



# ESCAPE VELOCITY

MAGAZINE

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

Winter 2016 | Volume 10 Issue 4



**Hurricane  
Issue**



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# President's Column

As we head into year-end I would like to thank everyone for all of their contributions and participation in our large variety of events. We're trying something different by having our Holiday Party right after the holidays. Be sure to check out our website [spc.pca.org](http://spc.pca.org) for the most up to date event calendar for the busy winter season.

Some our bigger events recently were the OktoberFast Club Race, DE and Autocross Presented by Porsche of Melbourne at Daytona International Speedway, and the Oktoberfest Concours & Picnic at F Burton Smith Park, which was delayed by Hurricane Matthew. Steve Hoffman and his team did a great job of responding to the disruption and rescheduling the event.

The OktoberFast Club Race Presented by Porsche of Melbourne was a big weekend event. This year was a bigger because of the addition of the final race in the inaugural season for the GT4 Clubsport Race in addition to all of the normal Club Races.

Space Coast Region was well represented at the Suncoast Region Instructor Training and DE weekend at Sebring in November. There were 16 instructor candidate with 8 successfully graduating. Be sure to congratulate our own Tom Kirk, Ken Marshall and Chris Ryan who are now in the group of newest PCA DE Instructors. Yes, 3 out of 8 graduates are Space Coasters!

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.

As of December 1st we have 686 primary members and 354 affiliate members for 1,040 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 fun together.


Now that the cool weather is upon us let's all get out and drive those wonderful Porsches. Remember that Porsches were meant to be driven!

*Scott Kee*

**On the Cover:** Steve Hoffman's beautiful 1964 356 C Coupe driving into the sunset after winning the Kirk Stowers Memorial Trophy at our 2016 Oktoberfest. Original photo by David Kelly. Artistic design by John Proferes.

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# From the Editors

Hurricane Matthew was a BIG deal on the Space Coast. We hope that all of your loved ones stayed safe – including those Porsches! Thankfully, we did not hear of any tragedy. A few of our members let us know how their hurricane prep went. Ralph Fritsche actually took his Porsche out of the garage and drove it to safety in Atlanta. Tom Surat elevated his Porsche with Flatsavers and covered it in his garage before we left for Watertown, Connecticut. Rob Van Name was happy to report that nothing bad happened to his cars riding out Matthew. He felt that the worst thing about Hurricane Matthew was Oktoberfest got cancelled. Happily we were able to reschedule Oktoberfest in November and were rewarded with a sunny, cool day.

Come out and enjoy what this club has to offer, from brunches to racing and everything in between. Our members are friendly and we'd love to see you! Be sure to keep a close eye on the calendar so you don't miss anything. Remember the calendar is kept up to date on our [spc.pca.org](http://spc.pca.org) website.

We continue to be thankful for our team of every-growing, dedicated members who contribute to the magazine. We ask you to please support our advertisers who also help make this magazine happen.

Next year Sue Kee will be taking the helm of **Escape Velocity** as solo editor as Robin Hoffman will be venturing into new volunteer opportunities within the club. We've really enjoyed working together on the magazine for the past 2 years. As always, we encourage everyone who has a Porsche story or information to share, to write an article and send it to [suekee.ev@gmail.com](mailto:suekee.ev@gmail.com). Remember to attach photos of your adventures.

We encourage you to come to planning meetings and get involved. Volunteer! It's great fun. Let's all work together to continue the Space Coast tradition of producing a wonderful magazine celebrating the Porsches we love and the people who drive them.

## Robin Hoffman & Sue Kee

### Got Something to Say?

Please send us your Porsche stories and photos to the **EV** editors at the email addresses above.



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Please check out our new and revamped website [spc.pca.org](http://spc.pca.org) (do not use the www) and new facebook page at [www.facebook.com/SpaceCoastRegionPCA](http://www.facebook.com/SpaceCoastRegionPCA)



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For program information and registration details, see the Treffen website: [treffen.pca.org](http://treffen.pca.org)

or e-mail the Treffen North America staff at: [treffen@pca.org](mailto:treffen@pca.org)

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# Membership Corner

by Brian Reinert

Space Coast Region membership remains strong: We currently have 699 primary members! Additionally, we have 365 affiliate members for a total membership footprint of 1,064 people. I can't help thinking back to when I first became Membership Chair in January 2009. At the time our region was comprised of 366 primary and 248 affiliate members with a total headcount of 614. We have come a long way, indeed.

My 7 years as Membership Chair was preceded by 4 terms as region vice president. I mention this as it's time for me to concentrate on my day job and turn membership duties over to another person. Perhaps someone reading this may be interested? Particularly if you like meeting new members at events, running a few reports, and have an enthusiasm to recruit other car lovers. If so, please reach out to Scott Kee. And yes, I am still happy to put on a rally or two....

