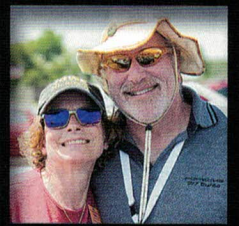
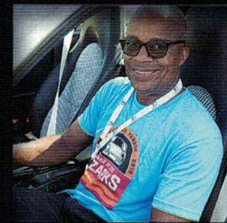


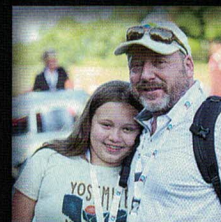
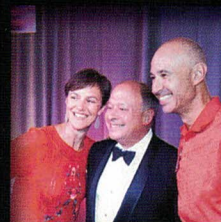
EVERYONE



LOVES



A



PARADE



THE 63RD PORSCHE PARADE
IN LAKE OF THE OZARKS
WAS STEAMY, STICKY,
AND STUPENDOUS.

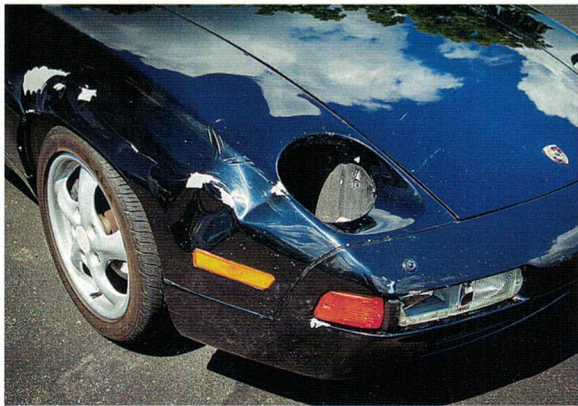
STORY BY **DAVID MATHEWS**
PHOTOS BY **MICHAEL ALAN ROSS**
RANDY WELLS
BRUCE SWEETMAN
PCA PARADE PHOTO STAFF

AURATIUM GREEN, ZANZIBAR RED, and every color in between. Lobster claw, steelie...all rolled toward Lake of the Ozarks. Abarth, Fabspeed... the racket was intoxicating. Approximately 1,800 members from 116 PCA regions made the pilgrimage to Osage Beach, Missouri to revel in this year's Porsche Parade. It was hot. It was sultry. It was fantastic.

Trying to cover every event at Parade would be a disservice to more than a few; there was simply too much going on. So this year, we decided to feature tidbits about folks who were in attendance, Porsches that caught the eye, and events that drew our attention. Sort of like a tapas menu—a little of this and a little of that.

We will tag along with Bruce Morgan, a first-time Parade goer and first-time Porsche owner. We'll also keep tabs on Marie Quintana and Brad Sikora, 20-year members of PCA, veterans of five Porsche Parades, and owners of several of Zuffenhausen's finest, as they meander through Parade week.

Bruce, Marie, and Brad will share how they became Porsche people, what brought them to Parade, what they did, what they liked (and maybe a little of what they didn't), and why they intend to return next year to the 64th Parade in Boca Raton, Florida. So, as some wise guy once said, "Shut up, sit down, strap in, and hold on."



Ingenious, industrious, and undaunted, Alaska Region member Bruce Morgan fashioned a red eye patch for his 1988 928 S4 because, "I didn't want that gaping hole to frighten the kids."

