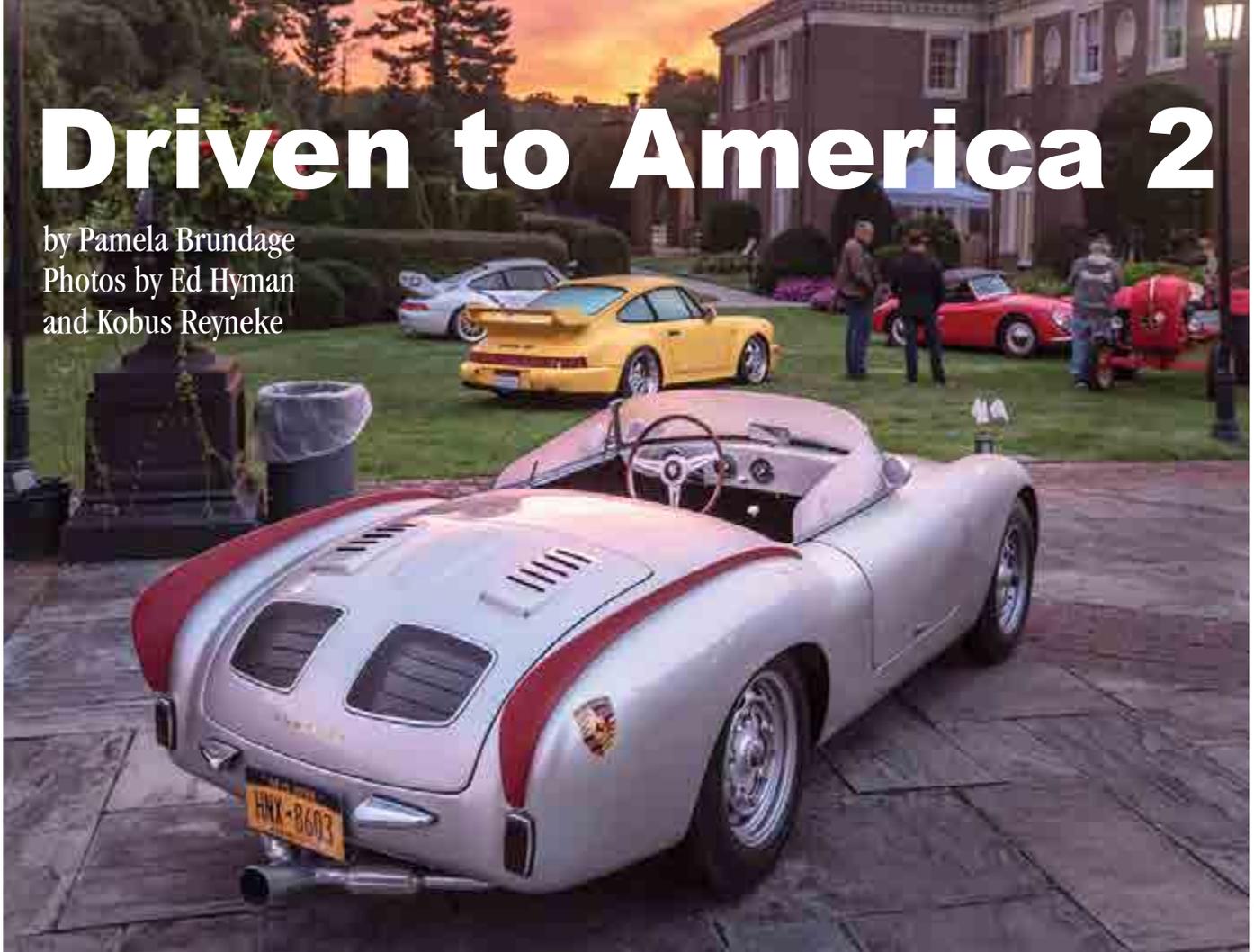


Driven to America 2

by Pamela Brundage
Photos by Ed Hyman
and Kobus Reyneke



Kobus Reyneke

After a very late night working on getting the generator back into my 356, I was ready to begin the long, two-day drive from the Midwest to the East Coast and Driven to America 2 (DTA2). After attending last year's DTA inaugural event, I was looking forward to DTA2, held on Sunday, October 14th, at the New York Institute of Technology's (NYIT) de Seversky Mansion in Old Westbury, New York. Driven To America is the brainchild of David Jacobson, owner and founder of Collector Car Showcase (CCS) in Oyster Bay, Long Island. The event celebrates the air-cooled Porsche and honors Max Hoffman, the man who brought Porsche to America.