## Welcome to our New Members!

### August 2016

Rod Crouch, 2013 Boxster S

### September 2016

Javier Thomas,

2007 911 Carrera 4S Cabriolet

Sue Larson, 2009 Cayman S

Joseph Koechler, 2017 911 Turbo S

Aaron Wilmoth, 2013 Carrera S

Bobbie Dyer, 2017 911 Targa 4

Roger Ponn, 2017 911 Carrera

Eddy Merlet, 2017 Macan

Jerry Weston, 2016 Cayenne

Marilyn Rooney, 2014 Cayenne

Ben George, 2016 Cayenne

James Raders & Taciana Jota, 2017 Macan

Sara Santiago, 2017 Macan

Rebecca Black, 2017 Macan

Donna Witek, 2017 Cayenne

Mondavi Housley, 2017 Cayenne

Andrew Allen, 2016 Panamera

Rob Harris, 2013 911 Carrera

Charles Johnson, 2017 Macan S

Rick Crogan, 2013 Boxster S

### October 2016

Christophe Buisson, 2008 911 Carrera S

Christian Ferschke, 2007 911 Carrera S

Robert DeVries, 2005 Cayenne S

Anthony Sever, 1999 911 Carrera 4

Clarence McDaniel, 1982 911 Turbo 930

Kenneth Hawthorne, 2017 911 Carrera

Donald Day, 2014 911 Turbo

Ravi Singh, 2015 911 Carrera GTS

Ray Hicks, 2017 911 Carrera

Billie Witter, 2014 Boxster

### November 2016

Robert Beebe, 1973 914 2.0

Therese Choy, 2017 Macan

Roger Widmann, 2014 Panamera

Jean Leonard, 2014 Cayman

Curtis Ermer, 2017 Macan

Frank Alvino, 2017 Macan

Juan Bello, 2017 Macan

Melanie Dudgeon, 2017 911 Carrera

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# Space Coast By-Law Update

Summarized by Scott Kee

After a few false starts, we finally have completed the rewrites for our By Laws. Special thanks to John Vasconi and Ralph Fritsche for spearheading this effort. A full copy of the proposed by-laws is available on our Space Coast PCA web site ([spc.pca.org](http://spc.pca.org)). Below is a summary of the proposed changes. Approval of the final version will be voted upon at our Annual Year End Meeting in January. If you have any questions or concerns with the by-laws, please contact Scott Kee at [dskee@cfl.rr.com](mailto:dskee@cfl.rr.com).

## Highlights of Proposed Changes

- Change all names references from “Cape Canaveral Region” to “Space Coast Region”
- Updated badge/logo to current configuration
- Updated to comply with National By-Laws
- Clarification of who can hold region positions; active and family-active members
- Established term limits for Pres/VP at two consecutive terms
- Space Coast elected officials cannot hold another PCA National elected positions
- Expanded Board from 5 to 7 voting members
- Quorum redefined to be 4 of 7 board members
- Added two new Directors of “North area” and “South area” as appointed voting members of board (To assure that these critical geographical areas of our region are always represented in our decision making going forward.)
- Clarified existing standing committees, updated to reflect the 12 we currently utilize
- Nominating committee recommendations presented at least 30 days prior to election
- Clarifications to process for nominations and elections of officials
- Clarifications to obligations and indebtedness of officials and members
- Process for recommending future changes to the by-laws

## Officer Recommendation's for 2017

The Space Coast Region PCA Nominating Committee makes the following recommendations for calendar year 2017. They will be officially voted on at our Year End Meeting/Holiday Party in January.

President - Scott Kee

Vice President - Jason Breitfeller

Secretary - Robin Hoffman

Treasurer - Tom Kirk

Nominating Committee Chair - Steve Hoffman

Nominating Team Members - Tom Gorsuch, David O'Neil and Ralph Fritsche



Current PCA badge



Updated Space Coast logo



# Drive & Dine to Marsh Landing in Fellsmere

Article by Steve "Wojo" Wojcicki  
Photos by Sue Kee

Our latest Drive and Dine was held on Saturday, August 20. We had a good turnout with 16 Porsches and more than 30 participants for this event. Members Jurgen Schwanitz, Jim Herman and their wives, from our "south region" chose not to drive but met us at the restaurant for lunch.

We met at Sam's Club parking lot in Melbourne and departed at 9:30 a.m. We headed west on US 192 then turned north onto Deer Park Road and continued to Nova Road. Both of these two-lane roads wind through Osceola County and provide some scenic views of the more rural areas of our state. It also provided an opportunity for some "spirited" driving. After a quick pit stop, we continued east to



US 441 and drove through colorful small towns such as Holopaw, Keenansville and Yeehaw Junction, then continued on into Fellsmere. Everyone arrived safely at the Marsh Landing restaurant. Our "Parade of Porsches" always generates lots of waves and honks from passing cars.

The building which houses the restaurant has a unique history. It was built in 1926 as the land sales office for the Fellsmere Estates Corporation. But after some flooding in 1927 and the Depression in 1929, the Florida land boom crashed as well as the corporation. Subsequently, the building had a variety of uses, but was eventually boarded up. The city of Fellsmere received the building back in

the 1980s and it was sold in 1995 for historic restoration purposes. Every effort was made to refurbish the building to its original condition. Most of the doors are original and the wood window and door frames are original cypress that was logged locally.

We were pleased to all be able to sit together in a private dining room for our lunch. The menu was an interesting offering some local popular items, e.g. frog legs, gator tail and fried catfish. It was another good day for driving our Porsches, enjoying a good meal and making new friends. The gift shop next door had a great collection of hand made and interesting wares for sale. We hope you can make the next Drive and Dine.

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**Danny Baker**  
Executive Director



# Instructor DE School

Article by Tom Kirk

Each November the Suncoast Region of the PCA organizes a special Drivers Education event at Sebring, called the Instructors' Weekend. It encompasses three days, classroom sessions, side-by-side driving and track walks. You don't have to be an instructor to participate, but Friday and Saturday's driving activities are for solo qualified drivers only. On Sunday, student drivers are welcome to join the fun.

Three Space Coasters, Ken Marshall, Chris Ryan and myself, were accepted as candidates for instructor training being provided as part of the weekend activities. Our combined years of driving experience was a good starting point for what we were to learn over the next three days.

Our training curriculum included four classroom sessions. Each classroom session was followed by an on-track session with our mentors. Our mentors were very experienced instructors and their job was to help us to apply what we were being taught in the classroom.

The classroom instruction was led by David Bassett and covered everything from how people learn in general, to specific conversations instructors are to have with students; from what you might expect to experience with a student who never drove on a race track before, to the skills a student needs to demonstrate before they are promoted to the next run group.

I was privileged to have Jeff Bauer as my mentor. Jeff was the Suncoast instructor of the year last year and has over 15 years of instructor experience. During the first on-track session, he drove my car and talked to me like I was a novice student.

During the second and third on-track sessions, I role-played the instructor as Jeff drove my car and pretended to be the novice student. He purposely drove poorly (harsh acceleration, braking and turning; missed turn-ins and apexes; no tracking-out; completely off course; one arm out the window; improper point-by; etc.) to see how I responded. It made me realize how much there is to learn and how grateful I am to those who taught me.

