



ESCAPE VELOCITY

MAGAZINE

Published by the Space Coast Region of the Porsche Club of America



Fall 2017 | Volume 11 Issue 3

Parade | Summer Banquet | Le Mans Breakfast | AutoX



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PORSCHE



President's Column

I hope everyone survived the summer heat because our Club Calendar is packed with fall events. Be sure to check out our website spc.pca.org for the most up to date event calendar. Some of our bigger events coming up are the Oktoberfest Concours & Picnic at F. Burton Smith Park, OktoberFast at Daytona International Speedway, 911 Appreciation at Platinum Werks and our Holiday Party at La Cita Country Club in Titusville.

The Summer Award Banquet held at Exploration Tower was another fun time. I want to again pass on my congratulations to the Space Coast winners at events from Werks Reunion to ZoneFest and Parade. Of course, not to diminish anyone's hard won awards, I want special bragging rights for our EV editors, Robin Hoffman and Sue Kee who won Third Place for Newsletter in our Region and Jeff Dorman for 2nd Place in our Zone and 3rd Place in our Region for Outstanding Website.

Our autocross events at the American Muscle Car Museum will pick up right after Labor Day and continue through December. This year we have a new 1st Annual AutoX Challenge with the Corvette Club. This special event is limited to those with the top 10 autocross times. Come on out and watch this friendly competition.

Driver Education (DE) interest has been growing steadily in our club, including our increasing list of DE Instructors. This adventure can become addicting no matter what level you're at. You can improve your driving skills, and get a better understanding of vehicle dynamics and capabilities of your Porsche in a controlled environment. You'll come home with lots of stories to share and I guarantee have dreams of driving your car on the track. If you haven't tried it yet, consider trying it, you won't regret it.

If you're new members, please come to our monthly KaffeeKlatches to get to know our members and be sure to introduce yourselves. Come on out, drive those magnificent Porsches and have some fun!

Don't forget to thank all of our sponsors and EV advertisers, especially Shay Rowe and Porsche of Melbourne, for their continued support. These sponsors have made many of our events even bigger and better. Be sure to return the support and make our sponsors your first choice when the need arises.

We've continue to grow, now have 719 primary members and 347 affiliate members for 1,066 total membership. I'd like to encourage all members, new and continuing, to come out to the events. It is a great opportunity to drive your magnificent Porsches and get to know other members, maybe decide to volunteer for something, or just enjoy having a meal together.

PCA is fueled by volunteers. Each and everyone one of you can and do make a difference.

Scott Kee

On the Cover: Jon and Susan Dickinson arrive at our Summer Banquet at the Exploration Tower in their silver 2014 Cayman. Photo by Robin Hoffman.

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Oktoberfest Concours & Picnic

October 14, 2017 at 9AM
F Burton Smith Park, Cocoa FL

\$15/pp Includes German Lunch
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Porsche of Melbourne

From the Editor

This year is zooming by so fast. Who said summer was a slow season? So many terrific Space Coast Events this summer. I hope you enjoy this issue of **Escape Velocity** and spot yourselves in many of the pictures. We wouldn't have so many fun experiences if it weren't for the hard work of the many active Leaders and Volunteers in our Club who take the time to make things happen for us all to enjoy. So, a big Thank You to you all!

This month be sure to check out stories from new contributors Mag Bishara from our Daytona area and Jim Stephenson. Jim and his wife Kay are snowbirds to the Vero area. Also, welcome Fiesta Azteca, a new advertiser to **EV**. Please remember to patronize all of our Advertisers! They are a big part of making **Escape Velocity** possible.

Lots of activities coming up, so please check the schedule on our website spc.pca.org along with "Coming Attractions" at the back of the magazine and our quarterly Post Card. We've got KaffeeKlatches monthly in Daytona, Vero and Melbourne, plus Auto Crosses, Drive and Dines, and DE's (Driver Education) in Sebring and Roebing Road. If you haven't tried some of these, give them a try, I guarantee you'll be pleasantly surprised. Don't miss the Porsche vs Corvette AX Challenge on October 28th at the American Muscle Car Museum. Wonder who will win the Challenge?

We'll be having a food bank collection (non-perishables) at October Fest Concours on October 14th and a Toys for Tots collection at our December 2nd Holiday Party with a Drive to drop off the Toys on December 9th, so mark your calendars!

Some food for thought: Next year is the Big 50th Anniversary of our Space Coast Region! We're starting to plan now for this very special event. If you have some fun ideas for the anniversary celebration or some Porsche stories to share, please email me at suekee.ev@gmail.com. All ideas and stories are welcomed.

Make it a date to come to one of our many events and meet some new people and make new friends. Come on out and celebrate the Porsches we love and the people who drive them.

Sue Kee



EV Editor
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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 www.facebook.com/SpaceCoastRegionPCA

Got Something to Say?

Please send your Porsche stories and photos to Sue Kee at suekee.ev@gmail.com

Zone 12 PCA and Porsche of Orlando Present the 11th Annual PCA Daytona Club Race



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Porsche of Orlando

October 26-29, 2017

Race Registration opens September 11th at <http://register.pca.org/>
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Membership Corner

by Carmen DeVito

We are 719 primary members and 347 affiliate members for a total membership of 1066. Quite a few new members have come to Cars and Coffee (KaffeeKlatsches), Drive and Dines, Sunrise to Sunset, and the Summer Banquet! It was great to meet and talk to them and see their cars. Even though the summer is a hot, quiet time for SPC events we are ramping up for the fall event season. Check the SPC calendar online, copy to your personal calendar, and plan to come out to an event.

For first time Porsche owners, us old timers, typically have had a few Porsches and can answer many questions you may have about your car. The club is a wealth of experience about Porsche. Cars and Coffees are a great low key place to get that question answered. Tap

into it! Hopefully some more of you will find your way to other events as well and get the most out of your membership. I am hoping to continue to get more of you out to events. As always, I am especially interested in engaging the new members, so new member experience is a positive one. Anyone with an idea please contact me via email, Facebook, Twitter, text or phone.

Carmen DeVito

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Facebook: Carmen DeVito

Twitter: @CSD DeVito

Mobile: 610-314-8851

Welcome to our New Members!

June 2017

John Beckett – 1973 914
Christopher Holman – 1973 914
Phil Paullin – 2017 Carrera
Anne Booker
Richard Murphy – 2017 Cayenne
George Then – 2017 Carrera S
Larry Tucci – 2014 Boxster
Richard Fickes – 2007 Cayman S
Richard and Sherry Rogers – 2017 Macan
Doug Moreland – 2017 718 Boxster
Catherine Paysour – 2012 Carrera
Edward McLaughlin – 2017 Macan
Kenneth Penrose – 2017 Macan
David Burgess – 2014 Panamera
Nabil Aziz – 2017 Cayenne
Richard Marcus – 2017 Panamera
Craig Barrie – 2017 Carrera GTS
Pierre Mommers – 2014 Cayman
Elaine Coppola – 2017 Macan
John Weeks – 2009 Boxster
Roger Blaugh – 2014 Cayenne

Sara Goldfarb – 2017 Cayenne
Paul and Jennifer Pedersen – 2013 Cayenne S

July 2017

David Kostanich – 1981 911 SC
Craig and Jessica Ross – 1978 911 SC
Mark Nemcek – 1985 944
David Harris – 2017 Carrera
Kurt Goette – 2001 911 Turbo
Eugene Koshar – 2003 Carrera
Faris Ibrahim Alsalama – 2017 Macan
Otakar Quadrat – 2004 911 Turbo Cabriolet
Nelson Cover – 2014 Cayman
David and Mary Richesson – 2000 Carrera Cabriolet

Transfers In:

Leonard Whitlock - Peachstate Region –
1997 911, 1965 356, 2003 Boxster
Jeff Pecora – Gold Coast Region – 2006 Carrera 4S
Kurt Davis – California Inland – 1999 Carrera
George Andrews – Jersey Shore

Porsches and Pastimes with Perry



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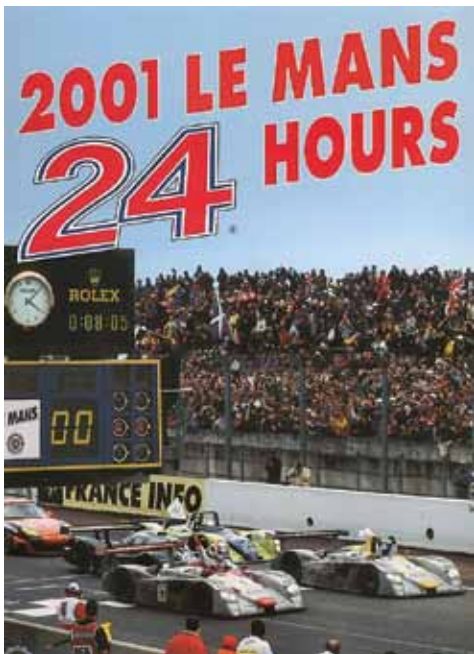
A Snapshot of What's Happening in the Space Coast Region PCA

