



**FOR AS LONG** as I can remember, I've enjoyed my family's annual reunion. For a few days each year, we reconnect, catch up, rejoice, commiserate, eat, drink, laugh, and cry. The old folks sit around, reminiscing how it used to be. Moms and dads tell it how it is. The kids don't care one way or the other, as long as they have something to eat and video games to play with. We celebrate marriages, divorces, and promotions. We mourn those who have passed, meet new boyfriends and girlfriends, and jabber about the baby due any time now.

We moan at Uncle Walter's goofy jokes and groan at Aunt Minnie's hairstyle. For weeks before the reunion, we procrastinate about going, then, after we immerse ourselves into our family's craziness, we're darn glad we gathered. Again. One more year.

Porsche Parade is a lot like my family reunion, with one caveat. Porsches—all colors, all models, and all eras—are included in the mix. This year, in the relentless June heat of Palm Springs, California, nearly 3,000 PCA members ogled nearly 1,000 Porsches. Although

3,000 is a lot of people, that's only 2% of PCA's total membership.

The year 2023 is also the 75th anniversary of Porsche No. 1, the diminutive Roadster that started us down this path. Recently referred to as the original hot rod, the first Porsche was cobbled together in an old wooden shed with a vision and borrowed parts. Fingers crossed, Ferdinand Porsche modestly hoped to build 500 cars. To date, 5,000,000 have been built. One could say he missed his target but hit the mark... big time.

# Familiar & Fun

DESPITE THE DESERT HEAT, PARADE WAS PRETTY COOL.

MAIN STORY BY **DAVID MATHEWS**

PHOTOS BY **RANDY WELLS, MICHAEL ALAN ROSS & PCA PHOTO TEAM**





As with your favorite rock 'n' roll tribute band, this year's Parade featured all the old standbys—autocross, concours, rallies, and the tech quizzes. So in this feature, you will see images documenting those events and read about who won awards. In addition, you also will meet some of our favorite people and see some of our favorite vehicles that perpetuate the Porsche phenomenon. To call these folks and their machinery cool would be a misnomer. No one and no thing was cool in 100-degree heat, albeit a dry heat. Let's just call them interesting.

So, when it's all said and done, after you've read our words and looked at our images, we hope you see yourself in this awesome celebration. Please join us in 2024, in Birmingham, Alabama, for our next family reunion—the 68th annual Porsche Club of America Parade.

### THE CLUB COUPE CLUB

Of all the commemorative editions, limited editions, and special editions Porsche has built over the past 75 years, Club Coupes hold a special place in this "Specialness" category. Like a favorite short-run

IPA beer, Club Coupes are produced in very small batches. Each offers unique features, colors, and options. And each pays homage to the Porsche Club members who zealously celebrate and enjoy the brand. Three Club Coupes graced the parade field at this year's Concours and Historic Display.

Maverick Region member Paul Seiler owns a beautiful PCA 50th Anniversary 2006 911 Carrera S Club Coupe. Adorned in Azurro California, "a color borrowed from the Ferrari palette," according to *rainbow.org*, this striking metallic blue



Opposite: A montage of colorful Porsches. Above: Specialness, exemplified. Multi-generation Club Coupes, together against the surreal backdrop of Rancho Mirage Library and Observatory. Its welcome states, "The Rancho Mirage Observatory opened on March 25, 2018, as a teaching and learning tool for all ages, intended to further public understanding of our night skies." Left: The lucky owners (L-R): Peter Born, Ken Smith, and Paul Seiler.







“five-canner” (a rating on *rennbow.org*) is one of the rarer hues offered by Porsche. Another feature of note is that Paul’s Club Coupe is No. 2 of the 50 produced. Considering that Porsche retained No. 1, Paul’s car was actually the first to be privately owned. His coupe features the Tip-tronic transmission, the factory X51 Powerkit (381 horsepower and 306 lb-ft of torque) with a carbon-fiber air box, and frequently, Paul’s two-year-old Labrador retriever, Lola, riding shotgun on the front seat. “She’s the only dog I’ve allowed to ride in my ‘good’ cars,” Paul said. “She’s my traveling buddy.”

Riverside Region member Ken Smith, owner of the 2012 Club Coupe, became fascinated with Porsche after a ride in his neighbor’s 356. What struck him was the camaraderie. “During the drive, another Porsche approached from the opposite direction,” Ken said. “That driver blinked his lights at us. I asked my neighbor why the driver did that, and he said that it was simply a Porsche greeting.”