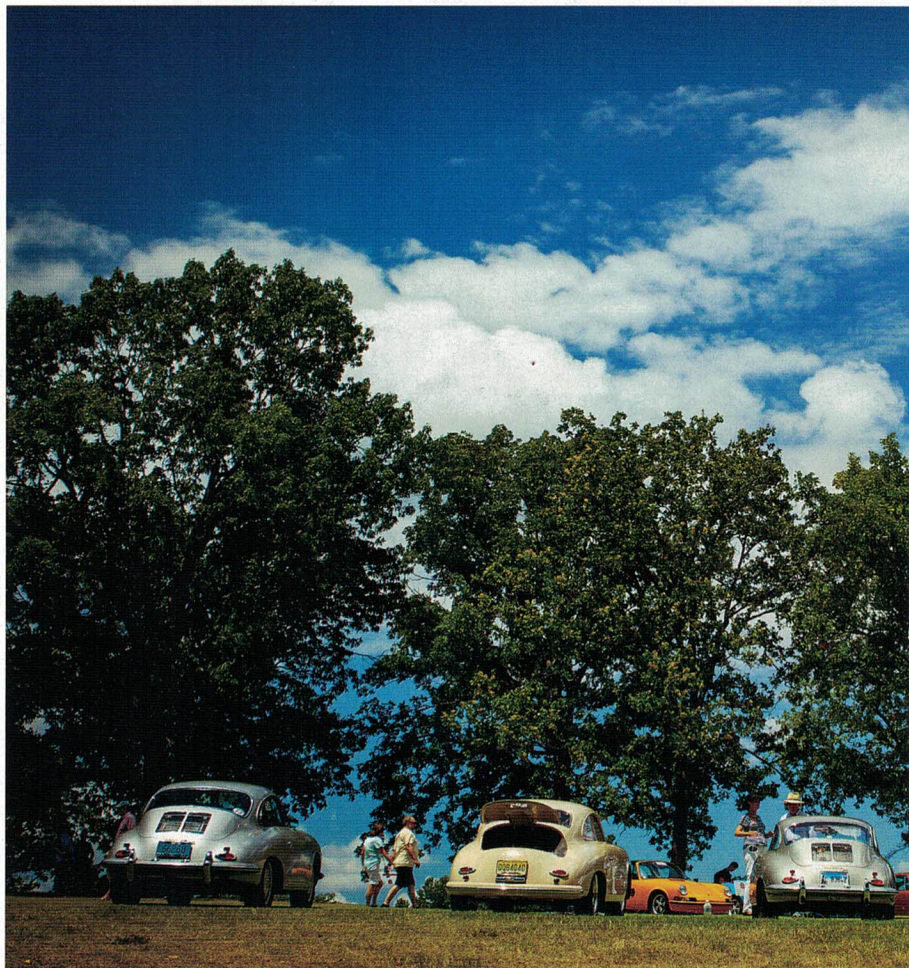


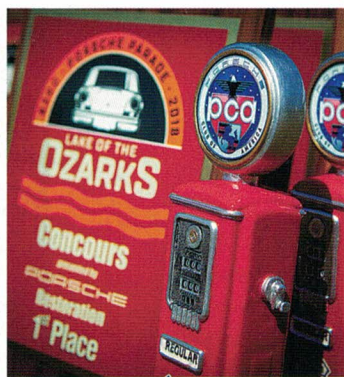
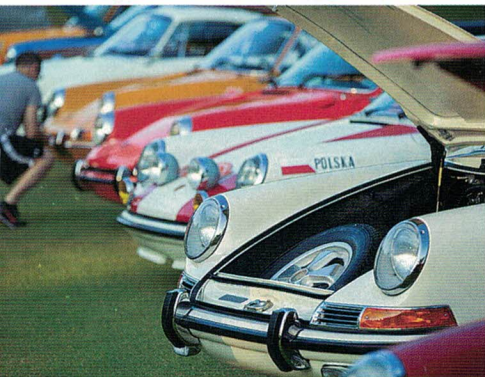
BRUCE MORGAN IS a character. He is not the typical Porsche owner. On second thought, maybe he is. After all, most of us suffer from some type of mania. His decision to attend Parade was basically a spur-of-the-moment thing. A two-months-before-Parade thing. With a nod to the widely held opinion that his 1988 928 S4 was designed to be a high-speed highway tourer, he decided it would be appropriate to drive the Porsche at high speed, on various highways, to the Ozarks—from Anchorage, Alaska. Roughly 3,700 miles, one way. Alone. Just him and his 30-year-old Porsche. Allow a little time for that to sink in.

Bruce bought his 928 S4 from his brother. Like many older Porsches, the car required both time and money. "When I would get up to about 70 miles per hour, I'd get a vigorous massage," he recalled. He renewed suspension parts, put on new tires, had the front end aligned, and made it roadworthy. Bruce then worked through some electrical gremlins. "Bad negative grounds," he said. After that, "It drove true and ran like a champ."

Bruce joined PCA at the suggestion of his brother. He didn't know anyone in Anchorage's Porsche community but thought joining the club was a good idea. "I had no idea I'd ever own a 'Porsh,'" he said, before quickly correcting himself. "I mean 'Por-sha.' I still don't say that word right."

In any case, Bruce attended region events and volunteered to help when needed. When he heard about Parade for the first time, he wanted to learn more. "Parade seemed to offer everything we did in Anchorage, but on a larger scale. After the Alaska Region gang returned from Spokane last year, I started to warm up to the idea." In May, Bruce pulled the trigger. Deciding to go, registering, and paying the fees were the hard parts, or so he thought.





Family Affair

35 YEARS AGO, Aubrey Skinner attended her first PCA Parade. She doesn't remember much about it—at the time she was 11 months old. There is photographic proof that she did enjoy herself, however. Mom and Dad caught her smiling from the back seat of their 1973 911T, next to a red cooler and the folded Quaker State oil carton Dad used to block the harsh Texas sun. Times were simpler then.



