

The Big Four

CELEBRATING THE COMPETITORS AT THE 64TH PORSCHE PARADE.

STORY BY **DAVE MATHEWS**

PHOTOS BY **MICHAEL ALAN ROSS, BRUCE SWEETMAN, RANDY WELLS & PCA PARADE PHOTO STAFF**

Purist. Decipherist. Quizologist. Cone-dodging hot shoe.

Porsche people are by nature a highly motivated and competitive lot. So it stands to reason that when a bunch of them get together—at an annual Porsche Parade, for example—there’s a bit of jostling and elbowing to see who has the cleanest Porsche, who autocrosses the quickest, which dynamic duo will ultimately outwit the devious rallymaster, or who is the smarty pants with instant recall of all Porsche and PCA minutiae. ❖ What compels some members to test their knowledge and skills in these “Big Four” national competitions year after year? Why do others dip their toes into these events for the first time at a nationally competitive level? Here is what some members had to say...



CONCOURS D'ELEGANCE

The Parade Concours d'Elegance is the first competitive event of the week. Without getting so technical that your lids begin to flutter and eyes glaze over, concours competition comprises three broad categories—Preservation, Preparation, and Restoration.

Competitors in the Preservation category present vehicles as they came from the factory. Originality is key here. No deviation is allowed, save improvements made for safety, such as seat belts, etc. Cars that show age-appropriate mileage and those that have been regularly cam-

paigned in other venues (autocross, TSD rally) are rewarded.

Preparation category cars are those maintained similar to original condition. Emphasis is placed on presentation and cleanliness. Originality is not considered. Restoration category cars are those that have been rebuilt, repainted, re-anything in a comprehensive manner.

Preparation and Restoration car classes are further divided into subclasses—Full, Touring, and Street. Those subclasses determine what is to be judged—the entire car; the exterior, interior, engine, and trunk(s); or simply the exterior and interior.

Despite variations among categories, classes, and subclasses, one axiom reigns supreme: cleanliness is next to godliness. Smudges, smears, lint, dust, even an errant blade of grass, will penalize the competitor.

With us so far? Some members transport their cars in hermetically sealed trailers. Others, masochists most likely, drive their cars hundreds of miles to Parade, and then after arriving prep the cars one more time. No matter how they get to the big show, every competitor spends countless hours washing, wiping, drying, cleaning, and polishing their entries, lamenting the bugs, the hu-



midity, the heat, the poor light, and the rain forecast, obsessing over whatever there is to obsess about.

Steve and Lynn MacKellar hail from the Potomac Region. Veteran concours competitors, they currently campaign a Guards Red 2017 911 Turbo coupe. Steve began, “We initially joined PCA in the early '70s, first with a 914, then with a 914-6. Even back then we entered concours events, not really understanding what all was involved. But cars took a back seat to raising a family, careers, and buying a house, so we dropped out for a while.”

Rejoining PCA in 1993, the MacKellars attended Parades within 1,000 miles of home. “We always drive our cars to Parade. Having a car at Parade is what we like to do. And since I have always cleaned and maintained my own car, I enjoy the concours event. Last year [2018] was the first time we entered the ‘Full’ competition. The reason we went up to ‘Full’ is that with new models, much of the engine is covered with shrouds. Those covers and shrouds are now not removed during judging. That took away a big part of the engine detailing for me, so I was left wanting more work. Yes, the bottom part of the engine is still judged and judges reach into the crevices where they can, but...” (As a point of clarification, the decision not to remove engine covers

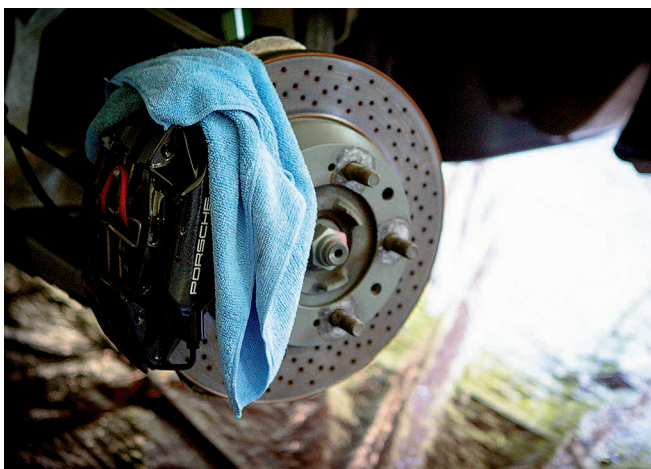
and shrouds is relatively recent and is currently being reviewed.)

Steve is a serious hobbyist, with a lift in his garage and three early 911 restorations under his belt. “These are complete nuts and bolts restoration, concours-level cars. I don’t restore for others, just for my own enjoyment. If I were to do a car for someone and hand them a bill for my work, they would have no idea what they were looking at or why it took the time it did. Each of my three restorations took 18-19 months to complete. Lynn gives me a hand (or two) when needed. I can weld. I can paint. I’ll remove and install engines and do top end work, but farm out to some very trustworthy people any actual rebuilds.”

So how has Steve and Lynn’s concours prep changed over the years? “Back in the day, all I thought you’d need was Armor All and a bottle of Turtle Wax. In reality, the people who won concours events back then did the same things winners do today. Those people in the concours prep area strain and stretch to reach into the guts of a 356 or a 911. You’re not done with prep until you or the judge can touch any place on your car and come away with clean fingers. That part has not changed.”