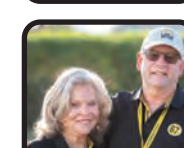
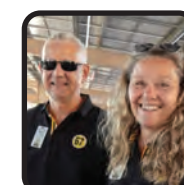
A few years later, in 1971, Ken encountered a man sitting in a car eating a sandwich. “The car was a 1966 Irish Green 912,” he said. “After a bit of conversation, I told him that if he was ever interested in selling his car, I’d like a chance at it.” One thing led to another. Ken eventually bought that car, then another, then another.

“I came across an ad in one of the European car magazines I get,” Ken continued, “indicating Porsche planned to build 13 very special 911s, making 12 of them available for purchase through a lottery to members of Porsche clubs worldwide and Porsche Club of America.” The car was to honor the 13 founding members of the first Porsche owners clubs, created soon after the 356 was introduced. Presented in Brewster Green, a favorite of the Porsche family, the Worldwide Club Coupe, with its sassy up-turned ducktail, featured a newly developed Powerkit upgrade that produced up to 430 hp. It also featured the SportDesign package, an interior in Natural Espresso leather with Luxor Beige contrasting stitching, 20-inch SportTechno alloy wheels, seven-speed PDK gearbox, carbon-ceramic brakes, and the Dynamic Sports Suspension (PASM).

“I entered online,” continued Ken. “Subsequently in July 2012, I received a call from Paul Gregor

telling me that I was one of the lucky 12. The best thing about this car is that I enjoy taking it places. I’m just fortunate enough to have purchased it and enjoy it.”

Peter Born, member of the Riverside Region, owns the 2016 Club Blau 911 GTS Club Coupe. Another *rennbow.org* “five-canner,” the deep dark blue Club Blau tone was blended specifically for the limited run of 60 Club Coupes. Standard options for the 60th Anniversary Club Coupe include a ducktail spoiler, Sport Classic wheels, a modern interpretation of the Fuchs found on air-cooled 911s, and the Carrera S Powerkit that churns up 430 hp and 325 lb-ft of torque. Peter came by his Club Blau during the COVID catastrophe. “My company went through a merger,” began Peter. “I was told I might lose my job. My husband and I were pretty burned out with work and with COVID. Considering that we were in pretty good shape financially, we decided to pick up and leave.” After selling their house and a couple of vintage cars, they moved lock, stock, and barrel to Palm Springs, California. “We simply did a life restart,” Peter continued. “As far as Porsches go, I wanted something really special. This car (Club Blau) came up for sale and I bought it sight unseen. It checked all the boxes. The car is magical to drive.”—David Mathews







### TRANSFORMED INTO A 964

Yes, it was a little weird, but a towering Autobot that morphs from a Porsche 911 (964) Carrera RS 3.8 into Mr. Mirage with flashing eyes and a metal body provided Parade goers, both young and old, a unique photo opportunity. This creation, a collaboration between Porsche AG and Worldwide Marketing Partnerships, Paramount, was the stoic sentry standing guard outside the Flores Ballroom of the La Quinta Resort & Club.

Karolina Mahrla, a sales and marketing spokesperson, said in a story published in the Porsche Newsroom on June 6, 2023, "The Autobot 'Mirage' takes the legendary Porsche 911 Carrera RS 3.8 (964) as its car form, joining the forces of the Transformers for the battle ahead. 'Mirage' fights for the forces of good alongside Optimus Prime."

"The 911 Carrera RS 3.8 is perfect not just because the film plays in 1994, but also because of the character traits of Mirage," said Oliver Hoffmann, head of marketing communications at Porsche AG. "He's a tough character with a good heart and a bit of a rebellious streak now and again."—David Mathews







## NOT A GAME

*Gran Turismo*, released by Sony Pictures in July 2023, is based on the true story of Jann Mardenborough, a *Gran Turismo* game player who wins a series of gaming competitions that help him become a real race car driver. Far-fetched?

Meet two awesome young people who have made indelible marks on the PCA SIM Racing League Series. Seventeen-year-old Maverick Region member Thomas Briggs is the youngest SIM racer in the series, and the youngest Pro Class racer in the series. Robby Prescott, a 25-year-old with a master's degree in Sports Administration from Eastern Illinois University and a member of the Chicago Region, won first place overall in the Series 10 Club Class. Next season, Robby will move into the Pro Class. Far-fetched? Not by a long shot.

