, I was pretty confident and didn't follow the drivers line in front of me, who swung way left. I committed to my line and ended up right where I thought I would be and felt a great deal of drop and excitement, carrying speed down through turns 9 and 10 as we crept to tortoise pace for 11 into the straight! We were able to wind through a few gears and experience a good amount of smiles down the front straight setting up for turn 2, which was a blast and much more elevation than I had ever experienced on a track. What a huge bonus to come down the back straight to turn 5 seeing that we were taking another lap! I'm not sure if my father-in-law was as excited for that lap as I was, but it was a joy and we were both glad for the opportunity!

The late morning on Friday was more exploring in the paddock and tents on the other side of the track, where I was able to grab a shot of Jeff Zwart preparing to go out in his 914-6 number 88 car. It was a blast to be able to see them pushing those cars on the track. I was also able to say hello to Patrick Long and watch him take several vintage cars out to the track.

I spent the afternoon volunteering in the GT corral, where I had the pleasure of meeting and directing both the president of Porsche North America and Alois Ruf and his granddaughter to their parking spots by the PCA tent!

We were able to view Porsches throughout many generations pushing it around the track. That including the new Cayman GT4e, which looked to be as quick as the current LMP2 cars, as it whined around the track.

Friday night, I partook in the CheckItOut Monterey, which was a gathering of like-minded enthusiasts put on by CIO Adam Kern and his team. The cars and people were awesome, kind and welcoming. I met some more wonderful people, one from the Seattle area who had driven down in his GT car, we talked about some tracks I had to visit and of course admired each other's cars!

Saturday was back at the track and met up with some friends from the Midwest who introduced me to their track driving coach Riley Dickinson. It was a pleasure to meet him, really a nice guy.

Wandering amongst all the race teams, legends and legendary cars is my favorite part of the event. You're provided with pretty much all access to past and present racing team members and cars. They're all friendly and will take the time to have a conversation with you about their experiences with the cars and on various tracks. It's an experience that cannot be replicated.

Expectations blown away, can't wait for the next RR!

*Below: First day in the Corral, and in good company!*



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# Rallye

*(Continued from page 17)*



*Above: Porsche 917 getting ready for some laps.  
Below: Paddock tent: old and new.*

*Above: Day 3 in the Corral: An Air-Cooled extravaganza  
Below: The Cayman GT4e  
Bottom: Paddock originals*



*Below: Last photo in California with the Pacific Ocean in the background. Goodbye for now...*







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# Rocky Mountain Region

*Article thanks to Danielle Badler of the Rocky Mountain Region PCA*

## Passion Is No Ordinary Word

Does that headline ring a bell? It might, if you're an aficionado of the late '70s/early'80s semi-punk English rock beat from the soul of Graham Parker. Perhaps "Get Started, Start a Fire" will strike a spark. Or "Stupefaction." Or "Local Girls." Or "Heat Treatment." No? Go check them out.

In all honesty, I don't think his song about passion is anywhere near his best, but I do love the title. Because I couldn't say it any better. I'd just take it farther. Not only is it no ordinary word, it's no ordinary thing in our lives. In point of fact, it drives what we think, what we say, what we do. And how we do it.

Take a love of cars. Please. Did I hear a rim shot? Sorry, I'm channeling Henny Youngman. But I digress. If you're reading this, there's a very good chance you're passionate about cars, and especially our favorite marque. Now, let's take a deep breath and all look inward ... to answer the question of why. So why are we all such knuckleheads for all things automotive?

To me, the answer is that it's a deceptively simple combination of genes and environment. Here's my story. I very dimly recall living in East Orange, NJ, at age two or three, and being taken down the road to watch them build, of all things, the Garden State Parkway. I was absolutely fascinated. No, I was actually imprinted by the experience. I don't know how else to explain it.

And my father fed the passion – he would give me boxes, that housed cathode ray tubes. I'd throw away the tubes and I'd push the boxes around, endlessly, making believe they were cars. A few years later, my parents built me a sandbox. What did I do with it? I built roads. I had the bug. And I still do. And I probably will, long after I can safely steer a buggy down the street.

In other words, it's in my DNA, but it took the Garden State Parkway and my father's tube boxes to bring it out.

How about you? Can you point to a seminal experience that opened your eyes, and ears, and all your senses, to a passion? If you can, I bet it probably changed and directed your life.

Now, I think this can be a very telling way to explain what's happening to the car universe that's evolving all around us.

For example, I've been mystified by the explosion in popularity of SUVs over the past 10+ years, and how manufacturers are feeding the beast with bigger, badder, heavier, thirstier, higher-riding vehicles that are being gobbled up by the consuming public, in the US and around the world. And electrification looks to take the trend that much farther, adding a few thousand pounds of road-hugging battery weight, with ... oh wait, now I guess it's ok ... electrified efficiency. If you can find a charger and have the spare time to wait for the damn thing to charge.

Why? Is it actually fun to wheel around these giant blobs? But then I think back to my youth, to the age of the station wagon. Ponder this – they had about the same effective space utilization as today's three-row SUVs. And they probably weighed about the same. The only differences? They rode lower to the road. And they only had rear wheel drive. Oh, and the third-row seat actually faced backward.