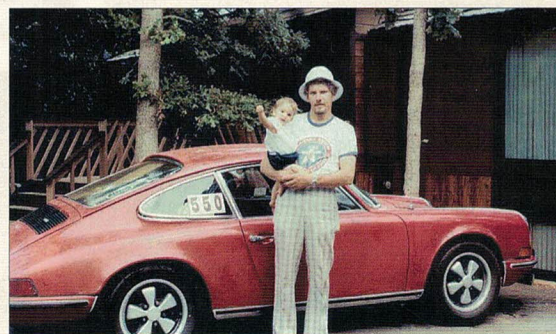
Panorama editor Rob Sass caught up with Aubrey in the lobby of the Tan-Tar-A Resort hotel and listened as she reminisced about the 32 Parades she and her folks have attended together. "I rode in the back of Dad's coupe until I was 11. After that I simply didn't fit," said the tall Texan. "I met my best friend at the 1985 Parade." Just toddlers then, Aubrey and her friend remain in touch.

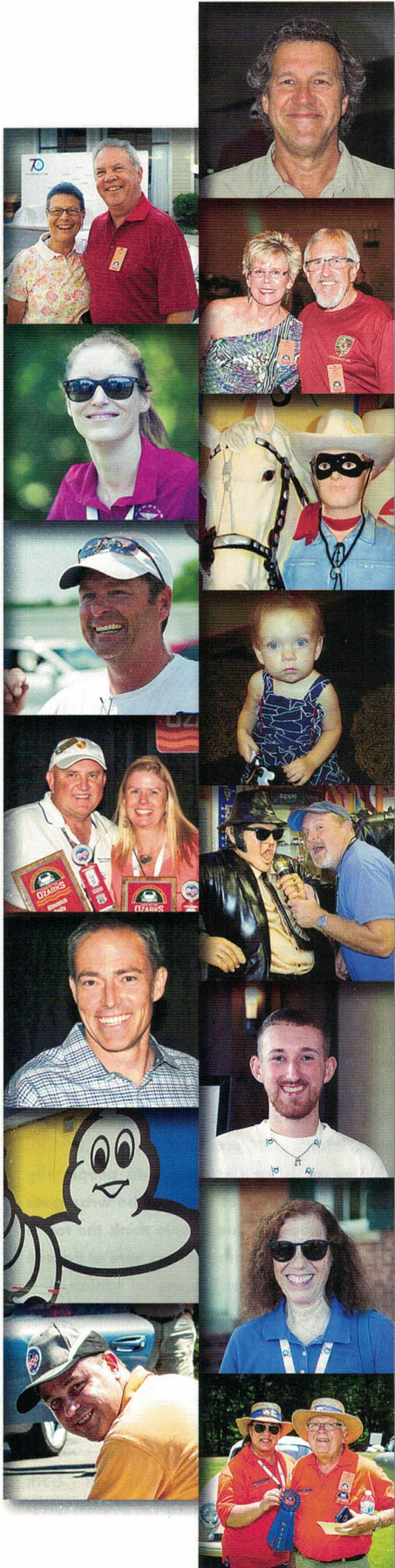
Aubrey's parents, Jerry and Myra Sutton, provided additional details. "Back in the '80s, the Parade consisted of four basic events: the concours on Monday, the time-speed-distance rally on Tuesday, autocross on Wednesday, Thursday, and Friday, and the tech quiz on Saturday." The Suttons recalled that there were no tours and no kid-specific events. "We took Aubrey with us on the rallies, and when we autocrossed, one of us would watch Aubrey while the other was on the course."



Today, Aubrey and her husband own a 914 that she says is "a work in progress." Although Jerry and Myra still own their 911, they didn't bring it to Parade this year. They instead chose to drive their 2012 Cayenne—one with a six-speed manual. Jerry is still a hot shoe at heart.

—DM





sented maintenance challenges, particularly electrical. “The famous adage about Lucas was that Joseph Lucas, the founder, was known as the Prince of Darkness,” remarked Brad. They bought their first Porsche, a 1984 944, in 1987. Yes, they still own it, although they’ve ‘hot-rodded’ it some with over-size pistons and cam and a Turbo oil cooler. A Macan S shares garage space.

AS WITH ANY ROAD TRIP, whether it be 700 miles or 3,700 miles, preparation and attention to detail are prudent. Tires and brakes checked, fluids changed, that sort of thing. Marie, Brad, and their Cayman sailed through that process without a hitch.

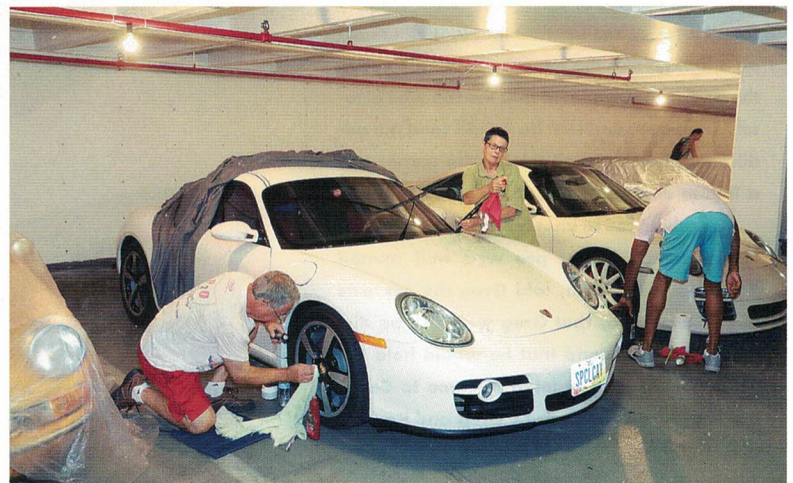
Bruce found his pre-trip more challenging. “The farthest I had driven was to Fairbanks, about 360 miles one way. I didn’t really know if the car was ready to go, so I decided I’d just change the oil and see what happened.”

