

# SUMMER IN THE CITY



**NUMBER 62 IS IN THE BOOKS.** In many ways, this Parade was similar to those preceding it. In some ways, it was different. But as always, it was the people who made it special. Of course, facts, figures, results, and details are important and will be included here and there, but when it's all said and done, people hold PCA together. People make this organization a family.

In this issue of *Panorama* (and in upcoming issues), you'll meet some pretty interesting characters. There's Sydney, a 13-year-old who has already attended six Parades, and Ray, a nonagenarian, who with his wife, MaryJane, drove their 356C convertible 1,000 miles to compete in the concours and autocross.

There's Gunner, a laid-back, ponytailed Hawaiian who owns a

passel of Porsches on the Big Island, and Crazy Larry, who rubbed and raced with Andretti and Foyt back in the day. You'll read about Alex, whose high-mileage Ocean Blue Metallic 996 was featured in *Panorama* a year or so ago, and Lee and John, Chicago Region members who included Parade in their 10,000-mile trip to Alaska and back. We'll chat with Paul Gregor about his

ten-year stint with PCNA as manager of Porsche Clubs North America, and Ray Shaffer, the manager of Porsche's Classic & Delivery Center in Atlanta. We'll meet folks who have owned their Porsches for 50 years and others who've had their cars for just a few weeks. We'll talk about Porsche-Diesel tractors and high-performance R/C racers. Let's get started.

## WASHINGTON'S SECOND LARGEST CITY HOSTS PCA'S 62ND ANNUAL PARADE.

STORY BY **DAVID MATHEWS** PHOTOS BY **RANDY WELLS, MICHAEL ALAN ROSS, RICHARD BARON AND PARADE PHOTO STAFF**



**AS MOST PCA MEMBERS KNOW,** Parade is held in a different location each year. The 2015 Parade took place in French Lick, Indiana, in the heart of corn country, a little north of the Ohio River. Last year's Parade was located in the verdant Green Mountains of Vermont. And this year's Parade, held in Spokane, Washington, was bordered on the east by Coeur d'Alene National Forest and on the west by the Spokane River. Not only is this annual shuffle refreshing, it also entices area members to come out and see what all the hoopla is about.

Jeff Beebout is a member of the Inland Northwest Region (INW). Because Spokane is in the heart of INW, Jeff, his wife Danette, and their son Kaleb decided to come to their first-ever Parade driving their 2006 Cayenne Turbo S. Jumping in with both, or more accurately, all six feet, the three entered Jeff's 68,000-mile Turbo S in the concours and in the gimmick rally (two person plus passenger class). First Parade. First concours. And a first place in class PP08F!

Pacific Northwest Region (PNW) members Ed and Annette DeVoe drove 320 miles, through the Wenatchee National Forest, to attend their first Parade. "We've been members for 13 years and hadn't been to a Parade. Spokane is close, so we decided to come," said Ed.

"What events did you sign up for?" I asked. "Concours? Autocross?"

"Well, we were kind of late registering and most of the activities were filled. The only one left was that one where some husbands and wives end up arguing and yelling at each other."

"The time-speed-distance rally?"

"Yeah, that's the one."

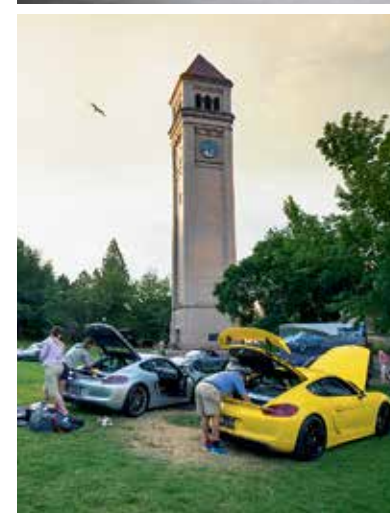
"Ever been on a TSD rally?"

"No, but we read up on it. Sounds interesting."

"Yep...that's an understatement." Actually, Ed and Annette did well, finishing fifth in the R04 Unequipped Plus category—37 years of marital bliss unscathed.



Old, new, large, small, one trunk, two trunks, those with tails, those with none—Porsches of every shape and size made the pilgrimage to Spokane for PCA's 62nd Porsche Parade.



