

A photograph of a green car, possibly a Volvo, parked in a snowy parking lot. The car is covered in a thick layer of snow, particularly on the roof and hood. In the background, there is a commercial building with signs for 'EARLY SANDWICH' and 'EARL SANDWICH'. There are also some evergreen trees and a bare tree in the foreground. The sky is overcast and grey.

# RED RIVER RAMBLINGS

**HOLIDAY PARTY REPORT  
BUCKET LIST TRIP  
BOOK REVIEW**

**JANUARY/FEBRUARY 2025**



Welcome to 2025!

As I write this, it's January 4, and a chilly -25°F outside, having just returned from a week in Mexico. Now, it's time to start thinking about and planning for our upcoming driving season.

**Looking Back at Last Year**

2024 was a busy year for us, with a record number of activities and events. Thanks to everyone's participation and support, we had a fantastic season. If you have any ideas or suggestions for the coming year, we'd love to hear from you. We're currently working on our driving calendar, and expect to have more details on other events as soon as possible.

Our region boasts nearly 180 car-owning members. It's something we can be proud of. During our events last summer, we had at least 120 unique cars and members join in. When compared to other regions, that's a high participation rate—thank you all for being a part of our vibrant community!

**Upcoming Events to Keep in Mind**

*Porsche Parade – Oklahoma City (July 6-12)*

The annual Porsche Parade will be held in Oklahoma City this year. Registration typically opens in January and sells out quickly. If you're interested, I encourage you to visit the PCA website, familiarize yourself with the Parade page, and learn the registration process. A few of us are planning to attend and compete in the Concours, so it looks like we'll have a strong showing from our region.

*Loonacy Race Weekend – Brainerd, Minnesota (July 11-13)*

Hosted by the Nord Stern Region, the Loonacy race weekend is a great event to experience. Last year, we had 15 cars participate and sold out the accommodations available to us. We're planning to include this event on our calendar again this year.

Given that it falls close to Parade, it could be a fun idea for those of us attending Parade to stop by Brainerd on the way back home.

*Run for the Hills – Black Hills, South Dakota (Late August, typically before Labor Day)*

This event is hosted by the South Dakota Region and tends to sell out quickly. Last year, we had a great turnout with 5 cars from our region. Keep an eye out for registration dates as they become available.

*Fall Treffen – Jackson Hole, Wyoming (October 5-9)*

A few of us are planning to attend the fall Treffen in Jackson Hole. Registration opens on Wednesday, June 11, so be sure to mark your calendars!

**A Special Thanks**

A heartfelt thank you to our departing board members: Linda Hogue (Secretary) and Dennis Duncan (Past President). Your contributions have been invaluable, and we wish you all the best.

**Celebrating PCA's 70th Anniversary**

2025 marks the 70th anniversary of the PCA, and our region, along with many others, will be hosting a special event on the anniversary date—September 13th. Stay tuned for more details!

**In Closing**

Let's make 2025 a year to remember—have fun, enjoy your cars, and take the time to meet new people. We look forward to seeing you at our upcoming events!

Rob

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**On the Cover...**

**Snowy Longhood 911. Photo by the Editor.**

**MEMBERSHIP REPORT**

**December 2024**

Primary Members 177

Affiliate Members 102

Total Membership 279

PCA National: 162,755 members

**WELCOME OUR NEW MEMBERS!**

Shane and Lenka Charron

2016 911 GT3 RS

If you know someone who owns a Porsche, why not ask them to join the Club?

**Contact Our Membership Chair**

**[Membership@redriverpca.org](mailto:Membership@redriverpca.org)**





Welcome to the New Year! My 911 is fast asleep under its cover in the garage, but I have plans for it in 2025, including some long-verdue minor bodywork. When I got the car way back in 2010, it had a small dent on the passenger rear quarter. There's a crack in the paint that rules out paintless dent repair but I am thinking I should just bite the bullet and have it fixed and paint-matched. And while I'm at it I should get the mirrors painted as they are heavily scarred from road stones. And the headlight trim rings could use a repaint too. And while we're there, one of the headlights has a repaired (but visible) chip, it should be replaced. And, and, and...