<p>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.</p>	<p>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.</p>
<p>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!</p>	<p>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.</p>
<p>50th Anniversary Celebration Next year Space Coast PCA celebrates our 50th! Planning is going strong – please stayed tuned for more information and opportunities to help.</p>	<p>Zone 12 - PBIR First Timers Drivers Education (DE) Saturday, September 30, 9am – 12pm Palm Beach International Raceway, Jupiter, FL This will be idea for those of you who want to ease into the sport. At this event you will learn proper driving techniques that will transfer over to your everyday commutes and it will be a lot of fun! Register on ClubRegistration.net</p>
<p>Did you buy your car from Porsche of Melbourne? Please let Chuck Bethune at cbethune@cfl.rr.com know as our Club receives a stipend whenever one of us buys a car from our local dealer. Please support Porsche of Melbourne!!</p>	<p>Special Charity Drive & Dine – October 22 For Breast Cancer Awareness Month, our Space Coast PCA is hosting a special Drive & Dine after the Daytona KK, to support Charlene's Dream, a community charity cancer support center for women in Daytona Beach. Leave Panera in Daytona at 10:30am and drive backroads to Halifax Plantation Country Club for lunch. \$40 per person (includes lunch). ALL proceeds will benefit the patients directly. RSVP to Eliani at sales@cebotechusa.com Mark your calendars for this special event!!</p>
<p>Autocross Events September 9, October 7 and December 2 We're going strong with Autocrosses at the American Muscle Car Museum facilities! 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</p>	<p>Space Coast Octoberfest Concours & BBQ & Swap Meet October 14, 9am – 1pm Our annual Oktoberfest Concours includes other PCA regions as well as the 356 Florida Owners Group. Event set up will begin at 9am. Concours judging will begin at roughly 10am. Lunch will be served around Noon. Awards will be given after lunch. Swap Meet is an open format under the pavilion. Please bring can goods and nonperishables for the food bank. Register on ClubRegistration.net</p>
<p>Porsche vs Corvette AutoX Challenge October 28, 8am – 4pm At the American Muscle Car Museum our 1st 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. Come out to cheer on our drivers!</p>	<p>Holiday Party at LaCita Country Club December 2, Cocktails at 6pm, Dinner at 7pm Delicious food in a beautiful setting! We're working on having a band this year as well! \$50 per person. Bring an unwrapped toy for Toys for Tots! Register on ClubRegistration.net</p>
<p>911 Appreciation Session & Drive & Dine November 4, 8am – 11am Platinum Werks, 24 North Harbor City Boulevard, Melbourne, FL There will be a beautiful "Tribute RSR Car" on display with a presentation on how it came to be. Breakfast included (coffee, Einstein Bagels). Following the event, Turbo Don will lead a Drive & Dine. Limited space for the drive so members need to RSVP to turbosdon@gmail.com for the drive please.</p>	
<p>Porsches and Pastimes with Perry Stewart November 19, 2pm – 5pm The Great Outdoors, Hidden Lakes Clubhouse Titusville - Gather at the Clubhouse for wine and cheese and a one hour slide presentation on Ferdinand and Ferry Porsches early history by Perry then we can go to his house to see Perry's impressive model collection (1800 models!) RSVP by text 321-446-6782 or maryloustewart46@gmail.com.</p>	

Driving Le Mans

Article by Jim Stephenson
Photos by Moity/Tessedre LeMans Yearbook, 2001

Jim is a snowbird with a winter condo in Vero Beach, and a 30 Year Member of PCA. He was a track instructor in the Northeast for some 20 years. This is his PCA Experience at Le Mans.



24 Heures Du Mans – the greatest sports car race in the world, located in Le Mans, France. I had the opportunity to drive the Le Mans race course just prior to the 24 hour race held on June 16 and 17,

2001. It was fascinating for anybody who likes track events to be able to drive this world class track.

I also had to stop by Le Mans and try to drive this racetrack, and take some pictures as a potential movie site. My interest was to try to produce a movie named “Tracks of Glory” based upon my years as a PCA Track Instructor with 2 very interesting track students I trained. I was a SAG actor for 20 years, so I would play the lead role. A number of PCA track friends agreed to race at New Hampshire racetrack to be filmed for the movie. The movie plot ended by winning the GT class at Le Mans 24-hour race. Some famous race drivers agreed to be in the film, including my friend Bob Akin, who raced a Porsche 962 (962 was the most winning race car in history) and now owned by Gunnar Racing in West Palm Beach, Florida. Hurley Haywood had also agreed to be in the movie, and fingers crossed, maybe a walk-on role by Paul Newman.

We arrived in Paris and leased a small car from Renault, a model called “Twingo”. It is a tiny car by US standards, being only 10 ft long and 5 feet wide, with a 1.2 liter engine, but fuel efficient, and easy to park in crowded cities and towns.



Renault Twingo

With such a small car, I did not think I would be able to drive very fast. But, what a surprise! We took the super highway toll road from Paris to Le Mans, and could drive the car at 90 to 100 miles per hour (142 to 160 KM). Traffic was light on most toll roads, and speed is easy. At 100 mph, we stayed in the right hand lane, occasionally passing slower moving trucks and campers. We quickly learned to stay right because in the middle lane, cars would flash their lights if you did not move over. A few cars were passing us going much faster (maybe 130 to 150 mph). In 3 weeks, we only saw one police car. The speed limit is officially 130 KM, or 80 mph. These uncrowded toll roads are a delight to drive, and I wish the US had similar type highways in the East.

We arrived in Le Mans on Friday noon, which I had thought was a small village, but



The Bob Akin 962

instead it is a city of 100,000 population. Immediately, I drove south of the city to the "Circuit Du Mans". The racecourse is 13.6 KM, or about 8.5 miles in length. Most of the racecourse is on public roads, which are closed to traffic a few days prior to the race.



The Le Mans stadium complex

To start out, I immediately entered onto the Mulsanne straight, which goes due south for over 3 miles. Imagine a track in the US with a straight 3 miles long! This straight is almost the size of the entire length of Watkins Glen, and about twice the length of the Lime Rock track. Formula racecars reach almost 240 mph on the Mulsanne straight, so in recent years, the race officials added 2 chicanes. But, these are not the small chicanes like at Watkins Glen. The Le Mans chicanes are about the length of a football field and are 2 lanes wide, so the racecars (like Porsche 962) probably only slow down to about 150-180 mph. At night, it is hard to see and scary, especially if raining, but you can't slow down because other cars will plow into you.

At the end of the Mulsanne straight, going full speed, is a very sharp, 120-degree turn - known as Virage De Mulsanne. In real life, it is a three-way stop light intersection. The racecourse continues straight for almost a mile to another real life



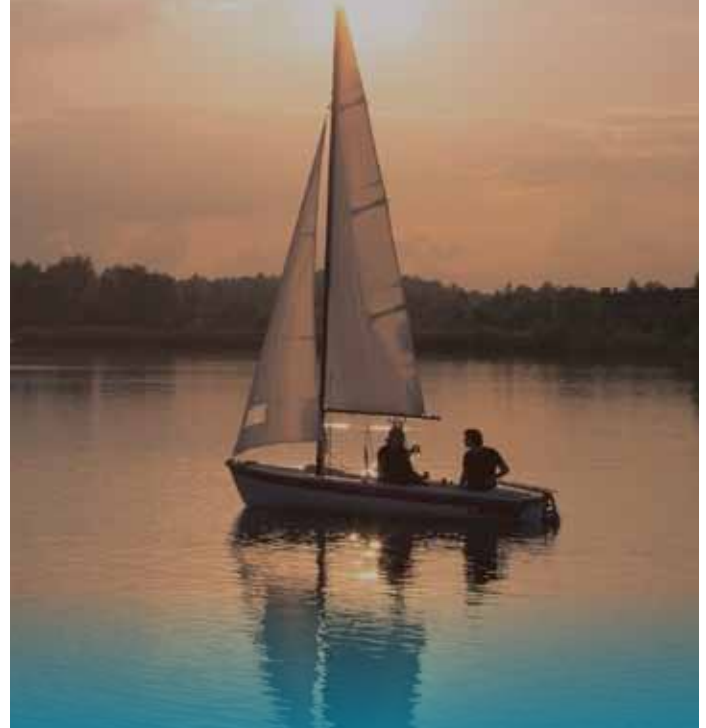
Pit entrance and front straight

stoplight for a 90-degree turn named Virage D'Arnage. You then turn north about one half mile to the Porsche curve. Here the road enters the stadium area, over a 1 mile long. The racetrack in the stadium area is closed off to traffic in preparation for the race on the weekend. However, we were able to drive into the stadium and pits to look at various preparations and transporters containing cars and pit crew gear.

The weekend, while in Provence, I was excited to watch the race on TV. Seeing it on TV sounded good since it is very crowded with over 240,000 people attending the race each year. The crowd far exceeds hotel accommodations and parking. Most people sleep on the ground in the mud and rain. The Le Mans hotel where we stayed said they were booked up race weekend for several years in advance. I "thought" the race would be a big event in France, and everybody would be watching on TV because I thought this was a great national event.