The fourth and final on-track session was with a different check-out mentor whose job it was to test what I had learned. Jeff had prepared me well for the shenanigans this check-out mentor pulled while we were on track. I reacted calmly and directly with correction or praise as appropriate.

After the mentors met privately to discuss and assess the candidates, the new instructors were announced and congratulated trackside at 5:30 on Saturday. I am happy to report that Ken, Chris and I all successfully completed this training and received the coveted Instructor shirts and credentials that go along with it. Surprisingly, only eight out of sixteen students passed.

I was assigned my first student for the next day immediately. He was brand new to HPDE, having never driven a car on a race track before. I was so excited I could hardly sleep, reviewed my notes and thought about all I had learned the previous two days. I met my student Steve and we had three on-track sessions where Steve progressed nicely over the course of the day and is well on his way to having even more fun the next time he comes to the track. He was a great first student to have!



The Space Coast Region's newest DE Instructors

At the end of the day I was exhausted, but with that exhaustion came a feeling of accomplishment as I reflected on my path from novice to instructor with all the great times along the way and all those yet to come.

Thank you to all the Suncoast organizers and volunteer who put in untold hours of effort to make this Instructors' Weekend the success it is!

**Editor's Note:** We'd like to congratulate Tom Kirk, Ken Marshall and Chris Ryan for an outstanding job well done!!

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# Kaffeeklatsch Report

Photos by Robin Hoffman

## South Region - Jurgen Schwanitz

Our normal Kaffeeklatsch turnout in Vero is about 20 plus members and we always have a very nice variety of Porsche models on show. Everything from 356, 928, 944, 911, Boxsters, Caymans and Cayennes can be spotted in the Panera parking lot. We even had a self-built 911 GT3. No, not a real car of course. This one was made out of LEGOs. It took 2704 LEGO pieces to make up this incredible model car that has a working PDK transmission, steering, suspension and engine. Porsche worked closely together with LEGO to make this kit and I highly recommend it for the serious Porsche enthusiast.



LEGO 911 GT3, over 2700 pieces!



South Region beauties



Only takes two to Kaffeeklatsch

Even hurricane Matthew did not keep our Vero PCA members from attending. Yes, it was only two die hard members right after the storm departed, but we still had a good time. That's the spirit!

## North Region - Milt Weisman

Summer and Fall were busy for the North Region with all the Porsche activities going on. We had one very memorable Kaffeeklatsch that one of our members, Sharon Rymer, hosted. Sharon invited us to



Beautiful Lake Diaz

her beautiful lake house at Lake Diaz in DeLeon Springs. About 25 Porsches met at Panera in Daytona and was followed by a 30 minute scenic drive to Sharon's home. The drive was led by myself with Terry Miller bringing up the rear, making sure no one got stranded.



Delicious lunch



North Region having fun

A delicious lunch was provided by Sharon, with other members bringing drinks and dessert. The day was a beautiful one as we wandered outside around the lake or socialized inside. It just doesn't get any better than this!

# Silver Linings

Article and photos by Nick Breifeller

They say that every cloud has a silver lining, and for me that “lining” came in the form of the Porsche Experience Center in Atlanta (PECATL). When it looked like the storm, Hurricane Matthew was going to make landfall in Melbourne, my Mom decided it was time to evacuate (cue chicken noises). We loaded up the Cayenne and drove 500 miles north to Atlanta. Dad’s flight from California to Orlando, scheduled for the day after the storm, was cancelled and, because he had to travel again three days later anyway, decided it would be easiest to just join us in Atlanta.



PECATL skidpad

When Dad arrived, he asked if I wanted to go with him to 356 café at the Porsche experience center for lunch. Of course I agreed. It’s a beautiful restaurant with a panoramic view of the road course and the people lucky enough to driving on it. The menu was a little more exotic than we usually eat, but both the burger I had and the wiener schnitzel that my Dad had were delicious.



Captain America 914

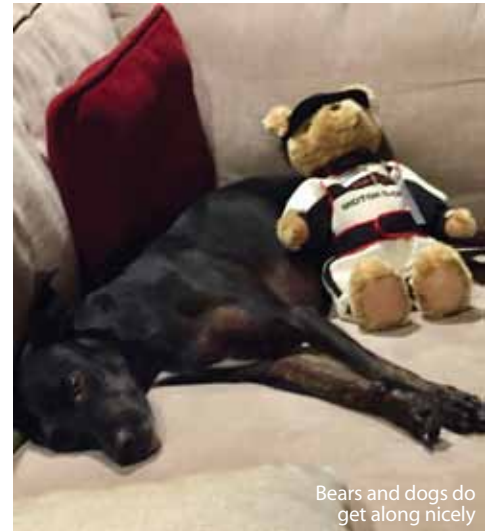


The author with Geoff Lowdermilk in the GT3RS

As good as the lunch was, it paled in comparison to the rest of the complex. On the way to PECATL, Dad texted fellow SCPCA member Geoff Lowdermilk, who works at PECATL, to ask about possible ways to kill time until our reservation. We were extremely lucky that Geoff was at the center that day and was going to meet us for lunch. Geoff gave us our own personal guided tour! We saw the classic car repair center, as well as the heritage center where Geoff’s own Captain America racecar is displayed. Additionally, Geoff gave us a tour of “backstage” where they detail and clean the cars in between runs. We spent a lot of time in the driving simulator, and I highly recommend you do the same. Although I haven’t experienced the tracks in person, the simulated versions were near-copies. They have multiple cars to choose from, including the 918 and 914, although there was distinct

lack of Boxsters... Dad beat me at Sebring, but I destroyed him on the Daytona track, regardless of what he might claim. We also spent a little time in the museum shop. Dad bought a Porsche bear that will no doubt become a regular sight at PCA events.

The best part of the day was, by far, when Geoff treated me to a ride along in a GT3RS. It was exhilarating! At those speeds, you can definitely tell why Porsche’s brakes are so heavily praised. The best part is that I can now say I have ridden in a car that Dad has not. Overall, the experience was incredible, and if you get the opportunity, you should absolutely visit.



