



Escape Velocity



SPACE COAST REGION
PORSCHE CLUB OF AMERICA
2019/1



John O'Steen's -1958 Speedster

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PORSCHE



President's Column

2019 is in full swing and we have a lot scheduled. We attended the Roar before the 24 and got close to the cars and drivers. We cheered our favorites and braved the rain at 24 hours of Daytona. We slowed the pace and took a great Drive and Dine Tour to Bok Tower. We had drives to the War Bird Museum and Werks Reunion at Amelia Island. The next drive is Wheels and Keels which also includes a car show. Sign up, show your car and have lunch! Our Autocross season is off to a wonderful start with a Learn to Autocross school and 2 of 6 events in the first quarter. The school created a new generation of autocrossers and events are filling fast! If you don't want to drive, come out and cheer on our fellow members who are chasing class points for year end trophies. Our annual Golf Tourney is on again this year for all you golfers. All fees go to charity, you don't need to own a Porsche to enter but I've heard it helps your handicap, and it is a fun day. We have a few new High Performance Driver Education students showing up at Sebring. HPDE is driving on the track in your own car with a group of similarly experienced Porsche owners. New track drivers have instructors in the passenger seat. Our instructors are PCA nationally trained and able to help you learn how to drive your car or SUV safe and fast. They focus on proper driving position and smooth inputs resulting in faster driving. You don't need to be a "race car driver" to benefit from HPDE. Like autocross it improves driving skills, increases situational awareness and improves reactions and control when the unexpected happens on the street. In my opinion, it is the only place to drive our Porsches to the full extent as Dr. Porsche intended. All these events are listed for sign up on ClubRegistration.net.

The big news is Parade on July 21-28 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. Hopefully everyone registered for the event and got their room reservations. If not, you still can. Phase 2 opens soon to pick individual events. Tours, Autocross, Concours, and more are all available during the week but you have to plan what and when then sign up. Get event information at the Parade website!

Thanks go to Shay Rowe and Porsche of Melbourne for sponsoring many of our events and Mark Pieloch for allowing us to use AMCM and Ed and Jerry for all their help. Special thanks goes to the Board of Directors and all the committee chairs. They put in long hours to make this club run on all cylinders and they do it for you.

Every pro was an amateur.
Every expert was once a beginner.
So dream big and start now!

Carmen DeVito

On the Cover: John O'Steen's 1958 Speedster. Photo by Ray Baldino.

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From the Editor

Welcome to 2019 and a brand new year! From all accounts, our 50th Anniversary Celebration Year was a great success thanks to all the hard work and planning from the Anniversary Committee. A round of applause for all who helped!

We've already had a wonderful Drive and Dine to Bok Tower, Porsches and Planes and our first AX behind us, and the fun has just begun. Coming up is our 3rd Annual Porsches & Putters Golf Tournament, Wheels and Keels, and an Open House/BBQ at the 356 Unlimited Restoration Shop, along with a full schedule of Auto Crosses, Kaffeeklatsches and DE's. Zone Fest this year is at Mt. Dora, an event not to be missed and Parade is in Florida in Boca Raton this year. There are lots of events for our members, no matter what your interests might be. If you have an idea for something fun, please be sure to come to the Members Meetings and share what you'd like to see and be part of.

A special thanks to Shay Rowe and Porsche Melbourne along with the special sales and service teams for always being there for our club to host an event or help support us in many ways. Please take a look at our advertisers in **EV** and support them – they make it possible to keep printing our magazine!

This is your club and **Escape Velocity** is your magazine, please get involved and join in the fun. Please email me at suekee.ev@gmail.com if you have a fun story to tell, or some event you'd like to see us participate in or maybe write an article about in **EV**! Who knows, you might even have a penchant to become an editor and would like to join me. Please let me know, the more the merrier!

Sue Kee



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Got Something to Say?

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

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 872 primary members and 397 affiliate members for a total membership of 1269. We have increased by 42 members since the last quarter.

If you've never been to one of our autocross events, come on out and see what you're missing. You don't have to drive in the event, but I can tell you the spectators have a lot of fun. There is a pavilion with picnic tables and friendly people, family members, friends, and some new members that want to see what it's all about. At the February 9 autocross, we had a lot of drivers competing for their first time. I got

a chance to speak with many of them afterward and the frequently asked question was, "When can I sign up for the next one?" Spectating at autocross is a great way to see just how amazing these machines and drivers are.

If you have any questions or ideas you'd like to share, feel free to contact me.

Glenn Matchett

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Mobile: 321-243-2912

Welcome to our New Members!

November 2018

David Stawara – 2012 Cayman R
JT Weatherman – 2004 911 Carrera 4S
Paul Zucconi – 2019 911 Carrera
Robin Paradis – 2019 911 Carrera
Eric Pezzi – 2018 Macan
Loraine Tuttle – 2018 Macan
Richard Folio – 2018 Macan
Henry Maresi – 2018 Panamera 4 E-Hybrid
Gal Oshri – 2018 Panamera
Linda Merrill – 2018 Panamera
Glenn Duncan – 2019 Cayenne
Ray Barnard – 2014 911 Carrera
Michael Carroll – 2018 Panamera
Steve Flower – 2007 911 Turbo
Justin Cercone – 1994 968
Steve Kelley – 2015 Boxster

December 2018

Adam Harder – 1991 911 Carrera 2 Targa
Linda Romano – 2017 911 Carrera
Kim Mack – 2013 911 Carrera
Art Vancamp – 2019 718 Boxster
Shane Olsen – 2019 718 Boxster
Howard Parker – 2019 911 Carrera
Nelson Cover – 2016 Boxster Spyder
Angela Feig – 2018 Macan
Brenda & Steve Weston –
2017 Macan GTS & 2013 911 Carrera 4S
Michelle Keeler – 2018 Macan
Darcia Francey – 2018 Macan
Grosvenor Richardson – 2018 Macan
Wayne Randall – 2018 Macan
Chris Nesci – 2018 Macan

Patricia Crawford – 2019 Cayenne
Dave Valenzano – 2018 Macan
George William Swan – 2017 Macan
Fred Blaicher – 2018 Macan
Coyt & Donna Stoddard – 2005 911 Carrera

January 2019

Tony Perez – 2005 911 Carrera S
Russell & Karen North – 2006 911 Carrera
Steve Pelletier – 2019 911 Targa 4S
Jamie Jones – 1974 911
Ron Raymond – 2019 911 Carrera
Gregory Dungan – 2018 911 GT3
Roger Strock – 2015 Cayman
Paul Jaynes – 2004 911
Sophia Kim & John Anderson –
2016 Cayman
Daniel Finley – 2019 Boxster
Joshua Babin – 2008 Boxster
Herman Dave – 2016 Cayman
Michael Abergel – 2018 Panamera
Michelle Nicholas – 2018 Macan
Glenn Slomin – 2018 Macan
John Vinelli – 2018 Macan
Rajiv Bhambri – 2018 Macan
Brent Stephens – 2018 Panamera
Mohamad Talas – 2019 Cayenne
Kamil Baroud – 2019 Cayenne
James Carroll – 2019 Cayenne
Nina Walls – 2019 Cayenne
Victoria Gilgurd-Karen – 2018 Macan
George Branscombe – 2017 Macan
Linda Kastory – 2018 Panamera
Raymond Della Porta – 2018 Panamera

Leslie Bergstrom – 2015 Panamera
Julia Parker – 2019 Cayenne
Wheatley Gibb – 2018 Panamera
Dwight Seward – 2018 Panamera 4 E-Hybrid
Austin Sweat – 1999 911 Carrera
Don Rhodes – 2009 911 Turbo Cabriolet
Ryan Allen – 2007 911 Carrera
Diahn Clark – 2018 Panamera
Charlene Lee – 2018 Macan
Ed Freihofer – 2006 911 Carrera S
Joseph McCrary – 2002 911 Carrera
Robert Genader – 2016 Boxster Spyder
Dan Hardee – 2012 911 Carrera
Fernando Miranda – 2019 911 Carrera
Carlos Nieves – 2000 911 Carrera

Transfers In:

Christopher Ordway – Lone Star Region –
1970 911S
Marcelino & Kristen Espinosa –
Gold Coast Region – 1999 Boxster
Bill & Sam Handler – Gold Coast Region –
2014 911 Carrera S
Mike & Kathryn Wesner –
Eastern Buckeye Region – 1978 911 SC
Stephen & Alice Tarr –
Central Indiana Region – 2012 Cayenne
Russell & April Minton –
Maverick Region – 1990 911 Carrera 4
Howard Loeffler – Northern New Jersey Region –
2005 911 Carrera
William & Debbie Cooper – Riesentöter Region –
1977 911S
Bilal Graydon – Alpine Mountain Region –
2003 911 Turbo



Dylan Kotoulis

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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.

KaffeeKlatch (Cars and Coffee)

We continue to have 3 informal get-togethers each month 9am to 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.

