

ROADRUNNER

PCA award winning newsletter 2024, 2020, 2019, 2018, 2017, 2016

PCA award winning website 2024, 2023, 2022, 2021, 2020,
2019, 2018, 2017, 2016

Region First Runner Up Ferry Porsche Award 2017

Ramblings

OCTOBER 2024



ROADRUNNER *Ramblings* 2024

The Magazine of the Roadrunner Region Porsche Club of America

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ROADRUNNER *Ramblings*

**PCA award winning newsletter 2024, 2020,
2019, 2018, 2017, 2016, 2015**

**PCA award winning website 2024, 2023,
2022, 2021, 2020, 2019, 2018, 2017, 2016**

**Region First Runner Up Ferry Porsche
Award 2017**

2008 PCA's Region of the Year

www.rrrpca.com



The Roadrunner Region, Porsche Club of America (RRR) publishes the Ramblings monthly for its members. Written contributions and photos are welcome and should be e-mailed to the editor. The deadline for material is on the first of the month of publication. We credit all members for their submissions. All material in this newsletter is protected by copyright. However, the newsletter editors of other regions chartered by Porsche Club of America may reprint any article provided that credit is given to the author and Roadrunner Region and that the Ramblings is cited as the source.

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STEVE WALLER
PRESIDENT/EDITOR



For nearly every Porsche enthusiast there is a neighborhood of similar enthusiasts. I'm referring to all the subgroups of Porsche car and SUV owners that make the brand so interesting.

There's Club Racing, Autocross, R Gruppe, 356 Registry, the Unstock modifiers, 914 world, off roaders (maybe) and others. And we all play well together.

Two of these groups got together in separate events to play in September and it was exciting to be a part of one of them. Club member Lenny Coloccia is a 914 owner, and his red '74 car is very cool. Lenny is a new member of Roadrunner region, having transferred from New Jersey. He wanted to get other 914 owners together for a play day. The plan was coffee in Tijeras, a drive on east mountain roads, and lunch at Black Bird Saloon in Cerrillos. The call went out, and 11 914's and their owners answered and came out. Gary Smith from Embudo brought three cars. Other club members from northern New Mexico and the

Albuquerque area mingled and drove. The local 914 folks couldn't remember the last time 11 cars were in one place. There was no need for a mechanic to follow along. All these cars drove out of the parking lot with a familiar Porsche tone. I overheard Lenny say "wait until my buddies on the east coast hear about this!".

Not to be out done the local 356 group meets most Saturday mornings at Hello Deli. They drive together regularly and have a great time. By quick count on the membership roster there are about 30 members who have a 356 in their PCA profile. The 356ers also had an east mountain drive in September, nearly the same route. Nine cars participated including a 1955 356 Pre A owned by John Price of Santa Fe.

There is something special about the Porsche brand. The members who love and maintain the early cars have a bond between themselves and the cars and each other. It makes for a fun neighborhood.

Note: The Ramblings editor reserves the right to edit member and other outside submissions for space and content. If there is a reason to publish an article exactly as submitted please let us know.



The fun didn't end in September. October is perfect weather and there are several events to consider. This includes a pot luck social, a drive out to the New Mexico Enchanted circle and Autocross at EXPO NM.

The Chile Cook off is just around the corner on October 12. You can register on MSR or just email Ann at ann@annwaller.com. Of course at this event the cars wait patiently on the street while the people have all the fun. The Chile cook off is a Roadrunner tradition.

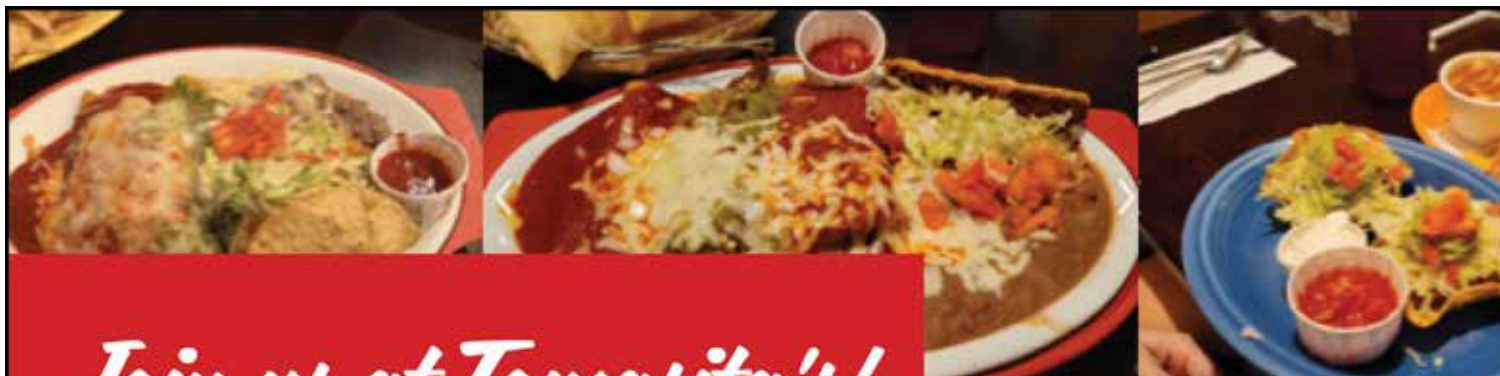
The Enchanted Circle drive motors toward Taos then veers off to Angel Fire, Eagles Nest and Red River. It's a long drive but one of the most scenic in the state. You could consider spending the night in Taos. That takes place on October 19th.

The very competitive Roadrunner AX group burns the rubber for Die Series #6 on October 26th. This takes place at EXPO NM where the midway would set up for the State Fair.

Lots going on for Roadrunners to enjoy their Porsches. Also, look for a dinner social in November, and the Holiday party in December.

The year is not done yet. Get out and meet your neighbors in your Porsche 'hood.

Steve Waller
ramblings@rrrpca.com



Join us at Tomasita's!

**Roadrunners, time for dinner!
Save the date!**

Date: Thursday 11/14/24

Time: 6:00pm-8:30pm

Place: Tomasita's
4949 Pan American Frwy
Albuquerque, NM

RRR Dinner Social at Tomasita's in Albuquerque
The chile is fresh, the sopa's always perfect.
(RSVP coming soon.)



