

# RAIN? NOT ON MY PARADE!

AFTER A YEARLONG ABSENCE, PORSCHE PARADE WAS BRILLIANT—IF NOT ALWAYS SUNNY.

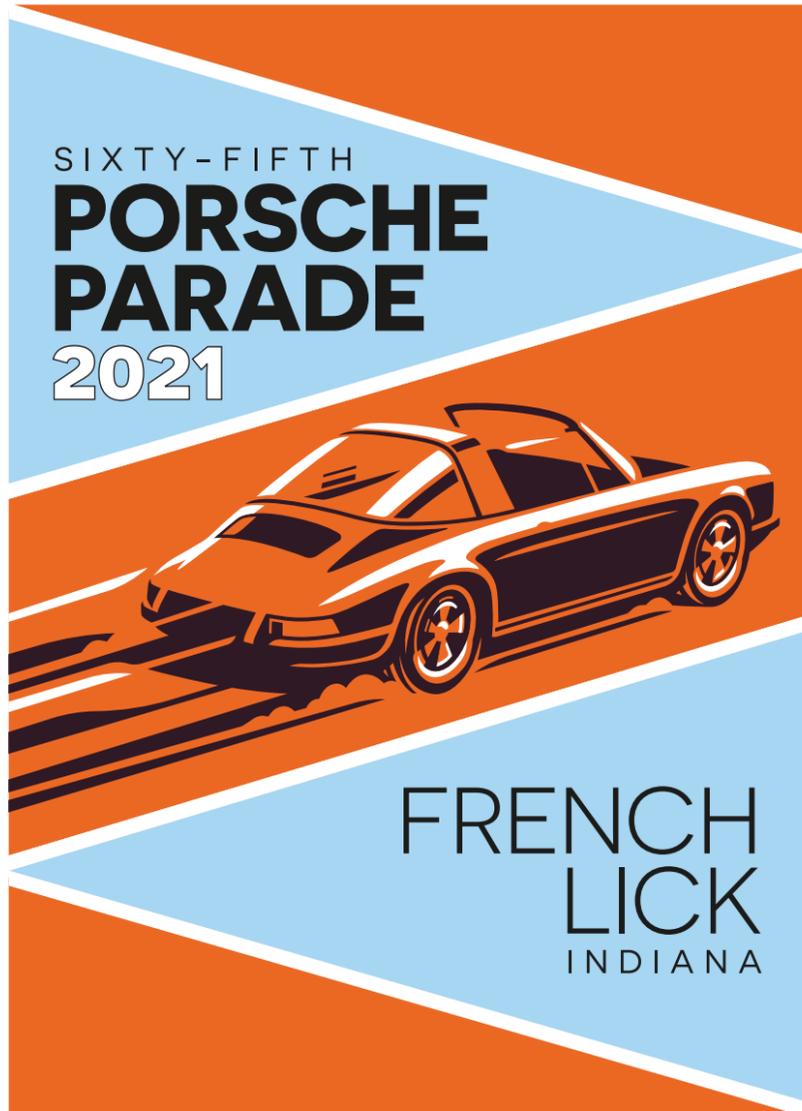
STORY BY **DAVID MATHEWS** PHOTOGRAPHY BY **MICHAEL ALAN ROSS, BRUCE SWEETMAN, RANDY WELLS & PCA PHOTO TEAM**

**METEOROLOGICALLY SPEAKING**, it actually did rain at some point during every day of PCA's 65th Annual Porsche Parade in French Lick, Indiana. As a result, the Concours d'Elegance was held in the parking garage, the Blow The Lid Off Summer! Historic Display didn't really need to, and there was definitely a splash or two during many of the driving events. But the 1,700 registered attendees with their 725 Porsches allowed no dampening of enthusiasm because of a little moisture.

As with each preceding Parade, tradition was expected, respected, and occasionally inspected. The Parade Concours, the Time-Speed-Distance Rally, the Autocross, and the Tech Quiz were executed with time-proven methodology. Tenths of points and hundredths of seconds decided winners and kept protest committees busy.

Mark Shevitz performed the master of ceremony duties with booming clarity, as he has for the past, well, for a long time. Radio Control (RC) racing and the Ice Cream Social brought out the kid in many of us. Experts added relevance and interest to seminars, the topics of which ranged from the how-tos and whys through model valuation, conceptual design, and a forum about that infamous 550 driver/actor James Dean and his tragic death.

