



Thrilling, Yet Understated

AFFECTION FOR THEIR CAYENNE LEADS TO A 996 TARGA.

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This is not breaking news:

Many Porsche owners own more than one Porsche. The quip about Lay's Potato Chips, "Betcha can't eat just one," rings true. Many cannot have just one Porsche. It's a compulsion. Some call it a sickness.



Although the result is the same—multiple Porsches parked on one's personal pavement—the process varies. So how does one Porsche seemingly beget another? Which model comes first, sports car, sedan, or SUV? And why does this phenomenon occur in the first place?

For Red River Region (Manitoba) members Dale and Eleanor Milne, adding a second Porsche seemed perfectly normal and absolutely necessary. "In 2016, we bought a preowned Cayenne because we needed an SUV to haul gear to our boat," Dale said. "We had owned a number of SUVs prior to the Cayenne, but when I saw that one on a car lot near where I worked, I thought it looked interesting. I took it for a drive. Big mistake—I was hooked.

"Eleanor and I went to the lake that weekend," Dale continued. "While we were loading stuff onto our boat, we heard, 'Hey, who has the Porsche?' Turned out, the shout came from really good friends of ours who owned a sailboat a few slips down from ours. They just

returned from attending the PCA Parade in Jay Peak, Vermont. They went on and on about how we needed to join PCA and enjoy the various events. I thought, wait a minute, I bought a car, not a new lifestyle. But by the end of that weekend, we'd joined PCA, secured contact information for Red River Region membership, and began making plans to attend the next PCA Parade in Spokane, Washington (in 2017)."

For Dale, an immediate quandary ensued. In his mind, attending a "sports car convention" without a sports car was sacrilegious. So his hunt for a suitable Porsche began. He read every Porsche-related article he could find. Dale likely came across the review found in the July 15, 2002, issue of *Forbes* that contained this passage, "...this (the Targa) may be our favorite Porsche, period. Not too rough, like the brutally fast but nailed-to-the-ground \$115,000 Turbo or the race-ready, \$179,000 GT2, but still thrillingly fast, with a bit of gen-



tlemanly reserve in addition to it all.”

Dale researched various models and said he fell in love with the 996 Targa, which was hard to come by. He finally found one at a McLaren dealership in Edmonton.

Not one for snap decisions, Dale spoke with that dealership’s personnel numerous times. “Put it on the lift. Show me the underside. Send me a sound bite of the engine running. I want to hear it.” Details were shared; photos exchanged.

Late fall morphed into early winter with still no buying decision. But on November 21, 2016, there was a breakthrough. During yet another phone call, Dale pointedly explained to the sales representative that they would have to fly to Edmonton from Winnipeg, a distance of more than 1,300 miles, to see the car. If it was not all it was hyped to be, something would hit the fan. The sales representative told Dale, “If this car is not exactly as I described it, we will pay for your return trip to Winnipeg.” With that, Dale told Eleanor they were flying to Edmonton.

The sales rep picked up Dale and Eleanor from the airport and drove to the dealership. The car was inside the detailing area. “From the photos, I thought the car was Arctic Silver,” Dale said. “But when we turned the corner and saw the car... wow! I knew I was buying that car before I even drove it.”

Eleanor added, “It was just beautiful. Oh my gosh, this has to be our car. Two hours later, we were on the road back to Winnipeg, driving our new car.”

In July 2017, they headed to Spokane for their first PCA Parade in their new-to-them Meridian Silver 2002 six-speed Targa. “We dropped down into the States, drove through Havre, Montana, Whitefish, through Glacier National Park, and down Going-to-the-Sun Road. It was amazing,” Dale said. “Winnipeg is prairie, flat and straight. This car is great to drive. We overnighted in Kalispell, Montana. We found a secondary highway from

Kalispell to Coeur d’Alene, Idaho, with about 3,500 feet of elevation change, and curves with speed limits of 15 to 45 mph. This road paralleled the interstate where most drivers were, so there was no traffic. My friend was much more experienced and he was off like a shot. I white-knuckled for the first little while.”

Dale soon got the hang of canyon carving. A skier as a kid, he transferred those slalom skills into useful driving techniques. “For the next 120 miles, we traversed those 15-mph curves at 50 mph, and the 45-mph curves at, well... We finally stopped at a little cafe in Coeur d’Alene for lunch. I couldn’t get the grin off my face. I told my friend that I wanted to forget lunch and do that drive again. Porsches are designed to be driven—meant to be driven. And that’s what we do with this one. I enjoy doing concours events (the Milnes won Class PP06S at the 2018 Parade) because I’m a little OCD, but I love to drive this car.”

Dignified. Elegant. Adjectives not normally used to describe a Porsche sports car, but apt for Dale and Eleanor Milne’s 996 Targa. Its Meridian Silver hue adds grace to the Targa’s sleek silhouette. For them, it was love at first sight.