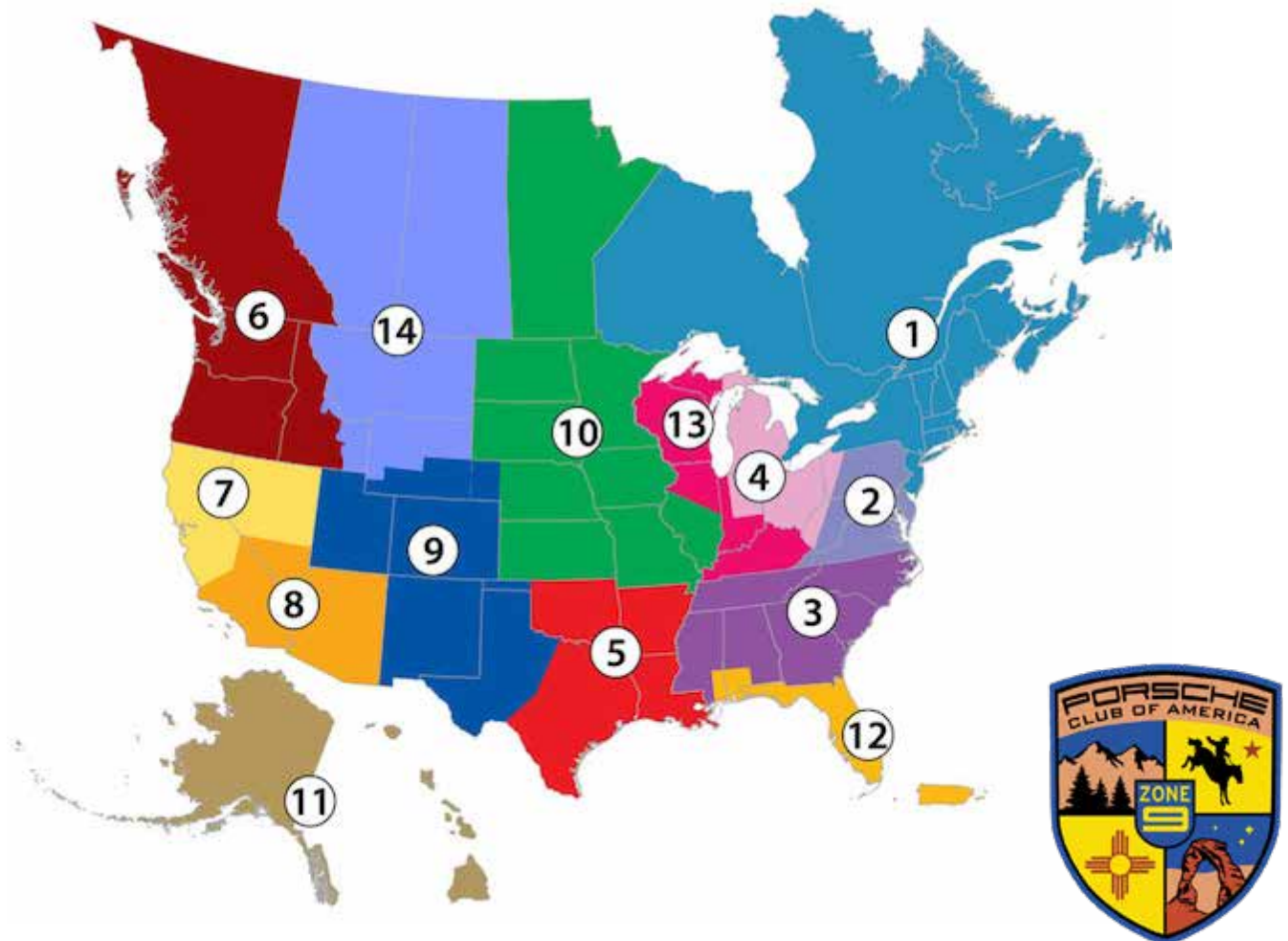
PCA Regions - USA and Canada

Meet Your Neighbors

The Roadrunner region of Porsche Club of America is a part of Zone 9. Zone 9 encompasses all or parts of the states of Utah, Colorado, New Mexico, and Texas. The largest region by members is Rocky Mountain region, headquartered in Denver. The smallest region is Llano Estacado in Amarillo, TX. In fact, the Llano Estacado region is the smallest region in PCA. There are 147 regions across America and Canada.

Zone 9 Regions

Region Name	Location
Alpine Mountain	Colorado Springs, CO
Carrera	El Paso, TX
Intermountain	Salt Lake City, UT
Llano Estacado	Amarillo, TX
Roadrunner	Albuquerque, NM
Rocky Mountain	Denver, CO
West Texas	Lubbock, TX





In 2024 the Board / membership meeting will be held online only via ZOOM. Any member can participate. Contact Roadrunner Region President Steve Waller for access. president@rrrpca.com. The Wednesday lunches at the Owl Cafe start at 11:30am.

OCTOBER		
Tuesday Oct 1	Santa Fe Car lunch	Capitol Grill
Tuesday Oct 8	Santa Fe Car lunch	Capitol Grill
Wednesday Oct 9	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday Oct 8	RRR Board meeting	ZOOM
Saturday Oct 12	Chili Cookoff	Waller Home
Tuesday Oct 15	Santa Fe Car lunch	Capitol Grill
Saturday Oct 19	RRR Drive out	Bobcat Pass/Eagles Nest
Tuesday Oct 22	Santa Fe Car lunch	Capitol Grill
Wednesday Oct 23	RRR Wednesday lunch	Owl Cafe / Albq
Saturday Oct 26	RRR Autocross	Expo NM Fairgrounds
Tuesday Oct 29	Santa Fe Car lunch	Capitol Grill
NOVEMBER		
Tuesday Nov 5	Santa Fe Car lunch	Capitol Grill
Wednesday Nov 6	RRR Wednesday lunch	Owl Cafe / Albq
Saturday Nov 9	RRR Autocross	Location TBD
Tuesday Nov 12	RRR Board Meeting	ZOOM
Tuesday Nov 12	Santa Fe Car lunch	Capitol Grill
Thursday Nov. 14	RRR Dinner Social	Tomasita's, Albq.
Tuesday Nov 19	Santa Fe Car lunch	Capitol Grill
Wednesday Nov 20	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday Nov 26	Santa Fe Car lunch	Capitol Grill
Saturday Nov 30	Car Show	Jemez Springs, NM



DECEMBER		
Tuesday Dec 3	Santa Fe Car lunch	Capitol Grill
Wednesday Dec 4	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday Dec 10	RRR Board Meeting	ZOOM
Tuesday Dec 10	Santa Fe Car lunch	Capitol Grill
Sunday Dec 15	RRR Holiday Party	Santa Ana Star Casino
Tuesday Dec 17	Santa Fe Car lunch	Capitol Grill
Wednesday Dec 18	RRR Wednesday lunch	Owl Cafe / Albq
Tuesday Dec 24	Santa Fe Car lunch	Capitol Grill
Tuesday Dec 31	Santa Fe Car lunch	Capitol Grill



***Roadrunner Region
Holiday Party***

Save the date!