A blend of the new with the old kept things interesting. One could not help but see and experience the growing interest in electric cars. Sim Racing was hugely popular. The Time-Speed-Distance (TSD) Demo Rally that incorporated smartphones, apps, and GPS for timing and scoring provided a look at what could be the future for TSD. As is always the case, those





experiencing Parade for the first time were inundated by all things Porsche, while members who can tally the number of Parades they've attended in multiples of ten enjoyed renewing old friendships while still playing with their cars.

**PARADE ATTENDEES WERE** as diverse as the cars they drove. First timers included Derik and Patricia Miller, who drove their 718 Boxster S from San Antonio, Texas to enjoy as many events as they could jam into their schedule, including autocross. (Derik nabbed fourth in his class.)

Jeff Werner drove his 1995 968 Cabriolet from Central California to French Lick, solo, to compete in concours, enjoy tours, and reconnect with family and friends in southern Indiana.

Robert and Susie Schneider made the one-hour drive from Louisville, Kentucky in their 1998 Carrera Cabriolet. The concours (they scored second in their class) and tours were their thing. French Lick 2.0 was the first official Parade for the two longtime PCAers, who've been members since 1987. Robert and Susie enjoyed the Gimmick Rally and various tours, and volunteered to be TSD Rally checkpoint workers.

"The Distillery Tour was a hit for us, but no competitive driving events," said Robert. "I used to autocross with my other Porsche but didn't want to put a roll bar in my Cabriolet. There were so many events here that we simply had to find a balance, and chose those things we really wanted to do. We were impressed with the people we met at Parade. Everyone was very friendly. A couple from St. Louis, total strangers, came up to us in the parking garage. We talked together for an hour about cars, kids, and projects we each were doing. Susie and I are already talking about next year's Pocono Parade."

Jim Cambron has attended every Parade since joining PCA in 2003. He is a staunch proponent of the "more is better" philosophy for Pa-

rade goers. A get involved and take charge kind of guy, Jim volunteered to be membership chairman at the first region meeting he ever attended, eventually becoming region president and zone representative. A Heart O' Dixie member, Jim competed in Concours (first in class), the Technical and Historical Quiz, and would have joined the autocross and TSD fracas again in 2021 had it not been for a mechanical issue with his 718 Spyder 4.0.

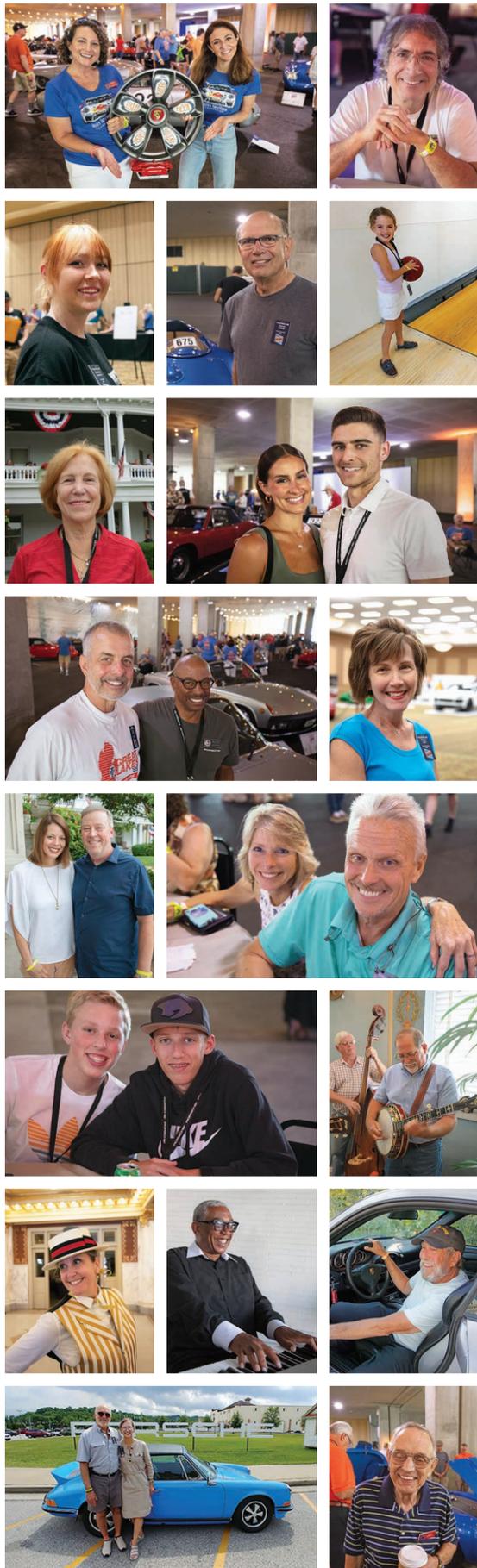
"Parade is the greatest automotive week of your life," said Jim. "That's what I tell everybody. We go to all the dinners. Before joining PCA, I'd never done an autocross and hadn't done a concours or a TSD rally. In fact, we didn't finish our first rally in 2003, and didn't do very well in the Tech Quiz. Starting in 2009, I began doing all the major events. Since then, I've had five first-place finishes in the concours, five first-in-class wins in autocross, a third place in the Tech Quiz, and a first place in the rally. It's all about participating and knowing the rules. You must remember why you came to Parade—to participate."

