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SPACE COAST REGION
PORSCHE CLUB OF AMERICA
2018/3



2018 - Celebrating 50 Years

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PORSCHE



President's Column

Summer is always a slower time for the club due to vacations & the hot Florida summer temps. This year our 50th Anniversary coincided with Porsche's 70th Anniversary of Porsche. PCA celebrated their annual Parade at Lake of the Ozarks. A few Space Coasters made the long drive to Parade 2018, at Lake of the Ozarks; while some of us just watched it live on Facebook. Check out the Parade Article in this issue! Next year Parade will be very close to home, so lots of Space Coasters can attend. Mark your calendars for July 21-28, 2019 at the Boca Raton Resort (Waldorf Astoria). It is a week packed with Porsche events that people from all over the country return to every year. Come and see what all of the excitement is about!

Our 50th Anniversary Banquet, featured Vic Elford at the Daytona 500 Club and was a huge success. Thank you Terry Miller and his team for working through all the details with Daytona International Speedway and the Fairfield Inn. We had multiple events happening that made it a memorable weekend for all. Thanks also go to Shay Rowe and Porsche of Melbourne for sponsoring the concurrent 70th Anniversary of Porsche cars at the same event! A big thank you goes to Scott Hansen for our 50th anniversary logo which you've seen at all our events and on the T-shirts. It is awesome!

Looking forward we the second annual Porsche/Corvette Challenge hosted this year by the Cape Canaveral Corvette Club on September 30 at the American Muscle Car Museum. Come out and watch!

OctoberFast hosted by Zone12 on October 25-28, will feature PCA club racing, an HPDE for advanced only drivers, and an autocross for all drivers. If you are an HPDE driver, Daytona is a must on your bucket list and if autocross is your preference the cart track at Daytona is a fun course.

Our Annual OctoberFest BBQ/Concours is scheduled for November 3rd at F. Burton Smith Park in Cocoa again this year. In addition, there are a few PCA HPDE weekends, a Zone 12/Space Coast Charity Event on November 10th at the AMCM. Plans are in the works to have a car show at the Melbourne Airport in the fall.

Remember we always have our monthly Kaffee Klatches in Daytona, Melbourne and Vero Beach. Keep checking the web site calendar SPC.PCA.org for added dates and stay tuned.

Special thanks go to the Board of Directors and all the Committee Chairs who donate their time and energy to make the events happen. They put in long hours to make this club run on all cylinders and they do it for you. "Get to work on the nut behind the wheel before modifying the car..."

Carmen DeVito

On the Cover: Jim and Karen Georgeff's 1968 yellow 911 known as BOOM. Photo by Ray Baldino.

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From the Editors

Summer is almost over and Space Coasters are emerging from the air conditioning. The year is NOT over! We're all looking forward to October Fast at the Daytona International Speedway, Octoberfest Concours and BBQ in Cocoa our Charity Event at the American Muscle Museum in November, and AutoCrosses in September and October. Don't forget the Porsche vs Corvette Challenge September 30th. Those who attended Parade at Lake of the Ozarks all reported having a wonderful time at this beautiful spot. Next year, Parade will be here in Florida, so think about planning some time to attend that one. We promise you won't be disappointed! Our Drive and Dines so far this year were outstanding and well attended. Our monthly KaffeeKlatches in Vero, Melbourne and Daytona enable us to check in with each other and get a step up on what's happening.

There were so many dedicated volunteers this year for our 50th Anniversary. The club is so fortunate to have so many committed members that once again proves it's not just the cars...it's the people. Terry Miller really knocked it out of the park making the 50th Anniversary Banquet spectacular at the Daytona Speedway. Additional special thanks go to Scott Hansen for penning the beautiful new 50th Anniversary Logo; Shelby Goode for his striking portrait of Vic Elford, which enabled the club to pay it forward to make a nice donation to Charlene's Dream, a very worthwhile charity benefiting women who've had cancer; Ed Springer for arranging the very cool Porsche Challenge Trophy that we all could earn just by attending events. Sue DeVito worked tirelessly to pull the event together and Jeff Dorman kept us all informed through our wonderful website.

It's hard to just thank a few, when so many gave their time and efforts to make this year a great one. We are very lucky to have the support of Porsche of Melbourne, and Shay Rowe and his team, always ready to help out, host an event and support the club, not to mention the excellent service department that keeps our Porsches humming. Please remember to support our advertisers who are an integral part of keeping EV alive and our club strong.

It takes a village to keep Space Coast PCA fine tuned and moving forward. Come on out and let's have fun, make new friends and enjoy events with each other.

Sue Kee Robin Hoffman



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Please check out our new and revamped website spc.pca.org

(do not use the www)

and new facebook page at

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Membership Corner

by Glenn Matchett

We are 827 primary members and 373 affiliate members for a total membership of 1200. We have increased by 54 members since the last quarter.

The events calendar will be getting busier over the next few months, and at this time I'd like to encourage all of you to log into pca.org, click on the "edit" tab and check your account information. We use email to keep members informed about upcoming events, plan changes, etc. and 25% of members have left this blank or it is not current. On the same pca.org edit account page, near the bottom are email settings. Verify the "opt out" check boxes and make any necessary changes.

If you are a new member, or recently transferred in from another region, check out the event calendar on our website, pick an event, come on out and share your Porsche passion with us. I frequently attend the Melbourne kaffeeklatsch — I always enjoy meeting new members and checking out their Porsches. If you have any questions or ideas you'd like to share, feel free to contact me.

Glenn Matchett

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Welcome to our New Members!

May 2018

Andrew Patterson – 2003 911 Turbo
Jason Alden – 2018 Cayenne
Michael O'Donovan – 2017 Macan
Charles Ferry – 2018 911 Carrera
Franklin Lane – 2018 Cayman
Larry Gordon – 2017 Macan
William Gable – 2018 911 Carrera
Marjorie Spradley – 2018 Macan
Matthew Jerozal – 2018 Cayman
Robert Parkhill – 2018 Cayenne
Tracey Zudans – 2018 Panamera
Tiana Sloan – 2018 Macan
Margaret Zoltak – 2018 Macan
Tabitha Graff – 2018 Macan
David Barnald – 2018 Macan
Thomas Achacaso – 2018 Macan
Charlotte Slifel – 2015 Panamera
Sharon Woods – 2018 Boxster
Drew Rector – 2016 Cayman
David Sealtiel – 2018 Cayenne
Angela Herbert – 2018 Cayenne
Lynne Del Monte – 2018 Cayenne
Stuart Graham – 2018 Panamera
Francis Smith – 2017 Cayenne
Beth Grosshans – 2018 Cayenne
John Dillon – 2018 Macan
Patricia Van Zante – 2018 Macan
Pamela Winn – 2018 Macan
Linda Phillips – 2015 911 Carrera

Richard Stefanelli – 2016 Cayman GT4
Christel Crane – 2004 911 Carrera
Dale Armour – 2002 Boxster
James Lloyd – 2003 Boxster
Richard Greer – 2011 911 Turbo S

June 2018

Robert Lee – 2017 Boxster
Steven Johnson – 2018 Panamera
Mary Smith – 2018 Panamera
Joseph Rizzo – 2017 Cayenne
Paul Bartlett – 2006 911 Carrera S
Alexander Greene – 2014 Boxster
Michael Miller – 2012 911 Carrera GTS
Steve McCanna – 2002 911 Carrera
Ronald Johnson –
2001 911 Carrera 4 Cabriolet
Nolan Wright – 2016 911 Carrera
Susan Smith – 2018 Cayman
James Lilienfeld – 2018 Cayman
Anthony McCarthy – 2018 911 Carrera
Samuel Pinson – 2016 911 Carrera
Joe Gallagher – 2015 Macan S
Judy Lafage – 2018 Macan
Kevin Tucek – 2018 Macan
Tarun Jain – 2018 Macan
Donald Steele – 2018 Macan
Barry Segal – 2018 Cayenne
Kevin Hill – 2018 Panamera

Clyde Pittman – 2018 Cayenne
Claudia Kennon – 2018 Cayenne
William Gabay – 1999 911 Carrera Cabriolet
James Bartlett – 2013 911 Carrera
Wes Hollan – 2014 911 Carrera S
Sydney Gregory – 2014 911 Carrera
Robert Morgan – 2003 Boxster S

July 2018

Robert Alphin – 2008 911 Carrera
John Donlon – 2009 911 Carrera 4
Vernon Khail – 2008 911 Carrera 4 Cabriolet
Eric Wolf – 2000 Boxster
Daniel Drake – 2016 Boxster Spyder
Michael Magill – 2018 Macan
Marcy Downey – 2016 Panamera
Cindy & Bruce Hambidge – 2010 Boxster S
Mark & Teresa Vossenkemper – 2014 Boxster
Michael Towers – 1995 911 Carrera
Ken & Bridget Adam – 2002 911 Carrera

Transfers In:

William Simon – Connecticut Valley Region
– 1986 944
Kevin Egolf – Potomac Region – 1975 914
Barry Sloan – Metropolitan New York
Region – 2008 Cayman S
Rob Hrubesch – Monterey Bay Region –
2017 Boxster S



Hans Hoelzlwimmer

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Keeping the Pedal to the Metal

A Snapshot of What's Happening in the Space Coast Region PCA

Details – Details – Details

Complete information about each event can be found on our Space Coast PCA Website and Space Coast Facebook.
spc.pca.org/calendar – click on the event for more information.