Anyway I'm thinking it's maybe time to do some of these long-outstanding small jobs just to bring the car up a bit. It shouldn't take too much time (only about twice as much as I imagine) or money (maybe four times as much?) but doing this work would give some real satisfaction. Unfortunately I won't be able to do the painting myself, but I have someone in mind, if I can get ahold of him. But the headlight, and some disassembly, I can do.

Bring on the spring and enjoy the rest of the wintertime!

Dallas



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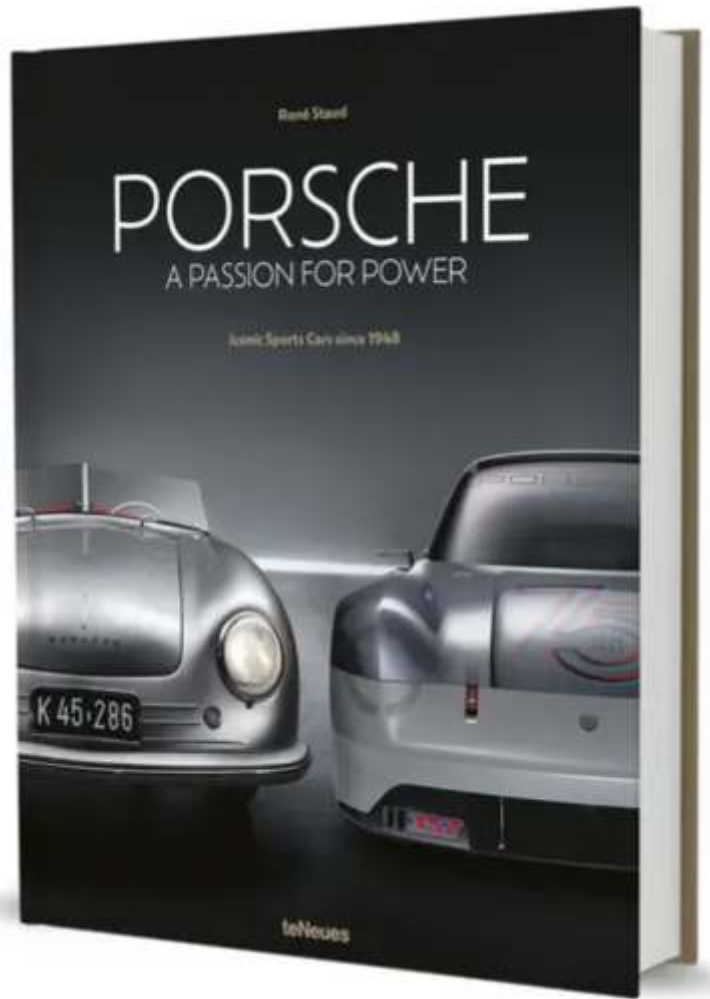
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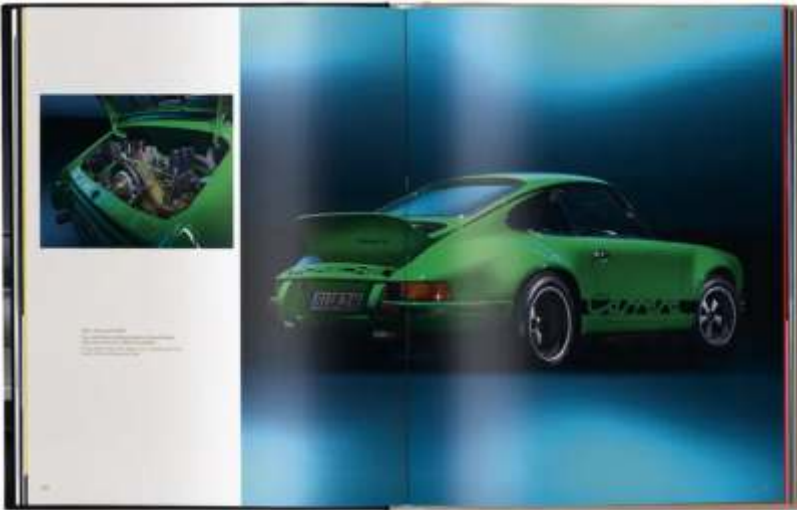
**FAB FRANZ  
 STEF FRANZ  
 TONY SCHETTINI**