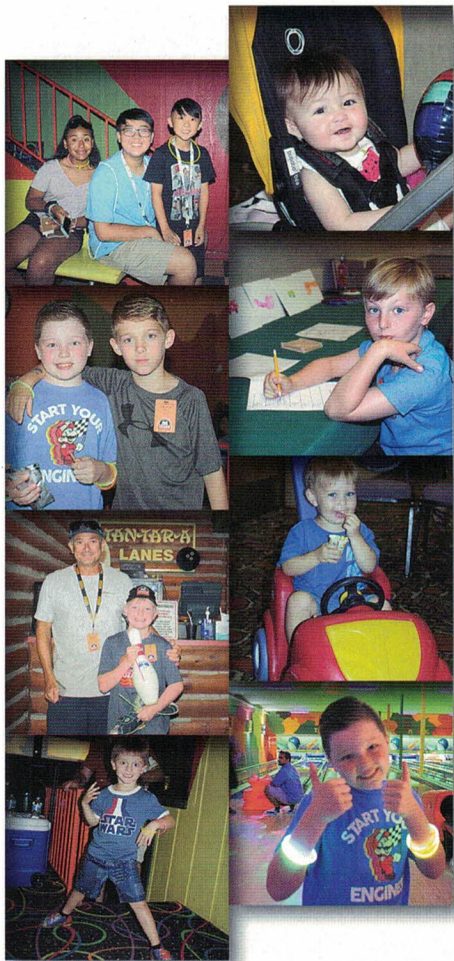
All was right with the world until it wasn’t. Just days after Bruce registered for Parade, disaster struck. “I came home, parked the car in the garage, let our dogs out, and pulled up a chair. I was watching those crazy dogs and then glanced over at my car. At that exact moment, a single drop of anti-freeze dripped off the bottom of the radiator and onto the floor. I thought, oh no, that can’t be. I just hoped that it wouldn’t be a huge problem.”

Unfortunately, it was. We will not recount the pain that small drip caused him. Suffice to say, his next several weeks included rambunctious dogs, an upset work table, bent and broken pieces, a special order from Germany, and more credit card charges than Bruce’s wife will ever know about. Bruce made the 928 roadworthy one week before Parade was to begin.



Northern Ohio Region members Marie Quintana and Brad Sikora beside their 2008 Cayman. Veterans of five Parades, Marie and Brad epitomize PCA and are true ambassadors of the brand.





Leaving at 6 a.m. on Tuesday, Bruce's first leg was a marathon—23 hours and 1,200 miles—from Anchorage to Liard Hot Springs in British Columbia. Exhausted? “No, it was a dream,” said Bruce. “I loved it.” After a dip in the hot springs and a two-hour nap, he was raring to start day two.

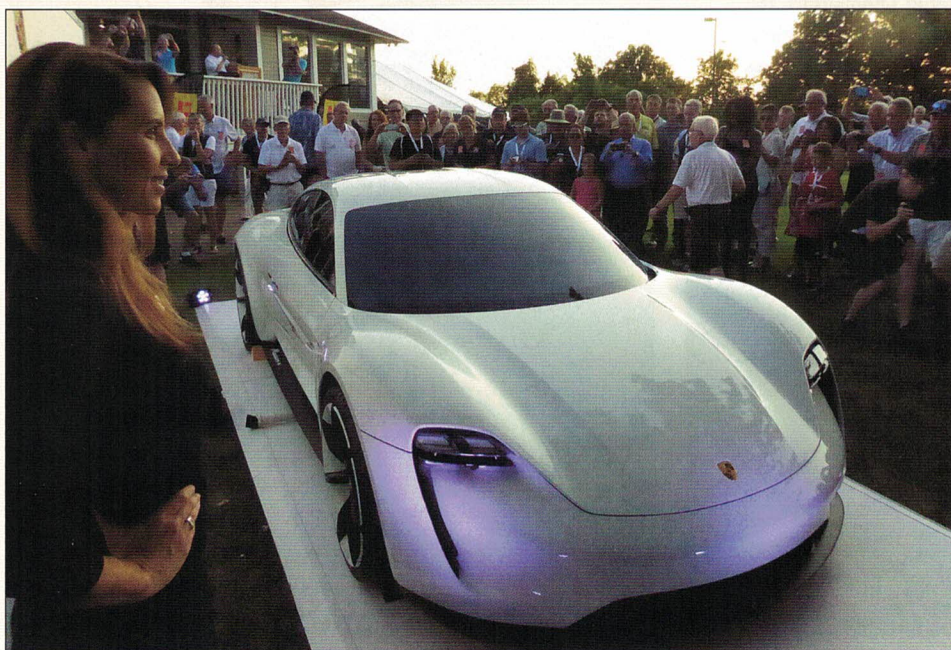
Wednesday's drive should have taken Bruce only 17 hours, but it ended up being longer. Confusing GPS directions, traffic, nightfall, and fog all added stressful time to the trip. And then there was that deer. “Coming out of a thick fog bank in the dead of night, I saw a deer standing right there in front of me. Then I heard a dull thud.” Bruce stopped the car, looked around for the deer, and then examined his car. The right headlight bucket was gone. The only thing left was some hair and a hole. Out of patience, almost out of fuel, and with 1,700 miles still to go, Bruce found a gas station (closed, of course), parked by the pump, and awaited sunshine and a better day.