PCA Juniors

PCA Juniors is a program for Porsche enthusiasts under age 18. Participants must be registered by an active PCA member. Join here: <https://www.pca.org/pca-juniors>

Name Badges

If you are interested in having your own Space Coast PCA name badge – contact Scott Kee and he'll order one for you and your co-member. Pick it up at an event!

Second Annual Porsche vs Corvette AutoX Challenge

September 30th 8am – 4pm

At the American Muscle Car Museum

Our 2nd annual AutoX Challenge competition between the Space Coast Porsche Club and Cape Kennedy Corvette Club. This is an exciting, no holds barred, winner take all challenge between the 2 clubs. Porsche won last year, this year who knows? Come out to cheer on our drivers!

OctoberFast Club Racing

Daytona International Speedway on October 25-28.

A great Porsche annual event. Come and watch Porsches race. You just might see someone out there you know! Advanced DE will also be going on at the same time. A fantastic AX on the cart track, don't miss it, it's a ton of fun!

Remaining Autocross Events for 2018

September 8 October 20

Come out and join in the fun!

Our Autocrosses at the American Muscle Car Museum facilities are fantastic! The site is amazing! Expect our usual fun and challenging course with approximately 60 second run times. Sponsored by Porsche of Melbourne. Register on ClubRegistration.net

KaffeeKlatch (Cars and Coffee)

We continue to have 3 informal get-togethers each month 9am – 11am to enjoy breakfast, coffee and our biggest passion – Porsches!

One in Daytona, Melbourne and Vero Beach. Come out to one or all – it's always a good time! No pre-registration needed, just show up.

Driver's Education - DE's

These are driving events focused on developing high performance driving skills for all drivers. DE's are a wonderful way to improve your driving skills on a racetrack with the help of an instructor. These are PCA sponsored events at Sebring, Daytona, Palm Beach International Raceway and Roebing Road.

Space Coast Annual OktoberFest Concours/ BBQ/Swapmeet

F. Burton Smith Park in Cocoa on November 3rd at 9am. Always a favorite event with our club.

Detailing Tech Session

American Muscle Car Museum on December 1st 9am. An informative tech session you won't want to miss for sure!

Space Coast Holiday Party

At the Eau Gallie Yacht Club. Come celebrate the season in style with Club Members on December 15th.



Crossword Puzzle



Across

1. Engine petrol & electric
5. Your front tires start to lose traction before your rear tires
8. When cornering, if your rear tires start to lose traction before your front tires
9. Panamera 'wagon'
10. German highway

Down

1. 356 low windscreen
2. Porsche accessories
4. Distributes torque
6. Convertible Porsche
7. Porsche's home in North America

Speedster Oversteer Tunsmo Differential Taga Autobahn Tequipment
 Understeer Hybrid Atlanta



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Racing in Canada, eh?

Article and photos by Tom Kirk

What does one do when it is hot as blazes in July and you still want to race your car? Go to Canada, but of course!

The third event of the Historic Sportscar Racing (HSR) 2018 schedule was Le Sommet des Legends held at Circuit Mont-Tremblant in Quebec, Canada from July 12th to 15th. This previous Formula 1 track from the sixties is now owed by Montreal-based fashion mogul Lawrence Stroll, father of current Formula 1 driver Lance Stroll, and is about a two-hour drive north of Montreal.

As my rookie racing season, 2018 has been full of firsts. This event was the first time I went racing at a track that I had NEVER DRIVEN BEFORE! To help compensate for this lack of experience, I spent hours watching YouTube videos and at Carmen DeVito's house on his racing simulator to work on getting the layout of this track etched into my mind. Thank you, Carmen!

I was greeted by Zotz Racing team mates, Eric Zitza and Justin Hoyle when I arrived at the Fairmont Hotel in the middle of the Mont-Tremblant ski village where we were staying. In addition to the racing, there was also the 35th annual Blues Festival being held there that weekend. For the next four nights we would enjoy fabulous blues and rock band performances after spending the day at the track. We had numerous memorable experiences that would take another full article to recount. What happened in Canada, stays in Canada!

Back to racing ... I had one day (Thursday) to learn the track before qualifying on Friday and racing on Saturday and Sunday. The time I spent on videos and the simulator definitely helped, but it was a real challenge to locate and execute the reference points that would result in consistently faster and faster laps,

while safely navigating the four completely blind turns in this hilly, 2.65 mile, fifteen-turn, race track.

This race weekend was organized by the Historic Motor Sports Association (HMSA) of Canada, with HSR there as a supporting organization. Therefore, the race group and class structures were different than at a purely HSR event. I was the slow guy in a very fast group that included a 2010 IMSA Daytona prototype, a 2011 Oreca LMP2 car and a 2015 Aston Martin Vantage GT3 race car. The car closest to my 1995 air cooled 911 was a 1996 911, but it was a turbo charged 993 GT2 with over 550 horsepower. I knew I would be checking my rear-view mirrors often!

As expected, I qualified at the back of the grid (but ahead of the above referenced GT2) for the first thirty-minute sprint race on Saturday afternoon. I started well, gapped the GT2 by 2-3 seconds per lap, and then he disappeared. I found out he had mechanical problems and had to retire early. I finished third in class.

Sunday morning's sixty-minute enduro included more fast cars from other groups, as the slower cars had their own enduro on Saturday afternoon. I was again gridded near the back, but the GT2 was not there. The race results were not broadcasted in real time, so they could not be followed by our Race Monitor apps, nor communicate to me while I was driving. So, I just drove as fast and consistent as I could, achieving several personal fastest laps of the weekend of 1:51, but I had no idea how I was doing against my competitors. As it turned out I finished first in class.

In the final sprint race on Sunday afternoon, the GT2 was again behind me at the tail end of the grid. I stayed ahead of him for a few



Tom's 911

laps, but I missed a shift and he passed me about half way through the race. I kept near him but could not get close enough to repass. Until, with about three laps to go, he began slowing significantly. This allowed me to pass him and I finished the race first in class.

Our success in Canada added to my points lead in the Historic B.R.M Chronographs Endurance Challenge and in the WeatherTech Sprint Series for group 10 as we head to the next race at Road Atlanta in September; followed by Savannah in October; then Daytona and Sebring in November. The engine and transmission will be removed and refreshed before the September race to help assure continued reliability throughout the rest of the season.

Thank you to HSR and HMSA for organizing and holding such a fun event at a great track. Special thanks go to Eric Zitza and Justin Hoyle of Zotz Racing who towed Pricilla all the way from Florida to Canada and back and who's trackside support and encouragement I highly value and could not do without.

On to Road Atlanta! Wish me luck.



The air-cooled garage

Le Mans Breakfast at Porsche of Melbourne

Article by Ron McCall

Photos by Ron McCall and Gabby DeVito

On Saturday, June 16, 2018, Shay Rowe and Porsche of Melbourne hosted the 11th annual Le Mans breakfast in the showroom at the dealership. Porsche of Melbourne has been hosting these breakfasts since 2008, and this year's event had a record crowd. By all estimates, there were more than 100 race fans and Porschephiles in attendance. As usual, the delicious buffet breakfast fare and racing action made for a wonderful morning and a great way to check out all of the latest new Porsches on display.



Breakfast with friends and racing

Even though there was only one TV showing the race, which was in the customer lounge, die-hard race fans still managed to squeeze in to catch a glimpse of the action. With no competition from Porsche or Audi this year in the LMP1 class, Toyota easily won the race securing their first ever overall victory at Le Mans. Although Porsche AG decided to rest on their laurels after a Hat Trick in 2015-2017 in the LMP1 class, the LMGTE PRO and LMGTE AM classes were both won by Porsches, with the first and second place finishes in the LMGTE PRO class by factory race teams from Zuffenhausen, including the winning number 92 car bearing the famous pink pig livery.



Class-winning Porsche

This year the Velocity channel televised the entire race so there was plenty of time to catch all of the action on TV after breakfast. Perhaps the only better way to see the race is in person, which our National Vice



Debating which Porsche team will win

President (and current nominee for President) Tom Gorsuch has done. He has an interesting story of traveling to Le Mans and doing it the way many race fans do by sleeping in one of those tents you see lining the track. Ask Tom to tell you about it sometime.

Although I have not experienced the race in person like Tom, my wife and I did travel to Le Mans for a Porsche Club racing event. While not as exciting as the big one, it was interesting driving on the public roads that are used in the actual race. The most famous of these is the Ligne Droite des Hunaudières or Mulsanne Straight. It is approximately 4 miles from the Tertre Rouge to the turn at the Village of Mulsanne, and what amazed me was how close spectators can get to the road during the race. An example of this is the famous Auberge des Hunaudières restaurant, which sits just a few feet from the barriers.



Auberge des Hunaudières restaurant

At the Space Coast 50th anniversary banquet, I asked Vic Elford about this, and he told me that for the first few laps the diners and restaurant were a blur, but as the race progressed his brain slowed everything down and he could see faces and even tell what they were drinking. That ability and his photographic memory are no doubt what made him one of the most successful rally and race car drivers in that era of speed merchants.