# BOOK REVIEW: PORSCHE A PASSION FOR POWER

Review by Dallas Ewen, Photos teNeues

teNeues Verlag is a publisher well-known to aficionados of automotive and art books. Founded in Krefeld, Germany before the Second World War by Dr. Heinz teNeues, the publisher has a reputation for producing beautiful, high quality, beautifully photographed, weighty tomes on subjects including art, music, travel, sports, and luxury goods - including cars. So when I was offered a review copy of their new book "Porsche, a Passion for Power" I could hardly refuse. I knew that it would be a high-quality volume that would appeal to our club's members, and I was bang-on the money.





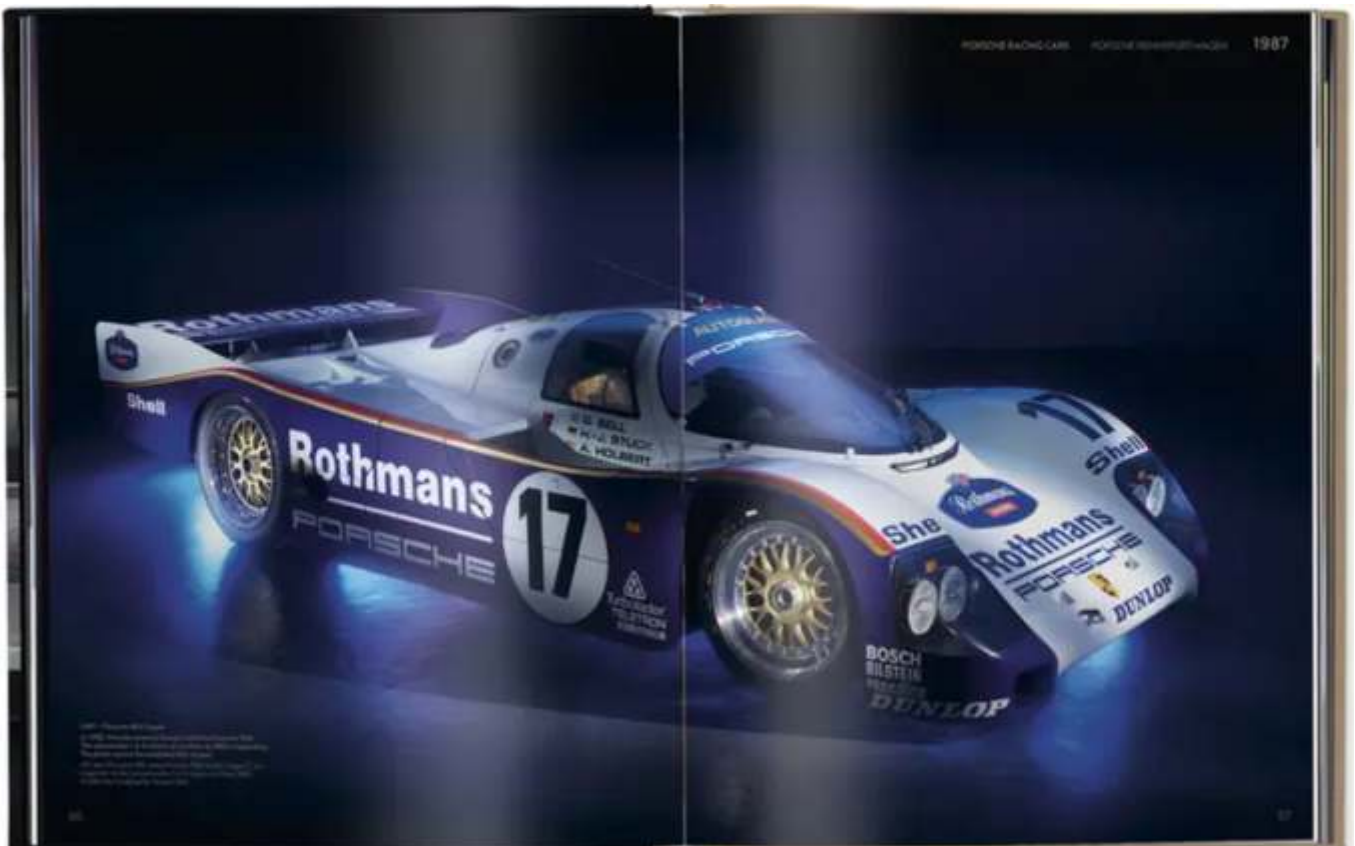
The book is primarily the work of photographer Rene Staud, renowned for his automotive studio photography. Inventor of the trademarked “Magicflash” surface-lighting system, Staud has been photographing cars for art and advertising for over 50 years.