Thursday began with a knock on the car window and enlightened conversation. “Hey, need some gas?” “Well, yeah.” “Headlight's gone. Have an accident?” “Uh, yeah. Hit a deer.” After getting some gas and route directions, Bruce found his way to his nephew's home in Strathmore, Alberta, about an hour and a half away. A shower and five hours of sleep later, Bruce was back on the road. Next stop: Wall, South Dakota, 900 miles distant.

MARIE AND BRAD caravanned to Osage Beach with another region member and arrived Saturday after a leisurely two-day drive. Almost immediately, they began to prepare their Cayman for Monday's concours competition. And what did that consist of? Although they kept their car clean and well nourished throughout the year, there were still hours of work ahead. “On Saturday we spent 14 hours on the car, cleaning, washing, and checking for any post-travel issues.” Because of the primitive car wash setup—soap, hoses, hot sun, and no shade—“water spots took way more time than usual.”

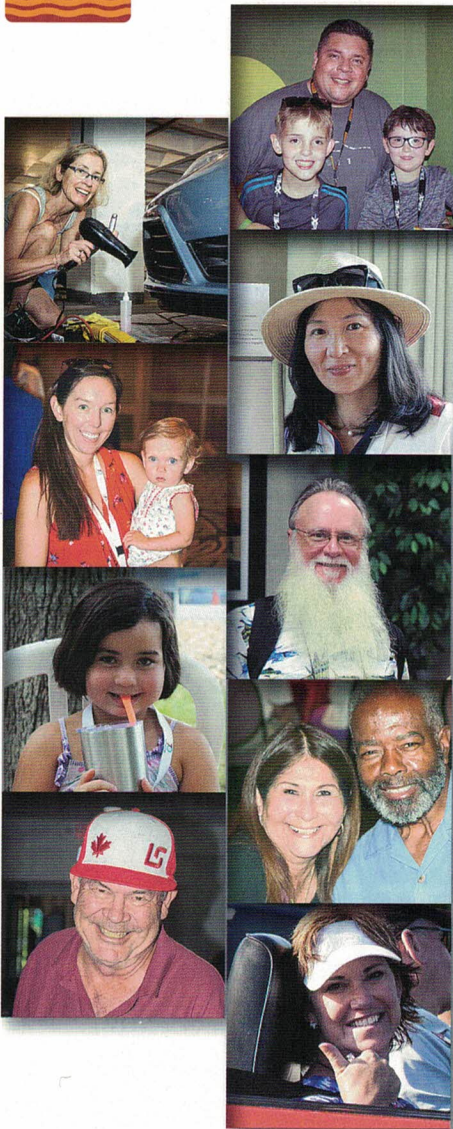
Marie and Brad toiled for another 16 hours on Sunday, she in charge of the interior and he the exterior, “checking final details on crevices, wheels

Electrifying



A HIGHLIGHT of this year's Pirelli Welcome Party was the introduction of the Taycan, Porsche's four-door electric sport sedan. Scheduled for production in late 2019, this rocket is the newest paradigm in Porsche technology. Powered by lithium-ion batteries, the 600-horsepower Taycan will accelerate from 0-60 in 3.5 seconds, yet remain as economical as the Toyota Prius. Well, maybe not.

And that name? It's Porsche-speak for “lively young horse.” It all makes perfect sense from an advertising point of view. You see, the Taycan blends elements of the Eurasian culture (read: European and Asian big-dollar markets) with the prancing horse prominent on the Porsche crest. Watch out, Tesla! —DM



and rubber, tailpipe, gas filler area, door jambs, compartments, plus past trouble areas unique to the Cayman.” So that means they spent a total of 30 hours preparing for the national competition. That’s not too bad, right? But wait, that’s not all.