Name Badges

If you are interested in having your own Space Coast PCA name badge – contact Glenn Matchett, our Membership Chair and he'll order one for you and your co-member. You must attend an event to order the badge and another event to pick it up! Porsche962@cfl.rr.com

PCA Juniors

It's not just the cars...

and now it's not just the grown-ups!

With our new PCA Juniors program, PCA is about the kids too! 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.

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>.

Space Coast Events

- March 30** – Autocross, America Muscle Car Museum
- April 6** – Kaffeeklatsch, Melbourne
- April 13** – Wheels & Keels, Vero Beach
- April 14** – Kaffeeklatsch, Vero Beach
- April 20** – Golf Tournament, Cocoa Beach Country Club
- April 27** – Autocross, American Muscle Museum
- May 4** – Open House/BBQ at 356 Unlimited, 11am-2pm
- May 11 – 12** – Suncoast DE @ Sebring
- May 18** – Autocross, American Muscle Car Museum
- May 19** – Kaffeeklatsch, Daytona Beach
- May 24 – 26** – Zone Fest @ Mt. Dora

Remaining Autocross Events for 2019

- March 30** – AMCM – Event Filled (wait list)
- April 27** – American Muscle Car Museum
- May 18** – American Muscle Car Museum
- October 5** – American Muscle Car Museum
- October 19** – Corvette Challenge – AMCM
- November** – American Muscle Car Museum

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.

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.

2020 Porsche Calendar Project

Now is the time to lock in your calendar month for our Space Coast Charity Calendar Project! \$500 secures your month and you & your Porsche will be photographed by award winning Ray Baldino! Contact Rachel Schwanitz at rachelsch@gmail.com or (772) 913-2533.

Wheels and Keels Car Show in Vero Beach

April 13th

3rd Annual Porsches & Putters Golf Tournament

at Cocoa Beach Country Club

Saturday April 20th Shot gun start at 8am

\$75 per person – Sign up on ClubRegistration.net or call Scott at (321) 431-6428. Chance to win a 2019 Boxster. All proceeds benefit the Alzheimer's Association.

Zone 12 Zonefest



Join us to celebrate Zonefest 2019

This PCA Zone 12 weekend has a long history and will be held Memorial Day weekend May 24-26 at the historic Lakeside Inn in quaint Mt. Dora, Florida.

- Concours
- Howey Mansion Tour
- Back Roads Tour
- Auto-Cross
- Awards Banquet

Registration is limited, and is open now on ClubRegistration.net. <https://bit.ly/2E68aCm>

Contact the hotel directly at (352) 383-4101 and mention Florida ZoneFest or book your room online at lakeside-inn.com using the code "zone" to receive the \$149 rate.

Presented by Porsche of Orlando



Holiday Party

Article by Sue Kee
Photos by Tori Hoffman

Happy Holidays and a night of fun at the Eau Gallie Yacht Club that was the venue for our PCA Holiday Party. The Yacht Club was enchantingly decorated with trees and lights. Much to our surprise, we were also treated to a beautiful Boat Parade that night. Lots and lots of wonderful and seasonally decorated yachts floated by the large windows for our viewing pleasure. Second only to the holiday trimmings, was the sumptuous fare served to us. It was an event you didn't want to miss for sure.



Happy party goers

Our Holiday Party culminates the end of our 50th year celebrations. In addition to the holiday celebrations, we also had our annual membership meeting that night with nominations and elections of our new officers for 2019. Carmen DeVito remains President for his second year, Jurgen Schwanitz will be our Vice President, Robin Hoffman is our new Secretary, and Robert DeVries stepped up to relieve Tom Kirk as Treasurer following Tom's tenure over the last 7 years. Terry Miller will remain as our North Region Coordinator, and David Kelly will become our South Region Coordinator. These are very important jobs as our Club stretches from Daytona to Vero Beach, and these members work very hard to keep everyone in the loop and plan and spread the word about the Club Activities. Our Autocross Team gave out the cumulative end of year awards and we gave an appreciation trophy to Mark Pieloch for his generosity allowing us to use his American Muscle Car Museum grounds for our autocrosses.

A special thank you to Shay Rowe for financing our Annual Calendar and Ray Baldino for volunteering his time to plan and take the professional pictures for the Calendar. We were able to raise \$5,050 for the Women's Center of Brevard, a very worthwhile and benevolent



Trina and Ryan Gorsuch admiring the tree



Calendars with dinner

organization. Let's not forget all the PCA Members who stepped up to donate the \$500 to be part of the beautiful calendar as well. If you attended the party, you received a calendar as a gift.

Hope to see even more Space Coast members in attendance next year to this fun event.



Elaine, Rachel and Susan with donated toys

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Charity Calendar Project

Calendar photos by Ray Baldino

For the past 5 years Space Coast PCA has produced a beautiful calendar with proceeds to given charity. Our 2019 charity was the Women's Center of Brevard. This project has been very successful because of a strong partnership with Porsche of Melbourne and photographer Ray Baldino. Calendar participants donate \$500 for the charity. Porsche of Melbourne pays for most of the printing costs and Ray Baldino donates his time and expertise to photograph the participants. Below are some of the photos in the 2019 calendar and the experiences of those who participated. We hope to continue this Space Coast tradition. Please contact Rachel Schwanitz at rachelnhsch@gmail.com or on her cell (772) 913-2533 if you would like to claim a month in the 2020 calendar and support the Halo "No Kill" Animal Shelter in Indian River County.

Maribel and I have enjoyed the photo shoots and awesome photos by Ray Baldino and we like supporting Space Coast PCA's charitable giving.



January - Living the dream

- Jorge & Maribel Hoffmann, 2013 458 Ferrari Italia, 2016 Boxster Spyder, 2007 Carrera S

What a great experience! Ray proposed that we have an impromptu food fight at the end of our shoot. We knew right away this was a winner! We had a great time throwing popcorn and grapes at each other and my wife LOVED spraying me with Champagne. It was cold as the sun went down but it was totally worth being cold from my wet shirt to get the great pictures.



December - Popping the cork to celebrate the New Year

- Robert and Jackie DeVries, 2005 Cayenne S



March - Gentleman's Le Mans racer

There is no question that Ray is a great photographer. He knows how to set things up well and being a "car guy" focuses on the right things.

- John Osteen, 2005 Carrera GT

Our calendar photo shoot idea was all based on my love and hate relationship with my old Porsche 928. This picture was inspired by an actual event - a burst radiator that had smoke from the engine compartment similar to the picture. And yes, I called roadside service then but of course it was neither Porsche service nor was it an attractive lady! Thanks to Ray Baldino and his Photoshop skills! What a great job!



October - Living with a classic car

- Jurgen & Rachel Schwanitz, 2017 Macan, 1983 928S

On December 1st we took the last calendar month for the 2019 calendar liking to support the Women's Center. Ray arrived the next day for our photo shoot. We explained we had not even washed the car or thought about our photo theme when he came up with the idea of a whimsical photo of Cynthiann and me caught in the middle of detailing the car. Luckily, Sunday happened to be a particularly warm and sunny day. Only because Cynthiann had lost so much weight this year and because she was such a good sport we were able to pull this off. The calendar went to print 3 days later!



April - Half the fun is detailing the Porsche before the ride

- Tony and Cynthiann Whalen, 2014 Boxster



September – Carpe Diem

How thrilled Paul and I were to have the opportunity to contribute to such a worthy cause. For us, being a part of the Porsche experience is an expression of a way of life. We were extremely pleased with the opportunity to contribute, the experience, and the finished product.
– Elissa & Paul Bennice, 2016 Boxster

We claimed the month of July to promote the 2019 Porsche Parade. I found the dress of my dreams to compliment Tom’s new Porsche. Ray Baldino and his wife Maureen joined us for a wonderful weekend at the Boca Raton Resort and Club for our calendar photo shoot.



July – Parade 2019

– Tom and Elaine Gorsuch, 2018 GT3 Touring



February – There’s no substitute

Ray’s expertise and taking the time to get to know your interests is invaluable in choosing the theme of your photo and it’s always great to donate to a very worthwhile charity.

– Scott Kee, 2016 Caymen GT4 Clubsport



Cover – Shay Rowe and the 2018 Porsche GT-2 RS

Many thanks to Shay Rowe and Porsche of Melbourne for their support of all our Space Coast PCA activities.



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2018 Historic Sportscar Racing Champion

Article by Tom Kirk
Photos by John Maher, Greg Kirk and Eric Zitza

Sebring International Raceway is iconic in so many ways. For me it now defines the bookends of my rookie racing season. I was granted a provisional Historic Sportscar Racing license at the November, 2017 Sebring Classic 12 Hour and Sebring Historics - Pistons and Props race weekend, where I had to complete the event without incident to receive my 2018 racing license. I will never forget the terror and excitement of my first green flag start on that weekend. This November, back at Sebring for the final race weekend of the 2018 HSR schedule, my enduro co-driver Ron Zitza and I were recognized as the 2018 B.R.M Chronographs Historic Endurance Challenge champions. I was also recognized as the 2018 WeatherTech Sprint Series champion for Modern Era GT – Group 10; and as the Most Improved Driver for 2018. Not bad for a half-blind, old guy!