## Mother's Little Helper

IN THE CRAZY WORLD of concours competition, potions, procedures, and protocol take many forms. What is the best cleaner: Mothers, Meguiar's, or Griot's? What about towels: 100% cotton or microfiber? For over-the-road protection: 3M painter's tape or plastic stretch wrap?

When a major cosmetic challenge developed for Honore and John D'Angelo, Loma Prieta Region (LPA) members en route to Spokane, Honore forsook standard cleaning products and thought outside the box, or more accurately, inside the bottle.

As Honore related: "On the drive here, I had my seat warmer on to ease the chronic back pain I have. Because our 60th Anniversary GTS Club Coupe is so comfortable, I fell asleep." Nothing wrong with that, right? Who doesn't like heated seats? But a problem developed.

"Prior to beginning the drive, I put on one of those pain relief patches," Honore continued. "You know, the ones that have adhesive

backing. Well, the seat warmer loosened the adhesive and the patch came off. The adhesive didn't. When I got out of the car, we saw a messy streak on my Alcantara seat."

The GTS Club Coupe is the D'Angelos' pride and joy. Not only is it a very special model, they traveled to Germany to pick it up from the factory. They drove 900 miles from San Carlos, California to Spokane to compete in the Parade concours. An ugly, sticky smear simply would not do.

"We tried everything we knew to remove it, from Simple Green to plain tap water," continued Honore. "Nothing worked, so I Googled our problem. I found that grain alcohol might work." Grain alcohol? Like...moonshine? They were ready to try anything, so they stopped at a liquor store and purchased a bottle of 190-proof Everclear. "Believe it or not, that adhesive came right off. And we had quite a bit of the stuff left." Better yet, the D'Angelos' Club Coupe took first place in Class PP12T. —DM





**FOR OTHER MEMBERS**, location makes no difference. They pack up their cars and go, no matter where. Jeff Jackson and his friend Terry Davis, of the Southern Indiana Region (SIR), traveled to Spokane from Evansville, Indiana, a distance of nearly 2,200 miles, driving a very special model—a GT3M. Haven't heard of a GT3M, you say? Jeff decided to have a little fun during his preparation for the trip, so when he applied painter's tape to the front clip, mirrors, and such, he added "M" to the GT3 designation. 3M...get it?

Jeff and Terry did have one minor mechanical issue on the way. "Turned out to be a bad idler pulley rather than the alternator I suspected," said Jeff. Porsche of Spokane arranged to have the part overnighted to them. The repair completed, Jeff competed in and won his autocross class, S10, with the 3M painter's tape a little frizzled with wear.

Two years ago, I met Alex Llorente, a First Settlers Region (FSR) member since 1972, in the hospitality room at French Lick. Alex was driving a high-mileage 1999 996 at the time but was awaiting delivery of his very special 60th Anniversary Club Blau 911 GTS coupe.

Unfortunately, a serious illness beset Alex in early 2016, and because he was too ill to drive, he reluctantly sold his Club Blau coupe. *But...* what is it that they say about good men? It's hard to keep them down. "I could not stand being Porscheless," Alex said. So in April 2016 he purchased a Black Edition 911. Although still unable to drive to Jay Peak, he vowed that he would make it to Spokane.

That he did, and then some. Alex and his wife, Amy, embarked on what ended up being a 29-day, 7,600-mile "victory" tour, stopping at national



Concours competition rewarded the flexible, the innovative, and the obsessive-compulsive. Q-tips, headlamps, and over-the-shoulder advice contribute to winning scores.



Open wide, please. Kathy Smalley and Bill Thorp turned sub-38s in this Boxster, Cary Kutter put the pedal down in his Carrera, and Mike Koozmin managed a sub-37 with his 914.

## Autocross Hot Shoes

**AUTOCROSS IS ONE** of the most popular events at Parade. Autocross veterans in highly modified cars, newbies in the most basic Porsche Boxsters, and the entire gamut in between do their best to get around a weavy collection of orange traffic cones faster than the next person in line. Two drivers in particular caught our attention, and thanks to PCA President Caren Cooper and Leeds and Wendy Gulick, chairs of the autocross event, we were able to capture some unique images of these drivers as they negotiated the course. Not often does one see a Dodge SUV, with a cameraman hanging out the back, leading a hot rod Porsche through the course. But that's what we did.