Before setting out for Parade, Marie and Brad invested another 30 hours working on the car, sort of a pre-preparation preparation. “Marie spent three or four hours on the interior, and I spent about eight hours on the exterior. We spent about ten hours in the engine compartment, most of which was around the battery area. Wheels took four hours. And the area under the front nose took about four hours, cleaning it up and fixing any scrapes.” Sixty hours of bending, contorting, sweating, polishing, wiping, and inspecting to get ready for the judges’ five-minute evaluation.

AFTER BRUCE’S BRUTAL Thursday, his drive to Wall, South Dakota was uneventful. His 928 ran flawlessly, despite temperatures that tickled 105 degrees Fahrenheit. On Friday evening, Bruce splurged on a cool, comfortable

PCA’s Technical Committee and the Air-Cooled Guys

WHEN IT comes to air-cooled Porsches, the PCA Tech Committee has some of the most knowledgeable authorities available to answer questions and provide technical information.

Steve Hoffman of Florida agrees. “We’re lucky to have a great team of dedicated experts who provide a valuable service to PCA members online and at Tech Tactics sessions across the country,” he says. Hoffman is the PCA Technical Committee chairperson and organized the Parade Tech Quiz at Lake of the Ozarks this year.

Many of the tech committee names are familiar: Ed Mayo from the Maverick Region of PCA is an authority on 1964-1973 911s and the 914 series. Chris Powell from the Pacific Northwest Region covers air-cooled 911s from 1974 to 1989. Tony Callas of Southern California handles the 1989-1994 964 and the 1995-1998 993 models. David

Seeland’s specialties include the 356 and 912, and he hails from the Rocky Mountain Region. Lou Verdiales (not pictured) is from the Space Coast Region and is an expert on 911 Turbo models.

Together, this team of five cover the air-cooled models from Porsche’s past. And, with their extensive hands-on research, they are also skilled when it comes to fielding technical inquiries about the racing cars that Porsche built between 1950 and 2000.

The Tech Committee, which also includes experts on other Porsche models, worked behind the scenes at this year’s Parade to assist folks with the ownership of their Porsches, and they continue to be an invaluable part of the PCA family.

For more, see: <https://www.pca.org/technical-committee>

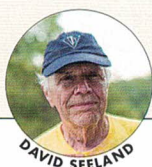
—Randy Wells



ED MAYO



TONY CALLAS



DAVID SEELAND

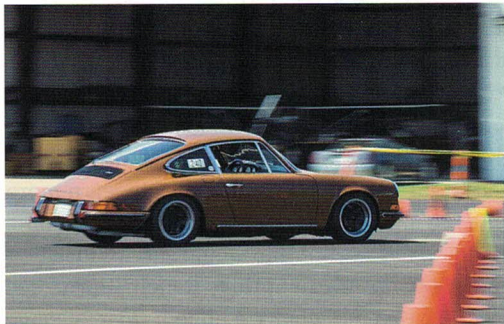
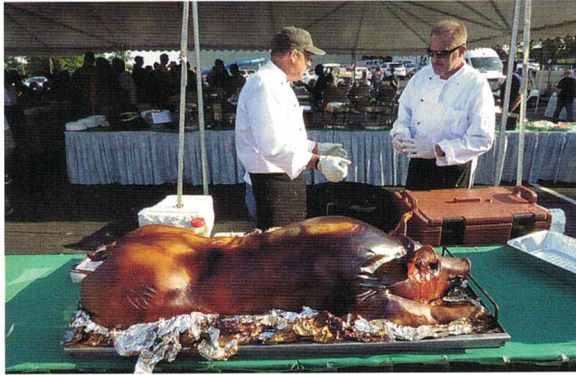


STEVE HOFFMAN



CHRIS POWELL

Be it roasted, golden brown, or bright pink, pigs seemed to play an important role in this year's Parade. Perhaps the Pink Pig-liveried 911 RSR that won its class at Le Mans had something to do with it.



motel room. "I think it was the most expensive one in Wall—\$159 plus tax."

Compared to the previous four days, Saturday was just a hop, skip, and a jump for Bruce. After only 650 miles of driving, he reached Kansas City in time to enjoy some pork barbecue and a Royals evening baseball game. Although he planned to spend the night in Kansas City, he could not find a suitably priced room. He decided to resume the drive to Osage Beach, in the hope of finding a cheap motel along the way. Instead, all he encountered were "No Vacancy" signs, but despite that the drive was relatively uneventful until, just 20 miles from the Parade site, a trooper pulled him over.

"Sir, are you aware that your right headlight is out?" asked the cop.

"Not only is it out, it's completely missing," replied Bruce.

"What happened?"

"I hit a deer."

"Are you okay? Where'd it happen?"

"Canada."

"Canada?? Whatcha doin' down here?"

With only an admonition to "get that light fixed and you best be careful," Bruce resumed his trip—for about ten minutes. A second trooper stopped him. "Sir, are you..." And then in about ten more minutes, a third trooper pulled him over. A little frustrated, Bruce asked, "Don't you guys talk to each other?"