Imagine my surprise when I found out there were only 2 TVs in the Provence town of Roussillon, France, where we were staying! The TV stations were not broadcasting the race except for occasional 5-minute update and a half-hour summary at the end of the race on Sunday afternoon. I was also surprised that most French people were not even interested. One Frenchman explained the race was too long and most people were bored by it, much preferring to watch soccer or bicycle racing. But, for me, Le Mans was and is very exciting and compelling. A more disappointing fact was that I was not able to raise enough money for the movie "Tracks of Glory" because digital filming was not then possible for movie theaters.

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Le Mans Breakfast at Porsche of Melbourne

Article by Scott Kee

Photos by Robin Hoffman

June 17th dawned sunny and bright here in Florida, with similar weather in France at the 24 Hours of Le Mans. We all were generously treated to a sumptuous breakfast by Shay Rowe at Porsche of Melbourne. Several large screen TV's were displayed to enable us to watch the start of this iconic race. We had a large attendance of around 75 people to watch the race and share stories. The more die-hard racers were glued to the TV sets watching the action. It's always fun to go to events at Porsche of Melbourne. Not only are they always gracious hosts, but we can all investigate the showroom to look at the beautiful Porsches. The sales staff is there to show all the new models and give test rides.



Also, the service department is on hand to answer any mechanical questions you might have about your Porsche. We are very lucky to have such a hands-on Porsche Dealer supporting us and hosting events at their new facility.

Of course, the Le Mans Race is the main event for most Porsche Race Fans. Porsche took the top spot at the 24 Hours of Le Mans endurance race in a dramatic finish to complete the Hat Trick with a winning streak of 2015, 2016 & 2017. The Porsche 919 joins the 936, 956 and 962 as models with at least three overall wins at Le Mans.

The No. 1 Porsche car led for much of the race but suffered a loss of oil pressure in the 21st hour, leading to a retirement from the race. The No. 2 Porsche driven by Timo Bernhard, Brendon Hartley and Earl Bamber lost over an hour in the garage during an MGU change, which led it to the back of the field.

After getting back onto the track, a near flawless race allowed the No. 2 Porsche to cut through the field to retake the lead in



the 23rd hour of the race and hold on for the victory. The Porsche was running 10 to 15 seconds per lap faster than the No. 39 Oreca, the LMP2 car that was poised to take the win when the No. 1 Porsche went out of the race. The No. 39 Jackie Chan DC Oreca took first in the LMP2 field and second overall. Jonathan Adam drove the No. 97 Aston Martin home to win the GTE Pro field as well. The No. 84 JMW Ferrari came home to win the GTE Am field.

In the LM GTE Pro class, the best Porsche finish was the No. 91 Porsche Motorsports GT finished 4th and in the LM GTE AM the best Porsche finish was the No. 77 Dempsey-Proton Racing finished 6th.



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Kaffeeklatsch Report

North Region - Milt Weisman

We had over 15 cars for our KK at Panera on June 25th. Mid-engine models dominated. Three of the cars were 914s, two with the 2.0 engine and one with the 1.7. There was one new member attending. After the KK ended, about 7 cars took a Fun Run through the Ormond Loop and ended up at the Flagler Airport Restaurant.

to know your fellow Club members, we're a fun bunch and you might even join in on a fun run to show off your beautiful Porsche.

Lots of different models of Porsches were represented as usual.

From an amazingly original red 944 to 928s, Macans, and of course Boxster's and 911's. We always have some interesting stories to share and of course enjoy some coffee and or Breakfast from Panera. We typically spend about 45 min at breakfast and then we venture out to see our Porsches where David Kelly takes nice pictures of our rides. So we invite you to join our kaffeeklatsch in Vero!



All smiles for 914s



On a wing and a flair



Happy KK members



Good times with coffee



Many years represented



Wojo and friends



I like silver very much



914s unite!



One blue, two red...

Our July KK had about 14 cars in attendance. Three of them (again) were 914s. We had one new member (Bob Beebe) attend in his 1973 Metallic Silver 914 2.0.

Mid Region - Sue Kee

Our Melbourne KK's are growing in attendance. Some of our new members are coming out and meeting and greeting current members. It's a great time to get together, share Porsche stories and just plain talk "car." It's amazing the collection of Porsches that arrive with their owners. We have older 356 models, right up and including brand new 2017 911 Cabriolets, and everything in between. But then, is there really a Porsche out there we don't like? Come on out and get

South Region - Jurgen Schwanitz

We had a great turnout with 16 Space Coasters attending at our last Vero Bach Kaffeeklatsch with several members taking the long drive from Melbourne. The weather was great but very hot, a lot of us were trying to find a shady spot to talk to each other.



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It's the Journey - Driving to the Spokane Parade

Article and photos by Robin Hoffman

Taking our 2006 Cayenne with 180,000 miles on her odometer across the country may seem risky, but less so than filling the backseat with 2 WiFi crazed teenagers. Every summer we join 1000+ other Porsches to converge on the week long Porsche convention which moves to different locations across the country each year. We take weeks to make the trek and what adventures we have had! This year was no different and will be dubbed "The Year of Deer!" We are always aware of critters sharing the road and do minimal driving at night to minimize the risk of carnage. This year, however the deer were more plentiful and happy to be seen during the day and night!



Deer Crossing

As we were entering the Yellowstone National Park at dusk a large flashing sign warned of "Deer Crossing". As if on cue a large deer leaped in front of the Porsche causing my champion autocrossing husband to slam on the brakes hard enough to miss the deer. However, he couldn't escape the deer's brother who barreled into the side of the car and bounced off removing part of the bumper. The deer ran off and we pulled into our hotel with the bumper flapping and Steve cussing! Steve reattached the bumper in the morning with some elbow grease and two-part epoxy. I am happy to report that the bumper fix survived 80 mph runs without further incident.

Coming home through Bryce Canyon during the afternoon we saw a record 12 deer in a mere 20 minutes! They all survived unscathed! State Road 12 from Bryce Canyon to Torrey UT may be the most beautiful road I have ever driven on. The terrain kept changing and the rock formations were amazing – definitely breathtaking! The kid's heads were up and they watched intently out the window (added bonus: no cellphone coverage out here!). Our senses were overwhelmed by the time we got to the Arches National Park and looked at even more incredible rock formations!



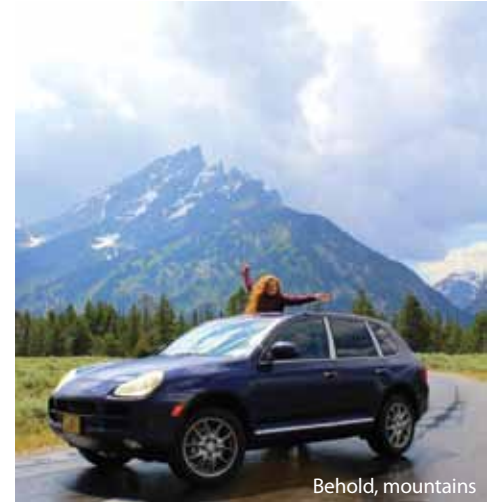
Atop Pikes Peak



Amazing rock formations

Driving a high mileage vehicle in the middle of nowhere for hundreds of miles is usually not a concern for my husband. Our hearts did skip a beat when the engine started cutting out going up the mountains in Virginia. After a bit of investigation, we discovered that the Cayenne is sensitive to '91 octane gas and ran like a top after we refueled and gave her some octane boost. Interesting fact, states out west do not sell '93 octane gas, but their gas is ethanol free. Our Cayenne was happiest refueled with the high test gas when we got closer to home!

Driving up Pikes Peak in Colorado was a definite highlight of this trip. As we



Behold, mountains

climbed higher and higher we saw lesser vehicles abandoned along the side of the road with radiators steaming. The view was spectacular from the top! The switchbacks were heart stopping; especially as most did not have a guard rail and you could imagine plummeting to your death! Cayenne brakes were checked halfway down for a cool temperature of 180 degrees; 320 degrees was considered too hot to continue.

After 22 days away and 15 of those spent driving, the kids were ready to be free of the backseat. We will forever be grateful for the memories made on this trip together and the memories we have made on every driving trip. Porsches are reliable and WANT to go on adventures! Life is really is all about the journey!



Where did those kids go?

Porsche Parade 2017

Article and photos by Robin Hoffman

The 62nd Porsche Parade is in the books! Another great experience for the few Space Coast members who made it to Spokane WA for the week long Porsche convention. The event is addictive and once you make it to one, you may be hooked for life!



At the Concours Banquet we have the tradition of having everyone in the room stand up together and then sit down according to how many Parades you have attended. One long time member, Burt Propp from the Golden Gate Region was still standing at 57 Parades attended! Now that's dedication! Not surprisingly, approximately half the crowd of 1000 dinner guests were still standing when 20 Parades were called out! Our family has attended 7 Parades now after I told my husband emphatically "YOU GET TO GO TO ONE PARADE!" That was the Savannah Parade in 2011 and we haven't missed one since! It is so much fun to make friends from all over the country.