"Crazy" Larry Chmura, a member of the Inland Northwest Region (INW), has been driving cars faster than most for a while now. A PCA member for 43 years, Larry has owned his 1960 356B since 1976. His "mildly modified" coupe produces 260 horsepower. He au-



tocrosses the car and competes in hill climbs. When it comes to cars, you name it, and Larry has done it. During the IMSA and Trans-Am days, he competed with the likes of Mario Andretti and A.J. Foyt. Nowadays, Larry limits his competitive activity primarily to PCA and SCCA events. The 62nd Parade autocross course was unkind to Larry, however. Three runs; three DNFs. "Don't know what the x&%# happened out there," remarked the feisty Mr. Chmura. "Couldn't get it done today."

Steve and Sherry Farnham from the Longhorn Region (LHN) had better luck. Driving Sherry's Racing Yellow GT4 (they left Steve's

identical GT4 back in Texas), Steve finished 0.7 second behind the winner in class S10M. Sherry struggled a little with her runs; however, she usually enjoys autocrossing. "It's my freebie. If I rub the paint a bit, I don't get into trouble," she says.

Steve joined PCA in 1999 and began autocrossing in 2000. Sherry joined the mayhem in 2008. They've been to a number of Parades and enjoy many different events. In addition to autocrossing, they competed in the concours, the tech quiz, and ran in the 5k. A retired NATO Air Force commander, Steve drives with authority. —DM



parks and interesting sites along the way, including shaking the Tail of the Dragon in North Carolina. “We averaged 30.6 mpg, despite some exuberant, triple-digit romps.”

Lee Lichtenstein drove his 2010 Cayenne from Chicago this year, notching his 33rd consecutive Parade. Along with his TSD rally partner and traveling companion, John Miller, Lichtenstein told us that Spokane was merely a temporary stop in a much longer journey—a 10,000-mile bucket list trip to Alaska and back. They made time, however, to volunteer at some of the events and place fourth in the R02 Navigational Class in the TSD rally.

When the topic of long-distance travelers comes up, Mike and Teri Holtzclaw from the Alaska Region (AK) are nearly always at the top of the list. Mike and “Ole Bessie” (his 1985 Guards Red Carrera) have won the Michelin Longest Distance Driven Award multiple times. This year, Mike and Teri were joined by several other Alaska Region members: Jamie and Tracy Benard and their son CJ, Dave and Yvonne Oliver, and Donald and Tess Falkenberry.

A trip of this length (nearly 6,000 miles round trip) requires planning, because a cell phone call to AAA if you’re stuck in the middle of nowhere won’t get you too far. On the list of necessities: insurance cards, passports, flashlights, metric tools, hammers, zip ties, silicon tape, drop cloths, fan belts, bearings, and...bug spray. “Our bugs are so big, you could have them for lunch.” Despite the pre-planning, road debris, flat tires, driveline issues,



Infamous “Ole Bessie” and the hardy contingent from Alaska posed at the Davenport Grand. The hotel’s complimentary car wash area was a welcome sight for grimy road warriors.



## People’s Choice

A PCA MEMBER SINCE 1985, Eric Linden of Seattle has been immersed in Porsches since he was very young. That’s because his father’s company, Auto Foreign Services, was a Pacific Northwest importer for tourist-delivered German automobiles in the 1960s.

Eric found his very rare 1967 911S Targa about a dozen years ago in Anacortes, Washington. When he bought it, the car was tired, but it was all there and numbers matching. Not able to contain himself, Eric enlisted Dave DiMaria of Vintage Car Works in Colorado to do a nut-and-bolt bare metal restoration.

“Tony at Autobahn Interiors did the interior, and he managed to save the original headliner, which in early Targas is a perforated vinyl,” Eric notes. “Harvey Weidman did the wheels, and Mark Akers rebuilt the engine. All the small items, like the window washer pump, relays, and dash switches, are the correct versions for this car.”

The steering wheel was treated to a soft gloss finish so it wouldn’t look “over-restored.” Several low-mileage original paint 1967 models were researched in order to determine originality.

