

The Long Way to My New Porsche

By Scott Millhouse

My name is Scott Millhouse. I rejoined PCA a few months ago and soon will take the second delivery of my new 2023 Boxster. Before I get to that, I should provide a little background.

My wife and I lived and worked in Germany from 1984-87. While there, we bought a 1982 European specification Guards Red Porsche 944. That was back before any European pollution controls or safety standards, so it was higher performance than a US model. We were PCA members and participated in Autocross, Road Rallies and factory tours of both the Zuffenhausen 911/928 factory and the Audi factory 944 production. Back then you could take pictures of the plant and employees took beer breaks. We drove that car throughout Europe during our tour. I planned to do the DOT and bring it home with us. Instead, my wife was expecting our first child so the car was sold. I hoped to someday return to Germany and pick up a new Porsche at the factory.





Fast forward a few years and to scratch my sports car itch, I bought project car 914s and autocrossed them (back when they were cheap and plentiful) and then later switched to Miatas. With the itch still not satisfied, I then built a Factory Five Cobra kit car and bought a Mercedes 350SL.



Neither fulfilled me so I sold them both and started looking for a 2012-2015 981 Boxster since I thought I did not want the new turbo model. They were scarce as I wanted equipped and the prices kept climbing, so I decided that ordering a new 718 would be a better option. I ordered a new 2022 in August 2021. Production

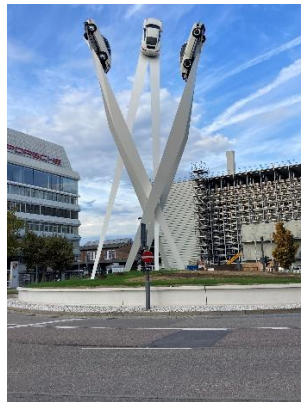
was delayed but it was finally built in February 2022 and shipped on the Felicity Ace.

That ship caught fire and sank with over 4000 new cars including 1100 Porsches. Porsche promptly rescheduled production for June, and then Russia invaded the Ukraine. The Porsche wiring harness production in Ukraine was then moved to Hungary but that added several more months delay, with production now as a 2023 that was finally built by 15 September. I always wanted a European delivery, but upon initial order they were not providing the option due to COVID. With the delay, we arranged for a European Delivery at the factory in Zuffenhausen for 17 October.



The European Delivery is a no-cost option. Porsche covers a hotel night, a gourmet lunch, registration, insurance, shipping, a full tank of gas, a gift of Porsche cleaning supplies plus museum entry and a personalized delivery and factory tour. We chose the 16-days coverage option.

I highly recommend the delivery experience. They really treat you special. Words cannot adequately explain the feeling of seeing your car ceremoniously uncovered and following that a personal factory tour showcasing how your car is built. We planned a circular driving tour of some of our favorite areas that ended up being over 1600 miles.





We flew into Frankfurt, then took a train to Stuttgart. Upon car receipt, we drove directly to Luzern, Switzerland, for a day touring. Then onward to the Interlaken area to Lauterbrunnen for three days of hiking and biking the Alps. Then on to Bavaria to the Garmisch-Partenkirchen area for four days touring Ludwig's castles, hiking and taking the gondola up to the Zugspitze, the highest mountain in Germany. Next, we drove to Nuremberg for a city tour and then two days in Rothenberg exploring the walled medieval city. Then onward to Heidelberg for a city and castle tour and back to the Frankfurt area. Once at Frankfurt, we met with German friends we had not seen in 35 years and did the Rudesheim area of the Rhine River with boat rides and chair lifts to the scenic crest surrounded by grape vines draped in beautiful fall colors. The next days were spent touring the Rhine River area towns by car and bike and a visit to the Burg Elkz castle. We then drove

back to Stuttgart to drop off the car for shipping to the US and got a train ride back to Frankfurt for our flight home.



Luzern, Switzerland



Interlaken, near where the '85 photo was taken



Jungfrau region



Eiger



Murren



Murren



Neuschwanstein

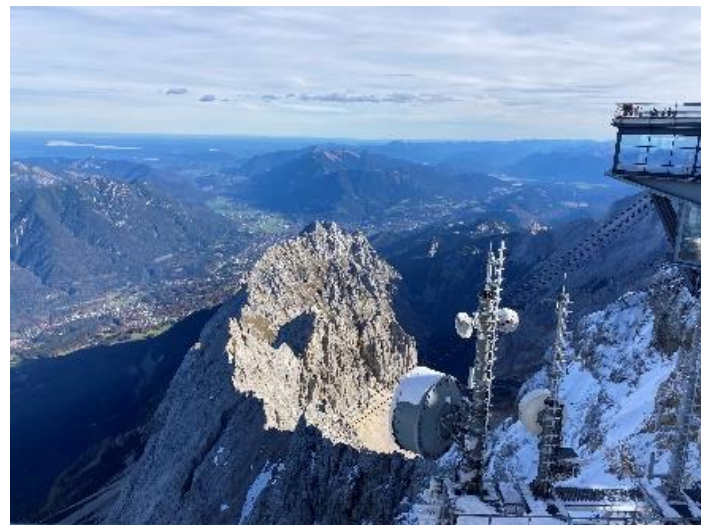


Oberammergau



Linderhof





These three are taken from the Zugspitze, the highest mountain in Germany.





These are in Nürnberg



Rothenberg



These are in Heidelberg





These last three in are in the Rhein River area

Picking up our new Porsche for a European tour was fantastic and completed long-held bucket list items to go back to Germany and also to get another red Porsche.

The curvy roads in Switzerland, Austria and Germany were fun but also challenging, partly due to being narrow without shoulders and unfamiliar but more so when peppered with small towns and villages dropping speed to 30 kph (18 mph) on almost single-lane roads. Regardless, the scenery and driving experience were unforgettable.

Abrupt speed changes ended up being a common theme even on the autobahn. Rarely could you go more than about 20 miles without bottleneaking traffic and speed reductions to 80 kph for construction or entering city areas. I think I used my cruise three times. Likewise, on unlimited speed areas I got to 100 mph (4000 rpm break in limit for first 1000 miles) three times.

Surprisingly the left lane was not full of Porsches and exotic cars but 4-door station wagons, Audi, VW, Mercedes, BMW all going 120-140+ mph. With middle lane at about 85 mph, a 100-mph excursion to the left was soon slowed to merge to the center lane by law to let the faster cars pass. Even though the roads were much more crowded with more construction than 35 years ago, traffic kept moving. Trucks and slower vehicles stay right and you can only be in the left lane to pass and must immediately move over for faster traffic. Everyone uses the zipper concept for merging to a lane so traffic moves. Also no one rides the left or blocks a lane. Unlike the US, there are no family trucks. We saw one F-150 probably owned by a US soldier. Likewise, there are very few family vans. Outside of traffic there was one unexpected concern: where to park a new car to protect it in congested parking areas. We ended up picking some hotels based upon parking and paid extra for a protected area.



As of November 21, my car is currently inbound stateside expected at the Houston port on December 5th. I hope to have local (2nd) delivery before Christmas.