**Date: Sunday 12/15/24
Time: 11:30am - 3:00pm
Place: Santa Ana Star Casino**

**Join your Roadrunner friends for a Holiday Season Gala.
Fun, Great food, Prizes.
(RSVP Coming Soon.)**



2024 Roadrunner Chile Cookoff!

Same location...same great food.

WHEN

October 12, 3:00-7:00pm

Rain or Shine or Dark (Sunset will be at 6:17pm)

Hosted by Steve & Ann Waller

Plenty of safe on street parking so drive your Porsche. Please plan to all park on the same side of the street so my neighbors can still drive through!

This is a pot luck event, with prizes for the best New Mexican type chile dish in each category. All members in attendance will be asked to sample and vote on their favorites. Great Prizes are awarded in all categories. **Plan to bring your special chile dish ready to eat.** We'll have the party set up with room for slow cookers, counter space and tables. This is a BYOB (adult beverage) party. Soft drinks, water, partyware/plates, bowls, cups and ice will be provided by the Club.

Please RSVP to ann@annwaller.com by 10/7/2024 with how many people and what you intend to bring.

AWARDS

- | | |
|--------------------------------------|------------------------------|
| 1. Best Green Chile Dish | 4. Best Appetizer with Chile |
| 2. Best Red Chile Dish | 5. People's Choice |
| 3. Best Dessert Dish made with Chile | |

Remember: If you do not eat Chile then bring a dish to share you enjoy. It will not be judged for prizes but variety is the spice of life!

LOCATION

9228 Wind Caves Way NW (Unser exit North off I-40 West)

Google/Apple/Waze Map: 9100 Del Webb Lane to get to the main gate.

This is a gated community- so once you arrive at the Mirehaven FRONT GATES off Mirehaven Parkway- use the visitors gate and on the keypad dial **418**. I will receive the call and type in the access code.

Once you enter the community turn right at the stop sign onto Willow Canyon. Left at the stop sign on Wind Caves Way about 10 houses up to 9228. Please park all cars on the same side of the street so my neighbors can get through.

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9/14/24 A SPECIAL DAY

REPORT FROM LENNY COLOCCIA, PHOTOS BY STEVE WALLER AND
STEPHANIE MORGAN



It's not every day that 11 Porsche 914's come together at one time, at one place. But, not every day is 9/14. Turns out, September 14th is 914 Porsche car day-worldwide. Who would know? Lenny Coloccia would know. Lenny is a recent transfer to Roadrunner region from the New Jersey. He is the owner of a fine looking 1974 red 914. At the new members picnic Lenny said he wanted to put together a 914 drive. He participates in 914 online forums and decided worldwide 914 day would be a natural.

We got the word out and 11 cars from the region made the trek to Roots Farm Cafe in Tijeras for the send off. I need to mention the drivers came from a close as 8 miles away, Lee Stauffacher, to 140!!!

Miles away, Gary Smith from Embudo, NM. Even Lenny was impressed. He was overheard to say "Wait till my buddies on the east coast here about this!".

After a few hellos it was time to get back in the bucket for an east mountain drive and lunch at the Black Bird Saloon in Cerrillos. On the way a quick stop to make sure these iconic Porsches were hitting on all fours or six. And the targa top scenery was perfect on this Saturday.

The pictures say it all. Happy drivers and guests, happy Porsche 914's.

Happy 914 day. See ya next year.

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Important Documents available in the **Members Only** section of the website.

- Minutes from All Board Meetings
- Current Membership Directory
- Region Deadlines and Information

You don't need a login to download the Ramblings. Refer to your "welcome new member" email OR the "new website" email for the security password required to view any member documents or member information. OR contact ann@mulhernadvertising.com Thank you!

We Need Your Photos and Stories!

Ramblings is always looking for PCA members' contributions! Got anything you think might be interesting?

Send it in to Ann Mulhern at ann@mulhernadvertising.com

We'd love to see it!



"...the roads in the East Mountains can be like the other side of the planet."

EAST MOUNTAIN EXPLORATION

PHOTOS BY STEVE JOHNSON

Even for Roadrunners who have lived here a long time, the roads in the East Mountains can be like the other side of the planet. Many folks know north 14, but what about 344 north, or Rt 472 east, or Rt 41 north? That's where 13 members pointed their 11 Porsches on Steve Johnson's September drive out. The road less traveled for sure, but all the better for our tour group. Thanks Steve for always showing our members something they have never seen before in New Mexico. Steve's next drive on October 19 is the Enchanted circle of Northern New Mexico including Angel Fire, Eagles nest and Red River. You can join in by RSVP to Steve at stevelee944@gmail.com