Volunteering is a huge part of what makes Parade fun for us and our fellow Space Coasters. David and Ginny O'Neal run the Treffen's throughout the year and come to Parade to encourage people to attend. Tom Gorsuch is our National VP and spends a lot of Parade in meetings for the club, but also rubbing shoulders with some Porsche aficionado. You have to admit having dinner with members of the Porsche family is a pretty cool perk of volunteering! My husband Steve is also one of those "Mega Volunteers" at Parade as he runs the Tech Quiz and the Tech Academy. Volunteering

makes meeting fellow Porsche enthusiasts easy and increases the enjoyment of Parade. Even the kids have a blast helping out! My daughter Tori loves to run the cash register in the Goody Store with long time past Space Coasters Lois and Jack Roberts. After 5 years of leading the Parade Kids Program I have passed the torch on and will focus on taking photos with the Parade Photo team.

Parade is based on fun and competition where the highest Concours cars compete, the fastest Autocrossers race and the most competitive rallyers hit the roads. The National level awards are presented at Parade and Space Coast was once again recognized as a top Region. Jeff Dorman, who isn't new to receiving accolades won 2nd Place for the Zone 12 website and 3rd Place for the Space Coast Region PCA website! Sue Kee and I won 3rd place as well in the National Newsletter Contest with **Escape Velocity!** Our Winter Edition **EV** cover designed by John Proferes was in the top 6 finalists nation-wide! We are proud of each and every award we won!



Next year the fun is in the Ozarks in Osage Beach, MI. If you can't make the drive there, Parade is in Boca Raton FL in 2019. Mark your calendars and prepare to have an experience of a lifetime!!!

Parade Results for Space Coast

Tech Quiz (Boxster) 1st Place –

Tom Gorsuch

Autocross (Cayenne) 1st Place –

Steve Hoffman

Kids RC Car AX 2nd Place – Tori Hoffman

Kids Gimmick Rally on Foot 2nd Place –

Marco Hernandez and Tori Hoffman

Kids MiniCar Concours 2nd Place –

Tori Hoffman

National Awards

Zone 12 Website 3rd Place – Jeff Dorman

Space Coast 12 Website 3rd Place –

Jeff Dorman

Escape Velocity Magazine 3rd Place –

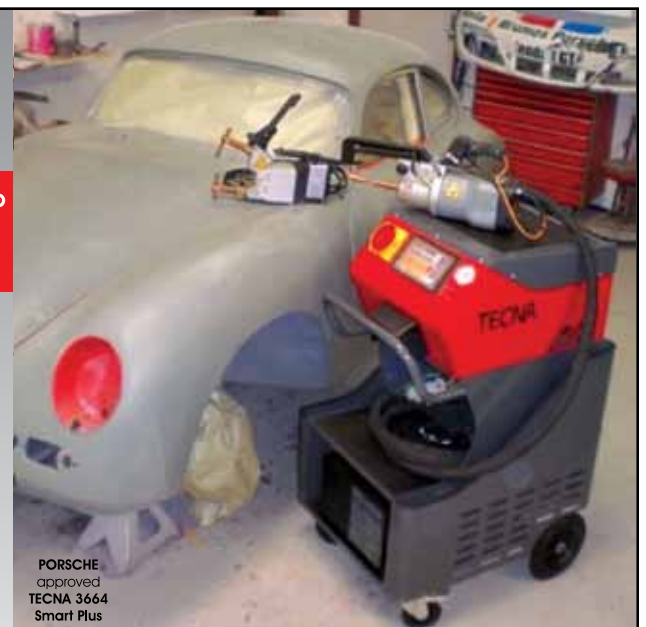
Sue Kee and Robin Hoffman

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Porsche of Melbourne Welcomes Michael Bass Home

Hello, my name is Mike Bass, and I am your new shop foreman at Porsche of Melbourne. Many of you remember me before I left for a short adventure in 2015 at Porsche of Ocala. Porsche of Ocala was great to me and I have fond memories, but I am definitely glad to be home at Porsche of Melbourne.



My career started at Bert Smith Porsche in St. Petersburg, Florida in 2004. I joined the team at Porsche of Melbourne 2010 to pursue my Gold Level Certification, which I am very proud of. It is the highest level of training available to Porsche Technicians.

I acquired a classic Porsche, a 1979 911 Targa in 2015. It has been the most enjoyable car I have ever owned. From the moment I got my Targa, the visceral experience has had me hooked on classics. A classic car restoration is never really finished; you can always change or modify the car to your tastes. My Porsche may never be a perfect concours quality 911, but it's getting closer to perfect for me, and I can drive it every day.

Now, back to my return to Porsche of Melbourne. As I was working in Ocala and restoring my 911, Service Director Glenn Sharp and General Manager Shay Rowe had conversations with me about returning home. I was honored that they wanted me back, and coincidentally Porsche started a new training regime. Porsche Classic



Training was just coming together and was developed in Germany to cater to our guests who own Porsche cars built before 1999. With the large number of our club members who own and love classic Porsches, Shay and Glenn were interested in hiring a factory trained classic car technician. When they asked if I would come back and take this advanced level training, I said "yes", enrolled right away and, as they say, the rest is history.

I have now successfully completed courses required for the Classic Car Certification. Having your classic Porsche cared for by a classic trained technician is a big plus to your car's pedigree and history.

Now that I am back, I want to reunite with those I know and meet our newest members. Our Space Coast Porsche Club is the best I've ever known, and the number one reason I came back. Whether you have a new or a classic Porsche, I encourage you to stop by to see me and the new facility. I look forward to sharing my personal experience with you and learning where you would like your Porsche journey to take you. I hope to see you all soon, and thank you for having me back.



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Certified Brand Ambassador –
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Panamera Tech Session at Porsche of Melbourne

Article and Photos by David Kelly

On Saturday, June 3, 2017, Porsche of Melbourne hosted a terrific Tech Session for our Club. It was a great turn out of Space Coast Region members to see the inner workings of the new 2017 Porsche Panamera. Porsche of Melbourne's management and staff did a superb job of organizing, managing, and hosting the event, and making sure that everything ran smoothly, including a welcoming breakfast and a great BBQ lunch after the morning's Tech Session which was held in Porsche of Melbourne's "brand new" service facility.



Panamera engine on the stand

Imagine being greeted by a new, complete Panamera engine on an engine stand, just as you enter the service bay! That, and much more, was waiting for us as we spent the morning getting acquainted with all the new technology built into the new Panameras. And to have our



Panamera ready for demonstration

technical and operational questions answered in detail by the Porsche Technicians was "icing on the cake" for any dedicated Porscheophile. It was a great event, and one not to be missed in the future!



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It's Not Just the Cars, It's the People

Member Spotlight - David and Kathy Kelly

Kathy and I have been married thirty-five years and are year-round residents of Vero Beach after retiring from careers in the Corporate world. The most important thing to us is the community of Porsche owners in PCA, especially in the Space Coast Region, where we are fortunate to have such a large variety of events every month which appeal to almost any Porsche owner.

Kathy enjoys interior design and decorating, and reading great books by her favorite authors. She also appreciates fine design when she sees it in a great automobile. I'm the certified car nut in the family.

Like many of you, both of us have come to appreciate German engineering and drive German cars (two older Porsches and a Mercedes SUV). Occasionally we ask ourselves, "Do we really need three cars?" The answer is always "no," but then again, there's that German engineering thing! Surely, you know what we're talking about.

So, how did this happen to someone who grew up reading "Hot Rod" magazine in an era where the keys to performance were the three "C's," carburetors, camshafts, and cubic inches! At the time, Porsches were small German cars which had carburetors and camshafts, but they didn't have lots of "cubic

inches." As such, they didn't appeal much to a would-be hot-rodder.

A 409-cubic inch '62 Chevy Impala with a Borg-Warner 4-speed, a 4:56 Posi-Traction differential, and street slicks, along with a BSA motorcycle, sufficed as my early rides, both of which soon gave way to the practical need for "commuter cars" as work demands replaced those early hot rod fantasies. There were no sports cars either, except for a brief respite with a VW Beetle (as a practical commuter) and a Fiat X 1/9 as an impulse buy. I didn't know then how much I would appreciate those two cars later in life.

One day, there was the deep unmistakable rumble of a V-8, and a long, low, sleek-looking thing rolled past. It was new and different. It was a Grand Touring machine, luxurious and powerful, with unusual headlights, and it said "Porsche" on the back. It looked almost Italian, but it was German for sure. It wasn't



928 S4

little, and it had lots of cubic inches! It was a Porsche 928.

I said, "one day..." Well, that day came twenty years later in 1998 when an India Red 928 S4 became part of our household. It was a "Fly, Buy, and Drive" transaction, after which we immediately joined PCA. Nineteen years later, that "red rocket" still gives us the same thrill it did when we first bought it. We appreciate it even more after all these years.



Kathy and David Kelly

Next came a Boxster under the guise of an economical "run-around-town" car. Then we acquired the 996 Turbo to accommodate that always present "need-for-speed." Gone were the hot rod dreams, replaced by a genuine respect for cars engineered to perform right-out-of-the-box, as is every Porsche model.

With Kathy's help and support, I have been able to combine two of my interests into a passion for all things Porsche. As a long-time amateur photographer, seeing Porsche cars and Porsche owners doing what they do best, and photographing them doing it, has provided a wonderful opportunity for an active and fulfilling retirement.