I have written previous **EV** articles about most of the race weekends. Following is a summary of when and where they occurred. I raced at all of them.

Track	Event	Date
Road Atlanta	Classic Motorsports Mitty	April
Virginia Int'l Raceway	VIR Historic Races	June
Le Circuit Mont-Tremblant	Sommet des Legend	July
Road Atlanta	Fall Historics	September
Savannah Harbor	Savannah Speed Classic	October
Daytona Int'l Speedway	Classic 24 Hour and Daytona Historics	November
Sebring Int'l Raceway	Classic 12 Hour and Sebring Historics	November/December

I was able to compete in this grueling and far flung HSR race season (Sebring, Florida to Montréal, Quebec) because of the significant commitment, talent, resources and expertise of Zotz Racing in Orlando. They prepped, transported, repaired, rebuilt, coached and



Priscila in action

encouraged me and Priscila, my 1995 Porsche 911 race car, every step of the way. Thanks go to Ron, Marie and Eric Zitza for their tireless and sustained efforts running Zotz Racing that allows me and many other “normal Joes and Joanns” to enjoy this great hobby. In addition, thanks go to Nick, BJ, Justin, Ed and others for their trackside and in-shop contributions to our success.

I learned many things and experienced many firsts this season. Here are three foundational building blocks we built our success upon:

1. Your car has to last the whole weekend, every weekend
2. You must protect your car and thereby its driver
3. You have to be willing and able to spend a lot of money

Your car has to last. At that first Sebring race weekend in 2017 I saw the checkered flag only once over the entire weekend due to mechanical issues that prematurely ended several race sessions (carburetor, oil leaks, spark plug wires, distributor). I had driven Priscila in ten plus DE events per year in prior years without these kinds of problems. The intensity of racing surfaced new issues that had to be addressed in order to compete. We fixed what needed fixing, were able to



Priscilla and her support group – Tom Kirk, Ron Zitza, Eric Zitza, Nick Self, BJ Quinn



Ron Zitza, Eric Zitza, and Tom Kirk

finish well and to garner points in each of the 14 sprint races and 7 enduro races we entered. Several times my competition experienced mechanical problems that contributed to my podium finishes and maximum point awards.

You must protect your car. Race craft includes determining how and when to pass others and/or making it so your competition cannot pass you. While I learned there are some general guidelines of racing etiquette and fair play ... stuff happens. Drivers lose control of their cars. Cars have unexpected mechanical problems. Drivers don't see each other. Some drivers are overly aggressive. Even if you are in the right, if you hit another car everyone loses. Racing requires skill, patience and luck to avoid crashing into other cars. I was able to compete the 21 races of the HSR season without any car to car contact even though I was surrounded by wrecks on multiple occasions.

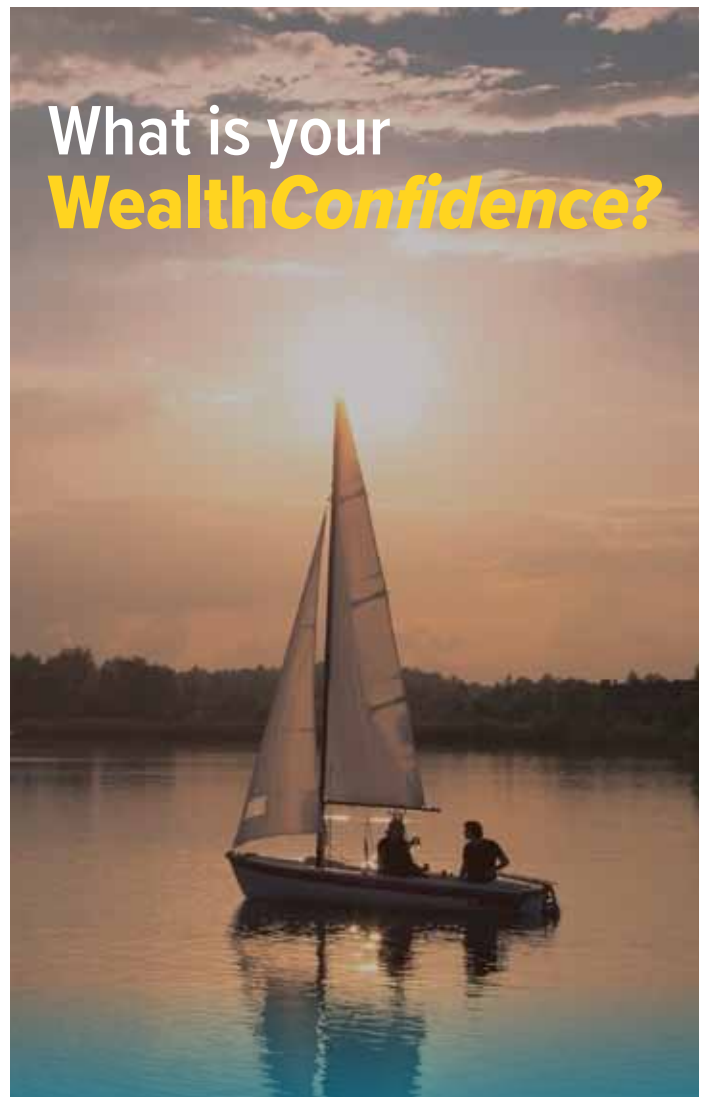
Racing costs a lot of money. I am pretty sure there are less expensive ways to chase a championship than the way I did it, but racing a 28 year old air-cooled Porsche with a professional support team is not one of them. Weekend specific expenses (registration, transportation, track-side support, new racing slicks, race gas, food, lodging) averaged \$10,000 per event. I rebuilt the engine and transmission mid-season to avoid mechanical problems – \$20,000. I broke my front splitter and bumper twice going off track to avoid accidents and had body damage from a delaminated rain tire at VIR – \$15,000. There are many other things we did to Priscila to make her the race car she is now (new steering column, new steering wheel, new front brake calipers, race radio), plus the regular race-prep stuff (change oil, bleed brakes, nut-and-bolt, change brake pads, etc.) Priscila is a better car now than at the beginning of the season, but she is expensive.

Would I do it again? Yes! I am so very grateful to have had this opportunity to drive competitively at some fabulous race tracks, make new friends and experience high performance driving in a new and more intense way.

Will I do it again? Probably not. Chasing this championship required a large commitment of time, attention and resources. I intend on keeping my racing licenses for 2019 and entering Priscila in a few races at tracks that I really enjoy (Sebring, Road Atlanta and Watkins Glen) and exploring some new ones (Indianapolis Motor Speedway and Circuit of the Americas in Austin).

2018 certainly was a very good year!

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Kaffeeklatsch Report

Photos by David Kelly, Pat Willingham and Robin Hoffman

All areas of the club have been busy busy getting together for car chats and drinking delicious coffee at Bold Cup Coffee and Panera. The Daytona KK travelled to the Spruce Creek Fly Inn where Dennis Cranz displayed his Porsche collection, and Shay Rowe treated us to an up close and personal showing of his beautiful new GT-2 RS at the Melbourne KK. Come on out and enjoy this monthly event in Daytona, Melbourne and Vero Beach!



Drive & Dine to Lake Wales and Bok Tower Gardens

Article by Steve Wojcicki
Photos by Sue Kee

Our first Drive and Dine for 2019 took place on January 19. We had great weather for a Florida winter day with sunny skies and temps in the mid-70s. There was an excellent turnout: 18 cars and 38 people. And it's fun to see some first timers join the seasoned D&D veterans.



Getting our marching orders

We met at the Sam's Club parking lot in Melbourne at 9:00 a.m. After a quick drivers' meeting, we departed at 9:15 a.m. and headed west on US 192. We drove approximately 24 miles and turned south on US 441; here we passed through the sleepy town of Holopaw. We continued south on US 441, passed through Kenansville (don't blink) and down to US 60 and the town of Yeehaw Junction. (I love that name.) We enjoyed the more rural parts of Osceola County and its ranches and tree-lined roads. We turned west on US 60 and continued into Lake Wales. There we found our way to Bok Tower Gardens made our way through the entrance and into the parking lot.



Porsches under the trees

Once inside the park, all our drivers and guests roamed the 50 acres of ferns, palms, oaks and pines as well as all the flowering foliage. The gardens were established in 1929 by Edward Bok as a gift to the American people. The centerpiece of these gardens is the 205-foot tall coquina and marble tower complete with carillon bells at the top that provide daily concerts. It is truly a peaceful spot in central Florida to spend a relaxing day. It was a surprise to see people sitting on the spacious lawns, enjoying the beautiful day with their dogs too.

When we completed our tour of the Gardens, we were able to enjoy a laidback lunch in the Palmetto Café. They served a variety of soups, salads, sandwiches and desserts. No one was disappointed. It was a great way to spend a day driving our Porsches and making new friends.