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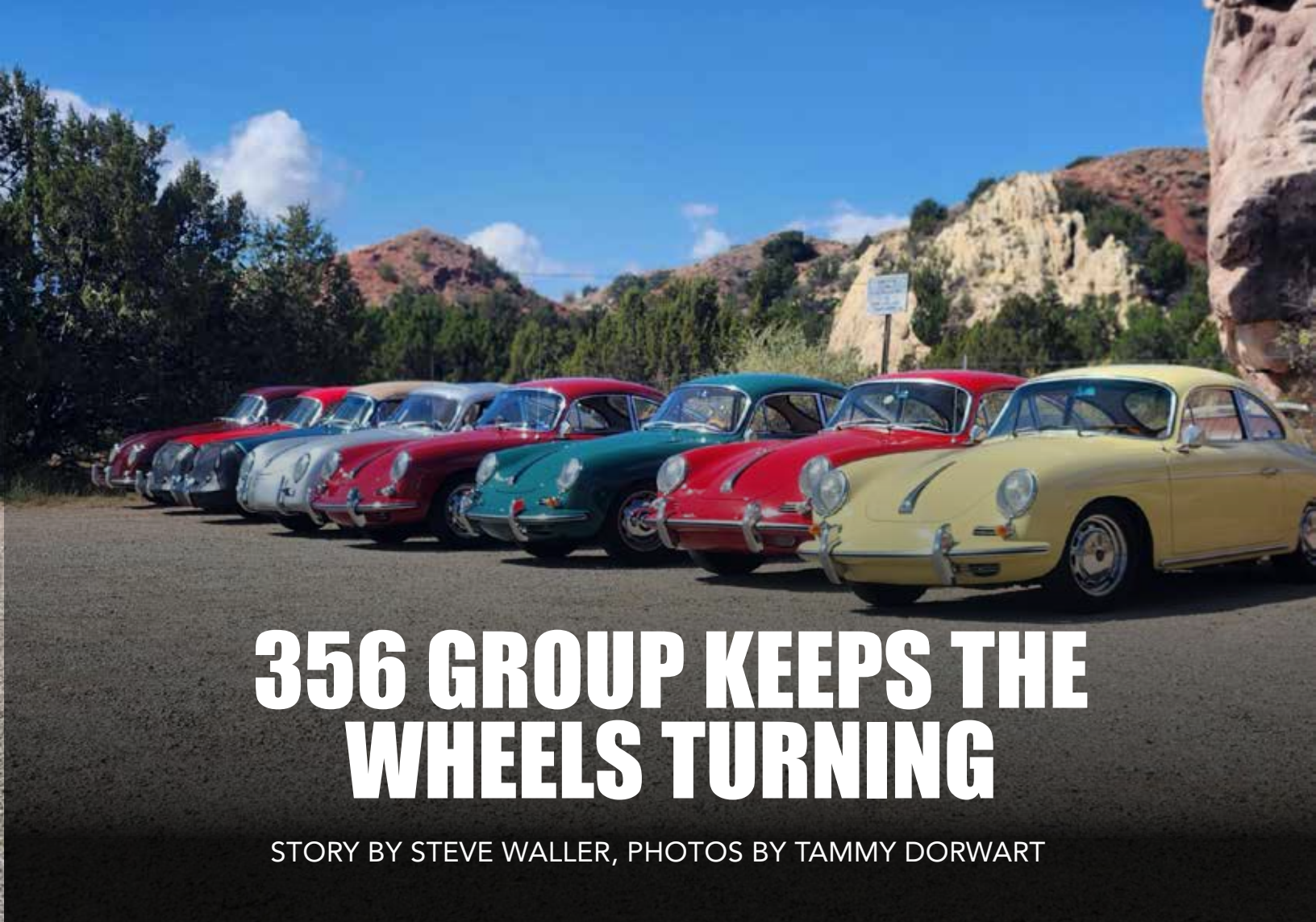
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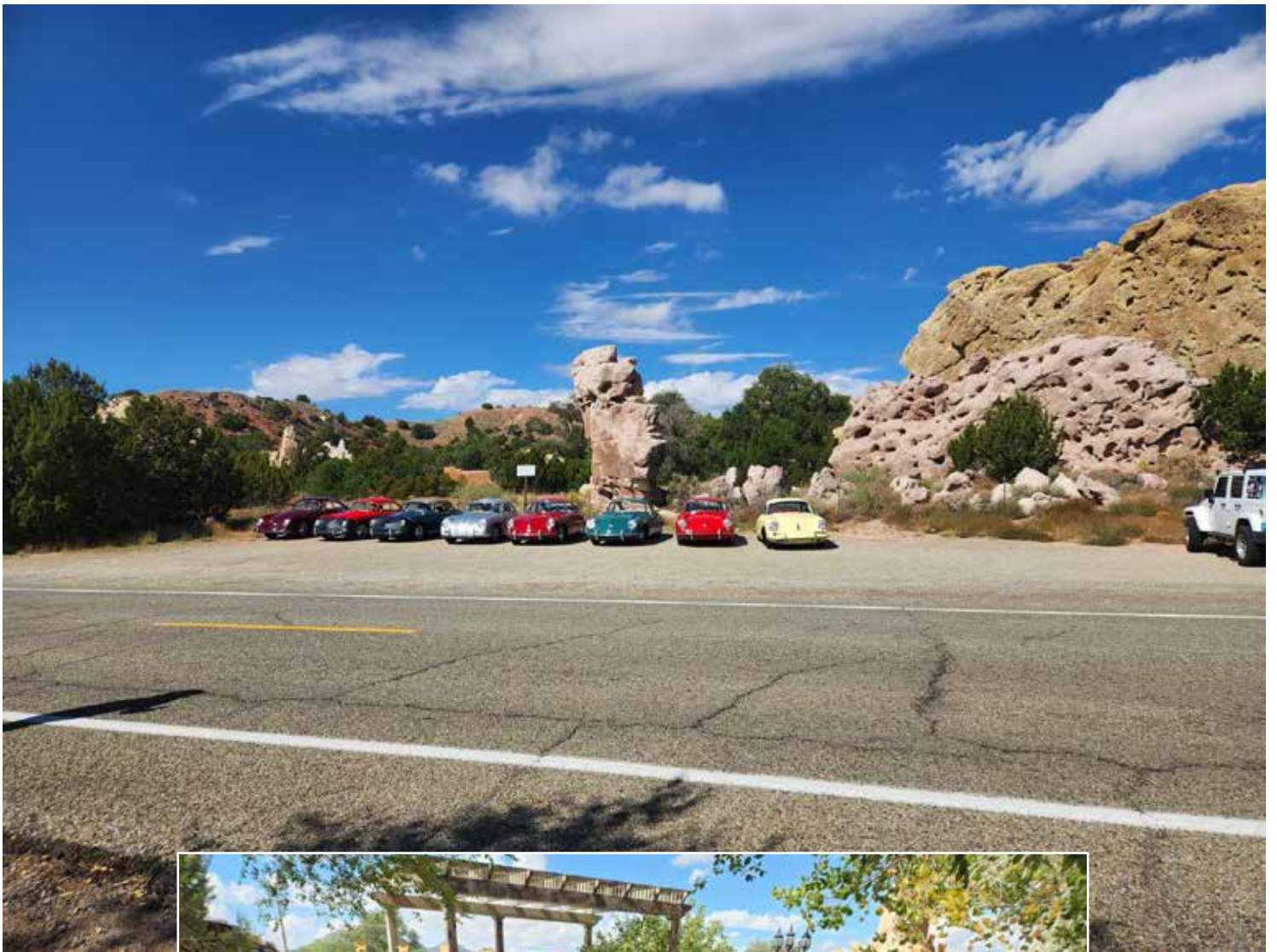