Bears and dogs do get along nicely



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# OktoberFast at Daytona

## Sponsored by Porsche of Melbourne

Article and photos by David Kelly

Each year we are treated to great Club racing at “OktoberFast” in Daytona, and this year was certainly no exception. The event was sponsored by the Space Coast Region’s Premier Dealer and Club Sponsor, Porsche of Melbourne.

There were 121 drivers registered for the event which provided spectacular on-track racing, along with all the accompanying sights and sounds you would expect from any professional racing event. There were lots of new and old technology in the garages and on the track, often competing head-to-head, while maintaining the tradition of Porsche racing! This was the first time ever father and son Ron Zitza and Eric Zitza from Zotz Racing in Orlando competed against each other in the same Enduro race on Sunday!



Daytona International Speedway

There were four “Run Groups:” Green (DE), Blue (944/968/Boxster, air-cooled 911’s), Red (GT3, GT3RS, GT3 Cup, GT3RSR) and Black (GT4 Club Sport) with alternating on-track sessions for Practice, Qualifying, Sprint and Enduro racing over the three-day period. All of it expertly managed by a large cadre of PCA volunteers who manned their respective posts throughout the weekend.

During the lunch break on Saturday and Sunday, traditional “Track Touring” sessions, with contributions going to local charities, were held for PCA members who wished to drive their personal cars around the 3.8 mile “Road Course.” \$2020 was raised for the Ronald McDonald house at Nemors children hospital at Lake Nona. Terry Miller drove the lead car and was the go to guy for all the parade/ touring laps with a lot of help from Scott and Sue Kee. There were lots of smiles on the faces of drivers and passengers alike as they completed several laps on the famous track and as they came through the Pit Exit and past the garages.



Is that Dexter at the wheel?



In the tri-oval

And, if that wasn’t enough to fulfill anyone’s need for speed, there were two full days of Auto-Cross on Saturday and Sunday on the infield Kart Track, running concurrently with the Road Course racing schedule. Al Norman and Janet Soley both participated in their first Auto-Cross. Their times improved with every run. Our top Space Coast finishers are listed in the Competition Report and on the Zone 12 website.



Pack of Porsches at start-finish line

Everywhere you looked there was something to see and do throughout the weekend. If race cars and race technology were your thing, then the Blue and Green Garages were where you wanted to be. If seeing head-to-head racing action was most important, then any vantage point around the track offered an unobstructed view. And if putting your Porsche through its paces on the track or on the Auto Cross course was important, then there was ample opportunity to do so and plenty of support available to make it happen. It was another great weekend with Porsche people and cars, and another great OktoberFast at Daytona.



Next!

To see more photos of the race cars, the drivers, and PCA members having fun at the event, be sure to visit the Space Coast Region website under "Activities," and select "Event Photos."



OktoberFast on the track. Space Coast member Carmen DeVito reached speeds of 176 MPH in his GT3. What he says of his experience: "Daytona is the fastest you will go on a track in the US. For a stock GT3 the speeds are in the 165+ mph on the back straight and 175+ on the front. That isn't as scary as I thought it would be and once I got used to the banking and much higher speeds, it was a blast!"



**Hans Hoelzlwimmer**

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# Treffen Lake Tahoe

Article and photos by Jon Hornaday  
Jon Hornaday is a member of the Hill Country Region PCA

This first Treffen definitely set the bar high! It was a terrific event: well organized, lots and lots of volunteers and, of course, a great site. Dave and Ginny O'Neal (Space Coast PCA), and the Treffen staff were always there to keep everything on track. The Resort at Squaw Creek was beautiful, with a staff that couldn't have been better.

Wednesday afternoon registration was quick and seamless. Give a friendly volunteer your name, sign the liability release which had your name preprinted on the form, and you were handed a very well supplied tote bag, complete with a Treffen golf-shirt, logoed water bottle and other items. You stepped a few feet away to the Welcoming Gathering, with hors d'oeuvres and a full bar where you also received a poker chip for a free drink.

The next three days were filled with an amazing assortment of tours and events that took advantage of the area and its interesting and unique nearby features in California and Nevada, such as Genoa, Virginia City, Nevada City, an art gallery, Lake Tahoe drive and cruise, and the Great Reno Balloon Races, followed by a special guided tour of the National Automobile Museum, which has much of the old Harrah Auto Museum collection. And there were self-guided tours as well, including a lap around Lake Tahoe...an 85-mile lap, not counting side trips.

All tours started from the nearby Village at Squaw Valley, with its large parking lots. The pedestrian mall of shops, bars and restaurants also was the site of the car show, which worked out very well. I heard there were about 220 Porsches, 320 participants. We did the "Street Cruise to Boat Cruise", which was a 42-mile trip from start to the pier, taken about an hour and 40 minutes. After the 2-hour cruise on



Lake Tahoe cruise

Lake Tahoe, we continued around the lake for another 43 miles back to the resort.

There were no tickets to bother with; your badge was it. The registration fee covered all the reception and meal functions, including breakfast each day, and your name was checked off a list for the tours and other events.