**THE HISTORIC DISPLAY**, one of the perennial PCA events, has always been popular. This year was no exception. Because the 2020 Parade was Covid-canceled, Lori Schutz, Zone 4 rep and chairperson of the venue, decided to "blow the lid off" in 2021 by featuring only open-top Porsches—Cabriolets, Roadsters, Speedsters, Spydors, Targas. In all, 50 cars were in the Historic Display. There were immaculate Speedsters and shopworn Speedsters; 550 Spydors and Boxster Spydors; beautifully restored 356 Roadsters and an in-your-face 3.0-liter Convertible D Outlaw; Cabriolets from every era; Targas with shiny stainless steel hoops, soft rear windows, and one that did electric-powered gymnastics; and 914s, from the purest, simplest model to a bulky-shouldered 914-6. Many were noteworthy. All were special. Here are a few:



Opposite: Smiles! Smiles! Smiles! After a one-year hiatus, more than 1,700 attendees had plenty to smile about during PCA's 2021 Porsche Parade. Above: The Historic Display featured 50 open-top Porsches of all types and models. The French Lick Resort Hotel and the West Baden Springs Hotel provided luxurious accommodations for many of those who attended.





**1958 Speedster.** There were 49 beautiful swans in the Historic Display, and one ugly duckling. Owner Roger Morrison's barn find Speedster, a faded green obscured by dirt, detritus, and bird droppings, with a tattered top and torn side curtains, squatted low on oxidized Empi wheels and 40-year-old snow tires. It stopped passers-by in their tracks.

No stranger to high-level concours preparation, Roger claimed several Pebble Beach winners in his collection. However, he wanted to keep this one "just like we found it. It's a piece of history. It tells a story that would be lost if I restored it. There are many perfect Speedsters out there, but only one like this. The only thing I'm afraid of is that someone will come along and write 'wash me' on the windshield."

**1959 Convertible D 3.0-liter.** While original Convertible Ds are no strangers to concours events, seldom does one show up festooned with Fuchs five-leaf alloys and a 3.0-liter flat six stuffed under the engine lid. Modified (owner Rick Gurolnick would call it "improved") with a 901 transmission, disc brakes, and a 12-volt electrical system, this D suits Rick perfectly, naysayers be damned. "There have been no shortage of so-called experts who come up to me and say, 'You know, you oughta do this and fix that.' Like it had a disease or something. And I tell 'em this is a driver, a keeper. It's just the way I want it."

**1968 911 Soft Window Targa.** Donna Brandt's Targa, which she has owned since 1972, was a daily driver for 20 years. It was used for ski trips, family cross-country visits, and an emergency trip to the hospital for the birth of Donna's youngest daughter. Donna also competed in driver education and autocross events with her car.

Donna did intermittent renovation and repair throughout her ownership, culminating in a recently completed restoration that first saw concours competition at the 2021 Amelia Island Werks Reunion. At

Parade, Donna and her Targa were recognized for exhibiting ownership values in keeping with Porsche Classic's core philosophy—classic Porsches are meant to be driven; the bond between owner and vehicle should be enduring and endearing; using Porsche Classic genuine parts is the best maintenance option. Donna was chosen to receive one of Porsche Classic's inaugural Originale Awards.

**1973 914 2.0.** Tom Parker found this 914 while on a business trip to California in June 1987. After driving back to Michigan, he and his wife, Sheri, did a light restoration and then autocrossed it in SCCA and PCA events. They sold their 914 in 1994, prior to the arrival of their first daughter. Tom and Sheri re-purchased the car 18 years later and restored it in time for the 2013 Parade in Traverse City, Michigan. Autocross continued to be a favored event for the Parkers, who achieved first in class at Traverse City, and then again at the 2015 Parade in French Lick. In 2021, Tom and Sheri's potent and beautiful 914 won first in class in autocross and in their concours class.