356 GROUP KEEPS THE WHEELS TURNING

STORY BY STEVE WALLER, PHOTOS BY TAMMY DORWART



The 356 Registry group is going strong. In September nine of the legendary cars and their owners cruised up north 14 for Cerrillos. A stop at the Box studios and lunch at Bear Canyon brewery made for a perfect day. Thanks to Tammy Dorwart for the pictures.



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PCA SIM RACING - SERIES 12 - NEW TRACKS WITH THE GT3 CUP CAR

STORY BY JEREMY MAYNE

Welcome back to continuing coverage of my experiences in PCA Sim Racing! For the last Series, we ran the GT3R racecar, with its anti-lock brakes and traction control. For Series 12, though, everyone is running the GT3 Cup car, with none of the driver aids of the GT3R. The car is a real handful, requiring a light touch on the brake pedal to avoid lockup and careful application of throttle to keep from spinning on corner exit. I've driven it a fair amount in iRacing for the Porsche Cup series, but as I would tell my wife before a race, "I'm driving the car that's always trying to kill me!"

Race 1 for Series 12 took place at Barber Motorsport Park. Built by local dairy magnate George Barber, the track is adjacent to his world-class motorsport museum near Birmingham, Alabama. With its steep elevation changes and blind-apex corners, it is a fun but technically demanding track. I managed to qualify in 2nd place, but after the pace lap, I jumped the gun before the green light, nosing ahead of the pole sitter. This earned me a black flag and pit drive-through penalty. By the time I served the penalty, I came back on track in...22nd place! Ah well, time to persevere. Throughout the race, I made my way back to finish in 12th place.



Race 2 was at Brands Hatch, a 2.3 mile circuit about 30 miles outside of London. Picturesque with rolling elevation changes and wooded landscape, it has some legendary features, like Paddock Hill Bend, a blind right hander that plunges downhill right after the pit exit. They upped the ante for the drivers for this one, employing iRacing's recently added rain feature. Even with rain tires, the GT3 Cup car became even more treacherous. I joined a couple of the PCA Sim classes to help my skills in the wet, where we learned to avoid standing water and painted curbing. On race day, I qualified in 2nd place, indicating my pace was fast enough to be competitive in my Challenge Class. As the pace car pulled off the track, I made sure to trail slightly behind the leader as the green light flashed. We made it safely through Paddock Hill Bend, and headed back up the hill to a right hairpin. Despite carefully staying in my lane, I was hit from behind and sent into the wall. I rejoined quickly but was now in 10th place. On lap 8, I tried an aggressive pass and ended up tangling with the other car, earning me a well-deserved black flag. Another drive-through penalty once again put me in last place. From there, I fought my way through the field, ending in P10.

I've been happy with my qualifying, and even managed to set the fastest lap of the race at Brands Hatch, but I'm going to need to tighten up my race craft if I have any hope of finishing the series in the top five. My next race will be at Donington Park in England, also in the rain.

To learn more about PCA Sim Racing, you can go to the website: <https://pcasimracing.com/>, and to see broadcasts of the races, go to the YouTube channel: <https://www.youtube.com/@pcasimracing>. You are also welcome to email me if you have any questions or comments at jeremymayne@msn.com

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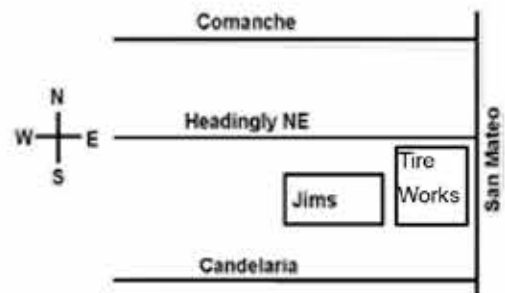
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Eighteen Years in the Village

A PHOTOGRAPHIC TOUR OF
CORRALES, NEW MEXICO

DENNIS CHAMBERLAIN

The book "Eighteen Years in the Village" expresses my admiration for the village of Corrales. I actually took the earliest photo in the book, of artist Carmine De Vivi, over a year before I moved here, and as my photos of Corrales accumulated during the ensuing years it eventually occurred to me that making a photo book about the village would be a good idea. So, for well over a decade I had this project in the back of my mind, with no timetable. In other words, I felt

that once I had enough photos of each of the characteristics and features of Corrales it would be time to start finalizing the book. These characteristics that I talk about are the Sandia Mountain, the artists and other interesting people, the horses and horse people, the coyotes, the sandhill cranes, the Old Church, and Casa San Ysidro. And yes, I did feel it appropriate to include Porsches in the mix because in my opinion Corrales is one of the Porsche capitals of New Mexico!

Organizing these things was a challenge, because at first I thought I might arrange all the photos chronologically. It quickly became apparent that there was no natural "flow" doing it this way. So the book loosely groups the photos into the above categories, with photos of the mountains separating the various sections. In other words, I felt that the common theme more than anything else is the mountains, so I keep returning to Sandia photos throughout the book.