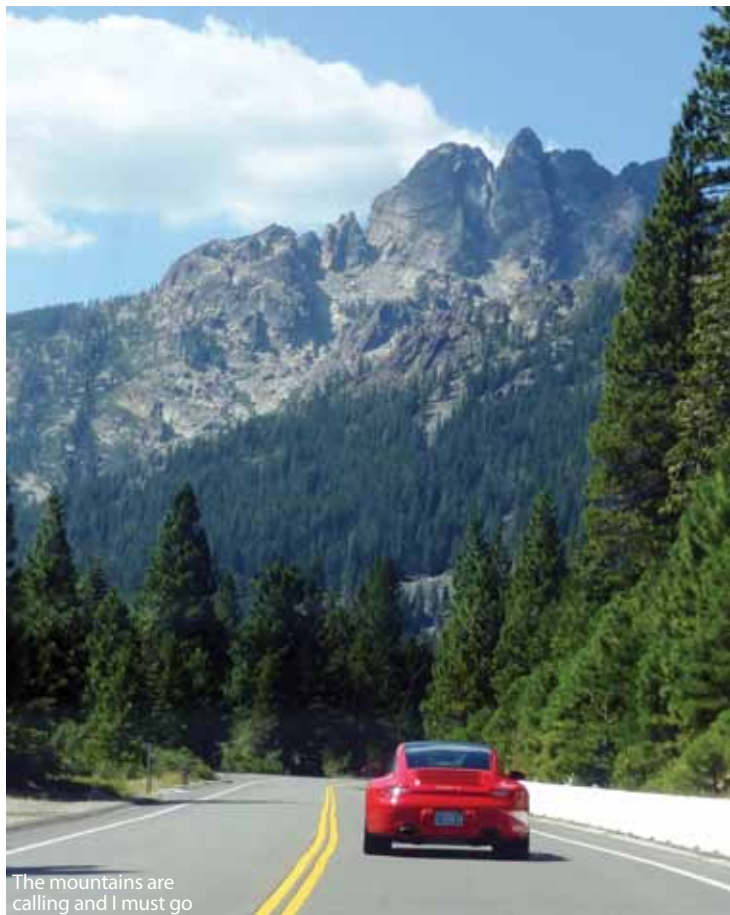
The highlight meal (pun intended) was Saturday night, where we took a gondola up 8,200 feet to High Camp at the top of the ski run, for another multi-course meal, including shrimp cocktails, beef Wellington, made to order crepes, etc. – a gourmet meal in a 60's-era ski house; a definite highlight of the event. Don't miss the next Treffen!

## Upcoming Treffen dates:

Treffen Hill Country  
Austin, Texas  
March 29-April 2, 2017  
Hyatt Regency Lost Pines Resort  
Co-host: Hill Country Region PCA

Treffen Asheville  
Asheville, North Carolina  
September 20-24, 2017  
Omni Grove Park Inn  
Co-host: Appalachian Region PCA

See [treffen.pca.org](http://treffen.pca.org) for details  
Registration opens 4 months prior to the event



The mountains are calling and I must go



Tall trees and Porsches

# Kids Racing For Life - Charity Spotlight

Article by Terry Miller

Photos by Juha Lievonen and Lyndon Fox

Life can be interesting at times and often due to situations beyond our control. The test is often how we handle adverse situations and how thankful we are for the pleasant ones. Somewhere in here is a balance and a perspective that puts them all in their place. No matter which comes our way the best is to give to others whose life situations makes us put ours back into the proper perspective. Such was the case two weeks ago when an unexpected tragic event hit a group of us in my close knit "Porsche family". It came after another wonderful Labor Day track weekend at Roebing and left some of us questioning "life". One of the saving graces to that devastating situation was that the following weekend 8 of us had a chance to put life back into a better perspective and to give back to about 100 children (ages 8 to 18 and their families) who all had advanced stages cancer.



"Kids Racing For Life" is a yearly event sponsored by the Porsche BMW Owners Group (PBOC) and Zoeller Racing Ministries at the famous and challenging Sebring International Speedway. These children and their families get a racer's point of view the track; all seventeen difficult turns on a rough old track that is always challenging including turn 17 which really has no correct path. Yes, there is a DE (beginners and advanced solos) as well as two sprint races each day, but the real focus for the weekend is the children and their families.

Each day, for an hour and a half, kids are rounded up by an unbelievable group of volunteers and a "pit stop" of wonder occurs as each advanced solo driver or racer pulls

into the very active "hot pits" to their pre-assigned child size pit stall. These wonderful volunteers open your "passenger" door, unbelt and extracts one child while another one is belted in with a helmet and neck brace on (there is even a pre made booster seat for the small ones). This "kid change pit stop" rivals any professional drivers change. The head "pit worker" gives you a thumbs up and clears the front of your car and you are off for another 3 to 4 laps.

These are not parade laps and the speed is dictated by the child with three main hand signs. Thumbs up go faster and faster and faster. Thumbs down for slow down and arm out the window as they are going to throw up. All six of mine were all thumbs up and wanted me to pass everyone and even the full race Dodge Viper. That wish I just could not grant even though I did try (he also had a "fast child" in his car). There is a special t-shirt which we all sign for the 100 plus mph club. It was truly "Kids Racing For Life" only with us as the drivers. For the rest of the day we also took out all the volunteers and other family members so needless to say my passenger race seat got a lot of use.

For two days these children and their families were housed, entertained in such fun ways (I liked the Angry Birds people) fed, and given unbelievable attention that made them hopefully for two days enjoy a bit more of their "life" with great memories to help them a bit in the difficult times. As one mother



said to me "Thank You for making her child's day as well as hers" and my reply with tears (I mean sweat ha ha) running down my face I said THANK YOU for you and your child making my day and being able to place all the events of the last week back into its proper perspective.

There are about 500 pictures for a free download for anyone as the professional motor sports photographer ([PhotosByJuha.com](http://PhotosByJuha.com)) who was there and donated these great shots to all. If you want a great smile please go see them. Hope to see you there next year for such a special event and a chance to place "life" back into its proper perspective.



# Porsche of Melbourne's 718 Boxster

Article by Sue Kee

Photos by Turbo Don Silverzahn

Porsche of Melbourne put on quite a showing at the 718 Boxster Rollout held on October 2nd at Mark Pieloch's brand new American Muscle Car Museum on Sarno Road in Melbourne. As if the 718 Boxster wasn't enough to celebrate, we were treated to the use of Mr. Pieloch's new facility to personally drive and try out this special new Boxster. Porsche of Melbourne brought two brand new Boxsters; a 300 Horsepower 718 standard Boxster and a 350 Horsepower 718 Boxster S, both equipped with PDK transmissions. The new engines are an improvement of 35 Horsepower over last year's, but more importantly mark the return on the Flat 4 engine, last seen in the 904 GTS of the 1960's. Along with the new engines, Porsche restyled the car with a more aggressive front and rear light and bumper treatment, and a new dash with an improved navigation radio and more.