Thomas found iRacing at the 2021 Porsche Parade SIM exhibit. "I just had gotten a Logitech wheel," he said. "They had the same wheel as I did. I thought, OK, I can do this. I'd never iRaced before that day, but I did reasonably well." Thomas was 15 at the time.

Porsche passion is often referred to as a slippery slope. It is the same with PCA SIM racing. "My dad really supported me... was awake at 2



a.m. with me, racing," Thomas said. His father, Roger, added, "The sky is the limit on this SIM stuff. Thomas started out with that basic steering wheel facing a monitor, bolted to a desk. While he was driving, the steering wheel would be moving, the desk would be moving, and the chair would be moving." "I had to put a suitcase between the wall and the pedals so that I could reach them," Thomas interjected.

"Thomas used the clunky setup until January of this year," continued Roger. "I think that using that equipment actually helped improve his driving skill. You learn to drive

in a jalopy before you get behind the wheel of a Porsche. Now his equipment is top-notch—a 59-inch curved high-resolution monitor, Fanatec F1-Edition wheel and base, Sim-Lab PIX chassis, Heusinkveld Ultimate pedals, Grid Engineering GT3 Cup dashboard, and a custom-built PC."

The biggest appeal of SIM racing for Thomas is that it moves him closer to achieving his dream of becoming a professional race driver. "I always wanted to be a race driver, but you need sponsors and money," he said. "SIM allows me to race competitively against other good drivers, with very realistic equipment, on lots of different tracks. With iRacing, I drive on ovals, street circuits, dirt, and off-road. SIM makes my dream come true."

Success in SIM racing came quickly for Thomas, but not without challenges, especially with respect to how it is to be experienced and respected. "Thomas needed to learn that (at his level) SIM isn't simply a game," Roger said. "It is a racing simulator. Your actions affect others. Just like life, racing mistakes have consequences."

Has the experience of SIM Racing transferred to real-world driv-

**Opposite: Autocross was a popular event for diverse Porsches, from 356 to winged cars. SIM Racing requires focus and quick reflexes. It's also fun. Ask Thomas Briggs.**







**Opposite: The Historic Display, a popular venue for PCA Juniors and adults alike.**  
**Right: Robby Prescott in front of his rig.**

ing? Thomas secured his driver's license less than a year ago. His first high-speed driving experience came at the 2023 PCA Parade, when he competed in autocross with his dad's 2012 Cayenne Turbo S. Thomas's result? First in class.

Robby has played video racing games for, "as long as I can remember," he began. "*Need For Speed: Hot Pursuit 2*, introduced in 2002 on PlayStation 2, was the first racing game I played. (Time for a little math. The game was introduced 20 years ago. Robby is 25. Well, you get the picture.) My friends wanted to play *Halo* or *Call of Duty*, but not me. I wanted to drive."

For Robby, the most interesting aspect of internet racing (iRacing, SIM, etc.) is taking virtual control of the most powerful race cars. "iRacing recently added the LMDh Cadillac to its stable," Robby said. "It's a blast racing that supercar. The Porsche 992 GT3 R is also a favorite. I hope the Porsche 963 gets added soon. Driving the LMD cars, you're hitting almost 200 mph. The downforce and grip are spectacular. You can toss that thing into a corner and it's unreal, compared to earlier race cars with no traction control, which makes them much easier to spin.

"Each car is so different to drive because of the features the cars have. You must change your driving style depending on the car you're driving."

SIM racing rigs differ, just as Porsche race cars differ. Although some competitors use virtual reality goggles when they race, Robby uses three 32-inch curved Acer monitors that provide both front and side views of the track and surroundings, together with a Track Racer monitor stand, chair, and base; Fanatec CSL DD; Fanatec ClubSport Formula V2.5 wheel; Fanatec ClubSport shifter; and Heusinkveld sprint pedals.

How do the skills needed in



virtual SIM racing transfer to actual on-track driving? Consider that Max Verstappen, a Formula 1 champion, is one of the best SIM racers in the world. Organizations like Porsche-centric Kellymoss use extremely advanced racing simulators for driver training and track familiarization.