He’s teamed up on this project with writer Tobias Aichele to produce a massive volume (11"x13 3/4" hardcover, weighing in at over six pounds).

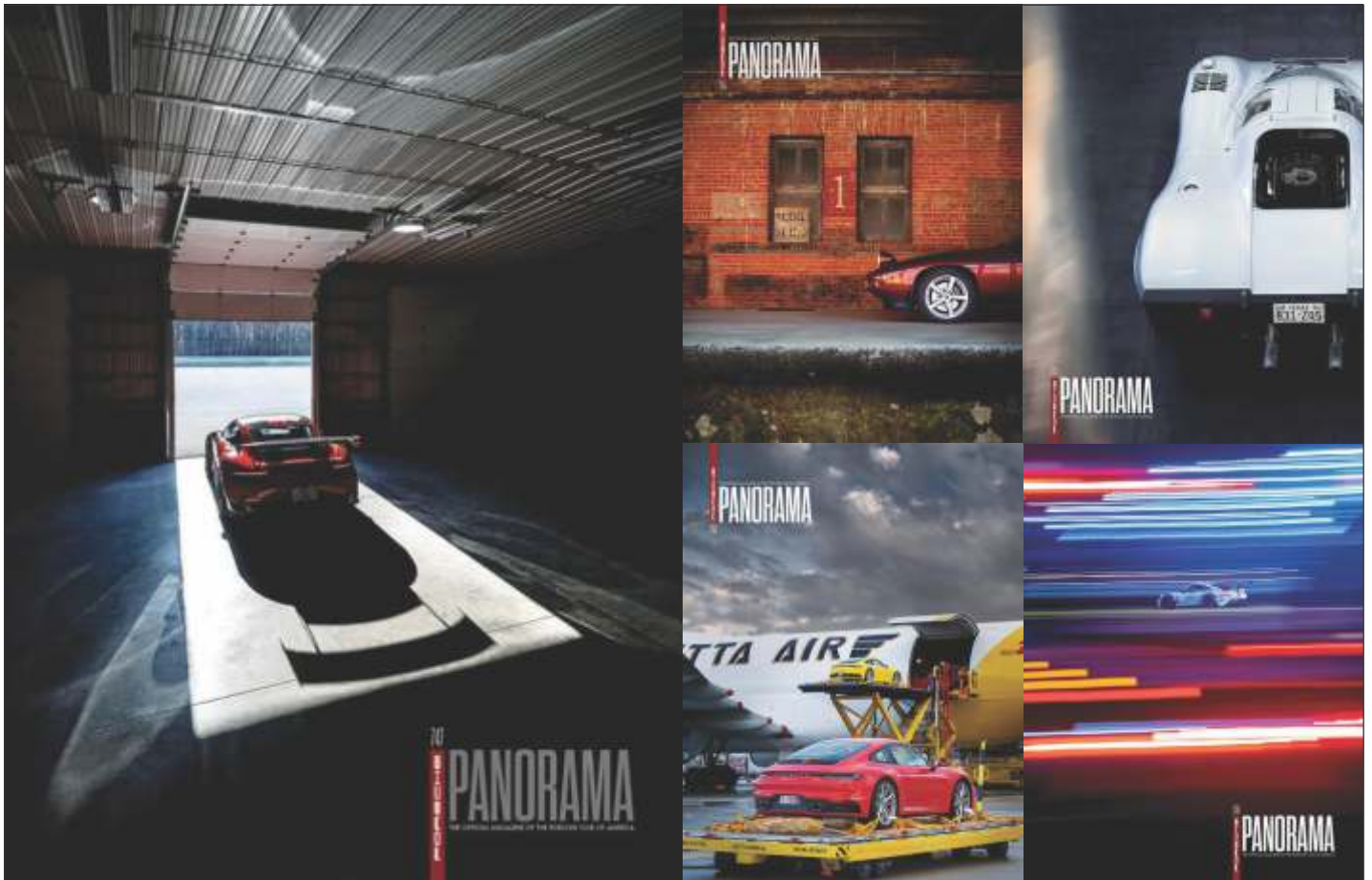
The book was first published in 2023 and commemorates the 75th anniversary of Porsche. As such it presents a chronological review of Porsche sports cars, starting with the tube-framed mid-engine “356 #1” and ranging all the way to the new Taycan, with some wonderful divergences into racing cars, super sports cars, rallying, and formula cars.