What kind of prep did Steve and Lynn do prior to their drive to Boca, knowing that running into bad weather was a real possibility? “I put the

Steve MacKellar with his 2017 Guards Red Turbo coupe. Steve and his wife Lynn entered (and won) Full Preservation class because they wanted more of a challenge.



car on the lift, removed and cleaned the wheels, got to the wheel wells and the suspension, not to the level I went to here, but on the chance that we didn't hit bad weather we would be that far ahead of the game. As it

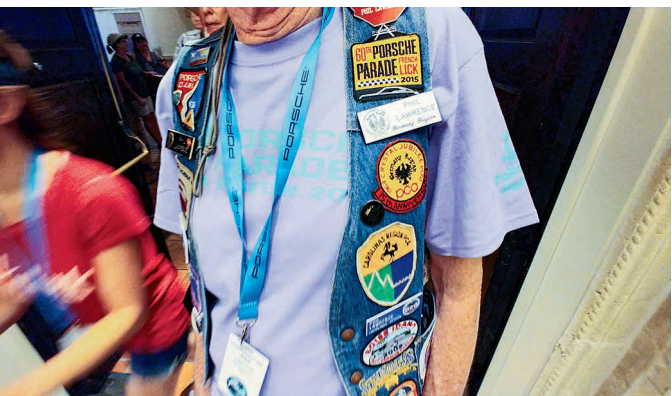
was, we spent 30 to 40 hours here at Boca working on the car. That's the time it takes, even with a 2017 Turbo. I bring a floor jack, so I raise the car a corner at a time and do it that way. You have to clean it 100%

because you don't know what areas the judges will touch. I don't cover the car in painter's tape like some people because we have a full clear plastic wrap that covers the entire front clip and hood."

Neither do they use any after-market protection or covering in the interior. "We are careful people. We know how to get into and out of a car without scuffing up panels or bolsters. Our goal is to keep the

car looking crisp—an apt word for concours competition. We learn from each competition." Is there a division of labor? "Yes, Lynn is our quality control manager. She always finds things. Fingers inside calipers

checking for dirt, stuff like that." Advice to concours rookies? "Start out in the Street Class. It is like a wash and shine thing." Lynn added, "They can start at their region level. Many regions have their



of the concours itself," says Nguyen. "Not to make a parody of what concours is all about. I told him I'd be more than willing to help because I wouldn't have my own car at Parade."

Given the green light, Merz confirmed the reservation of a 718 Boxster—which was about half the cost of a 991—but he knew he couldn't predict the car's condition. "You could get lucky. You're the first renter and it's only got 80 miles on it," he says. "Or you get there and it's got 20,000 hard miles on it." Adding, "There are some things that you would struggle to overcome."

Surely Merz had some nerves during his flight from Seattle and as he walked across the pedestrian bridge to the Hertz lot on Saturday evening, but when he saw the Boxster his biggest concerns were dispelled. "The car was pretty clean," he says. "I mean rental car clean, not Porsche clean. But the biggest thing was that there was no egregious damage. The wheels weren't curbed up and there were no major dings. One funny thing: Hertz is probably a little more proud of what they call their Dream Collection, so they had liberally applied some type of tire shine," says Merz. "I mean, they were shiny!"

Merz spent Sunday afternoon at the concours car wash station inside the hotel parking garage. "I spent about four hours getting the major grime off and getting the wheel wells clean," he says. "I took a stiff nylon brush and nearly undiluted car wash solution and just scrubbed the sidewalls trying to get all that tire shine off!"

Griot's Garage—the Parade car wash sponsor—stepped up when Merz requested help with supplies. "They basically said, 'Go through the catalog and tell us what you want,'" he says. "I tried not to be greedy, but I picked the things I thought we would need. They sent us six-inch and three-inch orbital polishers, one of their vacuums, and a litany of chemicals, plus wash products and towels."

As Sunday afternoon wore on, Merz experienced a bit of trepidation. "I was kind of worried," he recalls. "Even though Vu said he'd help, he had a lot of responsibilities and I'm thinking, 'Crap, I've already told people I'm going to do this. Am I going to have to do this whole car myself? Man, I'm going to be up all night.' You know—all this stuff. But it came together perfectly.

"I went to dinner Sunday night with Charles Navarro and two of his guys from LN Engineering. We were just laughing and talking about the Boxster and they're like, 'We'll come help!' The next thing I knew, Manny Alban [past PCA president] was up to help, and then Ilko Nechev [Panorama advertising director] walked by and I said, 'Hey, you've got to come join the party.' So it was Ilko, Manny, Charles and his two guys, Vu, me, and Aaron Ambrosino [PCA secretary].

"The biggest issue we had to solve was swirl marks in the paint," reports Merz. "As a judge, if I see swirly paint, I'm like—I'm all done. Fortunately, we had the polisher. Aaron was keen to use it so he did all the polishing."

"I got there a little bit later than the rest of them," says Vu. "They're cleaning everything and Manny's polishing the exhaust, and I go, 'So who did the wheels?' And Nathan says, 'We did them, but take a look.' I looked at the wheels and said, 'Did you take them off?' Everybody looked at me, and they're like, 'You're taking this to a whole different level.' I said, 'Come on. It doesn't take long to take the wheels off.'

"The LN guys had a floor jack and an impact gun, so off came the wheels," continued Vu. "Then someone said, 'Now that we have the wheels off, we should at least get the inside of the fenders and wheel wells clean, right?' And someone else said, 'We've got to make sure the valve stems line up with the Porsche crests.'"



"It was your classic project creep," says Merz. "But it was just fun!" says Vu. "The whole time we were working on the car we were smiling." Merz adds, "And it worked out because each guy had sort of a different interest." They called it a night at 30 minutes past midnight.

"We agreed that we'd meet at 7:00 a.m. the next morning with the thought that we'd be able to do any necessary touch-ups in the light," says Merz, adding, "It ended up being just Vu, Manny, Aaron, and me. I figured we'd get the car outside and then there'd be some realization like, 'Oh, how did we forget—like something massive?' But when we got out in the light, not only did we not forget anything, but the car looked damn good!"

Merz drove the car onto the concours lawn, where Vu led the final prep. "I literally was using my pocket knife to remove blades of grass from in between the treads of the tires," he says. "And it took a while because they had just cut the grass!"

Merz was off judging 914s when the team came by to judge the Boxster, so Vu presented the car. If there was anything they had forgotten, it would now be uncovered. When the team was done, the judge told Vu, "You know what? This car is so well prepared it should have been in Full."