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...and Gardens



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Rolex IMSA Intro

Article by Sean Wilkin
Photos by David Dowling and Carmen DeVito

My future father-in-law, Steve Hoffman, invited me to go to the 2019 Rolex 24 at Daytona Speedway with him. Having attended NASCAR races in the past I assumed this would be similar. Upon arriving at the Speedway it was clear that it was race weekend, but I quickly noticed that's where the similarities ended. We proceeded to check in at the Porsche tent and receive our credentials before exploring the rest of the infield, vendors, and pits. I was immediately taken back at how fully immersive the entire experience was. I couldn't believe how everyday fans and spectators were able to get up close with the cars and drivers. We walked through the infield and it was incredible to take everything in and learn as much as possible about the cars, the history, the teams, and the drivers. Steve was my personal tour guide; he was a wealth of knowledge helping to make sense of everything I was witnessing. Without him I would have been in awe but lost as to what was actually going on around me in that chaotic orchestra of horsepower. Being Steve, of course, my lessons were biased towards the Porsche team but I had no problem with that since a Cayman has been my dream car for some time now (it's very likely Steve influenced that thought as well).



The calm before the storm

From that point on the track and pit row were cleared of spectators and the race began. Although it was a cold, blustery afternoon I no longer thought of my discomfort as I was immersed in the sounds and smells of the almost 50 engines competing for positioning and feeling out the unique track for the next day full of racing. The one thing that seemed insane to me from an outside perspective was the fact that the race had four categories of competition. Not only were the drivers having to focus on battling for position against one another in their category, but they had to avoid other cars that were considerably slower or faster depending on the category. Within the first five hours I had already witnessed several collisions as the competition amongst teams steadily grew while the weather conditions quickly deteriorated.



In the Porsche Corral

Seeing that the teams had to manage a car racing at the peak of its performance for 24 hours against other top manufacturers and teams across the world was not only interesting but in my mind it made it easier to identify with the cars on the track since they were not all prototype class. Instead, they were the same cars that people drove to the track that day (minus racing modifications of course). It was awesome to see how each team was able to pit their technology and expertise against one another in an elite setting.

Needless to say at this point I am hooked. Steve achieved what I believe he set out to do, and that is get me interested in this amazing industry as well as become the Porsche team's most recent supporter. The entire experience was not at all what I expected but vastly surpassed any expectations. Even as a novice to the sport, I couldn't help but smile when surrounded by that much power.



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...day and night

Member Spotlight *Tom Etter*



Tom and wife Patricia have lived a full and well-travelled life. Patricia was an Air Force nurse and Tom worked in the oil fields in Nigeria for 28 years. Together they moved 18 times in those 28 years, and he retired when he was just fifty years old.

Tom has been a member of PCA since 2006. He has always loved Porsches. We all remember our “first” and his first was a 1972 914 with only 13,000 miles on it. It had one of the original Volkswagen engines. He and Patricia picked up the car in Germany and for the next seven weeks, toured Europe, making sure they tried some fun driving on the Autobahn. All in all they managed to put 3600 miles on the car while on vacation in Germany. Tom had that car for some years, but when the family grew, he had to say goodbye and move to a more practical family vehicle.

Today, Tom has three beautiful white Porsches: a 2009 911 997.2 (which is his favorite), a 2014 Cayman S, and his most recent purchase, a 2018 Macan Turbo Sport Edition. He enjoys driving all of them, especially the new Macan, which he says handles like a 911 and looks like a very sharp SUV.



Although technically retired, Tom is very busy being the Facility Officer at the Valiant Air Command at the Tyco Airport in Titusville. He started out as “just a volunteer” in his words, but is an invaluable member of their operation. Tom is the go to guy that makes it possible for our Space Coast PCA Club to learn about all the vintage aircraft as well as park our Porsches next to the beautiful airplanes in the museum for the past three years. This job keeps him very busy on a daily basis not only for the Valiant Air Command, but also for the Community.



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Detailing Seminar at the AMCM

Article and photos by Andrew McKay

On Saturday December 1st, the American Muscle Car Museum (AMCM) hosted a Detailing Seminar with Mike Phillips from AutoGeek especially for the Space Coast PCA. The four-hour class touched on a variety of products and techniques including washing, surface inspection, paint correction, polishing, paint sealing, and maintenance techniques to keep your car looking great. This was a new class for the museum and was held in the maintenance shop.

Mike Phillips led the 50 person class, with the help of AMCM's Ed Dedick and Jerry Frye, discussing the principles of all things car detailing. Mike is known for his hundreds of articles online and in print, work on various TV shows including My Classic Car and Two Guys Garage, and is currently the Director of Training at Autogeek.net. You can also find him on his current TV show Competition Ready on the Velocity Channel. Sarah with Wunderlust detailing of Tampa Bay also came and assisted with the class.

After receiving information and training, members of the Space Coast Region PCA were turned loose on several cars back in the shop to test out their new found knowledge. This event was well received and is something we hope to do more of in the future.

A huge "Thank you" goes to Mark Pieloch for allowing us to use of his awesome facility and to Ed Dedick for the idea of a detailing session and all the planning to get all the moving parts to work on the same day!



Products and techniques



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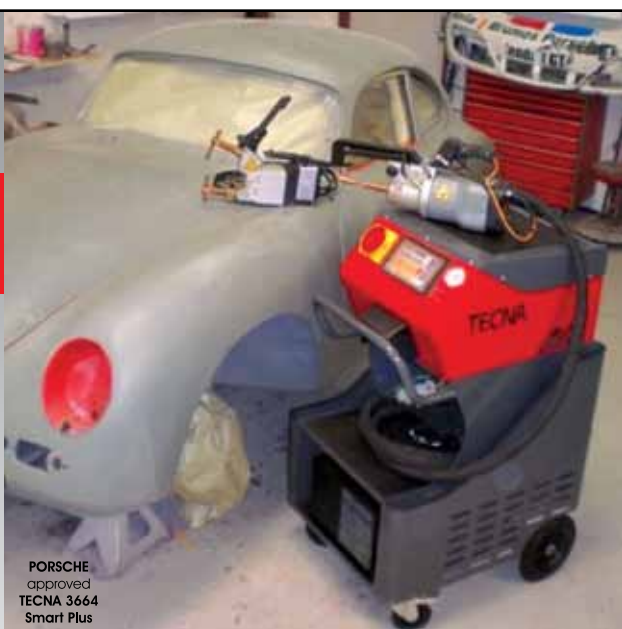
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Tech Spotlight

Engine Oil and Filter Change on Cayenne diesel

Article and photos by Rob Van Name

This article describes changing the engine oil and filter in my Cayenne diesel. It requires an oil change every 5K miles. The gas powered Cayennes are similar but the oil filters are in different locations and the oil change interval is 10K miles. The diesel uses a special low ash oil to Porsche oil spec C30 or VW TDI oil 504 00 or 507 00. You'll need about 8 quarts. I buy two six packs of the Castrol VW TDI oil from Amazon. The Porsche oil filter is P/N 958 107 222 20 or Mahle OX420D and M14 x 20 x 1.5 drain plug crush washer (ECS Tuning ES248399).

The steps I followed are:

- Remove both parts of the under tray using a 10 mm socket and remove the engine cover making sure you get all four of the rubber cover bushings off.
- Safely raise the car and put wooden blocks under the front wheels.
- Wrap the cross brace under the oil pan with aluminum foil to keep it clean from oil drain.



- Remove the oil filler cap to let the crankcase vent.
- Put a suitable drain pan under the drain plug and remove the drain plug. It takes a 6 mm allen. Make sure you are removing the engine drain plug and not the front differential drain plug (8 mm) as GNAT says.



- While the oil is draining go topside and crack open the oil filter housing and let it drain internally for a few minutes. The oil filter housing takes a 32 mm socket. The oil filter, oil filler cap and my added VW dip stick are shown above.
- Remove the oil filter cap and old oil filter. Discard the old oil filter and oil filter cap O-ring. Install the new oil filter cap O-ring and the new filter into the cap. Lubricate the new O-ring with engine oil or some silicon grease. Notice the locating pin on the oil filter.



- The oil filter cap and new filter can now be re-installed on the engine. The oil filter locating pin fits into a hole in the engine oil filter housing shown below. The locating hole in the engine oil filter housing is at about the 2 o'clock position. Insert the new oil filter and cap with the locating pin at about 12 o'clock. The locating pin will mystically turn into the locating hole as you tighten the oil filter cap. Below is a photo of the empty oil filter housing with locating pin hole.