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Charity Spotlight

Article by Elaine Christine
Photo by Robin Hoffman

Congratulations to all who bid and won the calendar months for our 2018 Charity calendar! We sold every month and the money raised will benefit the Brevard Schools Foundation (BSF). Katherine Allen, the Marketing and Special Events Coordinator for BSF and her husband Tracy spent their wedding anniversary with us at our Space Coast Region Summer Banquet to support the cause! Valerie Kelly, the teacher who will receive the funds presented her program and impressive results to the 80 club members. We are looking forward to presenting a BIG check to the Brevard Schools Foundation at our Christmas party.

What next? We're asking you to bring non-perishable food to the October Fest Concours at F. Burton Smith Park in Cocoa on October 14th. Canned goods and toiletries will help restock a food pantry in preparation for the great need anticipated for Thanksgiving.

Our first Porsche vs. Corvette Autocross Challenge is happening on October 28th at the American Muscle Museum in Melbourne. Come cheer on our Porsche drivers and support Mark's Pielock's favorite charity for animals.

On September 9th Terry Miller and some of our "Solo DE Drivers" are planning to take part in the Kids Racing for Life Program at Sebring Raceway. The drivers give kids battling cancer a chance to ride at a fast speed around the track. It's a once in a lifetime experience for these kids and their families.



Katherine and Tracy Allen

Before you know it, we'll be receiving our 2018 Porsche Charity Calendars at the Holiday Party on December 2nd at La Cita Country Club in Titusville. So bring a Toy for Tots to the gala event, and join Touring Chair Steve "Wojo" Wojcicki who will lead the Toy Run to deliver them December 9th!

Our Space Coast PCA member are so generous. Thank you all for CARing!



This is the day the Lord has made, Let us rejoice! Psalm 118:24



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PORSCHE

Ormond Loop Drive & Dine

Article and photos by Steve "Wojo" Wojcicki

Our third Drive and Dine in 2017 took place on Saturday, July 15. We had our best turnout ever which included 51 people and 33 Porsches. Mother Nature cooperated again and provided mostly sunny skies, warm temperatures and best of all, no love bugs.

We met at our usual spot (Lowe's parking lot in Rockledge), departed promptly at 9:15 a.m. and headed north on I-95. Jorge Hoffman managed to link up with our caravan on I-95 just north of Titusville. We successfully navigated through the I-95 road construction to rendezvous with our North Region members at the Panera Bread in Daytona Beach. After a quick stop at Panera, the entire group departed for the Ormond Loop.

We continued north on I-95 for just a few minutes and took the Route 40 exit to Ormond Beach. We drove east to A1A then turned north and had a pleasant beachside drive with great views of beautiful homes and the Atlantic Ocean. We then turned inland onto some two-lane roads and stopped at a drawbridge over the Intercoastal Waterway;



this serendipitous stop allowed all 33 cars to regroup into a single caravan. We continued on through marshlands and did not have to contend with some high water areas that we encountered on this same drive in 2015. We drove down the Old Dixie Highway passing

under mature southern oak trees complete with hanging moss. The huge old Live Oaks provided a beautiful canopy over the roadway. The drive finished at the Tomoka River Grille where US 1 crosses the Tomoka River; it's a scenic location.

We then proceeded into the restaurant to enjoy a great lunch while taking in the views of the river and surrounding countryside. Everyone had an enjoyable time. It was a perfect way to spend a Saturday with good food, good friends and of course driving our Porsches.



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Danny Baker
Executive Director



40th Anniversary of the Porsche 928, Supercar of the 80's

Article by David Kelly and Jurgen Schwanitz
Photos by David Kelly

Many of us think of Lamborghini or other exotics as a supercar of that era but the 928 had the performance and looks to challenge many of them. Remember that movie "Risky Business?" The car chase scene was a favorite and many people associate the car with that movie still today.

The Porsche 928 was conceived in the early 1970's as the potential successor to the 911 Series. It was a "clean-sheet" design by Wolfgang Mobius under the direction of Tony Lapine, with the goal of creating a Grand Touring car with many, if not most, of the performance characteristics of a modern sports car.



The Porsche 928 was introduced in the Fall of 1977 as a 1978 model, where it promptly earned the prestigious "European Car of the Year Award." Porsche went on to produce more than sixty thousand 928 cars through the year 1995, ending with the top-of-the-line Porsche 928 GTS.

Even in today's world of computer wind tunnel shaped cars that seem to look all so similar (boring), the 928's design looks up to date. Porsche designed the car to have the bumpers hidden behind Polyurethane body panels to create a clean and futuristic body shape. Fans of the 928 call them "Sharks" because of the headlight design. The extensive use of aluminum (hood, fenders, doors, etc.) kept the weight down for a Porsche that was considered big at the time compared to the 911. Even the interior was way ahead of its time. Take a look at the modern 911 cockpit and you can clearly see the similarity. The gauge pod moved with the steering wheel assuring the gauges are always visible to the driver, also the A/C was automatically controlled.

The 928 is a front engine, rear transaxle design, with a 50/50 weight distribution, produced with both five-speed manual and automatic transmissions. The automatic transmission was sourced from Mercedes and modified by Porsche for the 928. The engine is an Alusil alloy V-8 designed for an ultimate capacity exceeding 5.0 litres. The early production models were offered with a 4.5 liter engine, rising with each model sequence finally to 5.4 liters with the 928 GTS models.

The Porsche 928 has acquired somewhat of a cult status over the years, especially among its community of dedicated owners. Recently, there has been increased interest in 928's, especially for the low mileage limited production 1993-1995 928 GTS bringing high resale and

auction prices. A stock example in pristine shape is a rare find, and a valuable one. A lot of the earlier cars are still cheap to buy but not recommend if they are in poor condition, as restoring one can get expensive quickly.

There are some significant differences between the 928 models produced over its seventeen-year production span, and engine power was detuned for US models until the S4 model. The relatively simple early ('78-'79) 928's are considered lighter and more nimble, with the least amount of electronics, and sporting the unusual and visually stunning spider intake on the Porsche 4.5 liter V8 with 220HP. Or you can choose from the '83-'84 928 S2's at 240HP and the '85-'86 S3's with 288HP, both with more electronics and more horsepower. Or, you can select from the 5.0 liter four-cam, 32-valve '87-'91 S4's (316HP) and the '89-'91 GT's (330HP), or go for the 5.4 liter '93-'95 GTS's (345HP) for even more electronics and horsepower. The S4's remain affordable, but the GT's and the GTS's, have risen in price in the last 12 months, with low mileage five-speed '94 and '95 GTS's going for as much as \$100K, in excellent condition.

There are also "Limited Edition" 928's which carry various collector premiums if they are in good condition. They are the 1982 Weissach Edition (205 produced, option code 462), the 1982 Jubilee Edition (141 produced for markets outside the U.S., option code 406), the 1988 928 SE (42 produced for the UK market), and the 1988/89 928 Club Sport (19 produced for Europe and the U.S., option code 637). If you wish to know more about 928's, Brian Long's book "Porsche 928," and the somewhat rare and expensive "Project 928: A Development History of the Porsche 928 from First Sketch to Production," by Julius Joseph Weitmann and Rico Steinemann are the definitive sources.

Perhaps the best treatise on the story behind the actual body design of the 928 is the article "W" in Pete Stout's new "000" Magazine, issue 0001, 2017. It is fifty pages long and if you enjoy seeing the inside story, it is not to be missed.

As we know now, the 911 was never replaced and is the iconic Porsche, but the 928 is a remarkable car, just of a different character. The oil crises in the 80's did not help the 928's success considering the V8 engine. But, it is a true Porsche and deserves its place in history.



Advertiser Spotlight

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In January 2015 the family owned company, Ruddick's Detail, was established by car enthusiast brothers Rik and Jake Ruddick. The Company was founded on the basis of providing a unique detailing service to its clientele encompassing the highest standard of detailing available on the market with flawless customer service. Following the Company's formation, Ruddick's Detail took the conscious decision to avoid mirroring the industry and instead create a unique service born from an innovative and highly professional service.

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When is a \$2000 Expense a Great Porsche Value?

Article by Mag Bishara

I have been a Porsche convert since 1974, after test driving and purchasing a 914-6. Over these 43 years several Porsches have come and gone. Every drive was special, providing the sensory experience that Porsches are so famous for. As much as I enjoyed the casual drives in these fine machines, I knew that I was only experiencing a small percentage of their capability on the streets with our speed limits and safety concerns. A driver's ed. weekend in my 1973 911S was a treat that I gave myself in the mid 80's.

The preparation for that weekend was stressful to say the least, all of the bushings, sway bars and shocks as well as tires were replaced and the car was corner balanced. I came out of that weekend with a huge smile that bordered on euphoria. Reality set in and I determined that I didn't have the time or funds to devote to this hobby while working and raising a family. I was also concerned with possibly damaging this appreciating historical auto.

No more racetracks until this year. My dear friend's wife Joyce, calls me up and asks if I can help her find a SPECIAL birthday gift for her husband. So, I recommended the Porsche Driving School at Birmingham's Barber Motorsport Park. Now to make this happen for my friend I volunteered to also take the course. Am I glad I did!