The team was both ecstatic with the result and unmerciful with the guy who prepped the seats, as the judges had found some schmutz in the creases. "Everyone knows you look in between the creases of the seat!" they scolded in mock anger. In any case, the car received an exemplary score of 138.7 points out of a possible 140. "The whole idea of this was—let's have some fun with it, and by the way, can we be competitive?" says Vu. The answer was a resounding yes!

Later in the week, Merz drove the Boxster to Key West, and it was still sparkling clean when he returned it to Hertz on his way home. "Everyone was wondering if they would notice," says Merz. "So the kid walks up to it and says, 'How was your rental?' I say, 'Fine. No problem.' He says, 'Make sure you get your phone.' Adding, 'Is it full of gas?' He printed a receipt and off I went. He didn't even give it a cursory glance." Meanwhile, someone got a really, really nice car for their next rental.

—Bruce Sweetman

Rent-A-Winner

AHEAD OF the 2019 Porsche Parade, PCA member Nathan Merz, who runs Columbia Valley Luxury Cars, was thinking about what to bring to concours. "Usually I try to pick a car that'll be my car for the show season," he says. "I picked up this 964 Targa—Slate Grey Metallic—and I was going to prep it, but I thought, do I want to tow it 6,500 miles? So I thought about a couple of cars I could just drive—because to come to Parade without a car is really no fun."

Then a third option occurred to him. "I've been a long-time Hertz member, and I know they rent Porsches at nice airports, so I plugged it into my Hertz profile and lo and behold, you can rent Boxsters, Caymans, 991s, or Macans at the Fort Lauderdale airport," he says.

Not wanting to ruffle feathers, Merz reached out to PCA Executive Director Vu Nguyen, who in turn, cleared the plan with Parade organizers. "Nathan's idea was that he could rent a Porsche and maybe still participate in the concours. What was important to me was to be respectful



Pick Me Up

THIS MOST unusual of Porsches, affectionately called “Opie,” has been in the Jeannette family for more than 35 years. Since Kevin Jeannette’s shop, Gunnar Racing, is just up the road from Boca Raton, he was kind enough to bring a large assortment of rare cars to the 2019 Porsche Parade, and this was one of them.

It started as a 1970 Porsche 914-6 Sportomatic that was converted by Dick Troutman of Troutman Limited into a pickup truck by lengthening the rear bodywork for a tailgate. Jeannette later purchased the car and, along with Andy Jensen, used to drive it back and forth to Daytona when they were running 962s. If they needed parts for something, they’d hop in it and run back to West Palm Beach, take whatever they had in stock, throw it in the back, and drive back to Daytona.

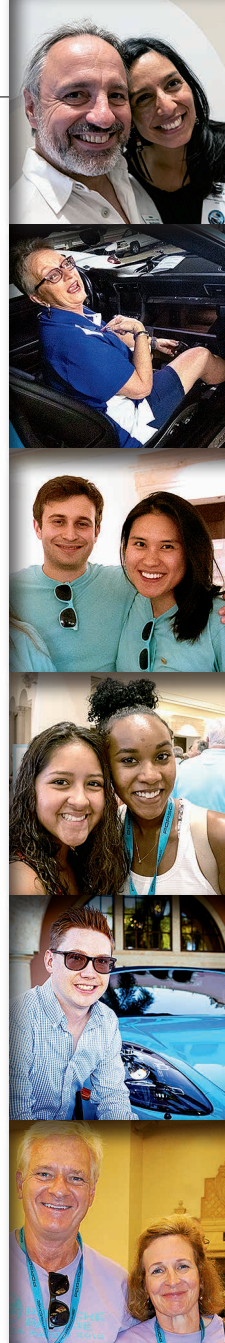
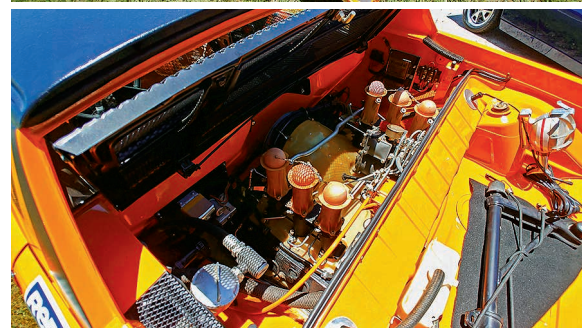
In 1986, Jeannette began a restoration of the vehicle with a few modifications—like GT bodywork, a 2.5-liter twin-plug motor, five-speed manual transmission, and full Marathon de la Route specification. The end result is a one-of-a-kind road and race rescue vehicle.

Jeannette’s idea was to create an imaginary 1970 Porsche sport-utility vehicle that could have been used to tend to other 914s that needed repairs on track. His daughter Jesea explains, “The Marathon de la Route of 1965-1971 was an 84-hour endurance race. In 1970, at the Nürburgring, the race podium was swept by 914-6s. Each lap was 22 miles long, and if there was a problem there was no easy way to get help. Imagine if it were the middle of the night. You wouldn’t be able to see anything.”

Here’s where it gets interesting. The rules in 1970 said that only the drivers could work on the car. No mechanics were allowed on track. Each car had three drivers. So, what if the broken car’s other drivers could take this imaginary Signal Yellow GT truck out on the track to repair the race car? Is that how Porsche won in 1970?

Leave it to Jeannette to dream up this invention. “That’s the reason for the lights, fire extinguishers, spare fuel tanks, car jack, and tow rope, with every tool and part you need to fix a 914-6 GT on board. The lights on the rescue car’s roof and front bumper can be manipulated from inside the cockpit to find the broken car, and extra lights on the front bumper are adjustable to illuminate what needed to be fixed. Heck, you could even change the suspension and tow the rescue car back to the pits.”

A mid-engine sport-utility vehicle. Now there’s an idea! —Randy Wells



own concours events. And seek advice from those next to you. People are generally very willing to help.” The MacKellars agreed that Concours 101 could be helpful to concours newcomers. There is always something to learn.

Why concours? Why to this level? Steve and Lynn spoke in unison. “We are crazy people.” Being crazy worked for them, as they finished first in Class PP12 at Boca.