- Tighten the oil filler housing using the 32 mm socket to about 23 ft/lbs.
- Using a fresh crush washer re-install the engine oil drain plug and tighten to 22 ft/lbs. Porsche has specified an improved drain plug and washer that requires a Torx bit. The new P/Ns are N-911-679-01 drain plug and N-013-849-8 sealing ring.
- Add 7 quarts of engine oil.
- Start the car and check for leaks. If no leaks then you can re-install the under trays. If you are missing under tray screws like I was the part number is N 91034501 which are a dealer item.
- Lower the car and let it run to warm up the engine to check the oil electronically or use the dipstick I installed with no waiting. Make sure the car is level. It is VW P/N 059115611AM from Idparts.com or a VW dealer. The diesel is the only engine you can do this with regrettably. I added another quart of oil to bring the oil level to half way. Tighten the oil filler cap.
- Re-install the engine cover
- Using a Durametric or other tool reset the oil change maintenance interval. With the Durametric you select Instrument cluster and then select Commands and the three maintenance intervals will be displayed. Again you want to reset the oil change interval.



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PORSCHE

Confessions of a Porsche Wife in memory of Genie Whitehead

Article by Sue Kee
Photos by Robin Hoffman

Very often, we wives get into the Porsche Club to appease our husbands and quickly realize it is fun for us too! We make bonds with one another and laugh at how obsessed our husbands can be with Porsches. We become friends and have so much more in common than just the cars. I believe this was the case with our friend Genie Whitehead when she and her husband Robbie joined the club in 2012. We met at a drive to Amelia Island where only Genie and Robbie Whitehead and my husband Scott and I showed up. Very kindly, Steve Hoffman arrived to give us directions for the drive. It was a beautiful day for a drive and fun getting to know each other over lunch in St. Augustine and the next day at the Amelia Island Concours.



Genie and Robbie Whitehead

Over the years Genie came to many Porsche events although I never ever saw her drive the couple's silver Boxster! She was always there with a smile ready to lend a hand and help out at any event. She saved the day more than once!

One very fun time I remember well was while we were all hanging out at the Rolex in 2015, and Genie and I got to meet Patrick Dempsey! Of course, Genie and I were both big fans of Grey's Anatomy, not necessarily racing fans like our husbands. We were peering through the fence at the hot pits, when we spotted Patrick taking a side trip to the restrooms. Genie and I stood close by and on his way back, Patrick was very gracious when we jumped in front of him to say hello and shake his hand. I said "Big Fan, good luck in the race" Genie said "Congratulations!" Afterwards we were giggling and I asked her what she was congratulating him for? She just laughed and said, she was so excited she couldn't think of anything else to say. For both of us it was an exciting and memorable moment we shared together.

When Genie was diagnosed with brain cancer

22 months ago, her PCA family sprang into action. We supported her with hugs and love and stories of miracles. When she couldn't come out, we went to her, surprising her on her birthday in April with lunch and cake, and lovingly being cared for by her PCA best friend and nurse, Sue DeVito. Caring for one another is what we do in PCA.

Genie is famous for the Beautiful Angels that she made each year for many family and friends. Each year they were different and it was touching to receive one. She made them with such care and love. Her generous spirit was exceptional. I'm sure we will all remember her as an angel herself.

Genie got her Angel wings on February 25, 2019 and her PCA family is heartbroken. Be sure to hug your loved ones close tonight, life is short.



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FOR SALE: 2016 Boxster Spyder



I am selling my 2016 Boxster Spyder in anticipation and delivery of new GT2 RS. If anyone is interested, please let me know. Asking price is \$98,000. Only 2965 miles. Call Martin Pourkesali at (386) 871-5663.

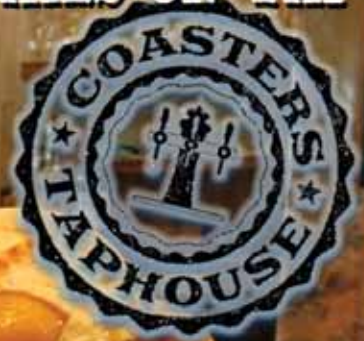
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48 Hours of Sebring

Article and photos by David Kelly

The “48 Hours at Sebring” PCA Race took place this year on Friday 02/01/19 and on Saturday 02/02/19. The Sebring race is PCA’s largest race event and that was certainly evident from the very large number of GT3/Cup Cars in the field, and from the equally large group GT4/Club Sport entries on the Grid and on the track. Everything from a full complement of early water-cooled cars, Spec Boxsters, and classic 911 race cars up to the latest Porsche track machines were well represented in the action. There were great cars and great action everywhere you looked!



Racecars everywhere

There was also much to see as you walked through the Paddock. The garages and the race cars seem to tell a story all their own. Look for the rare white '68 911 race car with some serious drivers and a serious race history, or that beautiful white Carrera GT tooling through the Paddock, or check out the fresh #911 Porsche Factory RSR adorning the dining area in the Hall of Legends. It was a great lunch companion for everyone. Porsche North America brought two of their fully-equipped car haulers for the race and they were highly visible throughout the event.



1968 911



Carrera GT



#911 RSR

The history of sports car racing at Sebring is everywhere, from the Juan Fangio Terrace and Dan Gurney Terrace, to the “Hall of Legends” and the huge “Hall of Fame” listed on the Tower, to the history of winning Marques for each year listed across the face of the Grand Stand at track-side over Pit Road. Porsche’s racing success at Sebring is a very significant part of that history.

Hopefully, you’ll find something of interest in the photos, and perhaps a feeling of being right there. Please feel free to download any of the images at <https://photos.app.goo.gl/fuY2mWH4YNZkWnHF7>.

An advertisement for Ruddick's Detail, an award-winning detailing company. The ad features the company logo, a list of services including paint correction, ceramic coatings, and interior care. It also includes contact information, social media icons, and a Beeds logo.

Advertiser Spotlight

356 Unlimited

356 Unlimited LLC is an exclusive Porsche 356 restoration shop in Melbourne, FL just north of Pineda Causeway on the West side of US 1 on Jen Drive. The principal owner Buster Venable started the shop in 2011. He moved into the same location as Stowers 356, operated by Kirk Stowers, prior President of both the Space Coast (SPC) Region of PCA as well as the Florida Owners Group (FOG) of the 356 Registry community, after Kirk's passing in 2011. As of this year, Steve Hoffman, prior President of SPC, acquired a 50% share in the business and will assume full ownership within the year.



The talented team at 356 Unlimited

We specialize in ground up/nut and bolt restoration, basically returning these precious gems to their original glory. If you want superb hood and door gaps, the engine, transmission, brakes and suspension to look and operate like new, then come see us. We attempt to match the exact finish; CAD, zinc, chrome, etc. to the original factory configuration. Since conception, we have completed numerous high-end restorations and the completed cars have received national level awards including the Porsche Parade top 356 Coupe and overall People's Choice, Winter Park Concours first overall, several awards at Werks Reunion, in addition countless local and regional awards. We have several cars in the shop now and are welcoming all SPC and FOG members to an Open House on May 4th from 11am to 2pm. We hope you will come out, see the fabulous cars in work and enjoy a BBQ lunch on us.

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1,000,000 Miles Driven in a 356!

Article and photos by Robin Hoffman

On the weekend of February 22-24 this year my husband Steve and I joined the Florida Owners Group (FOG) for their annual "Gathering of the Faithful" event. There we got to enjoy a weekend of drives, concours, and discussions of all things 356! The 356 was Porsche's first model and were produced from 1948 - 1965. It is rumored that of the 76,000 originally produced, approximately half survive. We had another 356 and have been FOG members for years but had recently purchased a 1965 Irish Green 356 C coupe and participated as much as we could. We drove 10.2 miles on the scenic drive before brake issues started talk of where the fire extinguisher was located and I threw the "Stop the ride" flag! We fully participated in the "People's Choice" Concours on Saturday morning. We got up early and did some polishing and prep for our nearly all original car. What was more fun was looking at all the beautiful restorations and original cars, listening to the stories of how each car was like a member of the family. Some people had their 356's for 20, 30, 40 or more years and wouldn't even consider parting with it!



Brake issues?

While these original Porsches are pretty to look at, the FOG group prides itself on driving these beauties! In fact, in 2008, one of the early members of the FOG, John Reker started a contest called "Drive Those Cars", in which 356 owners would tally the miles they drove each year, record the mileage and awards were given for top miles. In the beginning less than 2 dozen people participated, but the numbers of drivers and miles grew and grew. This year at the concours banquet I was in awe to learn that this small group of 356 owners together had driven over one million miles in ten short years! What an accomplishment!!



Lakeside lovelies



Scenic drive

All in all, it was a great weekend with our 356 FOG family. If you have ever considered getting a 356, do it, and join the fun! My husband Steve can even help you find the right car and even restore it for you, if you want it like new!




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Two Men and a Speedster

Recollections and photos by John O'Steen
Interviewed by Janis Croft and Lee Payne

John O'Steen with his 1958 Ruby Red Speedster was the winner of the Kirk Stowers Memorial Trophy at our annual Oktoberfest in 2018. Why was this special? Let's harken back to yesteryear and discover the genesis of how two car guys and a Speedster came together to create this cosmic occurrence.



The Speedster in action

John A. O'Steen and Kirk E. Stowers met at a party in 1968 at an apartment complex where they both lived in Augusta, Georgia. John had finished up at University of Florida and went to work for Proctor and Gamble, and Kirk was serving as a lieutenant in the Army at Ft. Gordon. They instantly realized they were both "car guys." John had a 1966 912, and Kirk had a 1965 GTO. Thus began their long standing friendship spanning decades and involving innumerable car adventures.