After four years of effort, Eric’s Targa arrived in Spokane at 2:30 a.m. on Monday morning, seven hours before the concours judging was to begin. Just the day before, it was discovered that the brakes had seized



from sitting too long. Disassembly and repair took valuable time away from prep that would now have to be done on site.

After a couple hours of sleep, Eric and Dave began last-minute installation of various loose items on the lawn. Among these were NOS seatbelts, Fuchs center caps, and engine compartment decals. The Polo Red paint job had the most exceptional “orange peel,” which was achieved after repeatedly applying spray patterns on a piece of vertical steel to achieve the desired effect.

When all prep was halted according to the rules, Eric’s Porsche was 100% perfect—except for one glaring omission. In their pre-dawn scramble, they forgot to install NOS rubber pads on the brake and clutch pedals. That oversight cost them the overall win in their class, although they still finished high enough in points to achieve the Gmünd award.

But redemption comes in all forms, and at Tuesday night’s banquet, Eric was awarded the Concours Honorary Judge’s Choice Trophy by Wolfgang Porsche himself. —Randy Wells







electrical gremlins, and forest fires plagued this group nearly from the beginning. But Mike's motto was, "Improvise and just get it done." A hardy bunch, they arrived a little worse for the wear, but on time and in good spirits.

Because of the unique environment of their state, Alaska Region members (88 strong) are creative when it comes to Porsche club activities. Social events are popular. Ice racing is popular. And there is some nameless something that combines autocross with hills and mud that appeals to a certain segment of the Alaska Region membership.

Alaska makes up one half of Zone 11; Hawaii (HI) makes up the other. Beginning as a group of 10-15 Porsche enthusiasts in 1958, HI became an official PCA region in 1959, the same year the Pacific islands were granted statehood. The region now boasts 160 members, most of whom reside on Oahu. Although transportation was challenging, 32 HI members attended this year's Parade. Eleven members shipped their cars from the islands, several more purchased Porsches on the mainland, and others just came along for the ride. Matson, Inc. provided the shipping services, at roughly \$2,000 for a round trip.

Region President John Meyers discussed some of the region's activities while members arranged



John Meyers, Hawaii Region President, showed his colors. Below: Palm tree view of the Hawaii Region.



## Crazy for Orange



THERE'S NO BETTER WAY to arrive at Parade after a road trip from Salt Lake City than in a paint-to-sample Gulf Orange Cayman GT4.

That's exactly what Roger and Sue Bird did. Thanks to some texts and emails from fellow club members who reported from the road, they found adventure on a route that took them on several deserted and super twisty byways.

As avid members of the Intermountain Region, they had previously brought their Signal Orange 914-6 to PCA events. You may remember that Porsche gracing the cover of the February 2012 *Panorama* to promote the Parade in Salt Lake City that year. When they had a chance to buy a GT4 in an orange color a year ago, they jumped at it.

"I had a deposit with a local dealer who said they could order a GT4 for me," Roger

recalls. "After waiting nearly nine months and being told repeatedly I was first on the list for the next available car, I started losing hope. Fortunately, I found this Gulf Orange GT4 on consignment at our other local dealer."

The paint-to-sample GT4 with 1,900 miles was a rare find. Now Roger and Sue have two orange mid-engine Porsches built 42 years apart. "In some ways, they are very much alike," Roger remarks. "In others, they are light-years apart. Having autocrossed and tracked the 914-6 for the last five years, getting into the cockpit of the GT4 was like sliding into a fighter jet. It felt much larger and wider than the 914-6."

Once Roger turned off all the stability controls and started sliding the car around on the autocross course, the similarities started to surface. "My 914-6 is modified to GT form

with a 3.2-liter flat six with 45mm Webers and a 911 front suspension. So the power-to-weight ratio is about the same," he notes. "Van Gogh once said, 'Orange is the color of insanity.' So I guess I am in double trouble!"

Finishing fourth in Preparation Class PP145 of the concours and third in the S10M autocross class with the GT4 was very rewarding for Roger. "I enjoy the concours because I have an opportunity to meet lots of different people and make new friends. The bright color and contrasting graphics always get a lot of attention. It's a really hard car to miss!"