The text presents some interesting history and facts about the featured cars - in both English and German, typical of teNeues.

But let’s face it, the reason you buy a massive coffee table book like this is for the pictures, and they are gorgeous - some of the best Porsche photography I’ve ever seen in print. The Magicflash really produces some stunning images (as seen on these pages) and the reproduction on semi-matte heavy paper of the book is really impressive.







## Porsche Panorama

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*Porsche Panorama* is the official magazine of the Porsche Club of America. A 160+ page glossy, full-color magazine that features the work of some of the most prominent automotive writers and photographers in the industry. When other magazines are shrinking in size, or printing on lower-quality paper, *Porsche Panorama* is doing just the opposite, bringing you feature stories about classic Porsches, Porsche personalities, and the latest new models from Porsche.

Sign up for a PCA membership today. It's the only way to get *Porsche Panorama*. Your \$46 annual membership breaks down to just \$3.84 an issue. Not counting the other myriad benefits of membership, it's an incredible value.

CURRENT AND BACK ISSUES ONLINE: <https://ww2.pca.org/panorama/current>



# PORSCHE CLUB OF AMERICA



All the heavy hitters are here too - 904, 910, 917 (Porsche Salzburg AND the Pink Pig), 1973 911 Carrera RS, 911 RSR Turbo 2.1 (my favourite of all time), transaxle cars, modern 911s, and even the Taycan. The book is 272 pages and like I said, probably the best coffee table Porsche books I've ever held in my hands. This is a fabulous book.

The book retails for US\$110, but I've been extended a special offer for members: 30% off or USD\$77.

Just click this link to be taken to the offer. Do it right away as it will expire on February 16, 2025!

<https://shop.givingtons.com/products/porsche-a-passion-for-power-iconic-sports-cars-since-1948-english-and-german>



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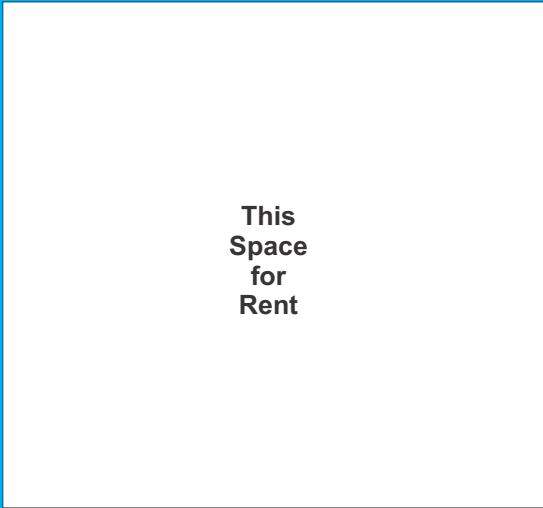
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**PORSCHE CLUB OF AMERICA**

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Advertisements will run for one full year (six issues) and the rates listed are for the FULL YEAR.