And closer to home? "At Road America, Dad timed my laps during a recent Driver Education event," Robby said. "I've gone to Road America for years with my dad, but from SIM racing, I understood the racing lines. With the virtual setup I have, I can feel the tires slipping, and traction control kicking in. I was from five to ten seconds faster than my dad was when he was in his prime and pretty fast. Sorry, Dad."

PCA SIM Racing compares favorably to other iRace venues, Robby said. "PCA SIM is the best," Robby said. "It offers multiple classes depending on the driver's ability, from entry to Pro (highest class). Anyone can join and enjoy the sport at his/her own level, moving up a class when and if wanted.

"Just visit [pcasimracing.com](http://pcasimracing.com)." Would Thomas and Robby have met without their SIM connection? Probably not. Thomas lives in Texas and Robby lives in Illinois. Now they

are friends. "Robby is the only guy I know who, when I asked if he wanted to race F1 cars at the Nürburgring at two o'clock in the morning, he said sure, let's do it," Thomas said.

Both Thomas and Robby gave high praise to PCA. Each stressed how helpful and friendly other members are. PCA is for everyone, young and old, no matter where one's particular interests lie.

When enthusiasts lament that younger people are shying away from cars and sport driving, opting instead for Uber, they needn't look further than Thomas and Robby to see our sport and our club is alive and well. —David Mathews

### HISTORIC DISPLAY

Lori Schutz once again assembled an outstanding collection of diverse and historically significant air-cooled, liquid-cooled, and electrified street cars, race cars, old, new, and colorful cars that were just plain fun to ogle.

Featured was a 1962 356B Coupe in a paint-to-sample color before that term even existed, a pair of early Carrera RS Coupes, a trio of supercars, and four Bahama Yellow beauties.

Let's kick some tires (figuratively) on some other notables:







**1965 356 SC, Dolphin Grey;  
Owners: Jerry/Karl Kiliang**

Owned by the same family since Dad picked it up at the factory in June 1965. Twelfth from the last 356 produced. Original paint, original interior, original engine/transmission. All documentation since Adam and Eve bit into the apple.

**1981 924 Carrera GT, Guards Red;  
Owners: Margie Smith-Haas/Paul Haas**

One of 406 built, this GT was purchased new by its present owner (the Porsche Pillow Girl) directly from Peter Porsche. Competed in several time trials, Parade laps at the Monterey Historic Races, and numerous concours events.

**1956 550/1500 RS Spyder, bare aluminum (originally white);  
Owner: Steven Klein**

Number 88 out of 90 built. Cared for by the current owner the past 49 years, not only did this 550 race with distinction in the late 1950s throughout Southern California and Nevada, it also served as a marriage proposal vehicle and a wedding chariot—a uniquely original multipurpose vehicle.

**1971 914 GT M471, Signal Orange;  
Owner: William Story**

One of the original 47 documented factory 914-6 GTs, this Porsche was used as a presentation car and a camera car at the Nürburgring. Previously owned by Erich Strenger, a graphic artist for Porsche who designed the Porsche crest, sales brochures, and racing posters, and was a co-founder of *Christophorus* magazine.

Strictly on the QT, next year's Historic Display theme will center around the 60th anniversary of Porsche's evergreen 911. If you have a 911 that is ogle-worthy, please contact the Historic Display Chairperson through the "Contact" menu on the PCA Parade website: [porscheparade.org/parade-2024](http://porscheparade.org/parade-2024).

—David Mathews



1965 356 SC



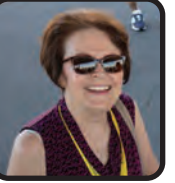
1981 924 Carrera GT



1956 550/1500 RS Spyder



1971 914 GT M471







Four generations of the Miller family.



## STILL PLAYING WITH CARS

There is nothing more deeply ingrained in the Porsche psyche than family. Fathers and wives, sons and daughters, and brothers sisters were instrumental in car development and refinement. All Porsche vehicles exhibit the same DNA, the same bloodline. Porsche is family. And in the PCA world, the Millers are Porsche.

Four generations of Millers—31 members in all (with another on the way)—came together from throughout the United States, to enjoy the 67th Porsche Parade in La Quinta, California—and each other—finally.

The Miller clan originally planned to reunite at the 2020 PCA Parade to receive the Porsche (PCA) Family of the Year Award. COVID canceled Parade and the Miller reunion.