TIME-SPEED-DISTANCE RALLY

What do the Dakar Rally, the Cannonball Run, a gimmick rally, and a poker run have in common with a time-speed-distance (TSD) rally? They all involve motorized vehicles, cryptic instructions, and require that both driver and navigator deal with stressful situations while maintaining civilized, productive communication. Other than that, not much. TSD rallies have been part of Parade activities since the very beginning and are not for the faint-hearted. TSD rallyers are gluttons for punishment. Most would not have it any other way.

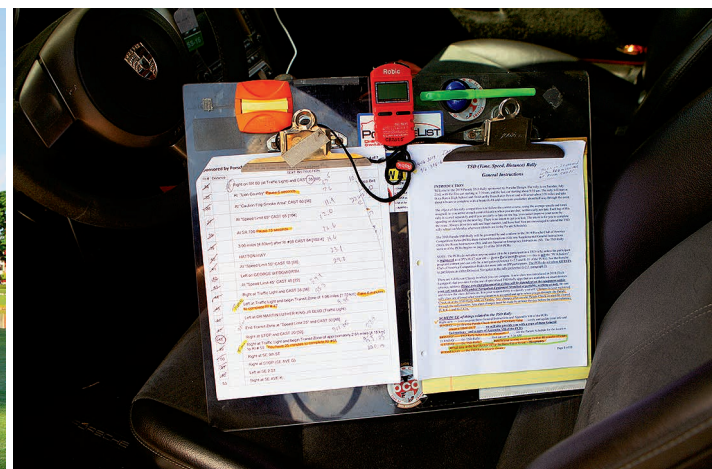
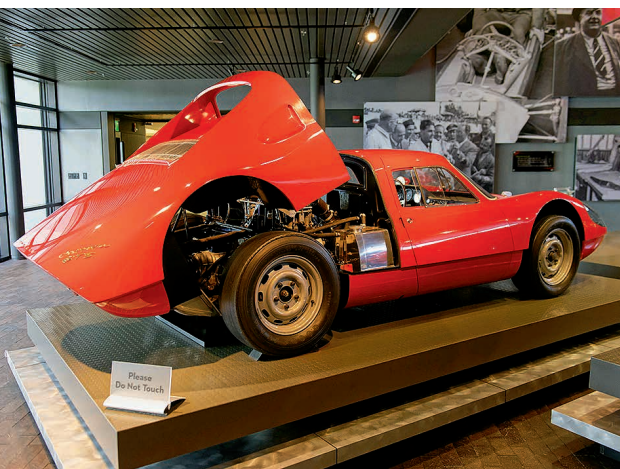
Lee Lichtenstein is a long-term Chicago Region member and veteran rallyist. “My first Porsche was a factory-ordered 944. I attended my first Parade in 1985, driving from Chicago to Costa Mesa, California. Boca is the 35th consecutive Parade I’ve driven to,” Lee explains.

Lee became interested in rallying shortly after his return from California. “Our region put on what was essentially an economy fuel run from Chicago to Appleton, Wisconsin, then the next day a rally back through the Kettle Moraine area to Road America in Elkhart Lake.” Lee helped during that rally, learning the basics from a volunteer’s point of view. “It was probably the best way for me to acquaint myself with rallying because I learned some of the facets about what rallying entailed from a worker’s standpoint. I pictured it [rallying] as a mind game between the rallymaster and the entrant. The rallymaster tries to fool the participants, and the participants try to catch the rallymaster’s tricks and not fall for them. Basically, that’s it.”

TSD rally scoring is similar to golf in one way—low score wins. But unlike golf, being under par is as bad as being over. A rallyist is penalized the same for being either early or late. In this national TSD rally, scoring was based on seconds, so a one-point penalty was assessed for every second either over or under the “official” time.

What about rallying intrigued Lee? “It is as competitive an event as, say, autocrossing, but it is not as physically taxing. Mentally? Yes, but you’re not fighting a steering wheel. You don’t have to worry about hurt-

Lee Lichtenstein with his 2008 SE Boxster and rally “tools of the trade.” A veteran TSD rallyist, Lee and navigator Tom Provasi achieved a class win at Boca.





ing your car because you rally on public roads at posted speed limits. The rallymaster writes tricks into the instructions that, if followed, create a deviation from the true course or the true time. If the rallyist falls for the trick, he incurs penalty points. The rallymaster does not try to get anyone lost. That's not fun for anyone, and it can turn people against rallying. It's a mind game between rallyist and rallymaster. That is what has kept me rallying for over 30 years."

Like concours and autocross, TSD rally competition has classes. In the "Unequipped" class, only simple timepieces such as stop watches plus pens/pencils, paper, clipboards or any device for holding the route instructions, the original equipment speedometer/odometer, and the trip odometer in its original location in the automobile are allowed. The "Equipped" class allows unlimited rally equipment, including rally computers, cell phone apps, etc.

What suggestions does Lee have for members considering TSD rallying? "The first thing is to choose a partner, either the driver or navigator, with whom you can converse easily," he responds. "You have to be able to talk constructively with each other, to rely on each other. Sometimes you have to just pull to the side of the road and discuss a particular instruction. That time can

usually be made up by not taking a mandatory pause instruction, for example."

Tips? "We record the mileage at every single action during the rally. That way, if something happens or we make a mistake, we have a reference point we can return to." Attending a rally school would definitely be helpful. I attend every rally school that's offered, not only for the review, but also to mentor rookie rallyists."

So how did Lee stack up against other competitors in the Boca rally? He and his navigator, Tom Provasi, won Class R03 and placed fourth overall with 134 points. It was Lee's sixth class win at Parade.

AUTOCROSS

Autocross, gymkhana, parking lot racing. No matter what it's called, this event tests a driver's reflexes, patience, and memory. It tests a vehicle's responsiveness. It provides seat-of-the-pants thrills without the danger of wheel-to-wheel racing. No wonder it has been the bread and butter speed event at regional and national PCA venues for years.