**1990 964 Carrera RS Roadster.** Key and Felicia Willson purchased their Grand Prix White/Blue 964 Cabriolet in 2013 from a seller in Kansas. After a fretful, fitful drive back to their Kentucky home (a seized alternator left them stranded on the road for nine hours) they began converting it to a one-of-a-kind model with period-correct, factory original parts. Using the 964 Carrera RS Touring as a template, Key and Felicia set about the transformation, which included a total restoration of the suspension, brakes, wheel carriers, shift linkage, bumpers...well, you get the idea. Their car featured an aluminum hood, original RS magnesium wheels, and a unique RS Roadster badge on the deck lid.

For first time Parade goes, they excelled in concours competition, achieving 299.5 points, a class win, and the Gmund Award.



Opposite: More smiles! Above: The concours prep area was busy with polishers and primers, but at least one Porsche missed the memo. Boxster Spyders and 914 Targas shared mid-engine camaraderie, although they are generations apart.





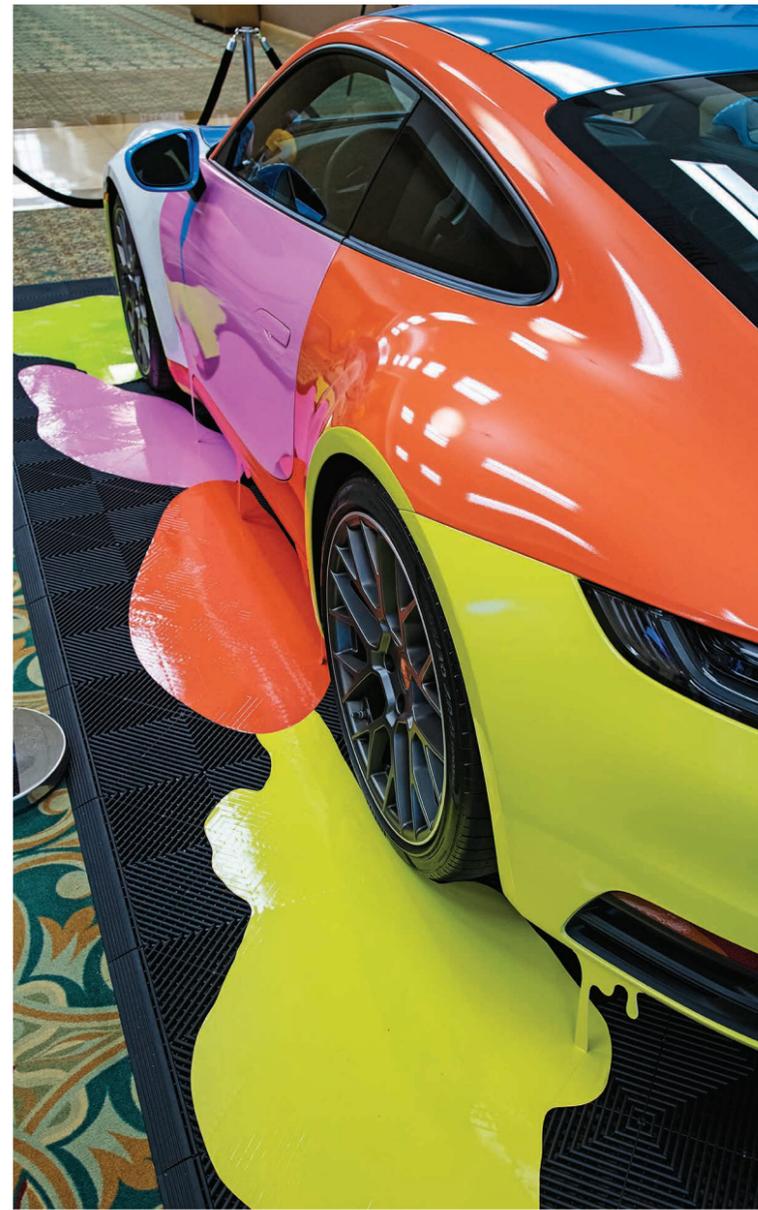
**PCA SIM RACING.** New to Parade this year was an interactive exhibit introducing members to the next really big deal—PCA Sim Racing. PCA marketing director and Sim racing guru Jim Hemig hosted a multi-unit game room that accommodated racers for 30-minute stints behind the wheel. Open throughout Parade week, this experience in computer-simulated road racing was a hit. Kids couldn't get enough, and neither could old racer wannabes.