"There's nothing quite like Parade," Roger and Sue enthuse. "Every ride in the host hotel elevator was like being in a little clubhouse. For us, it's all about the chance to meet fellow PCA members, renew old acquaintances, and enjoy the shared passion for Porsches." —RW







their cars for the group photo. “Social events make up the majority of our events.” Gunner Mench added, “Tours, rallies, and charity functions are also popular. We try to do a group event every quarter.” In true Hawaiian spirit, PCA members often loan their Porsches to each other when traveling between islands and to and from the mainland. “I joined four or five years ago,” said Gunner. “I flew over to Oahu to do a couple of rallies with them. I borrowed a 911 from one of the members who was out of town.” Gunner now owns 13 Porsches, most of which are licensed and running. “Yes, I am a crazy man.” When friends travel to the Big Island, he loans them one of his. *A’ole pilikia* (no problem).

**THE 2018 PARADE** will be held July 8-14 near Lake of the Ozarks in the heart of central Missouri. Awesome roads, beautiful scenery, cool cars, and outstanding accommodations are guaranteed. But it’s the people, like those profiled here, who are the real story. 🍷

This 1923 Texaco station provided a popular photo op. All-stars (left to right): Paul Gre-  
gor, Grant Larson, Prescott Kelly, Dr. Wolfgang Porsche, Oliver Blume, and Detlev von Platen.



## Two Transaxles



IT WAS ONLY FITTING that in honor of the 40th anniversary of Porsche’s transaxle cars, we looked to owners for their thoughts and impressions of this unique model series. The 924 was revolutionary for its time, especially for a car company with a history of rear-engine cars. With a water-cooled engine in the front, a transmission in the rear, and a hatchback design that provided loads of storage, the 924, 928, 944, and 968 were immensely popular, with nearly 400,000 vehicles sold between 1977 and 1995.

Two transaxles caught our attention at Parade—each similar in basic design and structure, yet very different in style and use. Alfred Abken, a member of the California Central Coast Region, owns a heavily modified, silver 1982 924. When he purchased it in 1995, the car was a basket case (the engine was actually in boxes), but Alfred turned it into a 924 Carrera GT tribute. Modified? Yes, indeed. Alfred’s car now sports a 968 3.0-liter engine



and drivetrain and 944 Turbo brakes. Body panels came from here and there.

What was it that attracted Alfred to his transaxle? “Back in the 1980s, I began looking around for a car and just liked the looks of the 924. And it was what I could afford at the time.” Alfred’s first Porsche was a 1980 924, followed by a 1987 944. And what about his current car? “The steering is direct. The car is forgiving, with very little lift throttle

oversteer and virtually no understeer. And it gets good gas mileage to boot.”

Dave Vadman’s Guards Red 1995 968 Cabriolet is a horse of a different color. Members of the High Desert Region, Dave and Maureen have owned their 968 for 17 years. Although their Cabriolet is a concours queen, taking first place in Class P507F this year, it is in every way a driver, with 120,000 miles on the odometer.

What is Dave’s impression of his transaxle? “This was my first Porsche. I’m an architect by trade; lines and silhouettes are important to me. This was simply the most beautiful convertible I’d come across. It blended elements of the old British dropheads with the modern Porsche coupes. It is silky smooth, with little body roll, and good turn-in.”

Dave and Maureen also own a 1996 993 coupe. Which car do they like better? “They are totally different. The 993 is more raw. I like each of them for what they are.” —DM





# Q&A: Paul Gregor

**AFTER A SUCCESSFUL** ten-year run as PCNA's manager of Porsche Clubs North America, Paul Gregor is returning to Porsche AG in Germany for another marketing assignment. His wife Michaela, his son Alex (15), and his daughter Sophia (11), joined Paul at this year's Parade in Spokane (eldest daughter Lisa was already back at the University of Munich), which was fitting because with Paul, it's always a family affair. Paul has been a fixture at PCA events for many years, and at Parade we had a chance to discuss his experiences in America. Paul has been a great advocate for PCA, and we wish him well in his next assignment.

## How long have you served as manager of Porsche Clubs North America?

I joined Porsche AG on January 7, 2007. Besides PCA, I oversaw the Porsche 356 Registry and Porsche Owners Club (POC).

## What similarities do these clubs share? How do they differ?

They are all similar in that they share a passion for our brand. Club members in general are very gregarious, love mobility and all things motorized, and enjoy organizing events to share their enthusiasm.