But the Millers were a patient bunch. “It’s quite the feat trying to organize this clan,” Julie (patriarch Hamp and Sue’s daughter-in-law) said. “I started sending emails in June of 2022 to find out everyone’s plans, which I charted in an Excel tracker with families’ arrival and departure dates, accommodation needs/budget, and Parade events they were planning to attend. With so many people, Matt and I started looking early for houses that could fit the gang, not too far from the Parade venue, yet close enough to each other. Did I say it was easy? Nope, but worth it!”

This year, family members climbed into cars, Jeff and Alice made the 6,700-mile round trip from New Jersey, while others boarded planes to meet up at this year’s Parade. It was a raucous, riotous, remarkable reunion.

The Millers rented three houses within a block of each other, nick-naming them to maintain some semblance of sanity and organization. Bankers Hill was refuge for senior members of the family. The Fraternity House was home to the non-parental, Millennial, and Gen-Z grandkids. Kinder Care housed all the members with youngsters. It had a huge pool and yard, and

served as the base of operations. “With 14 grandkids and two dogs,” said Hamp, “I’m sure the neighbors were glad to see us go.”

In true PCA fashion, Millers volunteered for events from concours judging and R/C timing, to working in the goodie store. Family artists, R/C operators, TSD rally contestants, and concours competitors all showed their winning ways. Highlights: Ruby Red 1965 365C, Class winner, Stuttgart, and Originale Award winner, and 1980 Monaco Blue 924, Class Winner. “Just about everyone in my family won an award or a prize,” quipped Hamp. “Except me!”

Jeff Miller, one of Hamp’s sons, added, “Our family is spread from coast to coast. With the separation distance, and careers, schooling, and life challenges, it has been difficult to get together. Parades have served as a calling for various family reunions at places that many of us have never visited before. Today the family’s Porsche fleet contains over 12 Porsches—356, 912, 993, to a 996, and a smattering of Caymans.”

Asked how and why the Miller youth stay interested, Jeff concluded, “Generally, the broad offering of activities from Kids Parade, through tours, site selection, parade competitions, and activities provide an array of things to do for all ages, individually or as families.”

Asked how PCA Parade could become more family-friendly, Julie replied, “The events became more expensive the past couple of years, which is too bad. Maybe doing fewer meals, and shortening by a day or so might help? Some \$0 tours should be offered, too. Not every event needs food provided. Tell people to bring their own.”

Because the Millers are PCA veterans, Julie offered general suggestions based on their experience. “The parade website/info could be more succinctly organized. It would be good for them (Parade organizers) to loop in some younger members, like in their 20s and 30s,

for ideas/planning to get some new things rolling.”

Julie added, “I also believe that if things within regions and the Parade just stay the same, and don’t incorporate new ideas, participation will fall off. I like that the youth events at Parade continue to evolve.”

**Note:** The Porsche (PCA) Family of the Year Award, first presented at Parade in 1968 as the “Leroy Spanjol Memorial Award” is awarded annually to the family that exemplifies the spirit of PCA. The Kilcrease Family, Carolinas Region members, received this honor for 2023.

—David Mathews

## LIKE MOTHER, LIKE SON

After purchasing it in 2000 with a car allowance from her new job, Donna Wittlin brought home her gently used Ocean Blue Metallic '99 Boxster and then learned how to drive it fast at Willow Springs Raceway in Rosamond, California.

Her son, Joey Andrews, followed in mom’s footsteps and drove with the same passion. Even as a toddler, he loved to sit in the driver’s seat on his father’s lap. “As a toddler, I would bribe him with rewards of a ride in the Boxster. We even had an airbag kill switch installed so we could mount a kid’s seat,” Donna said.

As Joey fast-tracked through his childhood, he taught himself to drive a stick shift on a simulator, and then showed his mom with her car in a parking lot. “He stalled it once, and that was it,” she said. Joey excelled at indoor karting, and as soon as he received his driver’s license, he was taking his mom’s Boxster out onto L.A.’s twisty canyon roads near their home. In 2022, Joey set a track record at Willow Springs with the Porsche Owners Club in the Stock 6 class in this very same 986.

Joey is known as “The Stiglette,” a nod to his favorite show *Top Gear* and its driver, “The Stig.” He recently was graduated from high school and is now taking a gap year to race full-time. Meanwhile, Arizona State University’s Walter Cronkite School







Donna Wittlin and Joey Andrews were a unique mother/son team.