The threat of morning showers didn't keep owners from being a part of this Sunday morning event. The CCS staff and volunteers did a great job guiding us from the entrance and through the heavily wooded property. It was quite a sight as air-cooled Porsches lined the mansion



356s made up a large contingent of the cars in attendance.

Kobus Reyneke



Ed Hyman



Kobus Reyneke



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Visitors could sign this 911 with a donation to St. Jude's Children's Research Hospital.



Kobus Reyneke

Panel discussion with (L to R) Larry Webster, Prescott Kelly, Ray Schaffer, and Cam Ingram.

lawn, and—the colorful Porsche display lit up the grounds under overcast skies throughout most of the day. A professional caterer served beverages and an extensive breakfast/lunch menu from early morning through the end of the event. A mix of music played throughout the day provided by a professional DJ. Caleb, a local artist, set his easel up nearby and painted a number of Porsche racecars. Throughout the day, attendees were able to make a donation to sign a vintage Porsche, with 100 percent of the proceeds going to St. Jude Children's Research Hospital.

The "Circle of Legends," a new addition this year, featured other notable Hoffman Motors Corporation automobile marques: BMW, Jaguar, Mercedes, and Volkswagen. Also new to DTA2 was a one-hour panel discussion moderated by Larry Webster, with Prescott Kelly, Ray Schaffer, and Cam Ingram. The lively discussion centered on Max Hoffman, his relationship with Porsche, and the history of the 356, and was followed by a Q&A session.

Inside the mansion was a Max Hoffman display packed full of history about the man, his import business, and his Frank Lloyd



Pamela Brundage

Rudy Campagnola and his 1959 Convertible D.

Wright-designed Manhattan showroom. A number of 356s sold by Hoffman Motors were displayed outside on the upper terrace level beside other historically significant 356s, and even a Porsche tractor.

Joe Buzzetta, a Porsche factory racecar driver during the 1960s and 1970s, was on hand alongside a number of racecars from his personal collection. This was a rare opportunity to get up close to Porsche race history. Thanks to his staff, I was introduced to Joe this year. We talked about how he got into racing, and many interesting stories were shared. Along with co-driver Udo Schütz, Joe won the 1967 Nurburgring 1000-km race in a Porsche 910. That's just one of a long list of his racing accomplishments.

It was great seeing a number of people I had met last year, like Rudy Campagnola, whose silver 1959 Convertible D was imported by Hoffman Motors. While not the original owner, Rudy enjoys his 356 "as-is," which is just how he purchased it many years ago. DTA2 was the perfect place and setting to catch up with people I'd met at last year's event and make new friends with the common interest of Porsche.

Thanks to the many owners from near and far who brought their air-cooled gems to DTA2; it's all about the cars and their stories. Kudos to David and his hard working CCS staff; Fran Zuniga did an amazing job organizing and running this event! I'm waiting for the DTA3 date to be announced for 2019, and I hope to be there.

A side note: my trip last year was complicated when the clutch cable went out on my 356 a few hours after the event ended. It was my first solo long-distance drive with it, and I was a long way from home. I carried a copy of the 356 Registry Travel Assistance Network (TAN) with me; however, I was feeling a bit vulnerable at this point. David and his CCS staff quickly came to the rescue, arranging everything from the flatbed, Stoddard parts order, repair, and my rental car. I was back on the road in no time. Thanks David and everyone at CCS! It's always an adventure in a 356. 🚗



Ed Hyman



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