Their differences? The 356 Registry is a little more casual. They enjoy their cars, enjoy driving them and sharing information about their cars. Albeit much smaller than PCA, the 356 Registry is still the third largest club in the world, with more than 7,200 members.

The Porsche Owners Club has a strong racing focus. Regionally focused in Southern California, they are big boys (and girls) with big toys who have a very active club life. They are California racers and, in fact, of all the events they have on their annual schedule, only one is not at a racetrack, and that is their annual banquet.

PCA is continental in nature. It is the one that has the full range of activities and events—3,500 to 4,000 events per year across the nation, and with more than 120,000 members, it is the largest independent single-marque car club in the world. It's something that we at Porsche are very proud of.

## How did you link Porsche AG with the clubs?

I'd say that I was definitely the liaison



It has always been a family affair with outgoing PCNA Manager of Porsche Clubs, Paul Gregor, here pictured with his wife Michaela, his son Alex, and his daughter Sophia.

between Porsche in Germany, our sales companies and motorsports here in America, and the clubs. I facilitated the communication between these various entities. I tried to involve Porsche as much as possible. The number one interest of PCA members is more information about Porsche. I tried to facilitate that in a timely manner. In today's world of social media, that [information sharing] has become more and more important and much quicker. I supported events and activities, from motorsports with the Porscheplatz, the Treffens, Porsche Tech Tactics, Parades, and on top of that, supplied basic information, press releases, and content. At the same time, I

strived to involve PCA and its members in our national programs to make sure they were at the forefront and received the respect and the information they deserve.

## How has PCA changed during your tenure?

During the past ten years that I have had this role, I would say that PCA moved from being merely a car club to a professional association with member benefits and a larger number of national events and initiatives. If you look at the model range, there has been a definite move to newer cars and much more new car ownership. There is a definite focus by PCA leadership to inter- ➔

# Porsches of a Different Stripe



High Desert Region President Pete Olsen and "Junior."

**AS ONE WOULD EXPECT**, every conceivable model of Porsche was displayed during Parade week. Race cars and street cars. Gasoline, diesel, and electric-powered cars. Coupes, cabriolets, and sport-utility vehicles. Hatchbacks. Notchbacks. Those with one trunk and those with two. Front-, mid-, and rear-engine cars. Cars with four, six, eight, and 12 cylinders. Porsches with two doors, four doors, or no doors at all. Indeed, there's nothing like Parade if you're looking to encounter a variety of Porsches. For first-timers and old-timers, there was always something special, something unique that grabbed attention. Here were two:

Pete Olson, President of the High Desert Region, brought his Porsche-Diesel tractor, a fully restored, Carmine Red (RAL3002), one-cylinder Junior. Purchased from a fellow PCA member in Kansas in 2016, "Junior" made the trip to Spokane behind Pete's 2014 Cayenne Diesel.

Pete became enamored with Porsche-Diesel tractors after seeing a farmer operating one on a farm in a small village in Germany. "I cautiously pulled to the side of the road to stop and visit with the farmer. He told me about his tractor, a single-cylinder diesel. He was getting ready to put it in the barn for the night and

asked if I wanted to hear it run. Yes, I did. Boy, did it make a racket."

The Porsche-Diesel North American (PCA) Registry notes that, "Between 1956 and 1963, over 125,000 Porsche-Diesel tractors were produced, many of them still in daily operation on farms and ranches all over the world." Tractors were offered in one-, two-, three-, and four-cylinder versions, ranging from 14 to 55 horsepower.

If farm tractors weren't your thing, then what about a purpose-built race car, incorporating carbon fiber, Lexan, and aluminum? With a fully adjustable suspension? One that boasts 6.2 pounds per horsepower? (A GT4 has a measly 7.7 pounds per horsepower.) And weighs three pounds?

Welcome to Radio Controlled (R/C) racing, a perennial favorite Parade event for children from eight and under to, well, let's say, those beyond the age of majority. This year's R/C racing took place on a course in the Grand Hotel parking structure, defined by a firehose-looking barrier designed to keep the R/C cars from running into the crowd, the contestants, the walls, and whatever else was in the immediate area. It was a timed event—the driver/operator who garnered the most

laps in a prescribed period of time was the winner. No injuries were reported. After a numerous hot laps by the R/C racers, ice cream was provided for a welcome cool-down.