We scheduled the event in May and gave ourselves a day to drive to Birmingham from Daytona, a day for the event and a day to enjoy the incredible motorsport museum at the park. The good thing about traveling with Bob is that we never stop talking so time flies



Barber Motorsport Park

and we also miss exits and argue about who caused it, so it was that we took a 7 hour trip and turned it into an all day trip!

Finally, the next day we make it to the track and we are all excited. Bob is so excited he leaves his car door open and the Porsche instructor is now wondering what he has to deal with! Breakfast is served and a session to acquaint the students with basic driving tips and well prepared overheads give us a preview of the program. Porsche is serious about the investment in this program, about a dozen instructors and over 50 cars are at our disposal! We are asked if we would like to drive manual or auto clutch as they are both available.

The program continued throughout the day lapping the beautiful course in a multitude of Porsches. We experienced 911's in all configurations including the GT3RS.

We drove the new 718 Boxster S and the Caymans and we also drove the Turbo S and experienced full power launch control in the rain (unbelievable). The friction circle training will definitely get your attention and improve driving in hazardous conditions.

Driving these cars in this environment and without concern for covering the expense of tire wear and brake wear etc. is a truly amazing experience. How tough these cars are, and how Porsche has engineered the handling to be so precise. The way these latest cars have virtually eliminated the rear weight bias is incredible.

It is rare that I extol Porsche's pricing model! In this case I heartily recommend going to this wonderful Porsche facility to all enthusiasts as the best value in motorsports! Take the plunge and you will come out a better driver and with a greater appreciation for this marque.

Finally, the Barber Motorsports complex is one of the world's greatest destinations for gear heads. You will be amazed with the beautiful grounds, the track is superbly designed and maintained and with the training provided will raise the confidence level of any driver. Kudos to Mr. Barber and his staff. Also, don't miss the museum. It has the greatest collection of motorcycles in the world as well as multiple automotive treasures that must be seen. Bob and I are definitely planning to continue the training at this venue. A special thanks to our wives Joyce and Nancy for their continuing support on these adventures. We are lucky!



At the Porsche Driving School

Tech Spotlight

Brake Caliper Studs & Cayenne Drain Updates

Article and photos by Rob Van Name

This article discusses the installation of brake caliper studs. Why would you want to do this mod? The 981/991 series cars come with “closed” brake calipers which means that to replace the brake pads one must remove the caliper. Repeated removal of the caliper bolts increase the chance of damaging the threads in the aluminum bearing carrier. Earlier models allowed you to pull the pads out from the rear of the caliper with no need to remove the caliper. Here is picture of a closed rear caliper from my 981. You can see that the pads are trapped in the caliper. I believe Porsche went to this closed design to stiffen the caliper and improve brake function.



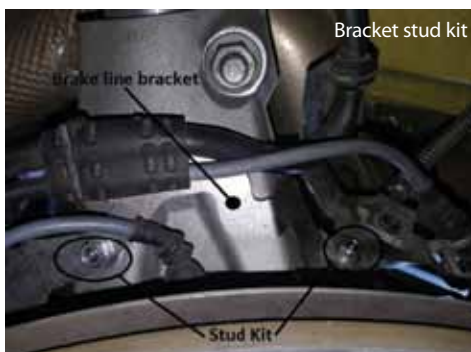
Stock “closed” calipers

The caliper is held on by two bolts that are screwed into the wheel bearing carrier. The folks at Tarett Engineering (no affiliation) came up with a brake caliper stud kit shown here: <http://www.tarett.com/items/986-987-981-products/986-987-981-engine-trans-brakes-electrical/brake-caliper-stud-kit-bcsk-detail.htm>



Stainless caliper studs

It turns out that it is very difficult to re-install the brake line bracket stock bolts. The brake bracket stud kit makes this a breeze.



Bracket stud kit



Revised calipers

The installation of both types of studs is fairly straight forward. The wheel and caliper are safely removed first, checking that the tapped threads in the aluminum wheel bearing carrier are clean. One guy on Rennlist had damaged threads in the bearing carrier that caused trouble when installing the stud. You apply the supplied blue thread locker to the caliper stud and using two M10 hex nuts locked together screw the brake caliper studs into the bearing carrier, tightening them to 5 ft/lbs. Tarett advises against using the supplied 12-point nuts to do the stud installation. Allow 30 minutes or so for the thread locker to set before putting the caliper back on the new studs. Torque the supplied 12 point nuts to 54 ft/lbs.

The brake line bracket studs are installed in a similar fashion using the supplied thread locker. You have to experiment a bit to determine how far to thread studs into the wheel bearing carrier such that you have

enough exposed threads to pass through the bracket and nut. After waiting 30 minutes the nuts on the brake line bracket can be tightened to 5 ft/lbs. Repeat this procedure for the remaining three corners of the car.

There are many different length stud kits so you will need to select the right kit for your car. The wheel caliper stud kit makes pads changes on the 981/991 easier especially if you are swapping between street and track pads often.

Cayenne Water Drain Updates

I learned of additional Cayenne maintenance actions that should be done regularly: cleaning three different sets of water drains on the vehicle. If water gets inside your Cayenne it can start corrosion in the main wiring harness in the drivers side foot well. Eventually you will be blessed with a whole lot of warning lights and stuff not working in your car up to and including no start.

Drain #1. There are two cowl or fire wall drains located behind the front wheel liners. To get to the cowl drains you have to raise the vehicle and remove the screws that attach rear bottom of the front wheel liners. You then pull back the wheel liner and reach up to grab the rubber cowl drains. Either remove them or pass a screw driver through the drains. It is also advised to flush the cowl area with running water to dislodge debris from the cowl area on both sides of the cowl area (hood open). Don't use a pressure washer for this. Even garaged Cayennes can collect debris.

Drain #2. The AC condensate drain that passes through the firewall should also be removed and cleaned. On the 958 the drain is clamped to the AC housing inside at the passenger's foot well and then passes through the fire wall. It is a pain to get this spring clamp off. Some folks replace the spring clamp with a screw clamp. Once the clamp is removed you can pull the rubber drain piece into the car and clean it out. If this drain is blocked you can get AC condensate water inside the car: not good.

Drain #3. The final set of drains are for the sunroof. There are two drains in the front, one on each side under the car that exit behind the front wheels. Gently probe the drain with a small screw driver. In like fashion there are two drains for the rear of the sunroof that exit behind the rear wheels, one on each side of the car.



Space Coast Classifieds

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This hot rod is a narrow body 911 with a 930 Turbo drive train. All restoration work completed over the last two years. New paint, new interior, new suspension, new tires, all of the go fast goodies. Turbo power in a lightweight 911 chassis. This is a fun, good looking car!!! Sale Price: \$65,000. Call Jason at (321) 806-8664.

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FOR SALE:
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Confessions of a Porsche Wife - Road Trip

Article and photo by Kate Breitfeller

Anyone who has ever taken a long road trip, has seen a car broken down on the side of the highway and offered up a thankful prayer to the car gods that they are still sitting in their own air-conditioned vehicle. I know I've been that person. Unfortunately, recently I was on the other side of the scenario.

This Spring, it was necessary for me to drive the 525 miles to my parents' home in Atlanta. Jason was out of town in Germany, so I was already a little unsettled because normally he gives my Cayenne a once over before I start a trip to make sure everything is in good shape. However, I told myself that my car was in great shape, no reason to worry. I totally jinxed myself!! The first 3 plus hours passed with zero problems. Traffic was light so I was zipping up I-75 making good time. We stopped for gas and then about an hour later we needed a bathroom break. I got off the exit in Cordele, a small town deep in South Georgia. On the exit sign, it had two gas stations, one hotel and a Waffle House as our choices to stop. I pulled into the gas



Headed back to Melbourne on a flatbed

station and waited for my youngest son to return from inside. The car started with no problem, but just as I was getting ready to pull out of the parking lot it started bucking. My stomach tightened into knots but I wasn't panicking yet. I'll just turn it off and turn it on again. All Porsche owners know that sometimes our babies can be a little temperamental. With the car bucking as if it were trying to expel us, I pulled into a space and shut it off. "You can't drive it like that" my son tells me. I gave him a withering look. "No kidding." I started the car again, and she purred nicely. I gave a deep exhale, put Miss Piggy in reverse and started to make our way to exit. BUCK,BUCK,BUCK!!! OK, she is definitely mad about something!

My mind flashes to the gas I got an hour ago. Is bad gas really a thing? For the next 30 minutes I park, drive, park, drive feeling more and more panicked. I begged, cajoled and threatened the Cayenne, but the problem got progressively worse until it would just stall upon

starting. I sent a couple texts to Jason, but felt guilty because I knew he was on a plane and would feel terrible when he landed and saw them, but somehow, I thought my magical Porsche guru was going to be able to fix it for me from over the Atlantic!!