Terry Zaccone, Golden Gate Region member, is an autocross legend. He and Marcel, his 1968 911L Targa, have blitzkrieged autocross circuits for more than 50 years. The Porsche bug bit Terry in 1958 when he and a buddy exchanged seat time—Terry's new VW Beetle for

Legendary Terry Zaccone and Marcel, his 483,000-mile 911L soft-window Targa.
Terry's young daughter named the car after a Montessori school classmate.



Road Warrior

MIKE HINTON, an Inland Northwest Region member, likes driving his Granite Green 1987 Carrera—a lot.

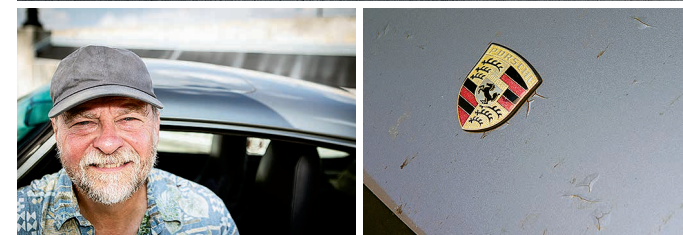
"I first fell in love with Porsche in 1971 when I saw a cover of *Road & Track* magazine—an image of the Le Mans-winning 917. I read the story and was blown away. I thought to myself, I'm going to own a Porsche one day."

Flash forward to 2007. Mike bought an "experienced" 911 with 147,000 miles on the odometer from a friend. "I love this car. It provides such a visceral experience. My first long trip was 6,000 miles. I drove to my dad's in Louisville, then to the Upper Peninsula of Michigan, then across the top of the U.S. and back home to Northern California." Subsequent trips included drives throughout Canada.

"I decided to go to the Canadian Grand Prix in Montreal. Being the contrarian I am, I drove to Edmonton, then stayed as far north in Canada as I could and then to Montreal. Northern Canada is breathtakingly beautiful. This car has been to three Parades with me. After Boca, I'll drive it to Denali National Park and Preserve in Alaska."

Mike inherited his wanderlust from his dad. "When we were kids, Dad would pile us into the station wagon and just go—a 500-mile trip to visit relatives was a no-brainer. And most of those miles were on two-lane highways. I loved those trips. I loved seeing the countryside. I still try to stay off interstates as much as possible."

What about the logistics? Does Mike use Google or Mapquest? "I rely on paper maps. I've been accused of being a dinosaur, which I am, but I can pull out my Rand McNally and see an entire state without scrolling



around with my phone. I always use paper maps to plot my route."

Is he concerned about the dependability of his Porsche? "I have complete faith in this car. I put in a newly rebuilt engine just before this Boca trip. Now it's basically a European-spec Carrera engine with a little more horsepower. The motor is just getting broken in."

Final tally for this Boca trip? An astounding 10,269 miles through 33 states and five Canadian provinces. —DM

his friend's Speedster. "Well, I get into this thing and, my God, it was incredible! I was out-dragging Mercurys at stoplights. I was flabbergasted. Anyway, the day I graduated from Caltech, I went down to the

Porsche dealer and ordered one."

A T5 Normal Roadster took Terry and his growing family throughout the United States and to Mexico City and back. "I did autocross it, but it didn't seem very competitive."

After 127,000 miles, the Roadster was getting a little long in the tooth, so when Porsche came out with the Targa, the Zaccones, who wanted a convertible (Porsche offered no open car at the time) took notice.





Terry told his wife, “Well, if that’s as close as we are going to get to a convertible, I guess we should order one. So, I placed our order and arranged for a factory delivery. My dad was making an overseas business trip and he could sign for it.”

Everything went smoothly, until it didn’t. The factory botched the order. Terry was offered a 911L instead. “I didn’t know what a 911L even was. I’d ordered a 911 and thought that was that.” The factory’s mistake proved fortuitous. Terry got what was basically a European 911S-optioned car, with all the suspension goodies and interior upgrades, with a 911 engine. His father signed for the car on September 18, 1967.

It took three months before the car arrived in the States. (By then it was considered a used car.) “When I went to the docks to pick it up, the car was still covered with cosmo-line. I got into the car, started it, and simply could not believe how awesome it was. With that six-cylinder, it was one of the fastest road cars you could get, so I autocrossed it. It had 890 miles on it when I began. It took me a couple of years before I really got the hang of it [autocrossing], but the car proved very competitive.” Terry was not the only Zaccone who could autocross. “After a while, I got Judy involved in the event. She got darn good at it. She was women’s champion for 20 consecutive years.”

Considering that Terry has been a cone dodger for more than half a century, what changes has he seen in the sport? “Oh, it’s changed. Back in the day, everybody was in the same class. Then they split up the men and the women, probably because some of the women were beating some of the men, and then they split up the cars into two or three different classes. Now, there are many different classes. They had to. There is no way Marcel could compete against a Turbo when a course has one or two long straights. Heck, Marcel has a two-liter with about 130 horsepower. The engine is completely stock. Another thing is that autocrossing has become more organized. There’s even handicapping between classes to make it fair,” said Terry.

“There was a period where regular time trials were held at Parade—they put up some pylons at the start and at the end of big tracks like Road America or Riverside, and then the drivers went like hell around the entire track. That lasted for about ten years, I think. This course here [at Boca] is at a race-track, but the course is a true autocross course. A lot better.”

Other than the engine that Terry kept stock, what adjustments have been made to Marcel to improve its competitiveness? “I took it to my Porsche shop, to an old German



Overspray

KEVIN FITZSIMMONS of the Northern New Jersey Region had been through quite an ordeal when I walked past his 1997 911 Cabriolet as it was being prepped for the 2019 Parade Concours.

Three days before, he walked out of his hotel, saw that the exterior of the building was being painted, and noticed that there was overspray all over his beloved Porsche! It was everywhere—on the convertible top, the plastic window, the body panels, and in the engine bay. The four painters came down to look, as did the hotel manager. Then one of the women from the hotel exclaimed, “Oh, you’re from Jersey! Maybe you were driving and you went over the lines on the road!” Fitzsimmons replied, “Excuse me, this is white paint. This is where it started.”