Left: Smiles from the driver's seat. Joey Andrews hotshoed the Boxster in his first autocross.



of Journalism has accepted him into its sports journalism program. Not long ago, Joey was asked to interview Patrick Long and other racers during an online event at the California Festival of Speed.

Donna is very proud of her son and his time in the Boxster. Looking back, she said, "This car has been a catalyst. I don't know if or how he would have found motorsport without it."

Are mother and son both competitive? You bet. This year's Porsche Parade was an opportunity for them to compete together in rallying. Joey also drove in the Parade autocross, placing second in his class—an excellent showing considering it was his first autocross.

Joey's dad is supportive, too. He used to sell airplanes and now sells motorcycles. Donna smiles and jokes that it's all boy toys in their house, even though she worked on the Barbie brand while at Mattel. Both parents believe a bright future awaits this young man as a driver and TV presenter.

Joey is lucky to have the support of his family and friends. Donna believes firmly in the importance of the car community and how it keeps giving back. Early in their PCA journey, they befriended PCA driving instructor, photographer, and concours judge, Michael Dolphin. "We literally call him Uncle Michael," Donna said. "When he went to coach Joey at a Willow Springs track day, he looked at me afterward and said, 'OK, he's already outridden us both.'"

Even with these impressive results, Joey stays grounded. "I learned that success is not only measured by wins, but also by growth and gratitude," he said.

—Randy Wells

### NOTHING TO IT

The TSD rally (time, speed, distance) is always one of the highlights of Parade. This year, this popular event also made history as two teams, each with deep family roots

at Parade, had a perfect score.

The team of Jessica Toney and Lisa Gould became the first women to win an Overall trophy and get a perfect score. Jessica used to run with her dad, Jay Toney, who passed a couple years ago. Lisa had run rallies with her dad, Tom Gould, who took over the role as Parade Co-Chair. Neither of these women had rallied together before Parade.

The other team that had a perfect score and won an Overall trophy is the father and son team of Paul Young, Sr., and Paul Young, Jr., who have run together in Parades for years. Lisa, Jessica, and Paul, Jr., all have known each other for years, as they grew up in PCA and attended Parades together.

In preparation for the big day, on June 19 the TSD Rally team held two in-person Rally schools at the resort;



Above: Seminars and training classes are important features of any PCA Parade. TSD Rally School is one example. Left: And they're off. Hats, sunglasses, bottled water, and rally instructions at the ready.

each session had 70-80 participants. Again this year the team used the Richta Rally apps for checkpoint/control locations, competitor scoring, and scoreboard to track entrants' scores overall. This system has made the logistical effort of putting on a TSD Rally easier as no checkpoint crews are required, and scoring is automatically updated to the Rally Masters.

The sun had been up for about 30 minutes when the TSD Rally team and workers arrived at Porsche Palm Springs to set up for the TSD Rally on June 20. Porsche Palm

Springs personnel were excited to help send off 102 Porsches. They set up tents for the workers, staffed coffee bars both inside and outside for entrants and workers, provided homemade muffins and other treats to enjoy, and had an ample supply of water. Essentially, they rolled out the red carpet for everyone. After the rallyists collected their instructions, they proceeded to the start. Rally workers showed them where to park so there was a seamless flow to the out marker. Additional workers used a tablet to make sure everyone's Richta Competitor app was set





Above: PCA Parade Tours offer sightseeing opportunities.

Below: Time, Speed, Distance Rally Group Winners (L-R): Jessica Toney, Paul Young, Jr., Paul Young, Sr., and Lisa Gould.



up, and they were ready to roll.

The TSD Rally route took competitors through interesting parts of the Coachella Valley. It started at Porsche Palm Springs, then traveled through the famous windmill farms. Rallyists then proceeded to a fun, undulating road (Dillon Road). Tom and I drove this road about eight times while writing the Rally and never tired of it.

Another area the rallyists drove is beautiful Box Canyon Road. The San Andreas fault traverses through the canyon, creating spectacular lifts in the rock. Here, rallyists climbed as high as 1,500 feet above sea level. After Box Canyon, the route took to the diverse agricultural area of the Valley, where more than 200 crops are grown. On these roads, rallyists were as low as 210 feet below sea level and could view the Salton Sea.