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Charity Spotlight - SAVE THE DATE! Saturday, November 10th

Save the date for a fun filled event at the American Muscle Car Museum. This event will benefit the Wabasso School which is a special education center in Indian River County serving students ages 5 to 22. Students are provided specialized instruction, so they can not only achieve academic gains, but also increase their social, emotional and behavioral skills. They work to develop communication, daily living, and occupational skills to integrate successfully into the real world.

Complete details will be on ClubRegistration.net in September for this wonderful event. Please plan to take advantage of this great opportunity to visit the wonderful private car museum while helping a very worthwhile cause. Invite your friends, this event is open to all!



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PROGRAM**



Danny Baker
Executive Director

Kaffeeklatsch Report

Photos by David Kelly, Pat Willingham and Sue Kee

Our monthly Kaffeeklatsch's (Cars and Coffee) continue even in the steamy summer months. We meet in Vero Beach, Melbourne and Daytona each month. Please check the calendar on-line at spc.pca.org or our Space Coast FaceBook page. Pick a date and come out and enjoy a cup of coffee while showing off our Porsches. Vero Beach and Daytona meet at local Panera Restaurants, and the Melbourne group has recently tried out a new venue "Bold Cup Coffee" in the Avenues of Viera, a new place just opened up by Alex Flores. No need to RSVP, just show up and enjoy the company and conversation.



DE Instructors Who they are, what they do and why

Article by Terry Miller

Those of us who have driven in a “DE”, Driver’s Education, found ourselves waiting in line to enter a real race track such as the historic Sebring International Raceway, 3.8 miles with 17 turns, with a helmet on, nervous stomach and a complete range of emotions hitting us. Thoughts run through your head: “What am getting myself into?”, “I do not want to hurt my car”, “Someone said this is going to be fun”, “Am I going to get sick?”, “You mean I paid for this?” All the while our assigned instructor sits beside you with no controls in front of them to help out or “save” you and your car. What you will hear (as we know how you feel) over some type of radio communication device squashing your ear is a calm voice repeating nice things like, “You will do fine, trust me, we will have fun, and you have a great car.”



You might even have flash back of your first “instructors” like your parents, older brother or know it all friends who just got their driver’s license, teaching us to drive on back roads who also said “trust me.” I did have fun and I did learn to drive different cars on different types of roads and yes even fast. So you think, “Bring it on I can do this!”

So who are they? Instructors or often called Coaches, were just like you at some point. We understand, and as we are still alive, we must have learned something over the years that allows us to share our collective experiences of so many laps at so many different tracks and in so many different situations over so many years. Often, we might even have “do not do this or the result will not be good” stories to share. These are meant to help keep you safe and allow you to have fun while learning a lot about your great car, and will help you be a better and safer driver back on the “real roads.” I was even fortunate enough to have had Hurley Haywood as an instructor for a day while racing



was still part of his career. There are some very experienced and talented people who love to take the time to instruct or coach others and help share and be part of this performance driving thing. Sometimes it can end up being an unbelievable part of one’s life with many people and places to be explored as part of another great “family.”

What do we do? The goals are simple: TO KEEP YOU SAFE. KEEP YOUR CAR SAFE. TEACH YOU AND HELP YOU UNDERSTAND AND LEARN ABOUT ALL THE GREAT THINGS YOUR CAR CAN DO WHICH WILL CARRY THROUGH TO THE REAL WORLD, and of course HAVE FUN!!!!!!!!!!!!

Why do we do it? Because we care and want to give back to others as so many gave to us which has allowed our lives to be enhanced in so many different ways and, of course, it’s fun.



We at Space Coast have quite a diversity of great and well qualified instructors who have “been there and done that” over time and still have the passion and excitement in sharing with others what we love so well. So, whether it’s track days or autocross or anything involving all the wonderful parts of the Porsche and Space Coast world, thankfully, there will always be the great folks with the knowledge, experience, and time to share with you.

Here is a list of our great Space Coast instructors who have so graciously donated and continue to donate their time to help others learn about our wonderful Porsches. Thanks guys! Seek them out, ask them about DE’s and give it a try!

Space Coast Driver Education Instructors:

Terry Miller	Brian Reinert	Tom Soyk
Scott Kee	Jack T. Chandler	Kevin Brackett
Tom Kirk	Donald Simmons	Marty Flack
Carmen DeVito	Christian Funk	J. Michael Marks
Craig Barrie	Steve Dagley	Chris Hall
Ken Marshall	David O’Neal	Chris Prusinski
Jim Hoffman	Chris Ryan	Stephen Hughes
Colin Davey		

“It’s not just the cars, it’s the people.”

This is PCA’s slogan, but it truly is the theme of the PCA. Long time members tell us why they joined and have stayed with the PCA for decades.

“I have always and will always keep a Porsche. No other car is as unique as the Porsche. PCA gives you the opportunity to meet others who truly enjoy the automobile itself.”

Perry Stewart, PCA Member for almost 50 years



We started off with the Gold Coast PCA and have only been with Space Coast for 10 years but our whole experience here has been great! Young folks up here are just so nice and always available to help if there is a problem or have fun. We love the events and the cars, but it is mostly the people that are part of the PCA that make it

special. This club has kept us “young” or younger. Ha!
Jim and Karen Georgeff, PCA Members for 25 years

Why did I join PCA? I wanted to start tracking my 944. Being a member enabled me to sign up for a DE (Driver’s Education) and learn to drive my Porsche on the track. It also gave me the opportunity to meet and talk with lots of Porsche enthusiasts. Chris has made many long time friends through the club, and continues to enjoy activities.

Chris Heinze, PCA member for almost 20 years.



For ***Jurgen Schwanitz***, first impressions after attending “Under the Oaks” with David Kelly, was that it was a fantastic car show. He had just purchased and was renovating his 928 then and ended up making new friends with other 928 owners, which historically are a select group! This fall Jurgen successfully organized the 50th Anniversary Concours

for the club. ***PCA Member for 10 years***

Craig Barrie was recruited to PCA when he bought his 1999 Carrera. He discovered the Citrus Club’s Auto Crosses and did the drive to Tavares so he could participate in their event. While there, he met and became fast friends with Space Coasters, David O’Neal and Ken Marshall, who shared his love of Porsches. It wasn’t long before they graduated to DE’s and started the AX program for our club. All three friends are current AX and DE Instructors. ***PCA Member for 12 years***



Ken Marshall joined PCA when he bought his 2006 Cayman S. He enjoys how well-coordinated the events are and how nice people are in the club. He found out personally when his wife Carol had a medical issue and Craig Barrie and his wife Lynda went above and beyond to make sure ***Carol*** received care from a trusted doctor. Going to bat to help friends is just one way that makes PCA members so special. ***PCA Members for 12 years***



“My wife, Tricia, and I are Dye-In-The Wool fans of all Porsche models. My favorite is the 1973 RSR and the 935. We started working with Porsches at our Body/Paint Shop in south Florida in the 1970’s. We have made life-long friendships with other members and our customers!” ***Shelby and Tricia Goode, PCA Members for 45 years***



Our members join PCA because of the love of Porsches and they stay because of the friendships they make!

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Road Trip: Blue Ridge Parkway to the

Article and photos by Brian and Catherine Lally

“We knew a long road trip was in the cards when we got our 2014 Panamera from Porsche of Melbourne a year and a half ago”, says Catherine Lally, trip navigator. Brian and Catherine have enjoyed a few Space Coast Region Drive and Dines plus other Florida trips on their own but it was in June 2018 that they set out for a drive up the scenic Blue Ridge Parkway (BRP).



The Lally's on the road

It was most appropriate to inaugurate the trip by attending the 50th Anniversary Banquet at the Daytona 500 Club. Two days later they were in Asheville, North Carolina at the BRP Visitors Center picking up information for the drive. The BRP is managed by the National Park Service. It

was a perfect time of year, still having some blooms of rhododendron and mountain laurel but without the crowds. “Many times, we were alone on the road”, said Brian, the driver. Scenic overlooks of the hazy blue horizons, tunnels, the Linn Cove Viaduct and twisty green canopied roads, sometimes socked in by cloud banks, treated us on our parkway trek through North Carolina and Virginia. From there we made a stop in the Pennsylvania Dutch Country and then on to

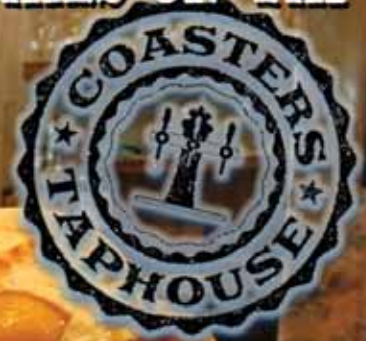
New England to see friends and family. On the way back, we stayed in Montauk, New York at the beach and in Philadelphia for the 4th of July fireworks. The Montauk Parkway is a nice two-lane road with a lot of greenery and terrain interesting enough for a beach area, however, much hillier than around the Space Coast. It traverses the east end of Long Island and is preceded by the beautiful but sometimes ostentatious Hamptons. All tallied, it was a 3900 mile round trip.