Finally accepting that the car wouldn't be going any further that day I began my search for a mechanic. The people in the gas station were very nice and called all of their friends looking for someone for me. There is definitely something to be said about Southern Hospitality. The mechanic who came out 2 hours later hooked up his computer then looked at me and said, "Ma'am, this car is seriously screwed. It's showing failures everywhere and that's impossible." The closest mechanic able to get parts for a Porsche was over 200 miles away, so I decided I would rather flatbed her home so that Jason could fix it. I've gotten very spoiled in that I know I can trust my mechanic. Not only did the friendly mechanic (ironically named Jason) not charge me for coming out, he organized a tow truck driver, who after hearing about my issue - there may have been some watery eyes - cut me an amazing deal to take the Cayenne back to Melbourne. It turns out that my feeling of "if only (my) Jason were here we would have been fine" turned out to be right. When he landed and saw my texts he knew exactly what had to be wrong. He told me all I needed to do was pull a certain fuse and my back up fuel pump would have taken over. Huh! I didn't even know I had a back up fuel pump!! However, at that point Jack and I were in the ONLY rental car in the town heading to Atlanta! It all worked out in the end, I guess.

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Space Coast Summer Banquet

Article by Sue DeVito

Photos by Ron Menck and Robin Hoffman

The 2017 Space Coast Summer banquet was held at the spectacular Exploration Tower in Port Canaveral. The lovely weather made the drive to this landmark even better. Eighty members were greeted by Robin Hoffman, Elaine Christine, Scott Kee and Ron Menck with a finish line photo-op in front of the building thanks to Terry Miller and Robin and Tori Hoffman. What a grand arrival! The Club reserved the entire building for the evening so that members could see the fantastic view from the top! It was breathtaking. If you haven't taken the opportunity to visit Exploration Tower, take some time to check it out. It's four floors of fun and local history with a great gift shop.



The Kees and Schwanitzs welcome banquet goers

President Scott Kee welcomed everyone and was master of ceremonies. During the event, a memorable slide show ran with favorite shots of members doing some of their favorite things in Porsches. It brought back many memories and smiles around the room.

The buffet dinner was great. The beautiful cake was cut and was delicious! Thank you to Robin Hoffman and the banquet committee for an amazing event.

We were fortunate to have four PCA national officials on hand to share news about PCA at the National level. These officials had been past presidents of our own club and contribute to National and Local PCA with their time and talent. They are Tom Gorsuch, National Vice President; Steve Hoffman, National Tech Chair; David O'Neal, Treffen Chair and Ginny O'Neal, Treffen Facilities Coordinator. A Big Thank You to them for all they do for our local club.

One of the highlights of our Summer Banquet was an auction for the remaining months of our Charity Calendar. Thanks to Tom

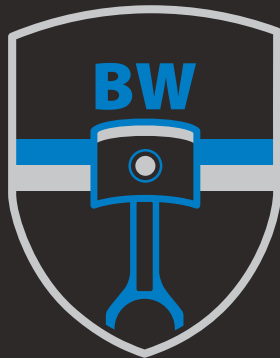


If smiles are our gauge...



... dinner was a huge success!

Gorsuch and Steve Hoffman for running the lively auction. They managed to sell it out. This is the last calendar we'll be doing and it will be for our 50th Golden Anniversary Year. Thank you to all of the generous bidders who supported this charity event.



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It always amazes me how many car events we have over a six month period and how many awards Space Coasters bring home! The awards were all on display and filled the table at the front of the room. Scott presented each one with a story surrounded it's capture and recognized the personal accomplishments to lots of applause for those who worked hard and won. All the awards were well deserved by the winning participants.

A great time was had by all!



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Track Day Trifecta

Article by Tom Kirk and Carmen DeVito
Photos by Sue DeVito

Chin Track Days (AKA Chin Motorsports) provides more High Performance Drivers Education (HPDE) events on more days at more race tracks than any other organization in the county, with 55 event dates (95 days on track) at 15 great tracks in 2017.

Wanting to drive my track dedicated, air cooled, 1995 Porsche 911 during the summer, but not in Florida, led to me seek other opportunities and the Chin schedule. I noticed three possible candidates in July: July 1 – 2 at Virginia International Raceway (VIR); July 5 – 6 at Watkins Glen, New York; and July 8 – 9 at Barber Motorsports Park in Alabama. I had never driven VIR, but had done so at Watkins Glen and Barber. Any one of these would have been more than sufficient. But what if I could do all three? Six track days in a span of ten days, at three fabulous tracks only separated by a day or two of driving. Perfect!

To increase the fun factor (and justify my rationalization) I reached out to several of my fellow track afflicted PCA members to join me on this adventure. Many wanted to go, but Carmen DeVito expressed serious interest right away. Watkins Glen was his home track when he lived in that area 17 years ago and this would be a homecoming of sorts. VIR and Barber would be new tracks and he could visit friends and family along the way. Carmen and Sue were in for VIR and Watkins Glen, but decided to then travel to Delaware to see family instead of going to Barber. Perfect!

So, the journey began. I left my home in North Carolina on Friday, June 30th to make the six-hour drive in a rental car to VIR in Alton, Virginia. Carmen and Sue left Florida a day earlier, towing their 2015 Porsche GT3 on a borrowed trailer. We arrived within minutes of each other at the hotel in Virginia; checked in there; drove to the track and unloaded Carmen's car. My car arrived later Friday night as one of four customers' cars being transported there by Zotz Racing.



Tom Kirk on the attack

VIR has five different configurations that range from the 1.10 mile Patriot Course to the 4.20 mile Grand Course. We drove the 3.27 mile, 18 turn Full Course. Nestled in the rolling hills of southern Virginia, just across the North Carolina line, VIR is both very fast and very technical. It has two 6th gear, full speed straights, and several multi-turn sections with names like the snake, the rising esses, oak tree, roller coaster and hog pen, plus elevations changes that hide several of the turn exits. Highest speed on the long back straight was often 150 mph. Over the course of two days there, Carmen and I learned to enjoy and respect this challenging and rewarding race track. Best time – 2:09.

Next was the drive to Watkins Glen in New York. I ditched my rental car in Virginia and hitched a ride with Carmen and Sue, again relying on Zotz Racing to transport my track car. Ten hours later we arrived in Watkins Glen on Monday, July 3rd, just in time to get some barbeque for dinner downtown. July 4th was a rest day while we waited for the track to open that night when we could unload the cars.

Like he had at VIR, Carmen would be again instructing novice drivers at Watkins Glen. New for me, I was to be a check out instructor there. I was both honored and apprehensive. My judgement would be the last hurdle a novice needed to clear before driving solo. My first student did not pass. He was simply not ready for solo. He was disappointed, but understood and appreciated my advice. Over the next two days I passed four other drivers who demonstrated the skills required to drive solo at Watkins Glen. This experience of being a check out instructor improved my focus and approach when instructing novice drivers.

Between instructing and giving check out rides, Carmen and I had a blast chasing each other around the Watkins Glen 3.37 mile, 11 turn race track. It is also very fast, but without the tight sections of VIR. The weather was delicious: 55 – 60 degrees in the morning; high of 80 – 85 degrees; low humidity with a slight breeze. Best time – 2:11

At the end of day two at Watkins Glen it was time to say goodbye to the DeVitos. They were leaving for Delaware to visit family, while I next travelled to Barber Motorsports Park in Birmingham. After all the hugs and high-fives were done and the cars loaded, I climbed into the Ford 450 dualie driven by Eric Zitz and Nick Self of Zotz Racing, with

my car in tow, and we began the 15-hour trek to Birmingham.

It was Thursday afternoon and I was scheduled to drive at Barber on Saturday. So, we drove (they drove, I rode) 8 hours Thursday night stopping in Troutville, VA just after midnight. The next day (Friday) we drove another 7 hours arriving at Barber at 5:00 that afternoon, even though we lost an hour due to the time change. Excellent work Eric and Nick!

We started with six cars at VIR, then only four at Watkins Glen. Ron and Marie Zitz (owners of Zotz Racing) were also part of the road trip until after Watkins Glen when they returned to Florida. Now the Zotz paddock was down to just Eric, Nick and me. I was instructing as well as driving at Barber and had a really great student. It was his first time at this 2.30 mile, 17 turn race track, but he learned it very quickly. I was able to apply what I had experienced as a check out instructor at Watkins Glen as I instructed him and as I drove in my own successful check out drive into the red group with Chin at Barber. Best time – 1:42

I changed clothes (it was HOT in Birmingham) and took my first Uber ride to the airport. Waiting for my flight home I thought about all that occurred in the last 10 days. I learned a new track at VIR, did my first stint as a check out instructor at Watkins Glen and was promoted to red group at Barber. All this while not experiencing any mechanical failures, no spins or off-track excursions, and achieving my best lap times to date.

Fittingly this all happened surrounding the July 4th holiday. I am so grateful to live in a country where we are free to pursue life, liberty and happiness as we choose. Many thanks go to Zotz Racing (Ron, Marie, Eric and Nick) for the away from home on track and off track support and Chin Track Days who made this track day trifecta a reality. God bless America!



Carmen DeVito at work

A Night Owl on the Track

Article by Terry Miller

It had been some time since my last track day and I was having withdrawals not only from being on a track in the 944, but from all the sights and sounds as well as the great people that are always there. The problem is that it's HOT in the Florida summer and the heat in a race car with no A/C on an asphalt or concrete track can be a test for anyone.