Advertisement fees are payable in advance of publication. Please contact the Treasurer at [treasurer@redriverpca.org](mailto:treasurer@redriverpca.org)

Classified advertisements will continue to be free for members, please see the Classifieds section for full details.

*Rates current as of the date of publication and are subject to change*





# Holiday Party!



On November 30th the Club held its annual Holiday Party at the Gates on Roblin. By all accounts it was a great success!

One hundred and five tickets were sold for the event and guests were treated to a selection of dinner entrees, including plank roasted salmon, broccoli and cheddar stuffed chicken, and beef tenderloin, plus hors d'oeuvres and dessert.

Raffle tickets were sold for the grand prize of the evening, a Garmin Porsche watch valued at \$1,700, donated by Porsche Centre Winnipeg. The raffle proceeds benefitted CancerCare Manitoba, an organization familiar to many members and one which does a great deal of amazing work for cancer patients. VPS, Deluca's, Frankie's Restaurant and PCW donated a ton of door prizes which were also well received by the guests. Member Bill McDonald designed a calendar for sale at the event with proceeds also donated to CancerCare.



After dinner, attendees were entertained by The Band (no, not that Band - but one made up of all-star session musicians who've played with many well-known rock groups including the Guess Who, Tom Cochrane, and Loverboy). The music was loud and energetic and lots of dancing ensued!

(continued on page 12)



## PCA Sim Racing provides fun and competitive online racing against PCA members from all 14 Zones!

Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

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FOR MORE INFORMATION: <https://pcasimracing.com>



**PORSCHE CLUB  
OF AMERICA**





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# PCA Celebrates 70 Years!

Porsche Club of America started in 1955 with 190 charter members. 70 years later, PCA has grown to over 167,000 members, across the United States of America and Canada, in 14 Zones and 148 Regions with thousands of events annually! PCA has big plans for our 70th anniversary including special events, activities and announcements!

*Save the Date: September 13, 2025*



## PORSCHE CLUB OF AMERICA

Dr. Marco Essig was the lucky winner of the Grand Prize.

The final tally resulted in just a little under \$3,300 donated to CancerCare Manitoba, a really great result for a particularly deserving organization.

Special thanks from the Club go out to Dale and Eleanor Milne for their organizational work, Bill McDonald for designing the charity calendar, Helmut Waedt for managing ticket sales, Porsche Centre Winnipeg for the grand prize donation and other businesses for donating door prizes, and to all of the members that came out to buy raffle tickets and have a good time.

See you next year!





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# CARS AND BIKES DEEP SOUTH BUCKET LIST

Words and pictures by Dallas Ewen



The Barber Vintage Motorsports Museum



Ford GT40

So back in the Fall of 2024 I decided to take a trip to do some things on my bucket list. Specifically, I wanted to visit the Barber Vintage Motorsports Museum in Birmingham, Alabama – the world's largest motorcycle museum. While I was down South, I thought I could drop into the Porsche Experience Center in Atlanta and drive some cars on their track. And lastly – not automotive related – I wanted to visit a musical Mecca of sorts, Athens, Georgia, only an hour or so west of Atlanta.

Getting to Atlanta from Winnipeg is easy, there's a direct Westjet flight. Hartsfield-Jackson Atlanta International Airport is monstrously large though so be sure to allow sufficient time to get through it to the car rental, I think it took two buses and a train. The place is sprawling. Anyway I picked up my car there (Toyota Corolla – and side rant: why does it not have any USB ports??) and drove to Birmingham, about two hours east on the Interstate, arriving in early evening.