After finishing the rally at La Quinta, rallyists congregated in the hospitality room, where they could view a map that showed those still running. They also could view scoring on another screen that was set up to display results every few minutes. This was extremely popular; next year plans are to have a larger area. As the final cars' scores came in, Rally Co-Chairs Tom Gould and Rick Larson realized something unprecedented was hap-



pening. Tom and Rick started doing electronic and manual calculations of the Time Speed Distance tables four times to make sure that the results were 100% correct. In rallying, it is extremely difficult to zero an entire rally, which means it was done perfectly. This time, there were two teams that scored a perfect rally—all zeros for every leg.

In some respects, the results weren't a huge surprise. As noted, Jessica Toney (Golden Gate) and Lisa Gould (San Diego) had rallied extensively with their dads, and both had won overall TSD rallies with their fathers. Becoming the first all-women rally team with a perfect score of zero and tying for

first overall in the Parade TSD Rally adds to their legacies.

The other winning team added to a rich history as well. Paul Young, Sr., and Paul Young, Jr., (both San Diego), are a father-and-son team that has been running in the Expert rally class for many years and were overall winners in Savannah in 2011. Some years they will switch off who navigates and who drives.

As a team, they have done extremely well in TSD Rallies and always run together at Parade. This year, they performed exceptionally as they also scored a perfect zero for every leg to tie with Jessica and Lisa for first place and first overall.

—Bev Gould







## OFF-ROAD ADVENTURE

What Palm Springs lacks in coastal byways it makes up for in primitive roads that wind through narrow canyons and offer spectacular views of rock formations.

For the first time since the Boca Raton Porsche Parade in 2019, PCA offered off-roading as an activity. This year near Palm Springs there were two SUV off-road driving tours offered. Both included Painted Canyon Trail and Little Box Canyon Trail, a picturesque out-and-back route with some fun gravel and sand roads near the town of Mecca, about a dozen miles from the host city of La Quinta.

Both trails, as pictured here, are considered easy to moderate, with the opportunity to explore a more technical section on the return route. Both tours allowed time to explore the canyons and get to meet other members driving every

generation and model of Macan and Cayenne from far and wide. Non-Porsche SUVs also were welcome.

Tour leader Holly Jackson was a PCA member since 2011. She is currently Driving Tour Chair and Secretary of PCA's Rocky Mountain Region. Holly arrived in Palm Springs one week before Parade to complete a pre-drive of the official route, which included a twisty path of sand next to high canyon walls. Because there's no cellphone reception in the canyons, safety and preparedness concerns were addressed. Participants were told beforehand to bring lots of water, snacks, and fuel. Holly also carried extra water, along with a special tire jack, a shovel, some wood, a first-aid kit, and a CB radio in the trunk of her Macan.

I was lucky to have brought my 2014 Cayenne to Parade so I could join in the fun. The group gath-

ered at the Parade Concours site for Holly's instructions and a route map, then we traveled a few miles southeast on paved roads. Next, we turned onto a wide gravel side road that eventually turned into a narrower trail of dirt and sand. As the path became more banked and the sand became softer, I experienced my Porsche sliding a bit in a new and exciting way.

After we arrived at Little Box Canyon and took a group photo, we followed Holly in her blue Macan as she expertly guided us through some challenging sections with big bumps and dips—perfect for testing your SUV. For some of this route, I followed my friends Tom Ridings and Lisa Taylor in their specially outfitted red Cayenne. Everyone stayed the course without incident.

Holly's navigational skills in the desert were reassuring, as was her love of hiking and mountain biking. After a more technical section on Meccacopia Trail, which featured more challenging approach angles and larger ruts, we spotted some slot canyons that we could explore on foot. After returning via I-10, the group stopped for a bite to eat and shared stories before heading back to the resort.

When I asked Holly what her favorite part of the tour was, she enthusiastically answered, "The people are the best part! You really do get to meet more people volunteering than you do just being a participant. And you make new friends. I like the camaraderie of volunteers and find it to be very fulfilling." Perhaps my most memorable part of the tour was lining up all the Porsche SUVs for a unique photo opportunity in the desert.

—Randy Wells



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**Above: Comedian Jerry Seinfeld takes possession of his 911 Classic Club Coupe, which he drove to Los Angeles (below). It sold for approximately \$1.3 million at auction. The 2024 Parade will be held in Birmingham, Alabama, in June.**