Porsche's new 718 Boxster

A huge thank you to Space Coast Porsche Club members Ken Marshall and Craig Barrie for setting up an Auto Cross like course to drive the Porsche Boxsters complete with lots of turns, slaloms and straights to put the cars through their paces. It was the perfect opportunity to drive and try out the new models. Porsche of Melbourne also had many of their other Porsche models on display as well as their sales team to answer questions and ride along for test drives. To top off the event, a sumptuous spread of delicious food was provided for the 300+ people who attended. Porsche of Melbourne treated us to a special event that was enjoyed by all.

The Roll-Out was also a chance to showcase Mark Pieloch's beautiful new American Muscle Car Museum, housed in a 123,000 SF building situated on 42 acres. The museum was constructed to house Mr. Pieloch's personal collection. The facility is private and closed to the public and will be opened for charitable and special events only. The



Boxsters and cake – YUM!

Museum is full of Mr. Pieloch's 260+ car collection, each car in mint condition. There will be events to follow at the facility in the near future, so keep your eyes and ears open to participate and check out this unique facility. We are very fortunate to have Mark Pieloch open his facility for this event and give a promise to support Porsche Club events in the future.

The Boxster event turned out to be a lot of fun, and was very well attended, with estimates of 300 people joining in the fun. Kudos to Porsche of Melbourne for hosting the event, Sheryl Swist for coming up with the idea, and a special thanks to Mark Pieloch, owner of the museum for graciously allowing us to use his amazing facility.

Porsche of Melbourne reached out to Craig Barrie and Ken Marshall to design and set up an AutoX course that would be challenging, easily read by participants, and allow the star of the show, the new 718 Boxster to shine. And boy, did the new Boxster ever shine. What an amazing car! The new turbo engine did not disappoint. No discernable turbo lag, and gobs of torque down low.... and yes, it sounds really good too! Well over 100 eager guests enjoyed a chance to drive the Boxster the way it was designed to be driven. What an incredible opportunity.



World-class facility

# Rollout

As previously mentioned, the Muscle Car Museum facility is top notch, and comfortably allowed for an approximate 50 second run. The course was set up on Saturday, the day before the event, and owner Mark Pieloch was quick to join in the fun. Mark is not only a fellow PCA member and certified car enthusiast but a heck of a driver as well. Rumor has it that the course got a good workout after hours. Thanks again Mark!



Many thanks to our host Mark Pieloch



The new 718 Boxsters...



...surrounded by adoring fans

A large advertisement for Lou Linden, a Broker Associate at Coldwell Banker. The image shows Lou Linden, a man in a dark suit, standing next to a woman in a long, shimmering dress. They are in front of a dark-colored car. The background is a well-maintained house with a large arched doorway.

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Photo by Ray Baldino



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

## *Member Spotlight - Sharon and Robert Rymer*

Interviewed by Sue Kee

Sharon Rymer, a native Florida girl, purchased her first Porsche, a beautiful Macadamia 2008 911 Carrera Cabriolet earlier this year. It's her first Porsche. Her son Robert purchased his first Porsche, a 1989 944 S2 in February of this year. She also has another son, John Hoyle, who is a junior at UCLA and is fluent in 5 languages.



Sharon and Robert Rymer

Sharon fondly remembers the way she met the first two members of the Space Coast PCA: "I had driven up to Roebing Road Raceway by myself and knew nothing with the exception of needing a helmet and a tech check. It was raining and I was in line on Friday evening for tech. Milt Weisman was checking helmets wearing an oilcloth type raincoat with the hood up. I asked how he got so lucky to get that job and he replied, "I am the only one who brought a rain coat." We chatted a few minutes and he told me to be sure to meet Terry Miller in the tech shed. Terry was also very welcoming and fielded all my novice questions about where to park and how the whole DE thing works. He pointed out where they were setting up their tent the next day and said "be sure to come by and park here with us." I didn't even know until the next day that they were Space Coast members. That weekend I met a lot of very friendly people who love driving their Porsches. It truly is not just the cars, it's the people."

Robert was fortunate to purchase his first Porsche, a 1989 944 S2 from Reis Barrie, who was moving and had to part with it. Robert saw it for sale in **Escape Velocity** and couldn't wait to see it, then eagerly bought it. He was so happy to learn the history of the car that came from such an awesome PCA family, and that it was staying in the Space Coast region!

Robert had a similar experience during his first trip to Roebing Road Raceway. Arriving there mid afternoon on Friday, Robert had a chance to go on the track with instructor

Roger Janson (during the Bob Woodman track day). Robert had a great time talking to the other 944 owners and made many friends. He admitted later that he had a preconceived notion that most of the people would be rich and arrogant and not very friendly to new comers or young people. It was quite the opposite experience for him. Since then Robert has had a great time going to PCA club events, making friends in the club and talking to members at the Kaffeeklatsches. He even ventured up to Spartanburg, SC for a huge Cars and Coffee Gathering that he learned about from the Florida 944 owners group! He can't wait to get on the track in his car again.