“The worst was the plastic rear window,” says Fitzsimmons. “There were little dots of white paint all over the rear of the car.” The hotel offered to fix it, but when the painters pulled out their scrapers and buffers, he instead went straight to the concours prep area at the covered garage of the Waldorf Astoria to take care of it properly.

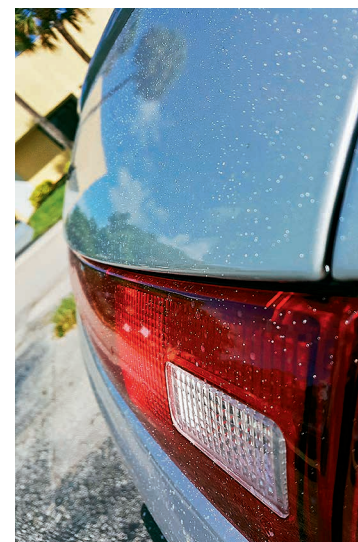
With the help of his fellow competitors, Fitzsimmons acquired the correct solutions to remove the water-based white paint. “I got to the prep area at 11:00 a.m., and four hours later I had removed most of it. Fortunately, the weekend before I had put several applications of fabric guard on the top.

“I was being cautious to not be overly aggressive,” he continues. “But I had to take things to the next level to get the overspray off the plastic rear window. I had the good fortune to attend a John Paterek PCA restoration session. With his help, and using what I had on hand, I

applied some citrus degreaser as a lubricant and then applied a pea-size of the Blue Magic. It worked after a lot of rubbing, but I’m still in the recovery phase.”

Fitzsimmons and his spiffy clean ‘97 Cabriolet were there at the concours on Monday to compete in P505F Preservation Class. He placed second for his effort, to the amazement of the crowd.

—Randy Wells



guy, and asked what I should do. So the first thing was to lower the car. That made a big difference. Then I changed to adjustable Koni shocks. Then I adjusted the alignment, the camber and caster. Tires and tire pressure are important to go quicker. Right now, my tires are Bridgestone Potenza RE-71Rs, and I lower the air pressure to about 25 psi. Anyway, I kept pestering him—what else can I do to go faster? He finally got fed up with me and my questions. He looked at me and said, with a clipped German trill, ‘Just *dr-r-ive* it!!’ And I did. Practice, practice, practice.”

In late 1969 and 1970, Terry and

his wife autocrossed virtually every weekend, two or three times a weekend, up and down the California coast. Now, at 82, Terry has cut back, doing “only” a couple of dozen events a year. That works out to one every other week.

Judy did not attend the Boca Parade. “She is smarter than I am,” laughed Terry. “I mean, driving 3,000 miles in a non-air-conditioned car in this kind of weather? Really?”

How does Terry prepare himself mentally for the autocross? “For the two or three days before—no alcohol. I try to get a lot of rest and stay hydrated.” And he always walks the

course beforehand. For the fairly long Boca course, that walk took an hour and a half. “What I look for is places I may have to shift, the tricky parts, the parts you have to slow down. My problem is that I don’t remember courses like I used to. Back in the day, I could memorize the course. The difference between my first run and my last run wouldn’t vary by much more than two-tenths of a second. Not like that now. I’m older. Slower.”

Over the span of 50-plus years, Terry has made thousands of runs. Is it still exciting for him? “Oh, yeah. I do get excited. In fact at Parade,



Hot Cross Runs

IT’S EARLY morning in South Florida. The day is already warming up as volunteers mark chalk boundaries around the orange pylons that define the autocross course at the Palm Beach International Raceway and competitors begin to roll in.

Autocross courses are typically set up in large asphalt expanses where the designer has a free hand to put together a series of cone sets, straights, and slaloms but this year, says Parade Autocross Chair Larry Sharp, “It turned out that our choices were very limited in this area.” Fortunately, PCA found Palm Beach International Raceway.

PBR required a very different type of setup than the typical parking lot course. Utilizing more than half of the 2.2-mile race course, Sharp weaved the racing line around strategically placed cones to keep speeds from getting too high. “We made it so the cars were never aimed at anything that could be of harm, and slowed them down where those things could happen,” he says.

With only three runs per entrant, walking the course before the heat of battle, though not mandatory, was highly recommended. PCA Executive Director Vu Nguyen was among those making their way around the course. “Walking, it looked intimidating,” he said. “Like it was going

to be a really fast course.” Vu would be running a “community” 1999 Boxster with PCA Secretary Aaron Ambrosino and PCA President Tom Gorsuch—the car’s owner.

What looked like a fast course when walking caught some competitors out at speed. One particularly tricky cone set was dubbed the Infamous Turn 4 by cone workers. “It was a set of turns where you turned left to a gate, right to a gate, straight through two gates, and then turned left again,” says Sharp. “Where you were supposed to go straight, people kept acting like it was a slalom and went to the wrong side of the gate.”

In autocross, knocking a pylon over or moving it outside of its defining chalk box incurs a two-second penalty, and missing a gate is an automatic disqualification (Did Not Finish). “I hate the fact that we have DNFs at autocross, so my goal is to not have them,” says Sharp. “In Missouri [in 2018] we had very few. Here we had way more than I wish we had, so I’m going to really make it obvious next year.”

Parade autocross has evolved with the times. “People used to build cars on their own or pay to get them modified to their preference,” says Sharp. Walking through the paddock today you see a lot of newer Porsches that appear to be stock. “This is the first year in my memory



that we had no modified [class] cars. Now people tend to just buy a car and put tires on it,” he says. “That’s how good they are.” This bodes well for the new owner who wants to see what his or her car will do. Nathan Merz ran the autocross in a bone-stock 2019 rental Porsche (see page 48). “The 718 Boxster is so good you can do crazy stuff and it will save you,” he said enthusiastically.