Sydney Reid, 13 years old, is a veteran R/C racer. Did I say veteran? Spokane was Sydney's sixth Parade, and her fifth as an R/C competitor. Daughter of Rex and Liz Reid and hailing from the Delaware Region, Sydney also volunteered to man the PCA Juniors booth in the hospitality room. What does she like most about Parade? "I like racing the R/C cars against other kids," she said. "And it's fun to see friends I made at other Pa-

rades. I Snapchat with them, too."

Sydney belongs to a multi-Porsche family—a 2001 Boxster and a 2013 Cayenne share garage space. But what does Sydney want to own when she gets her license? "An Ultraviolet GT3 RS. It's such a cool car!" —DM



13-year-old Sydney Reid: R/C racer, future Porsche owner, and PCA Junior extraordinaire.





## Parade 2017

BY THE NUMBERS

|                         |       |
|-------------------------|-------|
| Registrations           | 1,008 |
| Total attendees         | 2,500 |
| Parade kids             | 44    |
| Concours entries        | 112   |
| Autocross               | 203   |
| Men                     | 159   |
| Women                   | 44    |
| TSD Rally               | 118   |
| Gimmick Rally           | 246   |
| Drive & Compare         | 180   |
| Parade of Porsches      | 250   |
| Historic Display        | 17    |
| Driving Tours           | 18    |
| Participants            | 675   |
| Tech Quiz               | 92    |
| Men                     | 68    |
| Women                   | 24    |
| Golf Tournament         | 40    |
| Men                     | 23    |
| Women                   | 17    |
| R/C Car Competition     |       |
| Adults                  | 30    |
| Kids                    | 26    |
| Tech Academy            | 235   |
| 5k Run                  | 109   |
| Runners                 | 48    |
| Walkers                 | 61    |
| Art Show                | 51    |
| Signs used              | 700   |
| Total Banquet Attendees | 3,955 |
| Welcome Party           | 1,357 |
| Concours Banquet        | 854   |
| Rally Banquet           | 473   |
| Autocross Banquet       | 599   |
| Victory Banquet         | 672   |
| Bottles of water        | 7,584 |
| Pounds of ice           | 3,060 |
| Event Sponsors          | 30    |
| Volunteers              | 717   |

act more actively with its members. There is a strong rise in social media, first of all through the web, and then the various other platforms that are out there. This allowed a greater transfer of information across the board. PCA has become a larger, more professional group. Communications are better. I think the interaction [between PCA and Porsche] on multiple levels has become much better—product information and content sharing improved significantly over this time.

### *What direction do you see for PCA in the future?*

I think that in parallel with Porsche's increasing sales numbers in North America, PCA will realize the continued growth and expansion that they are looking for. In terms of social media, PCA will further diversify their content, reaching more people with it. This will provide an even greater opportunity to link with Porsche AG. From Porsche's side, there is a continued effort to facilitate an effective interaction with the factory and other clubs around the world. PCA is the largest club in the world, yet it is part of a 200,000-strong global family. PCA could benefit by taking a more active role in reaching outside its borders to the other Porsche clubs around the world.

Also, if you look at our sales right now, 60% are four-door products. There is a huge

opportunity to involve a large share of these owners who are new to the brand. They may not come to Porsche because of our motorsport heritage, but for other reasons. They may not know Porsche's traditions and customs, but they represent a tremendous opportunity for us and for PCA as new members. The challenge will be how best to incorporate this new group into the PCA community.

For any manufacturer the size of Porsche, clubs are very valuable. Clubs enrich the ownership experience. They allow owners to interact with the brand in a more engaging and passionate manner. This brings even more people into the family. In this regard, Porsche is extremely fortunate to have PCA as an incredible body of brand enthusiasts/ambassadors.

### *How involved is your family with club activities?*

I have tried to involve them as much as possible. They've attended Parade for the last eight years, and we have attended numerous other events. I brought my brother into the Porsche fold [he bought a Boxster S a year ago] and we have attended a couple of drivers' education events in the Peachstate Region together. We have tried to attend the events that the kids' school agendas would allow; however, the annual highlight was definitely the Parade with the kids' programs for my children.