Apparently Augusta was a very active area for speed events such as auto crossing. John bought a highly modified 1959 Convertible D with a trailer for \$1,400 in 1968 with which to go auto crossing. Unfortunately, he didn't have a tow vehicle, but his girlfriend's car had a trailer hitch, and he began competing at the events in the area. His buddies in Augusta recommended he look into SCCA racing with his hot Convertible D. By now he and Kirk were sharing an apartment, which was fortunate, because John broke up with his girlfriend and had no tow vehicle. Kirk had a trailer hitch on his GTO and so their journey continued.

In 1969, John signed up for his first SCCA Drivers School in Osceola, Florida run by the late Harro Zitzka and Kirk towed the "D" to the event. Afterward Kirk told John he had so much fun, that John better find another tow car because the next time Kirk was going to have his own race car. And he did—a week later he bought an MGA F Production racer. John's first actual SCCA race in 1969 was in Osceola, FL where he was told by Harro Zitzka that he could race the "D" that weekend, but no more. It was too highly modified and lightened to fit in the SCCA E Production category.

At a small engine repair shop in Augusta, John met and got to know Dr. Bill Lucas who owned a race-prepared 1958 Speedster. It had Carrera brakes, plastic windshield, roll bar and all the required safety equipment. The good doctor ran the hillclimb at Chimney Rock and SCCA races with the car. John ended up buying this Speedster VIN 84430—the one he still owns and drives to this day. John's first race in the newly acquired 1958 Speedster was at VIR circa May of 1969,

where he won his E Production class. He went on to another win along with seconds and thirds—usually following Dave Helmick to the podium.

Kirk, in the meantime, finished his hitch in the Army and came back to Florida to go into the insurance business. He continued to race some and moved to Formula Super V for awhile. He even talked John into purchasing a Super V to race in addition to his Speedster. John bought a double level trailer to take both cars to race at various events.

In 1970 John moved into national SCCA racing and the Speedster wasn't really up to that level of racing so he sold it to his business partner, Joe Mellen, who subsequently sold it to John's cousin in Atlanta during 1972. His cousin had great plans to restore it as a street car but as with many great restoration plans, the car ended up sitting outside his home in a shed for the next ten years.



Sitting outside for 10 years

Kirk and John would occasionally race at the same events and kept their friendship growing even though they were miles apart. John had moved to Cincinnati with Proctor and Gamble, and continued to race while running his engine repair business now known as Checkpoint Racing. He eventually started working for one of his race sponsors, Cincinnati Microwave, the producer of the Escort radar detectors. John eventually bought back the 84430 in 1982 without having seen it in several years. He asked Kirk, who was starting his restoration side business, to go to Atlanta in his motorhome to pick up the Speedster and flat-tow it back to Melbourne, Florida. There in Kirk's home garage, he transformed it back to a passenger car, with new silver



Towing the Speedster back to Florida

paint, interior, a real windshield, etc. In 1983, the Speedster went back to John in Cincinnati, where it got stored most of the time and received little attention due to John's busy racing and work schedule over the next several years.

In 2003, John with his wife Judi moved to Vero Beach and brought the Speedster with them. It went right to Kirk's new home in Melbourne, where he undertook a more thorough restoration. All along Kirk and John thought the Speedster was silver as there was no hint of any other color on the car. But the Certificate of Authenticity (COA) showed the car was originally Ruby Red. While John did the engine work, Kirk replaced the floorpans, battery box and other items, and then painted the car Ruby Red on a rotisserie in his driveway, completing a fabulous restoration.

While restoring 356s and holding "bull sessions" in his shop for all to come by and discuss car issues, Kirk also had become very active in the PCA as well as the Porsche 356 Florida Owners Group. In 2003 he became the second President of FOG. He was vital in keeping the fledging car club growing and helped many members with their car issues. After the Speedster restoration was completed, Kirk convinced John to join FOG and show the car for the first time at the 2004 Trek to Collier where the 84430 took the People's Choice award.

Kirk passed away from brain cancer on May 22, 2011. John helped his wife Rosemary deal with the remaining projects in Kirk's 356 Shop and ultimately, Buster Venable took over the restoration business.

The current joint Oktoberfest came to be soon thereafter. Space Coast Region PCA had put on an Oktoberfest event for many years while Kirk used to have an annual BBQ about the same time for FOG at his shop. After he passed away, the two organizations agreed to conduct a joint event and the idea of a Kirk Stowers Memorial Trophy for the Overall 356 People's Choice Award was born. The fact that John's name is now on that trophy because of the Speedster that Kirk helped him race and restore, memorializes a special friendship between two "car guys" that spanned many decades. If you get a chance at the next FOG or PCA event, look for the Ruby Red Speedster that was so important to their relationship.

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John working on the engine



Kirk replacing the floorpans



A work in progress



2004 People's Choice winner at Trek to Collier



John receiving the Kirk Stowers Memorial Trophy in 2018

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One Track Mind

by James Stephenson

When I turned 51, and my daughter was going to college, she said “now that I’m going to college why not buy a Porsche? You have always wanted one, and it would be big enough for you and Mom”. Wow – what a smart daughter – I thought it was a brilliant idea! So I bought a used nice looking 1980 924.

In 1986, I joined PCA, after learning they had autocrosses where you drive your Porsche around cones. OK, why not? And in the first PCA magazine I saw an article about driving at Lime Rock racetrack, where I could actually drive on the very track where I had watched Paul Newman racing! So, I signed up for my first DE (Driver’s Education) event at Lime Rock. My 1980 924 had only 100 HP, probably the most underpowered car that Porsche ever made. Pulling up next to me was a white 911 on a trailer and there was a man and wife in white driving suits, and a Porsche mechanic. WOW again!

Well, that day on the track started my becoming a Porsche track “junkie”. Later I bought more powerful cars: a 924S with 150 HP, and a year later a 1972 911S – a light and powerful car. I attended events for 20 years, some every other week, and owned four track cars and four street cars. I wish I had kept the

1972 911S, because now they are worth more than \$100,000.

After slightly more than 2 years, I became a track instructor. I had many fascinating students, including an F-16 fighter pilot. I told him he was the best student I ever had. Then he said, he had been the Chief F-16 Instructor for the country of Holland, and always told his new students “Listen to me, so you don’t kill yourself flying 1,500 miles per hour”. Much later this ex-student asked me to ride with him on the track in the Advanced Black Group and critique him. He was a very good driver and I proposed to our Chief Track Instructor that he be made an Instructor, which happened 6 months later. This made me think of another student, who years later told me he could no longer afford racing because he had crashed 2 cars. Just maybe he had not heeded my advice to concentrate on his driving skills instead of purchasing more powerful cars.

An article was written about my instructing at Lime Rock. At the next track day, a number of students had asked for me to be their instructor. Before I realized it, I had 4 students that day, and ended up with no time to eat lunch! I enjoyed the day immensely.



Some of my students went on to become professional race drivers. I also was on the track with David Donahue (Mark Donahue’s son) while he was just learning. David became a PCA champion for several years, winning many races.

I made a lot of friends and really enjoyed those years. I also won time trial races, and “Best Overall Trophy at Porscherama” – a three region event. My son also drove my 911S becoming good enough to be in the Black Group in less than 2 years. I was also lucky – in all those years, I’ve never crashed or bent any metal, nor did any of my students while I was with them. As Paul Newman said “the key to racing is concentration” which is what I did because I have a one track mind.

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Inheriting the Porsche Gene

Article and photos by Ed Springer

My father was driving on the beltway around Washington DC back in 1978, when he was passed by a 1973 Tangerine 911T Targa that was wearing a for sale sign. With much effort he chased the car and driver down to exchange information. He ended up buying the car and the seller highly encouraged him to join the Porsche Club of America (PCA). He joined the Potomac Region and little did he know some incredible lasting relationships would ensue for him and the generations behind him.



Ed Sr. in the 1980's

Some highlights of my childhood included attending PCA autocrosses, track events, concours, swap meets, and the monthly club meeting. Even as a young child I was captivated with the level of knowledge and interest most Porsche owners possessed for their cars. Everyone, well almost everyone, in the club was pleasant and freely offered a helping hand, technical advice, or just time to converse and connect with likeminded PCA members. For us it wasn't just about the cars and events, it was spending quality father/son time together and strengthening our bond.



Ed Jr. in the 1980's

I remember the anticipation and excitement I felt before weekend driving events at Summit Point Raceway in West Virginia. I liked hitting the road before dawn and enjoying the ride as we watched the sunrise



The 911T at a car show in the 1980's

with the purr of the air-cooled flat 6 engine in the background. Once at the racetrack I was enthralled with all the sights, sounds and smell of exhaust. The drive home was equally satisfying as we relished the day's festivities. There was something special about riding with my father in the car whether it be a road trip, ride to school, or even a quick trip to the store. We have enjoyed many Porsche events together, but the best part was always the time we spent connecting on the journey.