On the flip side, you can learn more about driving dynamics with an older model without Porsche Stability Management. “I do think it’s better for rookies to start with less powerful cars and not rely on electronic nannies,” says multiple championship-winning autocrosser Kim Crumb. “The only way to find the traction limit is to go over that limit just a little bit and then ease back across that traction threshold.”

For some, autocross is an end in itself, while for others it’s a gateway to the racetrack. “I joined the club back in 1983 with a 944,” says Michael Vietz. “I did a lot of autocrossing in ’92 and ’93, came to my first Parade in 1993, and won my class in the autocross. Then I got caught up in the track bug.”

After suffering engine damage to his 911 RS America at the track, Vietz returned to the autocross course at Boca Raton with a 1996 993 and

when I’m at the starting line, I’m worrying...what if I do this, or that? What happens if this or that happens? And then I tell myself, ‘Now come on. You’ve done this 10,000 times. What are you worried about?’ And then I just do what I do.”

And what Terry did at Boca was pilot 50-year-old Marcel, his 483,000-mile 911L, to a best time of 105.023, enough to turn some Turbo drivers green with envy.

Patty Reilly, a charter member of the Grand Prix Region, is a first-time autocrosser. Like Terry, she drove solo from California to Boca in a brightly colored Targa. Like Terry, she enjoyed her first autocross event. After that, the similarity ends.

While Terry drove to Parade because, “Marcel doesn’t like trucks [auto transports],” Patty drove her 2017 Lava Orange C4S because she likes to sing, by herself, as loud or as off-key as she wants. Some might say she’s an independent cuss. A ginger-haired, freckle-faced lady with fingernails and toenails painted to match her Targa, perhaps independent and free-spirited are more politely appropriate adjectives. Although no autocrosser, Patty had some experience with

“elevated speed” driving, both at a Porsche Precision Driving School with Derek Bell in 1984 or 1985, and at a regional Driver Education event at Willow Springs.

“So I had some feel for it [autocross], but from the time I walked the course until I got behind the wheel and began to drive, I thought, do I really remember?” said Patty. “The course looked totally different. Are the cones going this way or that way? So on my first run, I took it slow. After all, I had three timed runs. I wanted to ‘find’ the track, get comfortable with it. I put the transmission in Sport Mode and made my first run in 117 seconds. On my second run, I put the transmission in Sport Plus and improved my time to 108, but I totally blew it on my third run—DNF!”

Was Patty’s first autocross what she expected? What did she like? What didn’t she like? “Well, I didn’t like missing those two gates on my last run. Seriously, the event was thrilling, exciting, and I can hardly wait to do it again. I really wanted to use Launch Mode but thought the course was too short for that. But I would autocross again in a heartbeat! I’m a Porsche geek.”

won his class. “It’s a fun car to drive!” he says. Comparing autocross to the track, he notes, “There is significantly less chance of really hurting the car, and you can still get a lot of thrills doing the autocross.” Adding, “On the track there are fewer corners—you have a little bit more time to relax down the straights. In autocross everything comes—boom, boom, boom, boom—real quick!”

The Parade autocross wrapped after two very warm days. The challenging course within a course rewarded those who mastered its unusual kinks. Rad Delgado posted the fastest time in a 2019 911 GT3 RS, and Nguyen prevailed over Ambrosino and Gorsuch in their Boxster shootout.

The location for the 2020 Parade Autocross in Thermal, California has already been chosen and offers plenty of room. “We’re going to a very large open pavement site—a BMW test site,” says Sharp. “So we’re going to be able to do a large, traditional autocross.”

Whether you’re driving a 356, a Cayenne, a late-model 911, or any other Porsche—stock or modified—there’s a class for you and your car. PCA autocross offers the opportunity to find out what your Porsche can do in a safe, controlled environment. And even if it’s hot, you won’t stop talking about it for days! —Bruce Sweetman



This Little Piggy...

"IT'S NOT just the cars, it's the people." And it's not just the big people, but the little people as well. Volunteers work diligently each year to provide entertaining activities for children who accompany their parents to Parade, and to incorporate activities that promote a lifelong interest in the Porsche brand and involvement with PCA.

There is no better example of this than the PCA Juniors and Hagerty Youth Program Partnership, created in September 2018. (Hagerty is the official sponsor of the PCA Juniors program.) One popular activity, Hagerty Youth Judging, coincided with this year's concours. As described on the Hagerty website, "Designed primarily for youth ages 8 to 14, the Youth Judging Program brings the world of classics to a kid-friendly level. The young judges are guided through the show field as a group to pre-selected show cars and interact with the owners, allowing the judges to learn details, history, and fun facts about each car. A simplified score card that highlights five basic categories and is rated on a scale of 1 to 5 is used."

This year at Boca, kids from two age groups were given a lesson on concours judging and then were teamed with adult judges as they evaluated a group of cars and selected a winner. These young judges then presented awards to the owners of the winning cars.

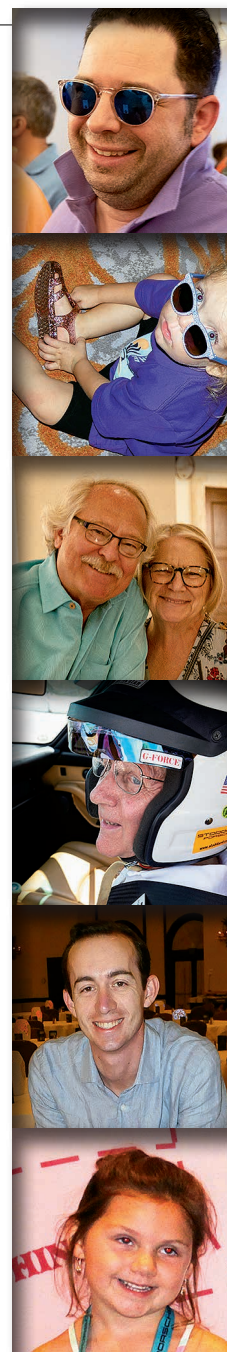
Enter Gunner Mench's Pink Pig. Gunner has become a familiar face at Parade. Hailing from the Big Island of Hawaii, Gunner generally ships a car from the island and then drives or transports the car to the Parade



site. He chose a different path to Boca. "While planning my trip to Boca, I calculated that shipping a car to and from the Big Island would be about \$7,000. So, considering my budget was \$7,000, I decided to look for a car to buy that was around that price, fix it up, and ship it to Florida. That way, I'd enjoy a car at Parade and then flip it. In the fall of 2018, I found a 1986 951 in Massachusetts for around \$6,000, bought it, then shipped it to a friend in Ft. Myers, Florida for storage."