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Montauk Parkway

Turning the Sport mode on made the car more responsive for a spirited drive on the parkways. Viewing the GPS screen next to the tachometer allowed Brian to anticipate the upcoming road curves hidden by the thick foliage so he could max out the Fun Meter. Using the paddle shifter was an advantage on long downgrades to spare the brakes. We passed by several Porsches of all types, some flashing a headlight greeting. Onlookers provided occasional compliments like “beautiful car”, “love it” and thumbs up. In Montauk, a person stopped by to admire the car and asked how it was performing as he is planning on buying a Panamera for his next vehicle. The bellman at our Philly hotel on Logan Square told us a story of how William Shatner had trouble obtaining his Panamera when they first came out. He supposedly had to take delivery in Philly, so he had it delivered right to that hotel where he was staying.



Peaks of Otter Lodge

Fuel, food and lodging are relatively easy to access along the Parkway. The Peaks of Otter Lodge in Virginia is particularly nice with a lake, hiking trails, a restaurant and it's right on the Parkway. The BRP is the perfect road trip for any Porsche enthusiast with all of its twists and turns, changes in elevation and, of course, its beauty.



Into the fog



The beauty of the Smokies

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Member Spotlight - Mark Pieloch and the American Muscle Car Museum

Article by Ken Marshall and Craig Barrie
Photos by Andrew McKay

The American Muscle Car Museum (AMCM) in Melbourne Florida is home to some of the most rare and beautiful muscle cars in existence. Museum owner Mark Pieloch has compiled one of the finest automobile collections in the world, meticulously maintained and housed in his 123,000 sq. ft. "garage" on his 42 acre, totally solar powered, AMCM campus. Although not open to the public, the collection of over 285 cars is available for viewing during the many charitable events that Mark hosts each year. The events have raised millions in support of numerous local charities and Mark takes pride in giving back to the community.

So how, may you ask, did Mark decide to locate in Melbourne. It started in 2008 when he came from Nebraska to buy a house. He had heard about it from one of his employees who regularly vacationed here, and loved the demographics, low crime rate, good cost of living, and the beautiful beaches. In fact, he was so impressed with the area that he moved one of his companies here in 2011, then another in 2012. He also relocated several of his employees. Even though Mark has several homes in other locations, after moving, decided to build the museum, which after years of design and construction finally opened in October of 2016.

The museum was a labor of love, as is his magnificent car collection. There is a bit of a secret though. Despite the hundreds of American muscle cars on display there is an impressive collection of rare and



Mark (center) and friends

beautiful Porsches. That's right, Porsches. Mark became enamored of Porsches while he lived in Germany as part of a student exchange program in 1974-75. An older friend had a 911 that was driven on weekends. He would often give Mark rides. Though having grown up with muscle cars and drag racing, Mark was amazed at how well the Porsches braked and especially how well they handled at speed.

In wasn't until 2014 however, that Mark, now a loyal Space Coast PCA member, bought his first Porsche, a 2014 50th anniversary 911,



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and after that a 2015 Turbo cabriolet. Then, like a snowball rolling downhill, he began buying more, including his favorite one of a kind, Paint to Sample (PTS), Racing Yellow Cayenne Turbo S that he has driven over 60K miles. He loves the classic, timeless shape and design of the 911 but has added a rare 2005 Carrera GT with only 256 miles, and most recently a gorgeous 2015 PTS Riviera Blue 918 hybrid with only 32 delivery miles. Now with 16 Porsche's currently on hand, including three 991.1 GT3 RS's, and a 911R, to name a few, Mark is eager to add several more. After all, one can never have "too" many Porsches? Currently on order, and soon to be on display, 2 of the new Turbo exclusives, a coupe and cab, a 2019 GT3 RS in Lizard Green, and to top it off 2 new GT2 RS's, one in Chalk, and another in PTS Signal Green.

What do you do for an encore? When asked if there was a special Porsche he was interested in, Mark quickly replied... a 959. Very hard to come by, but if anyone can find one it will be Mark. How does he find these amazing cars? You would think auctions, and that's partially true, but it's primarily the 5 "D's": Divorce, Death, Dealer, Desperation and Distress, and of course timing is key. For a peek at the AMCM Porsche collection you can go

to <https://www.americanmusclecarmuseum.com/porsche-vehicles.html>.

Surrounded by powerful internal combustion engines (ICE) and given the trend towards electric power we couldn't help but ask his thoughts on the subject. It's should come as no surprise that he's not to enthused. He stated that there are many obstacles to be overcome on a totally electric vehicle, including range, battery re-charge time, and concerns of the potential for battery explosion, not to mention disposal costs. He

does think that hybrid technology may be the best path to the future. Let's hope so. We all love the sound of our ICE engines.

Mark has generously allowed the Space Coast Porsche Club to host AutoX events at the Museum. In closing we asked him if he had any comments on the Space Coast Porsche Club. His reply, "it's a great club, always recruiting new members, with fun activities, and a lot of energy." That's nice to hear. Thank you Mark for your continued involvement and support!



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Drive & Dine to Fort Christmas and Swamp House Grill

Article by Steve "Wojo" Wojcicki
Photos by Sue DeVito

Our second Drive and Dine of 2018 was held on Saturday, July 7th. The weather was warm, but what else would you expect in Florida in the summer. We had our largest turnout ever: 35 cars and 56 participants (drivers and passengers). And as always, it's good to see newcomers join the group for their first drive.



Getting our marching orders

We met at F. Burton Smith Park in Cocoa, a new starting point for our drives. After some socializing and pictures, we headed out in three groups; many thanks to Dave O'Neal and Carmen DeVito for volunteering to each lead a group of cars and help keep our Porsches together. We headed west on State Road 520, past the Lone Cabbage Fish Camp, over the St. John's River on our way to Fort Christmas.



A great day to drive our Porsches

We made our first stop there for a quick bathroom break and learn a little about Florida's history. Fort Christmas is a historical park situated on 25 acres. It features a replica fort that was built in 1837 during the Seminole Indian War. Jorge and Mirabel Hoffman and a friend of theirs joined up with our group at Fort Christmas.

After completing our "cultural" stop, we climbed back into our Porsches and got back on the road. This next part of our drive took us through some less traveled two-lane back roads, small towns and afforded us some rural scenery. My favorite part of the drive was weaving our way along Enterprise-Osteen Road under the huge oak trees and then along the shoreline of Lake Monroe. We finished our drive at the Swamp House Grill on the St. John's River in Debarry. Unlike previous drives to the Swamp House Grill, we were not allowed to park on the grassy peninsula overlooking the river; it was off limits due to major flooding for two months late last year as well as unusually high water in their marina this year.

We then proceeded to the restaurant to enjoy a lazy lunch while taking in the views of the marina, river and wetlands. Everyone had a pleasant time. It was a perfect way to spend a Saturday with good food, good friends and, of course, driving our Porsches.



Lunch at Swamp House Grill...



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Steve Dagley - Five Time's a Charm!

Interviewed by Robin Hoffman
Photos provided by Steve Dagley

Steve Dagley has held the Presidency of our Cape Canaveral/Space Coast PCA Region five times. He accepted the challenge in 1987, 1992, 1996, 2003 and 2004. When asked how this happened he offered the following advice: "Don't go to the bathroom during a Board of Directors Meeting!"

Steve became a PCA member in 1983 after attending a Club Event and meeting Dan Cleary, who remains a good friend of Steve's today. He was 19 years old at that time and had just bought a 914. Soon after he bought a 1970 911T.



Steve presenting the Cone Head Award to Bob Bedworth

During his Presidency Steve initiated the Tax Day Rally and was the event's Rally Master for over 10 years before passing the torch to Brian Reinert. He was active in autocrosses throughout the state and was the Zone 12 Autocross Chair for 4 years. His favorite autocross site was McDill AFB in Tampa where the course area was so large you could get to 3rd or 4th gear. He won the "Spin Helmet" Award - he flipped a 720 degree spin at one event. Back then they also had the "Cone Head" Award which was given to the driver who hit the most cones on the course! Luckily there was no "Water Hazard" Award for the time Steve put his 911T into the pond at a Gold Coast autocross event! Steve coincidentally met Space Coast member Frank Watkins during PCA's Fall Treffen tour in Germany in 1986 when Frank and his wife were picking up their Garnett Red 944 direct from the factory. A highlight of this trip for Steve was getting to ride in a 935 on the Porsche test track at Weissach! That, and the many track prepared Porsches Steve saw in the employee parking lot tweaked Steve's interest in doing track events himself.

In the late 1980's our club had more of a social focus so Steve attended a lot of driving events with our neighboring region. Steve is one of our Space Coast Region DE Instructors and has done so many DE's he is in the SunCoast DE Hall of Fame! By the early 2000's more club members were interested in driving events and participating in DE's.



Steve autocrossing at McDill AFB

When I asked Steve about the reasons for his longevity in the Club he had the usual answer about loving the cars...but the people are what makes him stay. He gave the example of going to Parade in Michigan in 1989 and having ethanol cause a major fuel leak. The Porsche Cars North America representative offered to FedEx him a new fuel pump, but a PCA member helped him go get parts from a 24 hour auto-parts store to rig it so he could get home! It worked perfectly!