I'd left Winnipeg on Sunday so my plan was to visit Barber on Monday first thing. Visitors to the South should be aware that many public museums and attractions are actually closed on Mondays but fortunately Barber is open every day. It's located on the outskirts of Birmingham and is a legit impressive facility. George Barber's father owned a huge dairy business that George later sold, and consequently he is a multi-multi millionaire. His enthusiasm for motorcycles is pretty impressive, he has a collection of nearly 2,000 bikes. Obviously he needed a place to put them, so he "invested" over \$130M in building a world-class racetrack facility with attached architectural museum building. The facility hosts professional top-level racing but I wasn't there to see the track – I was there for the museum.



WOW WHAT A MUSEUM. If you're into motorcycles at all, this place should be on your must-visit list. The place is four stories tall and mostly made of glass. There are bikes everywhere (even stuck on the sides of the elevator!) and they're from all eras, but mostly from the nineteen-teens to the nineteen-nineties. And mostly sportbikes, which is exactly my jam. Highlights for me in terms of bikes – vintage Ducati 750SS and 900SS (multiples of these!), Honda RC30 and RC45, Harley VR1000 (with a busted indicator! Shame!), Moto Guzzi MGS-01 and Ghezzi-Brian Supertwin, Harley and Indian boardtrack racers, Manx Norton, Egli Vincent and Black Shadow, Bimota VDue, Yamaha 500GP bikes, oh my God so many awesome machines.

There's even something for four-wheel fans, including several vintage Formula One cars and a random Porsche! But I have one cool anecdote from the visit and a brush with fame. One of my favourite bikes of all time is the Britten V1000. This was a very limited production v-twin racebike designed and built in New Zealand by genius constructor John Britten in the 1990s. The bike had all sorts of cool technology and was well ahead of its time with carbon bodywork and alternative front end, proprietary OHC engine design, and of course bright-pink '90s bodywork. Anyway Barber has one of the 10 built, but I spotted it locked up behind a glass wall in the “Barber Advanced Design Studio.” When I asked a passing volunteer if I could have a closer look at it, I was told that the Design Studio was closed and he couldn't let me in, but “Pierre” might be along later and if he showed up he might let me in. I was disappointed but carried on looking at more bikes. A few minutes later the volunteer came back and said “Pierre's in the Studio, just knock on the door.” So I raced back and did so.







Britten V1000



Ghezzi-Brian Supertwin



30th Anniversary Supermono

A fellow in his mid-60s came along and let me in. We started talking bikes and he showed me around the Studio, a Vincent Black Shadow was disrobed for photography and he remarked that the 4" Smiths clocks on the bike were his favourite motorcycle gauges ever. I like this guy, I thought. Then he showed me around the 3D printing and scanning facility, explaining how the Museum uses the equipment to make 3D parts. Then we looked at more bikes in the Studio, I noticed they had a Ducati Supermono and he idly said something about "my bike" – then I realized that this guy "Pierre" was famed South African motorcycle designer Pierre Terblanche! Amazing! While I quizzed Pierre about his amazing design oeuvre (which of course includes the Supermono as well as many other Ducatis) he also showed me the 3D-printed design study of his updated 30th anniversary Supermono (some remarkable tech and features on that one). It turns out that Pierre is now employed full-time at the Museum, where his duties include designing the facility's furniture (!). Of course I got a photo with Pierre and really treasured this one-on-one visit with a true motorcycle legend.



Pierre Terblanche and his Ducati Supermono





Porsche 550 Spyder at Barber

I spent about three hours at the Museum and it was amazing. The weather was gorgeous (high 70s and sunny) and even walking around the track grounds was cool. There weren't any cars out and it was nice and quiet – unfortunately I had to take a work call but it was easy in such a great place.

There was lots of other stuff I did in Birmingham – Sloss Furnaces, Southern Museum of Flight, Red Mountain Park, the self-guided civil rights trail walking tour – but I'll skip ahead to the next bucket list destination – the Porsche Experience Center Atlanta.