Father and son at the Rolex 24 in the 1990's

The 1973 911T Targa is still in our family. Over the years it's gone through a color change to Minerva Blue and some engine modifications, but the car's soul remains alive and well. In 2013 my father passed stewardship of the car down to me. We made a wonderful trip from Virginia down to Florida in the very car that sparked my passion for Porsches. My aspirations are to keep the car driving on the road and to teach

my two sons (Payse and Slayton) everything I can about the car, from the mechanicals all the way to the techniques required to properly drive an early 911.



Payse and Slayton, the next generation

Through PCA I've experienced unique connections to jobs, friends, my father and my two sons. During my college years I was introduced to Porsche Motorsport North America (PMNA) through a PCA member and had the privilege to perform an internship and work after college under PMNA director Alwin Springer. No, we are not related as far as we can tell, but I did get a chuckle when he would call me his clone. Currently, in addition to my day job, I'm able to spend spare time continuing my technical and mechanical cravings with ZOTZ Racing, a Porsche specialty shop out of Orlando.

It's actually quite remarkable to think that a brand of car and club could be the keystone for such far fetching and personal associations. Through PCA I've connected cars, members, and generations of family to great memories.

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Confessions of a First Time Autocrosser

Article by Tony Whalen
Photos by Robin Hoffman

With my many years of living in the Northeast and driving in slippery winter conditions, I thought I was completely prepared for my first Autocross just 8 months after purchasing a 2014 Porsche Boxster. I arrived with a bit of nervous confidence at 7:15am and during the track walk, I spilled my cup of coffee on my pants, and my now soggy track map, leading to an immediate side trip to the men's room for a paper towel triage. I hadn't even finished my first walk around before "going off the course."

I was at the end of the first group to drive, so I had an opportunity to observe other new drivers navigate the course. It also surprised me how unnatural and uncomfortable putting on a helmet felt, pushing against the back of my seat. Since it was my first time, one of the instructors, Ken Marshall, hopped in the passenger side and rode along with me.

First time jitters along with a flood of directions from Ken, pushed me into overload and I missed the first gate on the first lap. I was disqualified for both of my first two laps. After the second lap, Ken and I agreed, he would

drive my car around for the third lap so I could sense what it was really supposed to feel like. It was like night and day and thank goodness I'm coachable because having him drive my car was an epiphany. I wasn't disqualified for my 3rd 4th and 5th laps. In fact, each lap was several seconds faster the previous. I wasn't in the top 10, but my confidence level was high, and learning definitely had taken place.

As I explained to Ken his driving my car and instruction (he even took me for a lap in his GT3 RS so that I could feel what 1.0+ lateral and longitudinal acceleration was supposed to feel like) had made a world of difference. As we talked, we came to a mutual agreement,



The author with Ken Marshall riding shotgun

that having an instructor drive the first lap was a plus for a first time auto crosser. This led to Ken's idea that we needed a Beginners class for those of us who have driven in an Autocross less than 4 times.



Tony Whalen attacking the course

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Danny Baker
Executive Director

Novice Autocross Clinic

Article by Tony Whalen
Photos by Robin Hoffman

26 drivers signed up for the January 12th Beginners Class. The instructors were: Ken Marshall, Craig Barrie, Carmen DeVito and David O'Neal. Those of the supporting crew included: Steve (Wojo) Wojcicki, Mike Foley and Tommy Prusaski. The four areas of concentration were **Threshold Braking** taught by Craig Barrie, **Skid Pad / Understeer/ Oversteer** taught by Carmen DeVito, **Slalom** taught by David O'Neal and **Early and Late Apexing** taught by Ken Marshall.



Novice AX drivers honing their skills

Each of the 26 drivers had an opportunity to spend ¼ of their time on each of the 4 areas. Included in the many things I learned during the class included: the proper starting technique, turning quickly during the slalom

to keep the wheels straight, pushing the Porsche to a full 1.0+g of lateral acceleration without losing grip, turning and breaking, but not both at the same time and accelerating and turning smoothly.

Some of the more subtle takeaways from the beginners class:

- Everyone was a beginner at one point; race against yourself and not anyone else, if you are improving every lap, you are doing really well.
- The starting line is not to be confused with the NHRA Christmas tree; you are scored on your elapsed time, not on your reaction time "out of the hole."
- Snugly keeping your back against the seat helps you feel the rear tires, proper 9-3 grip on the wheels (not the 10-2 we learned in high school drivers ed) and helps you feel the front tires turn more efficiently
- Smooth acceleration is far more important than quick acceleration and quick braking.
- Correct tire pressure is very important and is typically lower than you think.



Aim for this corner of this cone

- It is much more fun to drive a slow car fast than a fast car slow.

Both the instructors and the support crew volunteer and spend an amazing amount of time to make sure everyone is safe and has a great "hands on learning experience." They are also grateful when the drivers stick around to help clean up.

You will learn more about how your car handles in one class than you ever will just street driving, and this can only help you handle your car in dicey situations you might encounter on the road. A big thank you to Ken and crew!



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Porsches and Planes, a Trilogy...So Far

Article by Terry Miller
Photos by Robin Hoffman

It's the end of another GREAT Porsches and Planes show at the Valiant Air Command Warbird Museum in Titusville and I am so looking forward to next year and Porsches and Planes Four. I've had a smile on my face all day from such a wonderful experience with such wonderful people and at such a fantastic place with so much to see and learn as well as appreciate. We had group drives from Daytona, Melbourne and Vero Beach and approximately 60 cars and 100 people participated in the event. We raised \$870 for the Warbird Museum!



In the hanger

The Valiant Air Command Warbird Museum is located at the Space Coast Regional Airport on 6600 Tico Road just south of Titusville. It contains vintage aircraft and a 30,000 square foot hangar with a large restoration area. It also has a Memorabilia Hall with flight gear, dress uniforms, weapons and artifacts along with a large collection of fixed and rotary



Favorite Porsche and Plane winner

wing aircraft from WWI to the present. The flagship aircraft of the museum is a Douglas C-47 Skytrain called the "TICO Belle" which returned to flying status in July 2009.



Porsches look great in "sky blue"

In addition to viewing the indoor museum, we were treated to dozens of vintage aircraft moved outside for us to see up close and personal, and park our Porsches next to for beautiful photo ops. The Valiant Air Command volunteers also set up tables for us to sit and enjoy a pizza lunch provided for us by our Space Coast Club. We added a "People's Choice" dimension to this year's event and asked participants to vote for their favorite Porsche and airplane. Congratulations to Turbo Don and Susan Silverzahn with their Lava Orange GT3 and the Blue Angel TA-4J Skyhawk.



People's Choice winner



Pilots in training

My smile was even brighter as I reviewed the unbelievable photos of the day taken by Robin Hoffman. It has been said that a picture can be worth a thousand words so please check out our Space Coast website (spc.pca.org) to see all the pictures of this wonderful event. The pictures will brighten your day and make you smile and enjoy the incredible event even if you were not there. Our featured plane for photos this year was the Air Force F-105 and I was reminded of refueling these planes during my time in Vietnam.



Refueling F-105 over Vietnam

My deep and personal gratitude for allowing this great memory to happen for so many must be extended to Tom Etter, Jurgen and Rachel Schwanitz, Sue and Scott Kee and to Robin Hoffman as well as all the great volunteers at the Warbird Museum. Please go look at the pictures and smile and enjoy the moment in time. It will make you want to be a part of it next year.



A wonderful turnout

The Art of Volunteering

by Tom Etter

The Valiant Air Command is always looking for retired people with time on their hands that want to be part of a team that does neat things with aircraft and for the community. They need not be pilots or certified mechanics. While those people would be nice to have, of more importance is the people to support our operations. Tow Tug drivers, equipment repair people, people willing to get dirty building (or rebuilding equipment and planes), tour guides (Docents), historians, curators, model builders, gift shop volunteers, former teachers for our STEM program, public relations, administration, inventory management and so on. The hours are great and feeling of

worth and accomplishment satisfying. The pay is a great feeling of helping out our great organization.



I'd like to thank everyone who drove their beautiful cars here on Sunday. What a nice group of people and cars! All of us at the Valiant Air Command hope you will continue to come back again. Thank you to the great group of our PCA volunteers who helped make it possible. Those PCA volunteers are the same type of people we currently have and wish we could have more of.

Should anyone have an interest in some form of volunteering at the VAC, I can direct them to the job team leader that interests them.

If anyone has any questions about what's involved with helping and volunteering, I can be reached via email at treter1@aol.com or my cell phone (321) 446-0600.

Some of the different areas and job descriptions are:

The Facility Officer (Myself) handles the buildings, static a/c and equipment.

The Maintenance Officer handles flying a/c maintenance and repair.

The Operations Officer handles flight operations and air crew training.

The Docent Manager handles the Tour Guides and assignments/training.

The Curator handles displays.