Steve at the Porsche Factory Museum during 1986 Treffen

Steve and his wife Denise moved to Virginia in March of this year, but refused to give up Space Coast as their home region due to our 50th Anniversary this year! Denise is maintaining the Porsche driving tradition in the family with a 1986 944 Turbo. Many thanks Steve for your years of service to our club! Come back and visit!

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PORSCHE

Space Coast PCA - The Middle 20 Years

by Robin Hoffman through interviews with Jack Chandler, Dan Cleary and Steve Dagley
Photos by Dan Cleary and Bob Decardenas

Decades of memories are hard to sum up in just a few hundred words. So many friendships were forged and then strengthened through our mutual love of Porsches. There are people who were instrumental in our Club's success who we have lost along the way. Our long-time members are all in agreement that their participation in the Space Coast Porsche Club has enriched their lives.

Some highlights over the years were having concours events INSIDE at the Melbourne Square Mall as well as the Merritt Island Mall. We also had a concours on the boardwalk of the Cocoa Beach Pier. As you can see from the photos, the Porsches weren't the only things catching the guy's eyes!



Concours inside the mall



Concours on the boardwalk

Our Annual Oktoberfest BBQ and Concours at F. Burton Smith Park was started in 1993 when Ron Golden was president. We added the "Kirk Stower's" Memorial Trophy for the best 356 in the show (People's Choice) in 2011 to recognize the huge contributions Kirk made to both the Space Coast PCA and 356 FOG groups.



Dan Cleary, Steve Dagley and Jim Halloran at their first DE

Some incidents have now become legendary stories. Steve Dagley recalled driving to a DE at Moroso Motorsports Park (now called Palm Beach International Raceway or PBIR) with Dan Cleary, Jim Halloran and Vince Lamb (all past SPC presidents) when they passed an abandoned gas station with a Highway Patrol officer just getting on the highway. The officer passed three Porsches to pull over Dan who was in the lead. Story goes that the officer wanted to ticket everyone, but got tripped up when Vince, Jim and Steve kept going to the next exit, and then he had an equipment error and ended up letting them all go with just a warning! (Dan still complains about being the only one stopped).

During their second DE, also at Moroso Motorsports Park they saw a 935 end up in the water while the Chief Instructor was setting up the course. They drove on their best behavior after that!

Our Club has always had a core group of people who kept the club strong. Tech sessions, drive and dines, rally's, autocrosses and social events have been enjoyed for decades. There was a time when dwindling membership and few events caused another club to attempt to take Space Coast over. Thankfully, our board members held their ground and we can celebrate our Golden Anniversary this year!



Tech session



Oktoberfest 1995

HSR Race at VIR - Rain Rain Go Away

Article by Tom Kirk
Photos by Eric Zitza

The second race, of the seven-race series that comprises the B.R.M Endurance Challenge with Historic Sportscar Racing (HSR), was held at Virginia International Raceway (VIR) on June 1-3. Now having four races under my tires, including The Mitty with HSR at Road Atlanta back in April, I decide to toss my helmet into the ring at VIR.

VIR is a fabulous race track! It is tucked in the rolling hills of Southwestern Virginia, just across the North Carolina border, in Alton, Virginia. Originally opened in 1957, bankrupted in 1974 and reborn in 2000, this challenging track features large elevations changes, several bind curves (with names like South Bend and The Roller Coaster) and two high-speed straights.



Tom Kirk in the rain

My only previous experience at VIR was at a DE in 2017, which I wrote about in an Escape Velocity article titled Track Day Trifecta. I would need to build upon this limited experience quickly, for this race weekend only had one 30-minute practice session on Friday before my first qualifier (no test day). Even though I studied my line item list, track maps and videos prior to being there, I was surprised how much I struggled to decrease my lap times. Best practice lap time was 2:18.

My qualifying sessions went better, especially when I put on new slicks for the second and final qualifier. My best qualifying lap time of 2:11 was an improvement, but still not as fast as the 2:09 I had done the previous year. This put me in about the middle of the grid for my first 30-minute sprint race held on Saturday. Rain was definitely coming, but the track stayed dry for this sprint race. I finished first in class and got faster with several laps at 2:09.

My two-hour enduro race was scheduled to start at 3:30 on Saturday. Rain started to fall as I was buckling in, but we still had slicks on hoping it would let up ... it didn't. Just before I pulled out to drive to the grid area, we decided to put on rain tires. I had never driven Priscila in the rain before, let alone raced in the rain. I purposely took the last position on the grid. The saying goes "You can't win a race on the first lap, but you can lose it". This was likely even more true in the rapidly deteriorating conditions.

Instead of warming up my tires during the safety car lap like normal, I spent the time testing my brake bias. I dialed in a little more rear

bias to avoid having the front tires lock up prematurely on the wet track. "GREEN, GREEN, GREEN!" crackled across my radio. My vision was severely compromised crossing the starting line heading toward turn 1 with the combination of pouring rain and tire spray. My fellow competitors and I drove gingerly around the track and each other as the rain continued.

I began to get more confidence in the rain tires and how fast I could go. I started passing others, mostly on the straights. Then, carrying too much speed out of the Oak Tree turn, I spun out and went off the track. I did not hit anything and did not damage the car. Since it was a race I did not have to go to the black flag station either. But my confidence was damaged and I drove a little less aggressively over the rest of my hour stint, still occasionally passing others, staying within the limited traction available.

By the time I turned the driving over to Ron Zitza at about the one-hour mark, the rain had stopped and the track had begun to dry. But since there were still large puddles at various places around the track we kept the rain tires on. This two-hour enduro had a two mandatory five-minute pit stops. We planned to use our second pit stop to change to slicks if needed. Turns out they were indeed needed!

About four laps into Ron's stint the left rear rain tire delaminated. Ron was able to drive back to the hot pits for a tire change, but when the tread came off it damaged the fender area. Fortunately, the track was sufficiently dry by now that rain tires were no longer needed.



Delaminated tire

With the slicks back on Priscila, Ron proceeded to put down very some fast laps. Best lap time – 2:04. When the enduro was finished we had placed first in class and fourth overall!



Fender damage from the delaminated tire

My second sprint race was on Sunday morning in what was billed as the Feature Race. I was gridded in the lead group of a split start based on my previous lap times. After racing for an hour in the rain the day before, this thirty-minute sprint race was a piece of cake. Fortunately, good weather prevailed (we had no more rain tires) and I was able finish first in class and third overall!

My first rain race weekend turned out very well. First in class finishes in both my sprint races and in my enduro; fourth overall in the enduro; third overall in the feature sprint race. Thanks go to my co-

driver and coach Ron Zitza, and the terrific pit and paddock support of Eric Zitza and Nick Self who made this possible.

As a result of our successes at The Mitty and the VIR Historics, I am the current national points leader in the B.R.M Endurance Challenge with HSR. To keep this position and hopefully build upon it, we are headed to Montreal, Canada in July to compete in the Sommet des Legends at the Circuit Mont Tremblant with HSR. Hopefully Priscila and I can keep our winning streak going.



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Porsche of Melbourne

Confessions of a Porsche Wife

by Trina Gorsuch

Ryan and I had some exciting news since my last confessions story, which could explain the sickness I felt on the parade lap for charity at Sebring. We are expecting a baby! And I know what some of you are thinking, but no, we did not place an order for a new GT3 or 911! I'm talking about the other kind of baby... the one that needs lots of attention, love, and care and fills your heart with joy – well that does sound like a new Porsche. We are super excited! And as I'm writing this I am already in the final stretch of this pregnancy journey, so it won't be long now. In the meantime, I thought you would enjoy some confessions from this "Pregnant Porsche Wife."



Papa Ryan and Pregnant Porsche Wife Trina

One of the first events we attended while I was pregnant was our 50th Anniversary Gimmick Rally. I was experiencing lots of morning sickness, which is not just in the morning! I managed to pull myself together early enough to get on the road on time, but my fun-o-meter spinner was pointing low. Early mornings are tough on new mommas-to-be, but Ryan was looking forward to it and I was excited to do another Rally with him. After the meet and greet breakfast and some instruction we were off. The first thing I looked for on the instruction sheet was when we would be stopping for a bathroom break and maybe a snack? It was pages before I saw that, and I thought this was not made for pregnancy. After several unscheduled

bathroom breaks along the way (we were not going to win the best time award), I was starting to get "hangry." Not only are we feeling lost looking for jeopardy-themed clues which is stressful, but we were seeing club cars going the opposite direction! I got to the point where I stopped looking at the clues and started just pointing to restaurants where food would be. Ryan would say, "Is that on the sheet?" and I would respond "No, but they serve chicken nuggets and fries there." Ryan being very focused wanted to finish the task at hand and I asked at one point for him to consider dropping me off at a restaurant and coming back for me later. We did make it to the end and we ate lunch and I was much happier. Even though we didn't win, we did get to be in the winner picture accepting an award for a friend who had left.