To Have and to Hold



VENDORS FROM throughout the country represented the world of aftermarket services and accessories at this year's Parade. Hagerty Insurance, one of the foremost insurers of collectible cars, took it a step further. Hagerty sponsored an informative seminar entitled "Sweet Spots: Porsches to Buy on a Sensible Budget."

A panel of nationally recognized experts—Dave Kinney of USApraisal, Nathan Merz, owner of Columbia Valley Luxury Cars, Wayne Carini, owner of F40 Motorsports and a familiar face on *Chasing Classic Cars*, and Rob Sass, editor-in-chief of *Panorama*, discussed price trends, bargains, models gaining in value, and models from which to stay away—at least for the time being. The panelists focused on Porsches currently selling for less than \$50,000. Models included the 944, early Caymans, the 3.2 Carrera, and the 914, to name a few.

Donald and Lee Therien, Appalachian Region members, expressed the consensus of those attending. "We were really impressed with the knowledge of the panel."

In addition to the seminar, Nathan Merz conducted a walk-around inspection of a Guards Red 1990 944 S2. He discussed both the strengths and the weaknesses of the 944 S2, as well as pointing out specific details about the model being shown.

Video clips of both the seminar and the walk-around can be viewed by clicking:

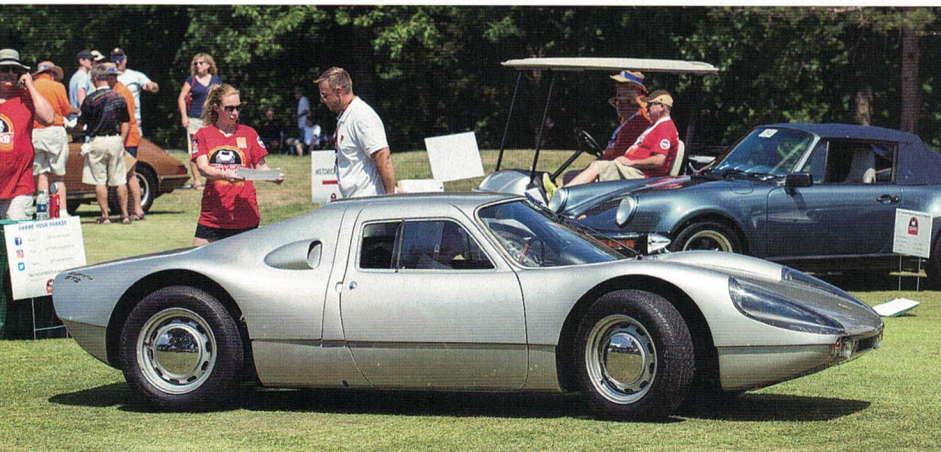
www.facebook.com/porscheclubofamerica/videos/10156498367623430/

and www.pca.org/news/2018-07-17/pca-spotlight-porsche-944-s2-walkaround-porsche-parade-hagerty-seminar





Boys and girls of all ages love competition, whether it's regulation size or radio-controlled, between the cones or off-road. Below: 904 Carrera GTs—the most beautiful Porsche ever?



And then, after five days and nearly 4,000 miles, Bruce Morgan stopped in an Osage Beach parking lot, leaned against the side window, dozed off, and awaited daylight.

MONDAY DAWNED HOT and muggy on the concours field. Volunteers distributed cold water to anyone who wanted it, while concours competitors found their places and wiped dew off their cars. The Concours d'Elegance is one of the Big Three events of Parade. The time-speed-distance (TSD) rally and autocross complete the triumvirate, with the tech quiz running a close fourth. Competition was stiff, yet relatively civilized. No fistfights were reported.

Marie and Brad achieved a second in Class PP13T, missing first by only two-tenths of a point, and then set their sights on Wednesday's gimmick rally. "Competitors were given a set of 40 old postcard pictures, then ran the route following written instructions, located the businesses/structures pictured on the postcards, and organized the pictures in order of appearance," explained Brad. "We came close to quitting early on but persisted. We saw parts of old Route 66 and some amazing buildings, and finished 24th out of 130."

Bruce chose non-competitive events to fill his week. "I registered for the local boat cruise, three driving tours, and the Branson Belle Showboat Tour in Branson, Missouri. Because this was my first Parade, I didn't really know what to expect. And because I drove a 31-year-old car 4,000 miles on some pretty treacherous highways, I wasn't sure I was even going to make it."

Bruce continued: "I volunteered to help at some events. My first deal was handing out trophies at the Concours. It was *hot*. I wore some lady's gardening hat and drank eight bottles of water before my replacement arrived. I also volunteered to work in the Goodie Store. That was cooler."