Sim racing is as close to real, seat-of-the-pants, wheel-to-wheel competition as one can get without actually getting in a car. With a choice of racetracks at their disposal, participants tested their skill and reflexes

driving a GT around Laguna Seca, Road America, or any of several other tracks in the queue. In this setup, manual-shift PDK is the order of the day, and gas and brake pedals are placed just as in a real car. A padded steering wheel shakes violently during off-track excursions and gator strip encounters. The feedback through the steering wheel and the pedals is very realistic.

PCA chose iRacing ([www.iracing.com](http://www.iracing.com)) as the platform for Sim Racing because it adapts well to a racing league structure, championships, point-tallying, etc. World-renowned tracks have been laser-scanned for accuracy, and realistic graphics offer a superior gaming experience,

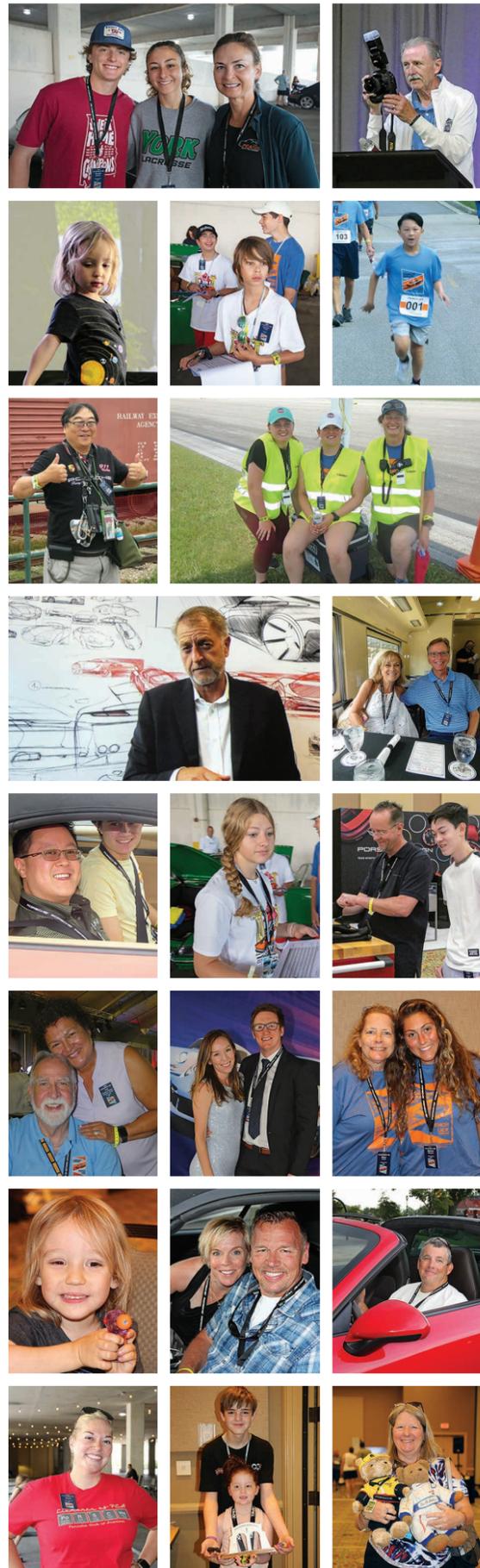
Above: Even more happy faces! Sim Racing tested skill without the fender-rubbing.  
Opposite: Jaw-dropping artwork on jaw-dropping Porsches struck a colorful note.



# Art, not Ads

WAS PAINT actually dripping from that colorful Carrera? PCNA's current marketing campaign emphasizes what most Porsche owners believe—Porsches are works of art. The art cars that PCNA sent to this year's Parade included a Macan informally called Digital Pride; a Panamera, the colors of which represented all the favorite Porsche hues from the past few decades; a Cayenne inspired by high fashion women's apparel; and the drippy Carrera. PCNA plans to exhibit these artfully wrapped vehicles at Porsche venues throughout the year. —DM





even for non-gamers. Sim can be a solo endeavor or a group thing, with many drivers virtually competing against each other.

The cost of equipment? A mid-range package is about a \$1,500-\$1,800 investment. Entry-level equipment is also available—think base Carrera versus Carrera S. A GT2 RS-level upgrade is available for those bitten hard by the Sim bug. While it might sound a bit expensive, for the cost of a two-day Driver Education weekend, a Sim racer could race every day, any time, all year long. Not a bad thing in the midst of a New England winter. For a tutorial, check out the YouTube

Tech Tactics Live episode on how to get started in Sim Racing ([www.youtube.com/watch?v=YkLW\\_S3rQfc&t=629s](http://www.youtube.com/watch?v=YkLW_S3rQfc&t=629s)). For more information, the official website for the program is [pcasimracing.com](http://pcasimracing.com).