The Historian handles library, data records and signage concepts.

The PX Manager runs the store and sales volunteers.

We welcome all volunteers who might have an interest in aviation or might just like to volunteer and help out.



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Competition Report

Article by Ken Marshall
Photos by Robin Hoffman

The first event of the 2019 Space Coast AutoX season was held on February 9th. We had a great turnout, with 41 participants in 14 different classes. It was nice to see that a lot of the folks that came to the January "Intro to AX" training session decided to come out to hone their new skills. There was a slight chance of rain, and it did threaten to raise its ugly head a couple of times, but the AutoX gods were smiling, and only a light sprinkle danced around the AMCM campus on a couple of occasions.

The counterclockwise course averaged just over 60 seconds in duration and featured the dreaded double loop in the skid pad area, and a tricky left hand, early apex entry, that if you got it right, led to a fast entry in to the back straight slalom.



Rachael Schwanitz, who continues to get faster every outing, dominated the ladies class with a quick 61.771 best time, while newcomer Cynthia Hambidge, a recent graduate of the AutoX intro impressed with a very nice 65.586.



Alone in S1 Mike Moushon ran a quick 57.765 in his 914. Robert Johnson, S2, ran a 68.278 in his 911, Thom Maxwell, S5, ran a 62.278 in his 911 and in S1 Gary Lund ripped off a really quick 55.573 in his Cayman, good for 7th fastest time of the day.



The largest class S7, with 10 drivers, saw some of the tightest competition of the day, with the top 4 drivers within a half second of each other. Rick Rousseau topped the class in his Boxster S, with a fast 56.223, followed by Porsche of Melbourne's own Matt Jerozal nipping at his heels in his bright green 718 Cayman with a 56.321, then Don Cross and Jason Gilbert following close behind with a 56.435 and 56.962 respectively. Nice driving guys. Looks like the race is on so make sure to check out the competition in this class at the next event.



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The S9 class saw Joe Weatherman in his 911 C4S laid down a really quick 55.591 to take top honors followed by Kenneth Adam with a 58.527.

In the S11, Russ Karnap ran a superfast 53.907 in his Cayman R to top that class, and take 3rd fastest time of the day, followed by Robert Layman's GTS, 4th overall, with a quick 54.46.

The S12 class saw the battle of the GT cars with Tom Kirk taking top honors in his GT3 with a 55.159, that was good for 5th fastest time of the day followed closely by David Swartz in his GT3 with a 55.573. The P8 class saw Derek Mueller run a clean 65.81 for his best time of the day in his older (83?) 911. Derek has to win top awards for his cheering section as his 3 lovely daughters came out to raise the roof for Dad as he knocked down his time run after run. Nice driving Derek.

Heath Rehkop, alone in P9, ran a quick 59.739 in his 911, and Glenn Matchett, P17, brought out his pretty, new Opulent Blue Macan S to it's first AutoX, running a 67.954. Beautiful SUV Glenn.



Alone in P16, Tim Marshall ran a blazing 53.776 in his 09 Cayman S, good for 2nd fastest time overall, and rounding out the field Rick Baz took fast time of the day (FTOD) putting on a show in his 04 Turbo 911, laying down a blistering 51.481. Looks like you and the Turbo are a good fit Rick!

In all a great weekend, and it is especially nice to see the family atmosphere that has developed in the club, with husbands, wives, children, and brothers and sisters either driving or spectating. We have developed a dedicated group of AutoXer's and rapidly fill the roster, so make sure to sign up early as we limit the field to 44 entrants. Thanks as always to AMCM owner, Mark Pieloch, for allowing us the opportunity to utilize his awesome facility and to AMCM operations manager, Ed Dedick, and Jerry Frye, for their constant support. A tip of the helmet as well to Shay Rowe and Porsche Melbourne for once again sponsoring our AutoX season. Hope to see you at our next event.

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- April 6** Kaffeeklatsch @ Avenues of Viera Bold Cup, 9 am
April 13 Wheels & Keels @ Vero Beach, FL
April 14 Kaffeeklatsch @ Vero Panera, 9 am
April 20 Porsches and Putters, Charity Golf Tournament @ Cocoa Beach Country Club
April 21 Kaffeeklatsch @ Daytona Panera, 9 am
April 27 PoM Sponsored Autocross @ American Muscle Car Museum, 7:30 am
- May 4** Kaffeeklatsch @ Avenues of Viera Bold Cup, 9 am
May 4 Open House & BBQ @ 356 Unlimited, Melbourne 11 am – 2 pm
May 11-12 Suncoast DE @ Sebring
May 12 Kaffeeklatsch @ Vero Panera, 9 am
May 18 PoM Sponsored Autocross @ American Muscle Car Museum, 7:30 am
May 19 Kaffeeklatsch @ Daytona Panera, 9 am
May 25-27 ZoneFest 2019 @ Mount Dora, FL
- June 1** Kaffeeklatsch @ Avenues of Viera Bold Cup, 9 am
June 9 Kaffeeklatsch @ Vero Panera, 9 am
June 15 Le Mans Breakfast @ PoM, 8:30 am
June 16 Kaffeeklatsch @ Daytona Panera, 9 am
- July 21-28** Porsche Parade @ Boca Raton, FL

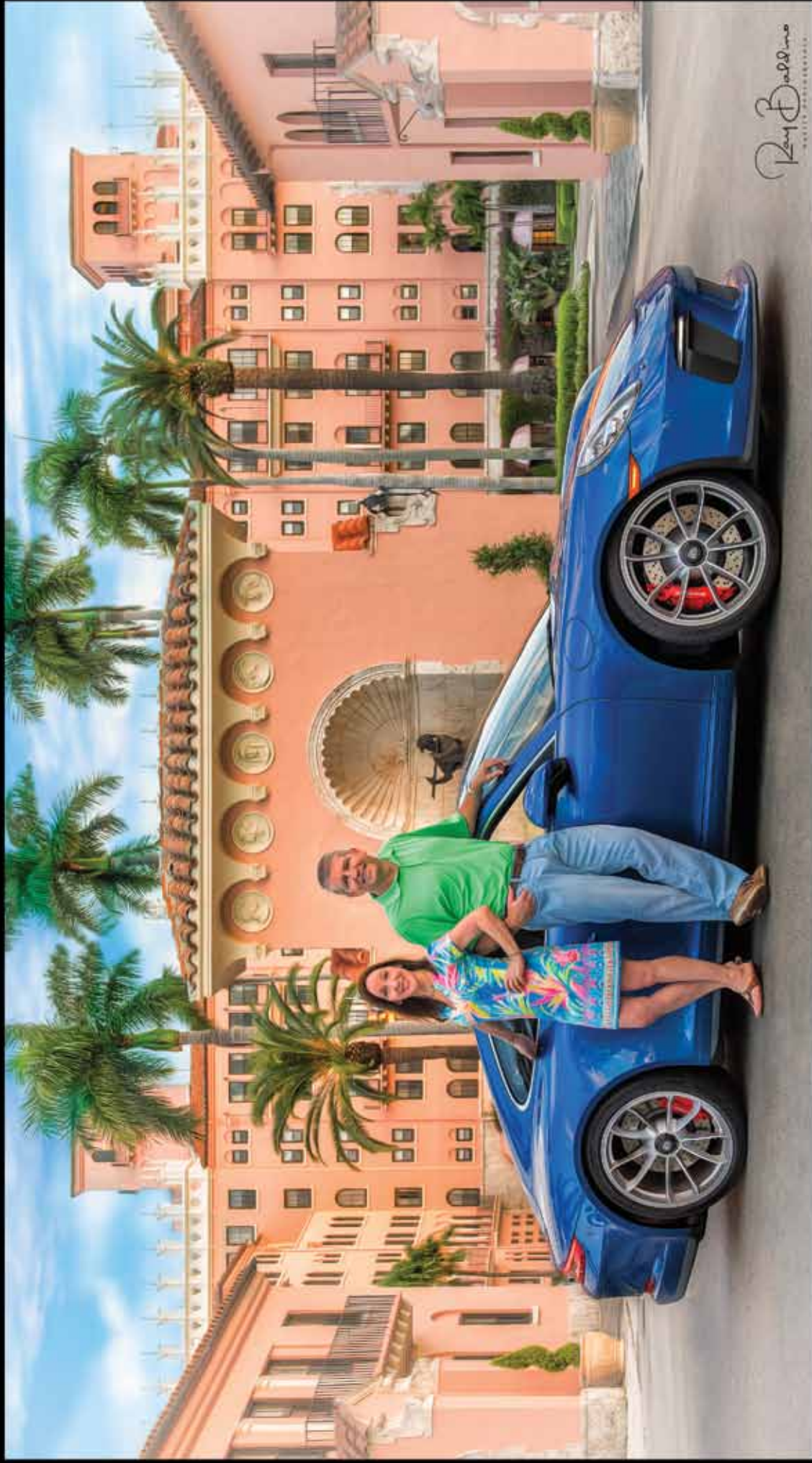
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