Marie and Brad were also fans of the tours. "PCA has a knack of choosing venues with a facility that can support thousands of members, yet offer scenic roads to showcase local sights," said Brad. Marie added, "We always choose two or three tours, and recently got into the gimmick rallies to learn more about that." Have they considered a time-speed-distance rally? "No," Marie quickly replied. "Brad doesn't think our relationship would survive that."

This year, Marie and Brad chose the Warm Springs Ranch Tour to see the Clydesdales. "Route selection was not what we hoped. Road signage was a problem, and the route itself didn't support the speed necessary to make it to the destination on time. Because of that, the ranch tour itself was cut short. However, the Parade staff responded quickly to the problem and modified the route and route instructions for the next groups."

Like first-timer Bruce and 750 other Parade attendees, Marie and Brad willingly volunteered their services. Whether it was Marie's work at auto-

cross timing or simply offering help to other concours competitors, they both jumped in. "Yeah, I plead guilty as charged," remarked Brad. "I like the term 'situational awareness.' We were both managers. When we saw a problem, we set about solving it, rather than sitting around waiting for someone else." Marie chimed in, "It's not that hard. We are all going through this life together anyway."

WHAT KEEPS MARIE and Brad returning to Parade? "We're kind of in the flow now with the concours," said



Brad. "We were in Street class and moved up to Touring, so that's fun. We've met people over the course of our five years who we recognize and who have become friends. We also like seeing the different venues."

"It is an energizing week. There's so much to do," added Marie. "People here have a lot of life experiences. The club has such a rich history."

And Bruce? Did he have any more car issues? "Well, yes. Did you hear what happened to me in that parade the last day in all that rain? I lost my brakes. There I was, in line, and my pedal went right to the floor."

Considering all that he experienced, would he return next year? "It was fun. The hard part was deciding what to do each day. There was so much. And even with the dents, the missing headlight, broken lenses, and the brake problem, my car still performed marvelously well. Oh, definitely, I'm in next year, for sure."

Let's call it a case of Parade mania. ☉

Cleaning Up in Concours



JEFF AND NANCY DEROOS of Beaverton, Oregon have become fixtures on the Parade Concours podium in recent years, but it wasn't always that way. They attended their first Parade in 1995 in Portland, Oregon but it was 15 years before they entered a competition. "We have a 1978 911 SC that we'd always bring to Parade," says Jeff. "It was never worthy of concours, but I would still clean it before we went to Parade even though we never entered or anything. I just always liked cleaning cars and keeping them nice."

That changed in 2010 when they entered their 2008 Boxster in Preparation Touring at the St. Charles, Illinois Parade. "We had never competed in a concours at any level and we were surprised by the competitiveness," says Jeff. "We were cleaning our car and people were coming over and asking us what group we were in. One couple ended up switching to another group because they were concerned about us being there cleaning all the time," he recalls.

After the judging, the DeRooses didn't know what to expect. "We were just done," says Jeff. "We cleaned, we got judged, and we didn't care if we won or not—we didn't even look. We just hoped that we didn't embarrass ourselves. Then several friends stopped by and said, 'Oh, you guys won—you got first in class.' We were pretty shocked. That was our first concours ever."

The DeRooses followed up with a second in class in 2011 and a first in 2012. They moved up to Preparation Full for the 2013 Pa-

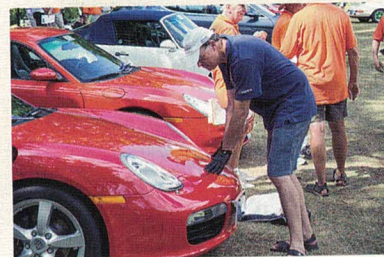
rade in Traverse City, and promptly won. Since then they've won their class four of the past five years and taken home the multi-class Group Award twice.

"We've got a pretty good system down," says Jeff. "We generally start preparing for Parade about a month before we leave. We take the 987 out of service and clean it. Then we go through our supplies and repackage all of our products because we can't bring full-size bottles," he says. "We put things in labeled baggies—even our clothes. And if it doesn't fit into the car, we don't bring it."

During the 3,000-mile drive to the 2018 Parade in Osage Beach, Missouri, the Boxster drew attention at every rest stop. "The car is all taped up and it looks horrible," says Jeff. "People ask, 'Did something happen to your car?' One lady asked if we were delivering a new car for somebody."

After arriving at the Parade site, the couple spent three days cleaning the Boxster from top to bottom. "First we cleaned the interior—so it could be closed," says Nancy. "Then we jacked it up and did the wheel wells, wheels, underneath—front chassis, rear chassis. You can eat off this car when it's done, it's so clean," she says.

—Bruce Sweetman



All that planning and work paid off as the DeRoos's Boxster placed First in Class. They didn't win the Group Award, but Jeff DeRoos was unfazed. "Of course you always want to win but we're not competitive people. We just do this because we love it," he says. "We have three days where all that matters is cleaning the car. For me, it's really the most peace I ever have because nothing else matters in the world."