At the 50th Anniversary Gala we got to announce to a few PCA friends that we were expecting. They were all excited for us and it made us feel so grateful to have the club in our lives. They are like an extension of family that we get to drive around with and connect through our love of all things Porsche. The more you attend events the more you see how it's really not about the cars, but the people. I was told recently that there is a special program for kids too. It's called the PCA Juniors. Any child under 18 can join for FREE and they get a special welcome package that includes an age-appropriate gift and their very own PCA Juniors ID badge. We can't wait to sign up our baby! I don't know what the gifts are, but I'm hoping for a PCA onesie, while Ryan's got his eye on the wooden Porsche car set - he can only dream, right? We did get a nice PCA shammy at the banquet and everyone joked we could use it as a spit up cloth for Baby. I currently have it in our nursery. Ryan has joked that the Boxster will get us to the hospital faster and that we can just strap the car seat to the back. Haha! That would be exciting!

Did I mention we are having a girl? After the initial shock of not having a boy fell off Ryan's face he was thrilled. He suggested naming her Porsche, of course, but we decided on the name Summer Rue. Rue is a nickname for my great grandma Ruby and a cooking term (spelled different) since Ryan's an Executive Chef and this baby is *something we cooked up*. There are many reasons we named her Summer, but I'll confess here that our Boxster is Speed Yellow like sunshine and we bought her in the Summer. Coincidence? You decide.

PCA Juniors is a FREE program for Porsche enthusiasts under age 18. Participants must be registered by an active PCA member.

What is the PCA Juniors program?

The PCA Juniors program has been created so kids can enjoy PCA events, learn about Porsches and build the enthusiasm that runs through all of the Porsche Club of America.

Who is eligible?

Any child under age 18 who is registered by a current PCA member can participate in the program. (Note that this is not a PCA Membership.)

What will the child receive?

PCA Juniors will receive a welcome package that includes an age-appropriate gift and PCA Juniors ID badge. We look forward to developing the program and its features over time.



Space Coast 50th Anniversary Banquet

Article by Carmen DeVito

Photos by Robin Hoffman, Scott Hansen and Carmen DeVito

On June 9th and 10th Space Coast Region celebrated our 50th Anniversary and Porsche Cars 70th Anniversary with a weekend in Daytona. First on the agenda was a banquet at the famous Daytona 500 Club! Over a 150 SPC members and members from neighboring regions came to party. Festivities started early with pictures of members and their cars with a Daytona Speedway backdrop and an active endurance race happening in the background. We had just about every model of Porsche represented. Cars in attendance ranged from a beautiful Ruby Red 356 to a new 991 GT Silver Weissach Package GT2RS. Thanks to John Hodgson for lending us Ruby his 356 and our only 1968 911. The yellow, all original 1968 911S Targa won its class at the 2018 Amelia Island Werks Reunion Concours. You can see the 911S on the cover of our last **EV** issue. Both are beautiful cars.



Porsches everywhere!

After pictures we all headed into the second floor of the 500 Club for drinks and Porsche talk before dinner. Lots of great conversation ensued and it was hard to get everyone to the dinner tables to eat! Tom Gorsuch introduced our guest speaker Vic Elford, who regaled us with stories of the first racing and rally wins with the “new” 911 and the historic first 24hour endurance win in 1968 at Daytona in the 908.



Tom and Elaine Gorsuch with Vic Elford

We auctioned a gorgeous Shelby Goode painting of Vic and the winning 908LH for Charlene’s Dream charity. On display were limited edition prints of Shelby’s painting which hopefully are in the works. Since this was also the 70th anniversary of Porsche’s first road going 356, everyone signed the 70th poster for display at Porsche of Melbourne, who provided lots of Porsche door prizes for our event.



Vic Elford and artist Shelby Goode flank the painting auction winners



Signing the 70th Anniversary poster

Many members stayed at the Fairfield Inn across from the raceway where we reconvened for drinks and discussions until late into the night. The staff at the Fairfield was great and provided us with a conference room where we all met for breakfast in the morning. We ended breakfast and surprised Vic Elford with a birthday cake to celebrate his 83rd birthday. The entire group of about 60 members sang Happy Birthday and shared breakfast birthday cake. It was a great weekend.



Longest PCA membership winner John Osteen

It was a great weekend.



Vic Elford and some happy fans



Female SPC officials



Beautiful Porsches from yesteryear...



Smiles surround the 70th Anniversary banner



...and today



Sue DeVito with Rachel and Jurgen Schwanitz



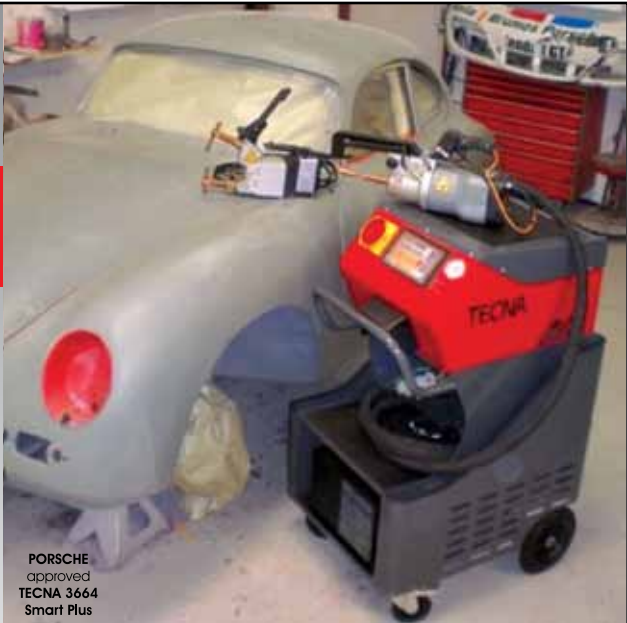
Sue Kee directing traffic

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Thanks to Shay Rowe and the Porsche of Melbourne team for sponsoring and hosting many of our events this year and the entire 50th committee who met many times during the first half of the year and put in countless hours to plan all the events and make them run smoothly. Thanks to Sue DeVito (Chairperson), Craig Barrie, Carmen DeVito, Robert DeVries, Jeff Dorman, Elaine Christine, Robin Hoffman, Steve Hoffman, Juli Kasse, Scott Kee, Sue Kee, Tom Kirk, Ken Marshall, Tim Marshall, Glenn Matchett, Ron Menck, Terry Miller, David O'Neal, Brian Reinert, Jurgen Schwanitz, Rachel Schwanitz, Ed Springer, Rob Van Name, Genie Whitehead, Robbie Whitehead, and Steve Wojcicki. All of these people played instrumental roles bringing the 50th events to the club this year. Thank you all!

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Vic Elford at the Space Coast Region 50th Anniversary Banquet

Article and photos provided by Tom Gorsuch

The Space Coast Region (originally the Cape Canaveral Region) was founded in February 1968—the same month as the famous 1-2-3 finish of the Porsche 907 Long Tail racers at the 24 Hours of Daytona. Who better to invite as a guest speaker for the SCR 50th anniversary banquet than the winner of that race, Vic Elford. The large gathering of members enjoyed a delicious meal at the Daytona 500 Club followed by Vic Elford stories of Porsche racing in 1968.



In 1966 Vic convinced Huschke von Hanstein, then competition manager at Porsche, to lend him a 911 for European rally competition. There was no factory program for racing the 911 and no plans for rally competition. Vic was convinced that the Porsche would be a capable and reliable competitor. Porsche did lend him a car for the season, with no extra support or spares. Vic proved his assertions correct with many class victories that year. By 1967 he was the European Rally Champion.

Which brings us to 1968. Vic and his navigator David Stone consolidated lessons from previous runs at the Monte Carlo Rally to win the event outright. This was the first major international race win for a Porsche 911. This put the rear drive, rear weight bias 911 on the map as a true performance car when placed in the hands of a capable driver.

Two days later Vic was on a plane to Daytona, Florida. This was Vic's first visit to the United States and he recalled the smell of orange blossoms in the warm February air. He was met at the Daytona airport by NASCAR founder Bill France who must have been thrilled to have an international headliner joining the event. Porsche had entered four langheck (long-tail), 2.2 liter eight-cylinder 907s. The main competition was two 5 liter V-8 Ford GT40s run by the John Wyer Gulf team, two Ferrari 250LMs and three Alfa Romeo 33/2 prototypes. The fastest qualifying time was Jacky Ickx in the #8 GT40 with a lap of 1:54.91 for an average speed of 119.363 mph. Vic was co-driving the #54 Porsche with Jochen Neerpasch.

The two GT40s had retired with mechanical problems by midnight and the lead Ferrari lost its gearbox oil on the front straight on Sunday morning. The #53 Porsche 907 arrived at the oil spill first, spun into the wall and slid the full length of the grandstands on its roof. This left the #54, #52 and #51 Porsches respectively leading to the finish. Toward the

end of the 24 hours the #54 Porsche was leading by 14 laps. Huschke approached Vic on Sunday morning and asked if the co-driver Rolf Stommelen from the crashed #53 could join in a few laps in the lead car along with Jo Siffert and Hans Herrman from the #52 car running in second place. Vic agreed and this is how we have five drivers listed in the winning #54 car. Two of the drivers, Jo and Hans, are also listed as simultaneously winning second place. This was the first outright victory for Porsche in a long-distance endurance race. To complete his Florida tour, one month later at the 12 hours of Sebring, Vic and Jochen Neerpasch finished 2nd behind Jo Siffert and Hans Herrmann, both in short-tail 2.2 liter 907 coupes.