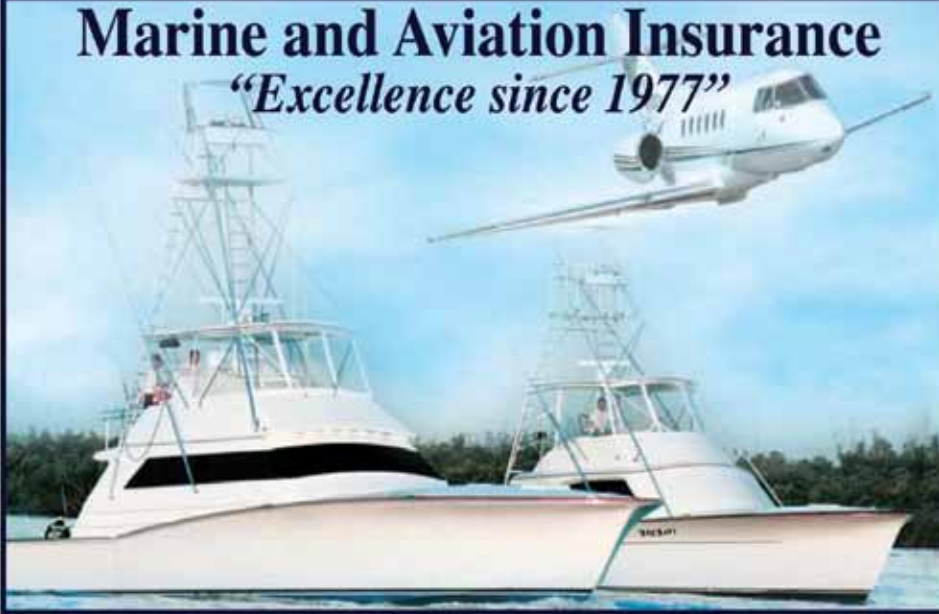
At Sebring

Sharon was also kind enough to host a wonderful luncheon for our club after the August North Region KaffeKlatsch at her home in Deleon Springs, on Lake Dias. It's been great to see both Sharon & Robert at many club events! Welcome!

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# Tech Column

## Tires - The Story of the Hurricane

Article and photos by Jason Breitfeller

What the heck do tires and hurricanes have in common? Hurricanes mean extreme wind and rain. Tires are an extremely important part of keeping your car moving in the direction you have it pointed regardless of wind and rain. Here, on the Spacecoast, we have the good fortune of typically choosing a high-performance dry-weather tire. A dry-weather tire allows you to have the most fun possible in your Porsche. Guess what a dry-weather tire is bad at... wet-weather handling! The good news is that our beloved Weissach engineers are looking out for us.

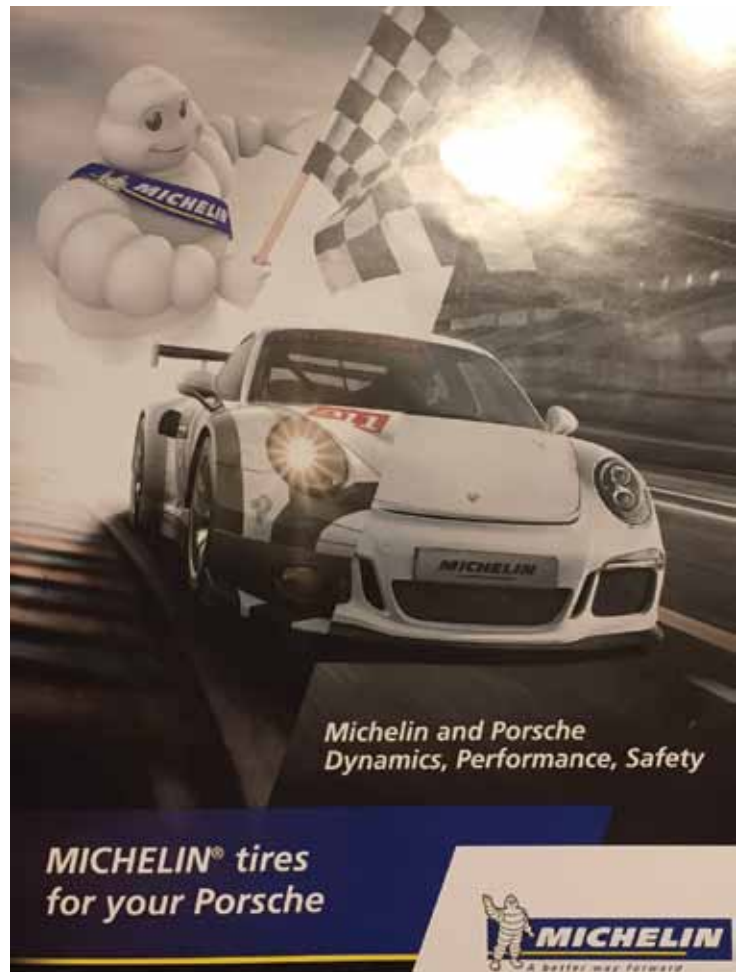
During the Great Hurricane of 2016, our family evacuated to Atlanta. It just so happens that our good friend Geoff Lowdermilk lives in Atlanta and works at the Porsche Experience Center (PECATL). While killing time at the in-laws place in Atlanta, I got the bright idea of texting Geoff to see if PECATL was open. Lo and behold, it was open and there was a reservation available at the amazing 356 Café for lunch. One of the items that really stood out to me was the Michelin Table-Top, interactive display. I was like a little kid in a lego store. There was a touch table, black rubbery stuff, pamphlets and all kinds of things related to tires. It asked questions, talked about chemistry and... yes, I was in heaven.

As my kid pulled me away from the touch table I saw a little 26-page Michelin pamphlet. I grabbed it and devoured the information as soon as I had some private time. The "N" tire rating section fascinated me. Are your tires N rated? Why N? No idea, if you can figure it out please email me. But, here's what I have gleaned from that pamphlet and in-depth Internet research. The "N-marking" is a Porsche specific quality rating. It means that the tire company (yes, there are manufacturers besides Michelin that offer an N rated tire, Bridgestone and Continental for example) has worked with Weissach in the engineering and development of the tire. Porsche demands excellence in different criteria like rolling resistance, dry-braking performance AND wet-braking performance. Resistance to hydroplaning is another tested parameter relative to hurricanes. Research showed that there are five different N ratings depending on the specific tire model. N0 means it is the original design. N1, N2, N3, N4 are approved revisions to the original design of the specific tire model. As an example, N0 and N1 are the latest for the 03-06 Cayenne, whereas the 987 Boxster can be fitted with an N2 or N4 depending upon wheel size. Sometimes when you get a sale on N rated tires, it's because they are not the latest revision!