It is important to note that early on, about eight years ago, I decided that this should be a "Corrales Arts Center (CAC)" book rather than a Dennis Chamberlain book. Even though all the photos are mine, and I am considered the author, CAC is the publisher and all

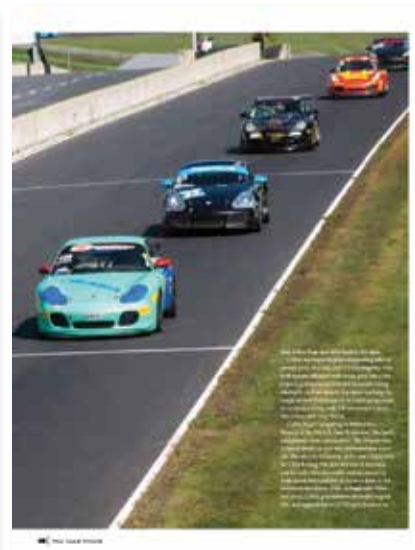
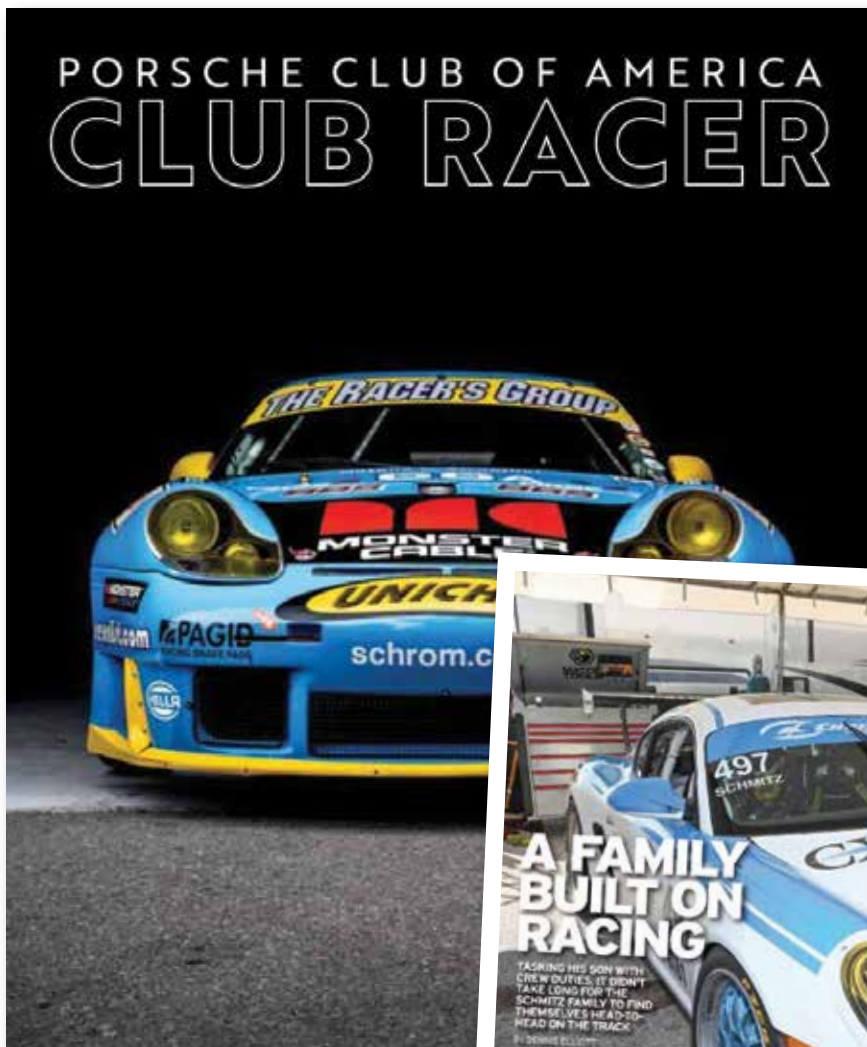
the profits go to them for their mission, which is to promote the arts and art appreciation in the village. It is somewhat coincidental that for the past 3 1/2 years I have been the president of CAC and that the book came together during my term.

The book uses a classic photography style with the photos on the right page and just basic information on the left page, which is essentially blank. Exceptions are the Sandia Mountain photos which most often span both pages.

The board of CAC decided that a price of \$60 was appropriate. The book can be ordered on line through www.corralesartscenter.org, or I can always be contacted to facilitate purchases. My email is denchamber@me.com

Dennis Chamberlain





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24-AL-00995 (04/24)



AUTOCROSS



EVELYN WATKINS
AUTOCROSS CHAIR



Won't the cooler weather make you want to take your car to the track?

Our next autocross is around the corner, on October 26th at the EXPO NM (State Fairgrounds) Midway lot. Come join us for our next-to-last autocross of 2024!

Registration will open in early October on [MotosportReg.com](https://www.motosportreg.com)



--P02 Pro-----					
1	Paul D	Porsche 993 C4S			35.640
-- P03-----					
1	Alan I	Porsche 911			37.931
2	John W	Porsche Boxster S	40.392	(2.461)	
-- P04-----					
1	Russell J	Porsche Cayman GTS			36.048
2	Audrey L	Porsche Cayman GTS	37.823	(1.775)	
3	Ivan S	Porsche 911 GTS	38.198	(0.375)	
4	Kathryn M	Porsche 718 Cayman GTS	39.265	(1.067)	
5	Evelyn W	Porsche Boxster Spyder	39.383	(0.118)	
6	Roland W	Porsche Boxster S	41.173	(1.790)	
-- P05-----					
1	George S	Porsche 718 Cayman GT4			38.329
2	Tori G	Porsche GT3 touring	39.107	(0.778)	
-- M01-----					
1	Damian K	Porsche Cayman S			36.167
2	Scott W	Porsche 911 Carrera 3.2	41.447	(5.280)	
-- X01-----					
1	Brian D	Mazda MX5 Miata			36.402
2	Jim G	Mazda MX5	36.435	(0.033)	
3	MaryLou H	Mazda MX-5	37.020	(0.585)	
4	David H	Corvette C7	38.001	(0.981)	
5	George W	Caterham SV	38.166	(0.165)	
6	Matthew W	Mini Cooper S	38.173	(0.007)	
7	Derek H	Subaru WRX TR	38.370	(0.197)	
8	RonJo C	Cadillac CT4V Blackwing	40.237	(1.867)	
9	Ken R	Hyundai Kona N	40.397	(0.160)	
10	Matt M	Ford Mustang GT	41.302	(0.905)	
11	Jayden McD	Toyota Celica GT	41.374	(0.072)	
12	Nathaniel M	Honda Civic Si	42.312	(0.938)	
13	Melanie D	Mazda MX5	42.363	(0.051)	
14	Cara B	Subaru BRZ	42.504	(0.141)	
15	Kenneth M	Ford Mustang GT	42.879	(0.375)	
16	Dominic C	Mazda Miata	43.150	(0.271)	
17	Leo H	Honda S2000	45.453	(2.303)	
-- X02-----					
1	Michael C	Porsche Cayman GT4			36.318



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The Porsche Club of America features news, videos, and information about the current market for used Porsches in the monthly Mart Fresh News email newsletter.