Once I'm on the track, I forget about the heat but my 944 as with most older cars, doesn't play as well with the higher temps of Mother Nature. Solutions were growing thin when I discovered the great folks from the Gold Coast Region were hosting a DE at Palm Beach International Raceway (PBIR) with a two-hour night session for advanced solo drivers and instructors. I've always been a night person and it's not as hot in Florida when that hot sun decides to go down. PBIR is also located out in the countryside (at least for now) so even less heat after sunset. Sounded like a solution to my dilemma.

Night driving or driving in the dark under some lights on a very technical fast track is something that I've never done. Do I even have lights that work on the race car? I didn't know what type of lights I have in my 944. The best way to find this out is to stop and see my good friend Lou Verdialles at Aero Dynamics, who if you remember is the other half of Two Guys and a Porsche Racing. So I asked Lou, who pondered for a moment, then answered my question with a question. "Do you know what to do when you see something at night in your headlights that is not good?" I said, "NO", and waited for Lou's perfect response. Lou replied, "Turn your headlights off!"



PBIR under the lights

On that note, Lou re-wired and brightened up most of the lights on the 944, and four others and I were off to get some track time. PBIR is a great momentum track with some very technical turns and two great straights. It was great to get four sessions in with the first session being 50 minutes long as well as sessions with rain to get to know how your car handles and understand the track layout. Your brain needs this to make any sense of the track at night, which takes on a totally different concept. Brake and turn in points and the edge of the track look very different at night. Visibility is limited, depth perception



944 dash at night



The author's 944 with improved lighting

is, well, not really there plus I'm not 16 with great eye sight. I was wishing the 944 had a row of spot lights on the roof.

I knew where the corner workers were in the daylight, but unless they were on their cell phones, there was no light to find them.....like a lighthouse!


The end result is: I can't wait to do it again and again. It was a blast and a natural high for several days and a great memorable experience. Weeks later I am still smiling and excited. It is a must do if you are a track person as it brings you and your abilities with your car to a new level.

The load up and trip back to the hotel with "the gang" was great, as was the cold beer, the conversations, laughter, and of course the hotel pool just put it all together for a great day and one to be very thankful to have experienced it all.

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Competition Report

Article by Ken Marshall
Photos by Robin Hoffman

The 3rd Porsche of Melbourne sponsored AutoX event of the season was held on June 10, 2017 at the American Muscle Car Museum (AMCM). We had a great turnout with 36 Porsche cars and SUV's competing. The weather thankfully cooperated and it was lucky for all that we completed the event shortly before the rain came down. The 60 plus second course was challenging, with plenty of twists, turns, slaloms and the always infamous double loop in the skid pad area.



The Porsche of Melbourne sales team was in attendance as Dylan and the POM staff showed up with a nice display of new and used Porsches. A couple of potential customers even had the opportunity to take a test ride around the course to sample just how capable these cars really are. As usual AMCM operations manager, Ed Dedick, was on hand to oversee the event and help keep things flowing along. Can't say enough good things about Ed, Jerry, and the AMCM staff, and of course a special thanks to AMCM owner, Mark Pieloch for allowing us the use of his amazing facility.



On to the competition. As our drivers continue to improve their skill we are getting some close and exciting racing, not just between classes, but overall. Chuck Yates took top honors in the S2 Boxster class with a 66.895. Tim Marshall, in his 2009 Cayman S set a smoking time of 59.924 to not only win the S4 Cayman/Boxster class, but 5th place overall. Nice driving Tim. Goes to show that AutoX is a great equalizer. It's not about horsepower, it's all about the driving.

Similarly, in the jammed packed S5 Cayman/Boxster class Rick Rousseau ripped off a fast 60.444 that won his class and took the 7th overall position, with Jerry Neely right behind him at 60.86. In the S9 class David Oneal piloted his Cayman GTS to a blistering 59.054 time that took top honors in class and was good for 3rd place overall. Robert Layman was only 6/10 behind in his Cayman GTS. Tom Kirk, 4th overall, and first in the S10 class with a blazing 59.713 edged out Doug Dieruff, who recorded a 60.67.

P11 saw Steve Sedaros, 10th overall in his beautiful red 2017 Carrera S Targa, knock down a quick 61.31 and in P12 the shared turbo of Marcel Canitano, 6th overall and Mitch Greenberg put down a 60.315 and 62.433 respectively.



In the P13 class, Ken Marshall and Carmen Devito, with their 2015 GT3's, waged a real battle, with Ken winning by a nose with a top time of day 57.871 to Carmen's second place overall finish at 58.277. Rumor has it, that out of nowhere, a vicious cone attacked Carmen's car, or else it could have been a very different story.

In the lady's classes, Sara Morisson led the day in her Cayman S with a quick 66.234,



with Sue Kee in her new Cayenne GTS at 73.927, and Rachael Schwanitz in her Macan at 82.581. The most improved driver of the day, Judi Sever, came down to visit us from Daytona to run her first AutoX in her beloved 996 911. After starting out with a 128.594 she slashed her final time down by an amazing 45 seconds to finish with her best run of 83.531. If her ear to ear smile was any indication, she had a really good time! Nice driving Judi!



Thanks to all of our Space Coast PCA participants for making it a safe and fun event. If you have never experienced AutoX don't miss our next 3 events for this year scheduled for September 9th, October 7th and December 2nd. All at the American Muscle Car Museum. Make sure to register on clubregistration.net and we hope to see you there!



Upcoming Competition Porsche vs Corvette AutoX Challenge

Where – American Muscle Car Museum

When – October 28, 2017

Time – 8:00 am

Note: The Museum will not be open to the public.

Thanks to Mark Pieloch and the American Muscle Car Museum (AMCM) we are excited to announce the 1st annual AutoX Challenge competition between the Space Coast Porsche Club and Cape Kennedy Corvette Club. That is correct, an exciting, no holds barred, winner take all challenge between the two clubs. The Challenge will consist of each club's top 12 fastest cars/drivers. Each participant will have 10 opportunities to set their best individual time. At the end of the event only the top 10 fastest driver's times from each club will determine the winning club. The club with the overall average fastest total time (lowest time) will be declared the winner. There will be 2 trophies awarded, one to remain with the AMCM and the other to be presented to the winning club.

The next announcement will be in August with the selected 12 drivers from each club. Event Captain Ken Marshall will base the team participation on previous AutoX performance. Of those 12 drivers the top 10 on the day of the AutoX will have their time added to the club total for a win! Drivers will be contacted by email on their availability to participate.

This is a charity event to benefit **The Capital Humane Society - Pieloch Pet Adoption Center.**



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Drivers and volunteers will be provided a custom AutoX Challenge Event shirt. Additional shirts will be available for purchase prior to the event and on site.

Come out and cheer on your team! We expect a large turn out because both club's members will want to support their respective drivers and marques.



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coming attractions

- Sept 9** PoM Sponsored Autocross @ American Muscle Car Museum, 7:30 am
Sept 9-10 Zone 12 Kids Racing for Life – DE/autocross @ Sebring
Sept 10 Kaffeeklatsch @ Vero Panera, 9 am
Sept 15 Drive to Sebring DE @ Sam's 12:30 am
Sept 16 Kaffeeklatsch @ Wickham Panera, 9 am
Sept 16-17 Suncoast DE @ Sebring
Sept 17 Kaffeeklatsch @ Daytona Panera, 9 am
Sept 20-24 PCA Treffen North America, Asheville, NC
Sept 30 Zone 12 First Timer's DE @ PBIR
- Oct 7** PoM Sponsored Autocross @ American Muscle Car Museum, 7:30 am
Oct 8 Kaffeeklatsch @ Vero Panera, 9 am
Oct 13 Florida Citrus Advanced DE Training @ Roebing Road
Oct 14 Space Coast Annual Oktoberfest, Concours & BBQ @ F. Burton Smith, 9 am
Oct 14-15 Florida Citrus DE @ Roebing Road
Oct 21 Kaffeeklatsch @ Wickham Panera, 9 am
Oct 22 Kaffeeklatsch @ Daytona Panera, 9 am
Oct 26-29 OktoberFast Club Racing, DE & Autocross @ Daytona
- Nov 4** 911 Appreciation @ Platinum Werks, 8 am
Nov 12 Kaffeeklatsch @ Vero Panera, 9 am
Nov 17-19 Suncoast DE Instructor Training & DE @ Sebring
Nov 19 Kaffeeklatsch @ Daytona Panera, 9 am
Nov 19 Porsches & Pastimes w/Perry Stewart @ Great Outdoors, 2 pm
Nov 25 Kaffeeklatsch @ Wickham Panera, 9 am
- Dec 2** PoM Sponsored Autocross @ American Muscle Car Museum, 7:30 am
Dec 2 Space Coast Holiday Party @ La Cita Golf & Country Club, Titusville
Dec 10 Kaffeeklatsch @ Vero Panera, 9 am
Dec 17 Kaffeeklatsch @ Daytona Panera, 9 am
Dec 23 Kaffeeklatsch @ Wickham Panera, 9 am

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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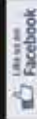
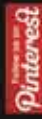
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