Recognizing the need to get the 951 sorted mechanically, Gunner eventually sent it to his friend George Hussey, owner of Automobile Atlanta. George did the necessary work—brakes, rotors, everything needed to square it away. Another shop in Atlanta, Wrap Stars LLC, did the pork sausage casing. "I told them I wanted the Pink Pig livery. They had no idea what I was talking about. After the shop began to research the design scheme, they got totally into it. By the way, multiple checks later, I was way over budget."

Gunner's eye-catching car, prominent in the Historic Display, snatched the hearts of the Hagerty Youth Judging team. It garnered the Young Judges Choice First Place Award. Oink! —DM



TECHNICAL AND HISTORICAL QUIZ

So, who goes to a Parade to take a quiz? Well, nearly 100 enthusiasts decided to test their knowledge in this annual competition that determines entrants' knowledge of all things Porsche. The written test consists of 75 questions and takes 90 minutes to complete.

Kim Crumb from the Nord Stern Region has been a Parade attendee for 32 consecutive years. "I attended my first Parade in 1984, a year after I bought my first Porsche, a 1979 928. That Parade was in Appleton, Wisconsin, reasonably close to the Twin Cities. I thought it was pretty neat, with the rally, the concours, and the track at Road America. It was great. I just keep coming back."

How did he squeeze the tech quiz into a schedule already packed with other events? It was just one of those things. In 1989, following a series of events precipitated by a model-specific question about the 928, Kim found himself on the National Tech Committee—the Shell Answer Man for all things 928. While on the National Tech Committee, he wasn't eligible to take the tech quiz. Upon "retiring" from that position in 2002, Kim jumped on the tech quiz bandwagon and has competed in that event each year since.

Has the quiz format changed much? "Like most things, it has slowly evolved. Now it includes more

Porsche family questions, things like that. I think the balance has tipped from primarily technical questions to more historic [general Porsche and PCA] questions over time."

Who decides what questions are on the quiz? "The test quiz makers [recognized PCA experts on specific models] draw technical questions from a variety of sources—*Porsche Panorama*, *Excellence* magazine, *Christophorus*, technical bulletins, and volumes of research such as *Excellence Was Expected*. Many of the general knowledge questions come from the Region Procedures Manual. There is a whole history of PCA at the beginning of that document."

As with any competitive event, preparation is key to success. How did Kim prepare for the quiz this year? "Last night, I re-read every article published in *Panorama* that had anything to do with the transaxle cars—924, 944, 968, and 928. Every one of them. I also re-read that section of the Region Procedures Manual detailing PCA's history. This year, 30 of the 50 general knowledge questions came from *Panorama*. Of the 25 model-specific questions on the test, none came from *Panorama*. They were drawn from service bulletins, owners manuals, *Up-fixin' Der Porsche*, publications like that."

Advice for a rookie competitor? "Read and then re-read your *Panoramas*. As I said before, 30 of the 50

Gold Coast Region member Joe Guerrero with his pristine 928S. Joe campaigned his 24,000-mile Great White Shark in the Concours d'Elegance, his first ever.





The Odd Couple

REMEMBER THE TV series *The Odd Couple*? Well, depending on your age, there have been two. The original series ran from 1970 to 1975. The sequel was on the small screen from 2015 to 2017. Here's the plot: Fate puts Oscar Madison and Felix Unger together as roommates: Felix is critical and fussy, while Oscar is relaxed and easy-going. Somehow they remain friends.

We have a sequel for you. This one stars *Panorama* writer David Mathews as Felix, and photographer Michael Alan Ross (MAR) as Oscar. According to Mathews, MAR is always sitting around. It turns out that is exactly what MAR is supposed to do—to be “on the deck” in a prone or sitting position, sweating it out while taking photos of cars for the magazine. In actuality, Mathews is the one most likely to be found sitting around, usually in an air-conditioned car, occasionally barking suggestions to MAR through a half-open window.

Anyway, that's what I witnessed in the hot and humid conditions of Boca Raton in July. Of course, there's more to it than that. MAR is known for a lot more than casually kidding his partner at every opportunity, and Mathews does more than grumble about how easy Ross has it. They are both extremely professional and masters of their craft. The upside is that the car owners they are doing features on always get a good show, and the magazine gets great photos and text for upcoming issues.

Obviously this is a bit of a roast, since I am basically competing for the same stories as they are at *Panorama*, even though they are both friends of mine and a vital part of the fantastic editorial team. It's all in good fun, which is exactly what Parade strives to be for everyone who chooses to attend. —Randy Wells

questions this year came from *Pano*. Preparing for the model-specific portion is more difficult because questions will come from many different publications. I suggest getting a model-specific technical specifications booklet if available.”

That late night cram session proved beneficial to Kim. He achieved the second highest overall score (145) in the men's division at Boca. (Scores for overall awards are

calculated by multiplying the number of correct general questions by three, then adding the number of correct model-specific questions. Tie-breakers are used to determine winners if, well, there is a tie.)

COMPETITION IS A big part of Porsche's DNA and the lifeblood of PCA. Back in 1956, at the first-ever Porsche Parade in Gaithersburg, Maryland, PCA's Bill Shol-

ar and company recognized the overwhelming interest in friendly competition, incorporating it as an integral part of Parade festivities that continues to this day. Are your competitive juices flowing? Whether you're an old hand or just entering the fray, plan to join in the activities at the 65th Porsche Parade in Palm Springs, California. You won't regret it—and you may learn a thing or two about yourself and your Porsche. ☯