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ROLAND WIELE MEMBERSHIP CHAIR



OCTOBER 2024

As Membership Chair I would like to welcome new and transferred in members to the Roadrunner Region. A schedule of upcoming events can be found on the Roadrunner website at www.rrrpca.com. We encourage you to join in the fun.



Roadrunner Region PCA member badges are available for purchase and can be ordered at rrrpca.com. They are \$20.00 each, including shipping and handling.

New Members:

Maxwell Buchholz – Santa Fe – 2007 Cayman
Breen Lowman/Tamara Lowman – Santa Fe –
2000 911 Carrera 4 Millenium Beige

New Test Drive Participants:

Matthew Roese - Albuquerque

Transfers In:

Ralph Singleton – Santa Fe – Mardi Gras – 2013 911 Turbo Cabriolet

Tranfers Out:

David Pert – West Point, NY – Hudson Valley
Travis Trussel – Colorado Springs, CO – Alpine Mountain

Total Primary Members	496
Affiliate Members	317
Total Region Membership	813
Test Drive Participants	5
Test Drive Conversions	0
PCA Juniors	19
Renewals	30
Late and deleted renewals	2

PCA National Membership:

Primary Members	106,487
Affiliate Members	55,801
Lifetime Members	23
Total	162,311

Lapsed:

Erika E. Anderson
David R. Doyle
Michael Graft
Tim Hansen
Charles R. Lucero
Rick Martineau
Gerald Peters
Greg T. Ralph
Wayne G. Rivera
David Stevens
Gerald White





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Tech Tips from Pedro

ROAD TRIP TO BWR-III

by Pedro P. Bonilla GCR PCA

I had attended this event since it began in 2019 and thought it would be the coolest thing, to drive my own Porsche on the Boardwalk. This year I got to do it, but there's a story attached.

During the COVID-19 lockdowns I decided to restore my 1997-built Boxster back to its former glory, or better. She had recorded almost 300,000 miles at the start of the pandemic so it meant restoring not only the interior and exterior, but also the drivetrain as well.

I decided to keep the original color (Glacier White) and had her painted. At the same time I started to work on the interior. I wanted to honor the old Porsches that had those wonderful plaid-covered seats and interiors. I had been searching for a specific pattern which had come in my 1987 Golf GTI and I had just found it with the caveat that I could choose the highlight color!



By the end of 2021 the rest of the exterior had also been finished, such as completely rebuilt headlights, now converted to HID with projectors and LEDs, and a new canvas top to finish it off. Finally, the carbon fibre hood was also replaced with a new one, since the old one (you may remember) had tried to kill me on my way to Sebring and was in sad shape.



This beauty had to be shared with 350 of my closest friends at the next Boardwalk Reunion which was to be held in October 15, 2022. My wife agreed to come on the 2,300 mile round trip if I assured her that the car would make it with no issues. I did!

Now I had to make good on that promise (or else!)

I had a chance to go to the Amelia Island Werks Reunion in early 2022 which was a 500 mile roundtrip and the car had been fine with the exception of a subtle clunk that I also felt on my way to Sebring and back for the 48 Hours Club Race a few weeks before.

Front drivetrain clunks are usually drop-links or other ball joints because they take most of

the abuse, so the drop links were the first to be replaced. The clunking disappeared but would come back after 30 – 40 miles of driving, albeit a bit softer. I decided to remove and check all of the ball-jointed parts on the front, which included the control arms, the trailing arms and the steering arms. I found play in all of them so I replaced them all including the upper strut mounts, just in case. Went for a long drive to test it all and she felt great! Very sharp and crisp ... up until mile 100 or so and then Clunk!

It was now late September and time was running out. I also noticed that my front tires were completely worn on the inside edges (probably toe, I thought) so a new set of fronts was ordered and I booked some tire-mounting and alignment time at Vortex in Tampa since I don't have the alignment rack anymore. Bob Brooks was very accommodating and fit me in quickly when I told him I was pressed for time so I drove down on a Thursday and left it to be picked up the next day around noon. Early on Friday Bob called me and told me that one of my front shocks was toast. Since they had the car on a lift (with the suspension off the ground) they quickly discovered it as they started to remove the tire. I hadn't seen it because I use a 4-post lift which keeps the suspension compressed.

Now we needed to find a new shock or a complete set of shocks if necessary. My car had Bilstein 9-way adjustable PSS9s installed (about 150,000 miles ago) and new ones were not available anywhere. We even thought of replacing the coilovers with OEM-style struts, but I didn't have the springs anymore and new springs from Porsche would cost way too much. The only available option that we could get in a couple of days was a set of H&R coilovers, advertised as street-performance. They were ordered and installed and the alignment was performed with a few days to spare, even though there were a couple of shipping SNAFUS. Bob was really instrumental in getting it done. Thanks Bob!

Testing the suspension was from Vortex back to PedrosGarage, more or less 20 miles, mostly on the Suncoast Parkway. The car felt fantastic! I was now sure that I would make good on the promise I made my wife about the reliability of the car.

The day for us to depart came quickly. We had decided to make the trip to Ocean City, NJ (1,126 miles) in three days so that we wouldn't arrive too tired and be able to enjoy the sights as well. I figured that driving a bit less than 400 miles each day would work well.

We planned the first leg to go from our hometown in Odessa, FL to somewhere in Georgia. On our way we had a leisurely detour through beautiful Savannah, GA and then continued to our first overnight rest, which ended up being in Yemassee, SC.

From our departure to the point where we left the highway to see Savannah, the ride had been fine, but as the roads got a bit bumpier the complaints from the right seat started getting louder. When the road was nicely paved you couldn't have a better ride, but when it was irregular, especially the concrete bridges the car started bucking/porpoising, just like Lewis Hamilton's 44 Mercedes during the first half of the F1 Season this year. But I figured and explained that because the springs we new, we just needed to put some more miles on them and they'd be fine. She didn't buy it.

After breakfast, we loaded-up for day number 2 and the next 400 miles of our journey. We would stop just past Richmond that evening. As we left Yemassee and moved through South Carolina, North Carolina and finally Virginia, the roads got progressively worse. We're really spoiled in Florida because winter does a number on the roads up north, which we don't get to see.

