

MAKING HISTORY COME ALIVE



THE HISTORIC DISPLAY AT THE 2019 PORSCHE PARADE.

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UNLIKE THE FOUR keystone events of every Porsche Parade—Concours, Autocross, Time-Speed-Distance Rally, and Tech Quiz—the Historic Display is the one popular event that doesn't test how fast your car is, how clean your car is, or how clever and smart you are. The brainchild of the 1981 Parade Committee, the Historic Display was created to provide an opportunity for Parade attendees to view "special" Porsches up close and personal. The Asheville, North Carolina display featured a long tail 908 provided by Porsche AG, plus

12 privately owned models, ranging from a 550 Spyder to a Jagdwagen.

Historic Display models represent something unique—race winners, one-of-a-kind cars, first ofs, last ofs—you know, the special stuff. Most cars in any Historic Display are immaculately prepared. Others proudly show their battle scars, such as rubbed paint, scratched fenders, and sand in the wheel wells. These are cars that tell stories, proudly and unabashedly.

The 2019 Boca Raton Parade Historic Display, "Racing Through the

Years," proved that tradition is alive and well. Lori Schutz, daughter of Peter Schutz (the only American to serve as president and CEO of Porsche and the person who is credited with saving the venerable 911 from the scrap heap), pulled together a display of awesome machinery—47 interesting Porsches, each with a unique history. From a tricked-out 356A coupe to a ground-pounding 962, nearly all were provided by individual owners at their own expense. These cars represent the best of Porsche, and the best of PCA membership.

1964 904 CARRERA GTS, CHASSIS NUMBER 018: Considered by many to be the most beautiful sports car ever built, the 904 was the first Porsche to utilize a fiberglass body bonded to a steel chassis. Running a twin-overhead-cam 2.0-liter engine that developed 180 horsepower at 7000 rpm, the 904 was a giant killer, regularly shaming higher horsepower competitors. Number 37, driven by Briggs Cunningham and Lake Underwood, won its prototype class and finished ninth overall at Sebring.



1984 PORSCHE 962, CHASSIS NUMBER 103: A successor to the 956, the 962 was created to comply with new IMSA regulations, among which was to lengthen the wheelbase to move the pedal cluster behind the front axle. Powering this monster was a turbocharged 2.8-liter engine, eventually morphing to a 3.2-liter twin-turbocharged powerplant in later production. The Holbert Racing Löwenbräu Special is one of the most famous 962s, and certainly one of the most successful. Number 14 achieved Porsche's initial win for the 962, the first of many podium finishes.

1959 356A COUPE: There are 356s, and there are 356s. Dr. Daniel Bird's "special" Wimbledon Green 356 features a blue interior with deviated green stitching, 928 12-way power seats, an electric tilting sunroof, a 2.33-liter fuel-injected engine, cruise control, power windows, navigation, satellite radio, a back-up camera, air-conditioning, and a 14-speaker sound system. "I found the car on eBay," began Dr. Bird. "Bought the car sight unseen. I wanted a good, streetable car—it was all about driving. The nicest compliment I received was from Chuck Stoddard, when he said he hadn't seen any better workmanship."

Dr. Bird's tub achieved first place in the Outlaw/Modified class at the 356 Registry Holiday as well as Best in Show. It also was awarded a first in Modified class at the PCA Traverse City Parade, and first in Outlaw/Modified Class at the Santa Fe 356 Registry Holiday—the Triple Crown.



1971 914-6 GT M471, CHASSIS NUMBER 0233: The 914 broke the Porsche paradigm. Far removed from its roundish, rear-engine cousins, the 914's balanced, mid-engine design provided excellent handling. Its targa top allowed plenty of sunshine without sacrificing structural rigidity, the front and rear trunks provided gobs of storage, and those pop-up headlights were fashionably cool. Engine displacement ran from 1.7 liters (four-cylinder) to 2.0 liters (four- or six-cylinder.) The 914's modest, entry-level price allowed enthusiasts to own a Porsche while still being able to put groceries on the table.

Steve Gaglione, a PCA member for 45 years, has owned this rare Tangerine bird since 2007. One of only 23 factory-produced

M471 competition-optioned 914-6s, it was previously owned by Erich Strenger, the freelance graphic designer who, for two decades, created everything from driver's manuals to beautiful advertisements and posters celebrating Porsche racing victories. Known in Porsche circles as The Strenger Six, it was used as a camera car at the Nürburgring.

How did Steve obtain such a unique 914? His friend George Hussey (Automobile Atlanta) alerted him to an advertisement on *pca.org* offering a factory M471. After chasing, without success, a different M471 for 18 years, Steve finally realized his dream and purchased the car. "It consumed my life. I had to have the real thing."





1977 PORSCHE 934.5, CHASSIS NUMBER 0960: In the mid-1970s, Porsche began to produce turbocharged race cars, loosely based on the production 930 platform, for privateers. First with the 934, then with a bigger wing, wider tires, and a larger displacement engine to create the 935, these cars were highly successful in the late 1970s.

IMSA Swap Shop number 16 was the last 934.5 car built in 1977. It finished fifth overall at the 1980 Daytona Finale and third overall at the 1981 Sebring 12-hour race. Number 16's 3.2-liter turbocharged engine produces 700 hp.



1972 917/10 CAN-AM RACER: For 1972, the 917/10 had a twin-turbocharged engine capable of speeds exceeding 200 mph at 1100 hp. "Peter Gregg raced this car, number 59, the first Brumos Porsche to feature the (in)famous 'swoop' livery, to a ninth-place finish in the 1972 Can-Am championship, followed by Hurley Haywood's third-place finish in the 1973 Can-Am series season," says the Brumos Collection. The Can-Am series, also known as Group 7, ran from 1966 to 1987 and, according to automotive journalist Glen Smale in *Porsche Road and Race*, "catered for just about anything with four wheels that could go very fast and make a lot of noise."



The 2019 Historic Display had so many great cars that some spilled out onto the lawn and concours field. Top to bottom: The Pink Pig Pen featured all manner of brilliant, blushing machinery, from a Porsche tractor to a sleek 951. "Opie" is a one-of-a-kind parts truck and grocery getter that started life as a 1970 914-6. Gold Coast Region member Jeffrey Sprecher's 1977 935 moved considerably quicker in the 1979 24 Hours of Le Mans, when it finished 11th overall. Coastal Empire Region's Richard Papy owns the 1988 944 S2 Firehawk competitor that was originally purchased by Bob Akin for his driving school. This 600-hp 1992 Carrera 2 Turbo regularly terrorizes fellow competitors in PCA Club Racing. 🏁



Although the 2020 Palm Springs Parade was canceled, Lori Schutz (above) promises that the Historic Display at the 2021 Parade in French Lick will be bigger and better than ever. Dubbed "Blow the Lid Off of Summer," the display will highlight open cars—Cabriolets, Roadsters, Speedsters, Spyders, and Targas. For those interested in displaying a car(s), please contact Lori at Zone4Rep@national.pca.org.