**TSD DEMO RALLY.** At French Lick, technology barged into the traditional realm of Time-Speed-Distance rallying with the introduction of a GPS-based, smartphone-enabled app that allowed electronic tracking and timing of TSD competitors. National rally chair Jack Stephenson explained it this way: “What happens when using the Richta Rally-master app ([richtarally.com](http://richtarally.com)) is the

Artistic expression took many forms, some more abstract than others. The roads of Southern Indiana provided tour-goers with many choices of destination, some head-turning.



Banners, photographs, paintings, and sculptures all shared a common theme. French Lick Resort Hotel displays provided a glimpse of the past. French Lick Springs Pluto Water had high natural sodium content and magnesium sulfate, guaranteed to get you going.



## The Joy of a New Porsche

**METRO NEW YORK PCA** member Stewart Teichman likes low-mileage 911s. “The first one, a 1988 Targa that I bought in 2005, had 100 miles,” he says. His next, a 2011 Carrera 4S cabriolet had 11,000 miles. And in 2019 he purchased a 2018 911 Carrera 4 GTS with just 14,000 miles.

Two years later, Teichman decided to get a brand-new 2021 911 Carrera S. “This time, I wanted to put every single mile on it myself, and I wanted to option it my way exactly,” he says. “I spent countless hours on Porsche’s website configuring the car, and then I printed it out.”

In early March 2021, armed with his dream car specs, Teichman visited two dealers, but neither had a build slot open less than six months out. “I really wanted it for the summer,” he says.

A third dealer told Teichman he had a May slot, but it had been promised to a friend of the owner’s. The next day the dealer called Teichman back. “The owner’s friend decided he’s not going to use the build slot,” he said. “You can have it but I need a deposit from you right away.”

Teichman didn’t waste any time. “I didn’t give him a money deposit. I actually gave him my 2018 Carrera 4 GTS cab. At that point he knew I was serious,” says Teichman. “Then we sat down and went over the entire order as I had configured it.”

The Python Green 2021 911 Carrera S arrived on the first of June, almost a month earlier than expected. Teichman immediately took it to a detail shop for a paint protection wrap. “They also installed clear side marker lights and grates to protect the corner radiators,” he says. He finally had his new 911, just like he wanted it. “From the get-go it was ear to ear grins!” he exclaims.

Shortly after Teichman left for Parade, a truck threw up a big rock and nicked his windshield. “It’s just a car,” he says. “I know things are going to happen. Still, when I pull into a parking lot I’m going to park away from everybody else unless I’m parking between two other Porsches.”

Teichman recently drove the length of Skyline Drive and most of the Blue Ridge Parkway on his way to Asheville, North Carolina. “Just me and the green machine,” he says. “I wouldn’t want to take anything less than my 911S on those roads.”

—Bruce Sweetman





Rallymaster chooses the locations of the checkpoints via GPS coordinates. The app then calculates the ideal time between the checkpoints and enters that information into the Rallymaster app. All that information is downloaded into the Richta Competitor app. The competitor app continually monitors the location of the competitor's smartphone. When it crosses the checkpoint coordinates, the app recognizes it and computes the time it took to go from the previous checkpoint to the current checkpoint. It then compares that time to the ideal time entered into the database and comes up with the competitor's score."

The benefits: Fewer TSD rally volunteers. In a time when securing volunteers has become more difficult than herding cats, this app did the checkpoint stuff electronically,

and accurately. One negative? The personal interaction between competitors and checkpoint workers was lost. No more high-fives, but then again, no more arguments!

**ELECTRIFYING.** At Parade, it was shockingly clear that Porsche is marching quickly into the era of electric cars. From the Frozen Berry Metallic Taycan displayed outside the French Lick Resort to Taycans competing in the concours, TSD rally, and autocross, performance-oriented electric cars are clearly a part of Porsche's future.

No electric car jolted the senses more than Wendy Shoffit's 2020 Taycan Turbo S. A member of the Maverick Region, Wendy drove her high-voltage beast from Dallas to French Lick, Indiana to experience what a vehicle with 750 horsepower

**Still smiling. Seminars and tours provided non-competitive fun. Discussions ranged from design to model valuation. The Indy tour included a visit to the racing museum.**



Autocross spanned two days and included virtually every Porsche model—from low-tech to high-tech and from purpose-built race cars to family sedans and SUVs. Dave Montgomery scored fastest time of the event with his modified 914-6. However, Wendy Shoffit showed what the future of autocross looked like with her Taycan Turbo S, a street car she drove with the family from Dallas. Wendy's electrifying Porsche achieved sixth fastest time of the entire event.