Here's a revelation. They were bought by the parents and grandparents of the people who buy today's earth-shakers. Now, with all due respect, these people were, and are, not enthusiasts. They didn't have the passion then, and they don't today. Their vehicle of choice was and is transportation, rational and practical transportation. Not that there's anything wrong with that, as Porsche lunatic Jerry Seinfeld would say.

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# Badler

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A sports car, on the other hand, is not rational transportation. It has always been the essence of passion, passion for the road, for the driving experience, for how you get there. Which is why it's not for everybody. Although sometimes it may look like it. We've all met the wannabees. The people who were always admiring from afar, and finally took the plunge ... only to find the ride too harsh, the seats too snug, the rear seats too small. These people jumped in, and they soon jumped out. Helping the resale market for us enthusiasts. But that's another story.

That leaves us, the few, the proud, the passionate ones. Here's to passion. It's far from an ordinary word, or thing. It's a driving life force. I just wonder what Graham Parker is driving today.



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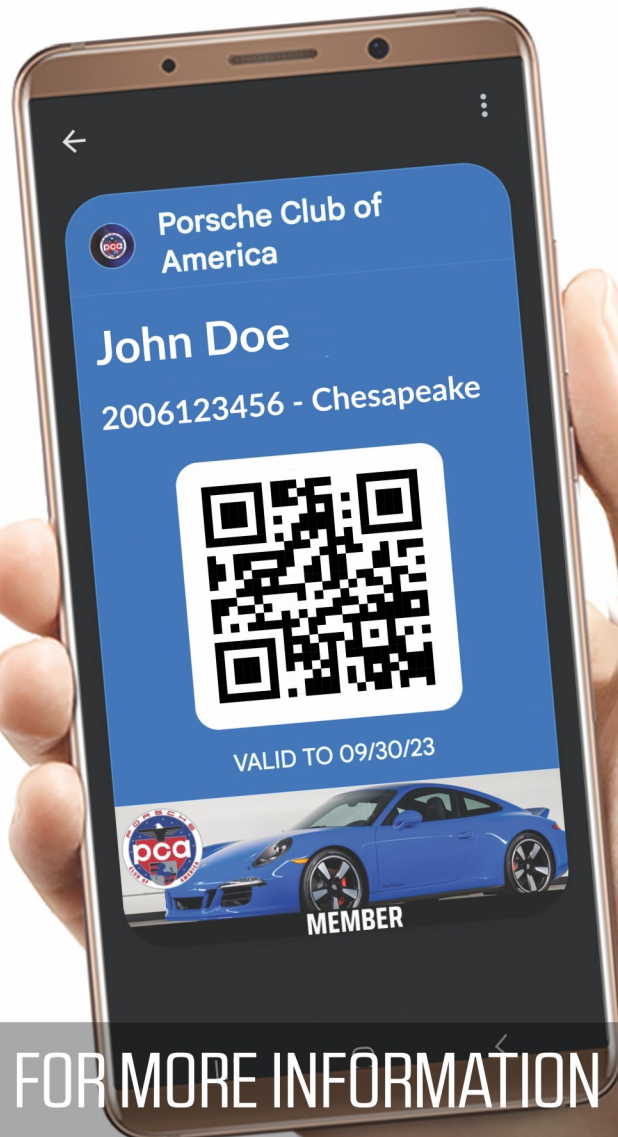
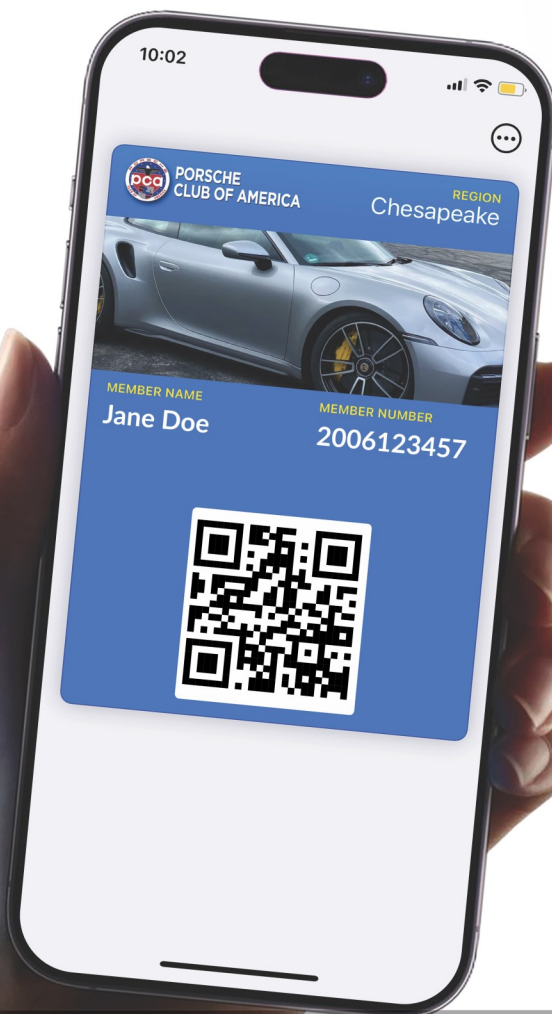
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