As if this weren't enough, Vic completed a hat trick with a major come from behind win at the 1968 Targa Florio in Sicily. Porsche had entered four 907 short-tailed coupes. Vic was teamed with Italian favorite Umberto Maglioli. Umberto had won the Targa twice before, in 1953 in a Lancia and in 1956 in a Porsche 550 RS Spyder. On the first lap of the ten lap race Vic lost power when the single center wheel nut on the right rear wheel had come loose. The Italian fans lifted the car while Vic retightened the wheel nut. A few kilometers later the same wheel came loose again, forcing Vic off the road where he suffered a front tire puncture. The spectators again lifted the car while Vic replaced the front wheel with a Goodyear space saver spare. Vic started the second lap 18 minutes behind. With no chance of winning he set off to set fastest lap, which he accomplished lap after lap. With three laps remaining the team realized that a victory was still possible. Vic continued the pace and took the lead on the penultimate lap. This amazing victory was memorialized by the first and only time Porsche used a photo of a driver, not the car, to promote a victory.



There are many more Vic Elford stories and victories to regale. Vic even returned to Daytona several times as special guest of Bill France to run in the NASCAR Daytona 500. He returned to the US years later to run the very first Porsche Sport Driving School and to Florida eventually to retire. He authored *The Porsche High-Performance Driving Handbook* which is still the definitive 911 handling tutorial.

That was the state of Porsche motorsports in 1968. The Daytona 24 Hour race and Vic Elford were at the center. We all think of the 911 as a great driver's car and the Porsche marque as endurance racing champions. But both legacies started in 1968 at the hands of our 50th anniversary guest speaker. Vic was very gracious with our members as he answered questions and signed autographs. He even autographed a large portrait by our own Shelby Goode featuring the #54 907—the portrait that was auctioned off for charity at the end of the evening. Vic joined us on Sunday morning for more stories and to celebrate his 83rd birthday with our members. Vic is a great story teller and he certainly entertained the Space Coast Region as we reminisced origins of our 50 year journey.



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Tech Spotlight

Changing Transfer Case Fluid on 958 Cayennes (2011-2018)

Article and photos by Rob Van Name

The transfer case allows power to be sent to both the front and rear wheels on our Cayenne vehicles. The gas powered cars use a different transfer case than the diesel & hybrid powered cars. Experience has shown the transfer cases on the gas powered cars can fail exhibiting jerking shifting. If this happens Porsche generally replaces the transfer case and installs an improved venting system that reduces the chance of water getting into the transfer case. The vehicle maintenance schedule calls for a fluid change at 160,000 miles, way too long to my way of thinking.

Some owners have achieved smoother shifting with a transfer case fluid change. I've done it to my diesel Cayenne for good luck. Ensure you get the correct fluid for your car. The gas powered cars use a different fluid than the diesel and hybrid. Ask me how I know this.... The gas cars use P/N 000 043 305 63 and the diesel & hybrid cars use P/N 958 341 536 00 which are one liter containers with a most excellent retractable fill tube built in. It is wise to check with Porsche Parts Department as they may have yet another improved fluid available. It is not normally stocked and has to be ordered so plan ahead.

You'll need a way to safely raise the car and hold it up level, 8 mm 1/4 hex bit, 1/4 inch drive inch pound torque wrench, thread sealer for the drain and fill plugs, one liter of transfer case fluid correct for your car.

The following paragraphs describe how to change the transfer case fluid in your 958 Cayenne.

- Warm up the car and then carefully raise it up level. I use three inch wooden blocks under each wheel left over from house construction.
- Slide under the car and using an 8mm hex bit on a ratchet first remove the fill plug (upper plug). Both drain and fill plugs are on the back side of the transfer case.
- Next put a drain pan under the transfer case and using an 8mm hex bit on a ratchet remove the drain plug and allow the fluid to drain out. It will most likely be black, this is normal.
- Put a dab of thread sealer on the drain plug and carefully torque it to 157 inch/lbs using the 1/4 inch drive inch pound torque wrench and 8 mm drive bit. Do not use larger torque wrenches that are inaccurate at low torque

settings. If you over torque the plugs you will crack the case and give yourself a \$5000 problem.

- Deploy the filler tube on your new fluid bottle, insert it into the fill hole (upper) and squeeze the bottle until fresh fluid runs out of the fill hole.
- Put a dab of thread sealer on the fill plug and carefully torque it to 157 inch/lbs using the 1/4 inch drive inch pound torque wrench and 8 mm drive bit. Do not use larger torque wrenches that are inaccurate at low torque settings. If you over torque the plugs you will crack the case and give yourself a \$5000 problem. It has happened.
- Clean up the transfer case and remove the drain pan. Dispose of the old fluid responsibly.
- Lower the car safely and go for a test drive. Check for leaks after the drive.

Photos related to this activity:

The most awesome AC Hydraulic floor jack I use to raise the car:



My car up on blocks:



Diesel & Hybrid transfer case fluid:



Gasoline powered Cayenne transfer case fluid:



Gear Wrench 1/4" hex bit set:



Another view of 1/4" hex bits and 1/4" drive inch pound torque wrench from Harbor Freight:



The fill (left) and drain (right) plugs on transfer case:



It's the Journey

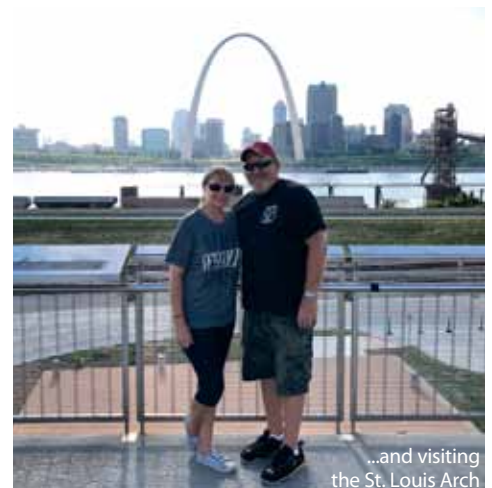
Article by Robin Hoffman
Photos by Ron Menck

We set off on our journey to the 63rd Porsche Parade on Monday July 2, 2018. Since Parade was hosted at the Lake of the Ozarks in Missouri this year and "only" 1200 miles away we planned to drive along the eastern shoreline for as long as we could. We jumped on Highway 1 at Daytona Beach and had a neat ferry ride in Jacksonville for \$6 across the St. Johns River to stay on A1A. The beach communities were wonderful to drive through and it was nice to be off the horror of I-95!

We got started late on our trek to Parade this year because we were waiting for a right side headlight for our 2009 Cayenne. It never arrived. Apparently, there are NONE in the country. The headlights may not be levelling nor turning with us, but they do light up. Happily, it ended the argument about driving at night! We always try to include family on our adventures. Our kids opted out this year so we stopped in Ohio for a quick visit with Steve's Mom. To celebrate the 4th of July we went to the Wilksville Legion to watch fireworks. Steve was asked to help unfurl fireworks "for

a minute." He returned an hour later soaked with sweat and covered in ash and fireworks paper and a whole lot more knowledgeable about firing off fireworks! You just never know where the journey will lead you!

We arrived at Osage Beach on July 6th to warm breezes and many people boating and playing in the lake - still HOT! We thoroughly enjoyed Parade and got to drive some great roads on Route 66 during the Gimmick Rally. We explored St. Louis on the way home and got trapped at the top of the St. Louis Arch for over an hour! NOT a highlight of the trip for me!



...and visiting the St. Louis Arch



The Hoffmans gettin' their kicks...

We had a relaxing drive home until the gas light went red and the "last warning" beep sounded on the dash. We had just passed the airport on SR528 and the exit to get gas was in our rear view mirror. Luckily, my husband has a nose for gas and took us through some neighborhood backroads and we cruised into the gas station in Wedgefield on fumes. Happy to be home from another great adventure! Porsche Parade is in Boca Raton in 2019. We hope you will join us!!

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Parade 2018

Lake of the Ozarks - Take Two

Article and photos by Laura Krenzer

My husband Alan and I are dual members of PCA and are very proud to be part of both Spacecoast and Ozark Lakes Regions. It brings an interesting twist for all the activities we engage in in both clubs from the hills of the Midwest all the way to the shores of Florida. Being one of only four members of PCA that live at Lake of the Ozarks, we were invited to be the local reps for this Parade. It was a tremendous honor to represent our hometown and the beautiful lake we are privileged to call home to come up with ideas and plans for tours and banquets and the route for the Parade of Porches.



How exciting it was to be working so diligently on pre-Parade activities in the days before Parade only to look up and see the familiar faces of our Space Coast friends in Ozark Lakes land. In total, 6 couples from our Space Coast Region attended Parade this year.

Parade 2018 was held at the same location as it was held in 1983 - Lake of the Ozarks at Tan-Tar-A Resort. There were over a thousand cars that pulled into town and awed our little resort area. The Welcome Banquet did not disappoint and the new Taycan Mission E was unveiled. The evening ended with a surprise fireworks show lakeside where some of us had a front-row seat as we happened to take our boat to the banquet due to parking constraints. This surely rivaled any major holiday fireworks show all summer long.