## Love At First Sight

THE PORSCHE 924 received mixed reviews when it debuted in 1977, but the innovative 924 paved the way for Porsche's other transaxle cars—928, 944, and 968. Meanwhile, Porsche celebrated its 1976 World Championship by applying the racy Martini livery to a limited run of 924s that also received handling and comfort upgrades.

Chicago Region PCA member Maureen Hutton remembers how she fell in love with the Martini 924 the first time she saw it. "In 1985 I was driving a 1976 914 2.0-liter which, at 140,000 miles, was showing its age," she says. "I mentioned to a friend that my 914 was about ready to be retired and he told me about the Martini 924 and where it was located.

"I called the service manager at the dealer and he assured me that the Martini, which had 9,000 miles on it, was cleaner than the day the first owner took it out of the showroom," says Hutton. She was floored when she saw it in person. "I loved the look of it. I knew I wanted this car!" Hutton recalls, adding, "Many Porsche people didn't like the 924 because it was underpowered and it was water-cooled, but in terms of handling it was phenomenal."

Since she acquired the 1977 924 Martini Edition in 1985, Hutton has been the car's perfect custodian. "I keep sheepskins on the seats and it's garage-kept, of course, which prevents sun fading. I only drive it on nice days," she adds. "No salt on the roads, nothing like that. I drive it to friends' houses. Anywhere where nobody will touch my doors."

Hutton understands the importance of originality. "I resisted putting a right-hand rear-view mirror on the car because I wanted it kept strictly original," she notes. With the car looking showroom fresh, it's no surprise that it was featured in the book, *Original Porsche 924/944/968* by Peter Morgan. "They wanted pictures of a Martini that hadn't been modified," says Hutton.

"We've been together a long time. The Martini has 39,700 miles now. This year it'll turn 40,000, and it's 44 years old! It's just been a very enjoyable experience." And if there ever was a perfect pairing of car and owner, this is it.

—Bruce Sweetman



in overboost—and enough torque to squeeze the pupils of one's eyes into tiny, squinty dots—could do in competition. With a best run of 91.641, Wendy posted the sixth fastest time of the entire two-day event in a vehicle that is more than 16 feet long, nearly six and a half feet wide, and weighs more than 5,000 pounds!

Wendy is no stranger to auto-cross competition, having competed in the event for 23 years. She scored top ladies time at three previous Parades. However, her primary weapon was a 1978 911 SC race car. "This was the first time I competed with the Taycan, and I hadn't auto-crossed in a year," she confessed. "I was terrified, but just wanted to know what it would do. It's big, it's long, and has brakes as big as Nebraska. It felt huge out there on the course, and the torque and lateral force, on street tires mind you, was indescribable. If you even thought about wanting to go faster, it just went. It was instinctive. The element to element speed was outstanding. I actually felt nauseous by the time I finished. My stomach was telling me no more."

**A TRIO OF SPEEDSTERS.** There was no model that better captured the essence of Porsche than the Speedster. Max Hoffman nailed it when he insisted Porsche build for the American market a lightweight, no frills, open car that looked cool, went fast, was bulletproof, and didn't break the bank. Three Guards Red Speedsters, representing three distinct model iterations, clearly showed Hoffman's brainchild still works. (Well, maybe that "didn't break the bank" part fell by the wayside.)

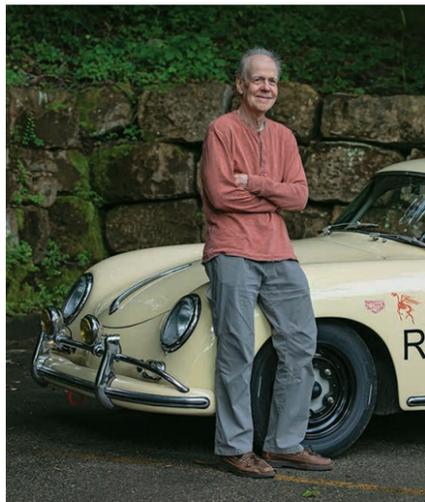
**1989 Speedster** (Michael Gilson, owner). A 1989 Speedster was the last vehicle with the G Series 911 body. It was equipped with a 3.2-liter flat six that generated 217 horsepower and 195 lb-ft of torque. Introduced in homage to the original 356 Speedster, approximately 800 of the 2,104 '89 Speedsters built were sold in the United States. It was offered in both narrow- and wide-body (Turbo-look) configurations, but just 171 narrow-bodies were produced. A new 1989 Speedster set a buyer back about \$65,000.