Norvin Café Racer



MV Agusta



Hailwood's NCR Ducati 900SS





The PEC Atlanta was the first North American Porsche Experience Center, and is incorporated into the headquarters complex of Porsche Cars North America at One Porsche Drive (or “OPD” as the cool kids call it). It's right near the airport so is really convenient for out of towners to visit. As far as driving, there are lots of “experiences” to choose from (everything from Macan S to Boxster, Cayman GT4, on up to four hours with a GT3 RS!) but I'd made a reservation online before I left Winnipeg – the “mid vs rear engine experience,” Cayman GTS vs. 911 GTS. I arrived early to check out the inside of OPD and it was pretty impressive. The building stood in for the Avengers' headquarters in Captain America: Civil War and it's really cool. There's also cars on display in a mini-museum space. But the reason I was really there was to drive!







When you drive at the PEC you're assigned a "coach" who'll drive with you – mine was a really interesting dude called Chance Morris. His background was mainly stunt driving and drifting, he told me he'd worked at a driving theme park in China as well as working in driving shows for Disney. As we were driving I told him a story about my wife Pam's time in China in the early '90s and he got a kick out of that. Anyway we started with the 911 Carrera GTS – rear engine. We drove on the South Track at the PEC, it's a fairly tight circuit but you can build up some speed. Flat out of the "pit", aim for the pole down the straight, drift to the left, brake hard then turn right, then left, then hairpin right, then left, left again, hairpin right, aim for the gap, ease left then flatten the throttle down the back straight. Over the rise, brake hard and turn right to start the next lap. About 90mph and over 1G lateral acceleration, it was super fun. After a bunch of laps we tried the low-friction surface. This is a rectangle a couple hundred feet long and maybe 75 feet wide, watered with sprinklers. You approach at 20-25mph and as your rear wheels go over the kickplate, it kicks right or left. You have to catch the slide (be ready for it!) and then you're free to turn donuts on the pad, or do whatever you like. We did this a bunch of times.







The third element of the experience is what they call the “go-kart track” – a very tight circuit with low friction surface in the corners, perfect for drifting. Chance tried his best to get me drifting and succeeded in the end, but I found it tough, mainly because my brain is trained for roadracing – hands at 9 and 3 on the wheel, thumbs hooked over the spokes. But to drift, you need your hands on the outside of the wheel at 8 and 4, shuffling the wheel. This is necessary to get the amount of lock you need to drift – you can't turn the wheel far enough, fast enough with hands at 9 and 3. Once you retrain your brain, drifting gets easier.

Anyway the 911 and Cayman were quite different to drive, but both were super fun. The 911 was more powerful of course but the Cayman handled much more nimbly, due to its better balance and lighter weight. The comparison on the track was illuminating. Finally, with 5 minutes left in the 90-minute session, Chance asked if I'd like to take two more laps driving, or ride shotgun with him driving. I said “you take me for a couple laps.” He was good with that but asked if I thought I might get carsick – I said no – but he warned me that if I got sick in the vents of the car, I'd be paying the entire US\$2,500 insurance deductible. It had apparently happened before! But we ripped off a couple quick laps and I was fine!

So that was my experience at the PEC, I highly recommend it if you have a chance. There are “experiences” where you just passenger in a car with a coach driving, but I really encourage you to drive the cars yourself. It's worth the money and definitely something for the bucket list!







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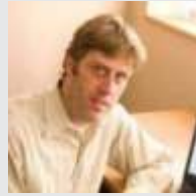


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## Meeting Schedule

Regular Club meetings occur on the first Wednesday of each month commencing at 7pm. Please feel free to come earlier for food and fellowship before the meeting.

5 Feb Monthly Meeting Tony Roma's St James

5 March Monthly Meeting Tony Roma's St James

Check [www.reddriverpca.org](http://www.reddriverpca.org) or watch your email!

*Statements appearing in issues of "Red River Ramblings" are those of the authors and not necessarily those of the Red River Region or PCA. The Red River Region is not responsible for any services or merchandise advertised herein. The word "Porsche" is used herein solely to identify a make of automobile and does not indicate an affiliation or relationship with the manufacturer or distributors.*

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# The New Macan EV



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