By the time we got to Ashland, VA we were both beat-up and ready for a good night's rest. We had a nice dinner next to the Hotel and packed it in for the night.

The third leg would be the shortest and we had decided to get off I-95 because it was so bumpy and also because we didn't want to fight the bumper-to-bumper traffic around Washington, DC and Baltimore, MD so we took US 301 through Dahlgren, VA into Maryland, a piece of Delaware, and finally New Jersey.



But the torture was over (for a day or so) and now we'd get to enjoy the Boardwalk Reunion!

The Boardwalk Reunion is one of the best-organized Porsche events I have attended (and I've been to quite a few). The organizers, Ellen Beck and Bob Gutjahr, count with an army of well-trained volunteers that make the event run like clockwork.

Friday evening is the Volunteer reunion where last-minute information is disseminated and any issues get resolved.

Saturday is when the actual event takes place. From very early on, you can see Porsches of all ages and models being prepped as if for a Concour d'Elegance at the main hotel's (The Flanders) parking lot. The cars are to be marshaled at the Municipal Airport where Ocean City, NJ Police are standing by to lead the caravan of cars through some city streets and then onto the Boardwalk, but that won't happen till 11:30AM.

Cars start filling up the section of the airport designated as our grid. Rows and rows of beautiful examples of Porsche design and engineering are now lining up and getting ready. Still, some give it another buffing, check the chrome and make sure that the glass is perfect. Others stroll up and down the rows of cars, meeting new friends and catching up with old ones.

Local participants from NY, PA, MD, DE, NJ, and other nearby States, start arriving at the airport as well, but it all moves in a very coordinated way and each car gets parked quickly and efficiently.

Each participant then goes to the registration table to get their goodie bag and credentials for the Boardwalk. As we get closer to 11:00AM, our fearless leader Bob climbs on top of the logistics truck and holds a full driver's meeting, giving everyone all the information they need to be safe and enjoy the rest of the day on the Ocean City Boardwalk and seashore.



The scenery was absolutely stunning! The drive was unbearable! Even I was uncomfortable and I'm used to track set ups for the suspension.



The "drivers, start your engines" command is given and a PACE Car takes the first 50 arrivals behind him in single file, escorted by an Ocean City Police SUV. Immediately after the 50th Porsche, a second PACE Car follows pulling along another line of 50 more Porsches, and this goes on until Pace Car #7 takes with him the last group. All totaling 354 Porsches!

The parade of 350+ Porsches through the streets of Ocean City is incredible. Police are on the route to make sure that the long line gets through with no issues. Little kids on street corners are in awe as they wave to the never-ending line of cool cars! One of them just kept yelling to every driver: "Cool car, Mister!"

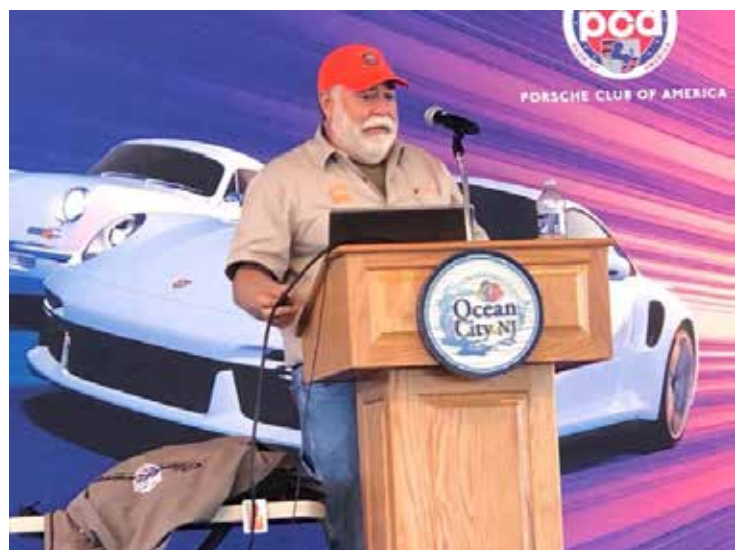
Once on the Boardwalk the cars are organized in two lines down the center of the boards and the two lines go from 6th Street all the way down to 14th Street.



After everyone parks their car (around noon) we get to mingle with the crowd, answer questions, shop, have lunch or attend one of three Tech Sessions held at the Music Pier Auditorium right next to the featured Speedsters and Roadsters which were highlighted this year.



I was very honored to have been asked back for the third time, as a presenter. My topic for 2022 was: "TOP 10 DON'Ts with your Porsche". The second Session was by John Paterek titled: "An American Roadster" and the third one by Dom Milano: "Photographing your Porsche".



The cars stayed on the Boardwalk until 4:00PM when we carefully drove off the boards and headed back to our respective hotels. I was staying at The Flanders Hotel where the Saturday Night Social and Dinner was held. Great dinner with friends at the perfect venue for this event. A truly enjoyable way to cap off the Reunion.



After a long day, my wife and I had a good night's rest, because we knew what was ahead of us.

When we were packing the car on Sunday morning, we agreed to do the return trip in just two legs. Sunday we drove 12 hours to Florence, SC mostly on I-95, passing through the heavy traffic of Baltimore, MD and Washington, DC.



The ride was awful. The suspension I think got worse. It really felt as if instead of shock absorbers the car had solid links with zero rebound and zero damping. Those 12 hours were exhausting and we knew that after that we still had another 7-10 hours (depending on traffic) until we got back home. We did make it back in one piece, shaken, not stirred.

After one week where my car has been parked I've decided that this suspension MUST go! Looking now for a new set of the same Bilstein PSS9s and the H&R Coilovers will be returned.

It'll take a lot of sweet-talking to get my wife back in the Boxster for another extended trip, but I'll convince her again.

BTW, now the odometer reads 304,400 miles (and counting).

For more information on all things Porsche, please visit my website: www.PedrosGarage.com

Happy Porsche'ing,
Pedro

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Photos courtesy: Dom Milano, Kobus Reyneke, Abe Garweg, Pedro Bonilla



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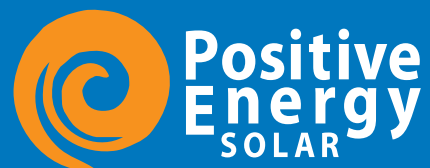
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