The week continued in traditional format with all the activities most Parade attendees have come to expect, including the Tech Quiz and Tech Academy run by our own Steve Hoffman. Space Coasters placed in some of the competitive events: Noelani DeRossett won 3rd place in the "Crafts" division of the Art show for her beautiful 356 Greeting Cards, Steve Hoffman won 2nd place in his Cayenne at the Autocross, and Steve and Robin Hoffman got a 3rd place trophy for their efforts in the "Get your Kicks on Route 66" Gimmick Rally.



The highlight for the week for us was planning the driving tours. Alan worked tirelessly with Greg Halverson (Parade Tour Chair) on interesting and exciting routes to show the beautiful and panoramic views of the lush Ozark Mountains. We had drives to: Warm Springs Ranch, to see the place where the famous Clydesdales are bred with lunch at a local winery overlooking the Missouri River; the Missouri Penitentiary in the capital city of Jefferson City; a drive to Springfield, MO, to see the Headquarters of the famous Johnny Morris Bass Pro Shops and new Worlds of Wonder Museum; Hermann, Missouri, close to St. Louis, and home to many wineries, with a tour at Stonehill Winery; and finally, to experience the fantastic Ozark Lakes roads



we enjoy on a regular basis - an extended drive to Branson, MO, to end with a boat trip on Table Rock Lake aboard the Showboat Branson Belle, with lunch and "live" entertainment reminiscent of Those Grand Old Showboatin' Days of the late 1800's.

Our suggestion for the Rally Banquet also came to fruition so that we could provide attendees the "lake flavor". So not only was the fabulous "Pink Pig" Panamera Tourismo showcased but go-fast boats, all sprinkled in and around the banquet tables at the Performance Boat Center. As an added surprise, many of the rally banquet goers were treated to a "fast" boat ride on a Wright Performance 360. One attendee enthused that they reached a speed of 115MPH on their ride. Now that's a creative mix of cars and boats, and no speeding ticket involved.



"Pink Pig"

Our final contribution to the week was leading the Parade of Porsches taking everyone through the old historical Dog Patch and Strip towards Bagnell Dam and through winding roads up and behind the dam as well. What a spectacular sight it was!

To say that Parade is fueled by volunteers is an understatement. We, as the local reps for this Parade saw firsthand what goes into the planning and preparation long before the first guests arrived at the resort. There are long hours planning and without the Parade Staff, local PCA members, and hundreds of volunteers, there is no way to pull off such a fantastic event. So, as we wind down this 63rd annual Porsche Parade, we now look forward

to next year's Parade In Boca Raton. Come, join in on the fun!



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Lead car honorees



2018 Parade of Porsches

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My new old best friend - the **911**

Article by Jurgen Schwanitz
Photos by Jurgen Schwanitz and David Kelly

So, I thought I should write this article because I think a lot of my fellow PCA members feel the same about the 911.



Having owned my 928 for more than 20 years and really got to know the car inside and out got me curious about a modern 911. How good could it be? Is the hype and are the stories I hear true? Can it really be "The car" to own?

Well, after years of contemplating and looking for something I can afford my wife actually is the one I need to thank for finding my 911. We were just visiting Porsche of Melbourne and not really into

buying anything when somehow we had the idea of looking around the back parking lot. And there it was: a guards red 911 Carrera that needed some love and attention for sure. This car was destined for auction but despite it's age (2014 model) and problems it had I was very interested in it. What a shame that that the previous owner did not respect this kind of car, but hey, good for me.

After a quick test drive I was smitten for sure. Wow! The handling, the power, I have had several other real performance cars before mostly BMW M3's but this was something else and on a different level.

So, I was trying to hide my emotions about this car to the sales person but I just could not hold it in, terrible if you want to negotiate a deal. So I bought it.

My wife is telling me ... (3 Porsche household?)... I answered , yes, my dear, **why not?** She did not have much to counter considering her birthday present last year was a Macan.

Now after owning this car and having done several Autocrosses I am amazed at how I feel about it. It feels so familiar, the controls are so logical and precise and somehow it's like I owned it for longer than I actually have. I never had a car that I got used to that fast.

This is my daily driver to work and it really is made for that. Porsches are not just for the weekends. That's what makes them so appealing compared to Italian exotics and other sports cars.

So, yes, I have found my new old best friend, the **911**



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A Very Special Day for Charlene's Dream

Article by Eliani Berman, RN, Volunteer, Survivor, PCA member
Photos by Pat Willingham and Sue DeVito

'Twas the night before the PCA Drive for Charlene's Dream Cancer Support Center. The volunteers had done all they could to make the event enjoyable. Everything on the check list had been ticked off. Welcome signs, balloons, canopy, pink tablecloth, napkins, plates, center pieces, envelopes, coffee, tea, muffins and water. The flower boxes were in bloom and a few cute kids would serve as the welcoming squad.



Charlene's Dream Cancer Support Center

While planning the event we were certain that when our PCA friends saw the cottage they would understand what Charlene's Dream is all about. A cancer support center that looks like an eclectic little boutique, a charming cottage. A place to come for information, for counsel, for comfort and for fun as well.

Saturday morning arrived clear, bright and very hot. Porsches started to pull into the pleasant tree line parking lot. Smiles, hugs and greetings were passed around. Then one by one, twos and threes the members wandered into the cottage. Their facial expressions were priceless. There were smiles and grins and a lot of "Oh wow." Charlene's little stock room was open to whoever wished to see. In there, all neatly stored were the supplies needed for during and after cancer care. The magnitude of the need created a few teary eyes even among the tough guys.

Terry Miller and Carmen DeVito called all outside for a group photo. Introductions were made, then they surprised us with a huge check! Charlene's Dream was the beneficiary of the art auction proceeds from the PCA 50th anniversary dinner. The \$1200 gift moved our Charlene's volunteers to tears (literally). Our gratitude is indescribable.



The really big check

After a lot of hugging and handshaking, the Porsches, led by Bill Berman and Mag Bishara proceeded over the river and through the woods to High Jacker's Restaurant where a room was reserved and done up all pretty in pink. Charlene's Dream VP, Nathalie Sweeney expressed our thankfulness and started a drawing of 13 gift bags of items chosen by the volunteers specifically for PCA.

Everyone laughed, chatted, ate and generally had fun. PCA member's beautifully giving hearts showed in their personal donations to this



Inside the cottage

cause. Afterwards, Team Charlene went back to the cottage and spent another couple of hours reliving the day and opening envelopes. We couldn't stop talking about the possibilities opened to Charlene's Dream by the kindness of our Space Coast PCA.

This was one fun day for PCA but for cancer survivors in need of Charlene's Dream services, these donations count for a great deal.

The donations will be well spent and the memories well kept.

Do you want to help? Charlene's Dream Cancer Support Center, 501 N. Wild Olive Ave, Daytona Beach, Florida 32117 (386) 871-0501

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Sept 22 Kaffeeklatsch @ Wickham - Bold Cup Coffee, 9 am
Sept 23 Kaffeeklatsch @ Daytona Panera, 9 am
Sept 23 Tech Session @ BGB Motorsports with John Tecce after the KK
Sept 27-30 Porsche Rennsport Reunion VI @ Laguna Seca

Oct 12 Florida Citrus Advanced DE Training @ Roebing Road
Oct 13-14 Florida Citrus DE @ Roebing Road
Oct 13 Kaffeeklatsch @ Wickham - Bold Cup Coffee, 9 am
Oct 14 Kaffeeklatsch @ Vero Panera, 9 am
Oct 20 PoM Sponsored Autocross @ American Muscle Car Museum, 7:30 am
Oct 21 Kaffeeklatsch @ Daytona Panera, 9 am
Oct 25-28 OktoberFast Club Racing, DE & Autocross @ Daytona
Oct 27-28 Suncoast DE @ Sebring

Nov 3 Space Coast Annual Oktoberfest, Concours & BBQ @ F. Burton Smith, 9 am
Nov 4 Kaffeeklatsch @ Vero Panera, 9 am
Nov 10 Zone 12 Charity Event @ American Muscle Car Museum
Nov 11 Kaffeeklatsch @ Daytona Panera, 9 am
Nov 16-18 Suncoast DE Instructor Training & DE @ Sebring
Nov 17 Kaffeeklatsch @ Wickham - Bold Cup Coffee, 9 am

Dec 1 Detailing Tech Session @ American Muscle Car Museum, 9 am
Dec 2 Kaffeeklatsch @ Vero Panera, 9 am
Dec 8 Kaffeeklatsch @ Wickham - Bold Cup Coffee, 9 am
Dec 9 Kaffeeklatsch @ Daytona Panera, 9 am
Dec 15 Space Coast Holiday Party @ Eau Gallie Yacht Club

Save the Dates:

- January 5-6** Roar Before the Rolex 24 Testing @ Daytona International Speedway
January 25-27 Rolex 24 Hospitality Tent @ Daytona International Speedway

SPC events shown in **blue**. Dates and times subject to change.
 Keep an eye out for additional drives and other events that are still
 in the planning stages on our website calendar spc.pca.org.

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