**Below: The 62nd Porsche Parade "Group Hug." 2,500 PCA members and family made the pilgrimage to Spokane, Washington to enjoy the festivities—concours, autocross, rallies, driving tours, and more.**



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## Our success is measured by performance, innovation and your loyalty.

Among the victories, awards and honors we've received over the decades, the devotion of the Porsche faithful stands as one of our greatest achievements. And this year was no different. Thank you to the 2,500 outstanding attendees who joined us in celebrating the 62nd anniversary of the Porsche Parade in Spokane, Washington and made it the largest in history. As you know, where we come from is as important to us as where we are headed. And while every car comes standard with the earned experience of its ancestors, it is the passion of our members and volunteers that fuels our drive forward. Porsche. There is no substitute.

## Porsche Club of America: Thank you for over 60 years of support.



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**Is there a particular activity that appealed to you?**

To be honest, I liked all of them. Events like Rennsport Reunion, the PCA 60th Anniversary Parade at French Lick, and the development of PCA's Werks Reunion were highlights. Rennsport Reunion is definitely special; it is one of the most phenomenal Porsche events on the planet. Getting the various regions and members involved with that front and center was a source of great satisfaction.

Personally, I am more of a drivers' education person. I love to drive my car. I'd love to track it, but I'm not the ultimate racer, so drivers' education is where I'd spent most of my time.

**What does the future hold for Paul Gregor?**

I am moving back to Germany and will be in my new role starting just a couple of weeks after Parade. I will return to my department, VME, the Experiential Marketing Group. To begin with, I will rejoin Sandra Siegloch's team and work on special projects and international projects. I look forward to making sure that the American experience I've had the past ten years is communicated to the factory.

With regard to continuity, I've had the good fortune to work closely since February with my successor, Mark Harston. Mark comes from an automotive education and event background, with considerable

experience in motorsports—hence a car guy. I have been able to guide him through a very detailed “on boarding” process, both here in the States and in Germany at the factory. I am sure that, as I have, he will enjoy his interaction with this brand and its enthusiasts.

As I've said before, PCA is not losing a member but gaining a member, in Europe. I hope to meet and interact with many of the people who visit the factory. To build upon the PCA phrase, “It's not the cars, it's the people.” I would add that with regard to PCA that “there is no substitute.”

It's been a phenomenal ride. Thank you to everyone who has touched our lives along the way. ☺



## Porsche Classic Factory Restoration



to 1989, are the most popular, we've restored to factory condition every model from the 356 to the Carrera GT."

Returning Porsches to original condition is the goal at Porsche Classic, where OEM parts are used in concert with original specifications direct from the factory. A total restoration—body, paint, and interior—requires some of the work to be done in Germany. Such a project can easily take two to three years.

The white 1966 911 on display at Parade was an example of the work performed by the Porsche Classic factory restoration team. That car underwent a complete engine restoration, transmission mount replacement, refurbishment of the brake system and suspension, removal of aftermarket components, and the installation of new heater boxes. —DM

A "MUST STOP" at any Parade is the hospitality center. Open throughout the day during Parade week, it is a place where friends gather, grab a refreshment, catch up on the latest news, and meet vendors who provide information about everything from clear bras and ceramic coatings to classic car insurance; from guided driving packages to information about Porsche Cars North America headquarters at One Porsche Drive in Atlanta.

Once the site of Ford Motor Company's Atlanta Assembly Plant, the 30-acre parcel has been transformed into Porsche's U.S. com-

mand center and enthusiasts' Disneyland. A key component of this complex is the Classic & Delivery Center, managed by Ray Shaffer. Ray and his crew handle new Porsche deliveries, the Heritage Gallery, the Classic Gallery, and the Porsche Classic factory workshop.

Staffed by Gold Meister technicians, the workshop provides both partial and full restorations of street cars (the Porsche Experience Center in Los Angeles focuses on motorsports cars) that are at least ten years old and out of production. Daniel "DJ" House, a Porsche Classic service consultant, said, "Although the G Series models, those from 1974



The Porsche Classic group was well represented. From left to right: Ray Shaffer, Kristi Ferguson, Ralf Knobelspies, Bucky Melvin, Haley Laszlo, and DJ House.

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