**1994 Speedster** (Hank Weil, owner). Hank's Speedster is based

on the 964 Carrera 2 platform. Porsche produced less than 950 units, far fewer than its predecessor. All but 20 of the 964 Speedsters were narrow-bodied cars (the wide-body versions were created through the Porsche Exclusive program). All featured the familiar cut-down windshield, lower profile, manually operated cloth roof, and double-humped tonneau cover (no rear seats) that earlier Speedsters were famous for. It came with a 247-horsepower flat-six engine, available with either a manual or Tiptronic transmission. Just over 400 964 Speedsters came to the United States.

**2019 Speedster** (Rick Riley, owner). No holds barred. With a dry sump, normally aspirated 4.0-liter flat six that produced 502 horsepower, the 2019 Speedster was basically an open-top GT3. With a GT3 suspension that was softened slightly and fixed carbon-fiber seats that held you in an upright posture that your grammar school teacher would approve of, the 2019 Speedster would debit your checking account a nick under \$300,000. But who's counting?

Speedsters were well represented at French Lick. From a barn find Speedster still covered with 40 years of grime to a silver Speedster race car complete with helmet, goggles, and gloves that could have come straight off the track, to exquisitely simple, perfectly restored concours competitors, Speedsters shout Porsche. None shouted Porsche louder than these three late-model Speedsters gathered beneath an unsettled evening sky.



## Origin of an Outlaw

GLENN PATTERSON bought his 1959 356A coupe in the early 2000s, drove it around for a couple of years, and then decided to restore it. "I took it around to a couple of places and the amounts they were quoting me, just to do the metalwork, were astronomical," he recalls. "Then I found a guy who'd done a couple Volkswagens. Over a period of four or five years, slowly but surely, he and I did the work."

Meanwhile, Patterson frequented the LA Lit and Hershey swap meets looking for NOS parts. "I shipped I don't know how many boxes of parts to Victor Miles to restore," he says. By 2015, he finally had the A coupe back to factory original.

When Covid hit in 2020, Patterson had a lot of time on his hands and decided to transform the A coupe into a mild outlaw. "I didn't have a lot to do, and this was something I could do!" he says. His goal was to have fun and not do anything irreversible.

Starting at the front, Patterson mounted Hella foglights to the bumper overriders. He flirted with cutting holes for body-mount foglights. "I was ready to take it to my metalworking guy and I said, 'You know,

it's not on the Kardex, so I'm not gonna do it.'"

Patterson mounted a trio of appliqués to the car's flanks: a weathered Heuer badge, a large R, and a skeletal Pegasus. "I found a guy in Germany that was making the Pegasus," he says. "They were pretty pricey and took forever to get here."

An original Ponto-Stabil rearview mirror tucks perfectly into the car's silhouette, while a big blank circle in the middle of the door begs for a racing number.

Cast-aluminum wheels from Empi sit deep inside the fender wells. "I had them powder-coated black, and they're secured with titanium lug nuts," says Patterson. He fitted quarter-inch spacers at all four corners. "I don't know if it's the spacers or the Pirelli CN36 tires, but there is a noticeable improvement in handling."

The louvered aluminum deck lid stands out. "It came from Trevor's Hammer Works," says Patterson. "And the grille is a repop I had powder-coated."

The "Typ 356A" plate was issued by the state of Indiana, and the Vasek Polak frame came from a vendor at the LA Lit meet. "I think it's the real deal," says Patterson. A bumper-mounted Hella foglight completes the bold rear-end treatment.

One-off GT Speedster seats from Vintage Seats highlight the interior. They feature red vinyl bolsters and red-and-black pepita inserts. "They weigh about a third of stock seats," says Patterson.

Rennline supplied the mount for the Amerex fire extinguisher as well as the aluminum floorboards, and black mats are from Coco Mats. A pair of vintage Heuer stopwatches give it a rally look. "I found them at the LA Lit meet around the turn of the century," he laughs.

Powering Patterson's outlaw is a numbers-matching Normal 1600cc engine built by Vic Skirmants. "He did both my engine and transmission rebuilds," says Patterson.

Despite all its outlaw accoutrements, Patterson's Ivory coupe has a fetching rather than a menacing presence. Maybe it's the proud stance. It gets your attention, then it draws you in like a wagging golden retriever. Friendly, like its owner. —Bruce Sweetman



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