Complicated? A little. What do you need to know? At a minimum, the tires on the front should match and the tires on the rear should match. Ideally, all four tires match in model and N spec. But I empathize with those of you that go through two or three sets of rears before the fronts even need looking at. So, long story short, make sure the axles match.

Can you run non-N spec tires? Of course! I do on a few of my cars. But, I realize that what I'm giving up is the perfect performance demanded by the designers of our beloved four-wheeled friends. Therefore, when a hurricane comes, or a heavy rain appears, I brake a little earlier and accelerate and corner a little slower than I could if I ran a set of N spec tires that have been designed for and tested on our specific vehicles.

And you thought I was going to tell you to check your air pressures in this article... by the way, check your air pressures every time you gas up. No tire specification in the world is going to save you from an improperly inflated tire. And since it is getting cold, your tire pressures are going to be down below the recommendation. For



most of us, the correct pressure will be on a sticker on the driver's doorjamb or the bottom of the front hood. I'm sure your favorite Porsche service center will gladly check and correct your tire pressure if you ask nicely!

<http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=26&affiliate=WC3>

<http://www.michelin.ca/CA/en/passion-for-driving/inside-amazing-cars/porsche.html>

<http://www.porsche.com/canada/en/accessoriesandservices/porschesevice/vehicleinformation/tyreapproval/>

Cayenne – model year 2003 – 2006										As at: 01/2014		
Approved makes of summer tyres												
Type	9PA	Cayenne										
Wheel size	Size	RO	Axes	Tyre size	Load/Speed index	Tread designation	Spec.	Rolling resistance	Wet grip	Noise emissions		
17-inch	7.5J x 17H2	53	FA/RA	235/65 R 17	108 V	Bridgestone Turanza ER30	N0	F	C	8 71 dB		
						Dunlop Grandtrek PT 2000 E II	N0	E	B	8 70 dB		
						Michelin Axi Diamans	N0	C	B	8 71 dB		
						Bridgestone Dueler H/P Sport	N1	F	F	8 80 dB		
						Continental Cross C. 04P	N0	G	B	8 73 dB		
18-inch	8J x 18H2	57	FA/RA	255/55 R 18	109 Y	Bridgestone Turanza ER30	N0	E	B	8 73 dB		
						Pirelli P Zero Rosso	N0	E	B	8 73 dB		
						Bridgestone Dueler H/P Sport	N1	E	C	8 72 dB		
						Continental Cross C. 04P	N1	G	B	8 74 dB		
						Continental Sport Contact 3	N0	E	B	8 74 dB		
Michelin Latitude Sport	N1	C	B	8 72 dB								
19-inch	9J x 19H2	60	FA/RA	275/45 R 19 <sup>8</sup>	108 Y	Continental Axi Sport Contact	N0	G	B	8 72 dB		
						Michelin Axi Diamans	N0	E	B	8 72 dB		
						Bridgestone Dueler H/P Sport	N0	F	F	8 80 dB		
						Michelin Latitude Sport	N0	E	B	8 72 dB		
						Pirelli P Zero Rosso	N1	C	B	8 72 dB		
Yokohama Advan Sport	N0	F	A	8 73 dB								
20-inch	9J x 20H2	60	FA/RA	275/40 R 20	106 Y	Continental Axi Sport Contact	N0	G	B	8 72 dB		
						Bridgestone Dueler H/P Sport	N0	E	C	8 73 dB		
						Michelin Axi Diamans	N1	C	B	8 71 dB		
						Pirelli P Zero Rosso	N1	F	F	8 80 dB		
						Yokohama Advan Sport	N0	F	A	8 73 dB		

# Porsche Know How Wheel Refurbishment

Article and photos by Steve Hoffman

So you miscalculated the distance when making that turn into the parking space and scuffed up your wheel pretty bad. It has happened to all of us. Every time you get in the car, it is like a warning light on your dash flashing, fix me, fix me. Most people don't even notice, but you know it is there and it can drive you crazy. So let's get it fixed.



First off, if there is any severe damage to the wheel that may have caused structural damage, you really need to take it to a professional for repair. There are lots of companies that specialize in repair of wheels. Just about any damage can be repaired and wheel rebalanced to meet the original design specifications. This is usually a lot less expensive than replacing the wheel or buying an entire new set.



The easiest way to work on wheels is to remove them the vehicle. Depending upon the extent of the damage, you may want to also remove the tire from the wheel. Place the wheel on a flat surface in a well-ventilated area. If you left the tire on, go ahead and mask it off from the tire using a high quality tape.

**Step one** - Repair the damage. Slowly sand out the imperfection working the scratch or gouge back to a smooth finish. If the gouge is too deep, it may require adding some additional material through welding. If that is the case, time to take it to a professional. They will be able to add the required material without heat cycling the wheel to get it back to its original specifications. I use the highest grade sand paper I can get away with to smooth the surface. I would start with something like a 100 or 200 and adjust from there. Once you get it close, increase the grit to 1000 or 2000 until you get a polished smooth surface.

**Step two** - Blend in the restored area with the rest of the wheel. Most Porsche wheels are aluminum and silver in color. I have found the Wurth Silver Wheel paint is a near match for typical wheels. Rough up the area to be painted with a Scotch brite pad or 1000 grit sand paper to give the surface a proper bond for paint. Wipe the area down with a good paint prep to remove any contaminants. Spray the area with a couple coats of a high quality primer. I prefer SEM Etch Primer. After it dries thoroughly, wet sand it smooth using the 2000 grit paper. Once smooth, wipe it down again and then paint several thin coats of your finish paint.



To really match the finish, you will then probably want to spray a few coats of a high quality clear coat. Once it is all dry, you can wet sand the finished product to get a high gloss final finish. Use lots of water and a light touch until it is absolutely buttery smooth. Once complete, remove the tape and reinstall on the vehicle. Always get the repaired wheel rebalanced as even the smallest changes can affect the balance. Now step back and admire the result.

To really protect your beautiful "like new" wheel, utilize a good sealant, coating or at a minimum, a good wax, to protect the finish. Yes, it requires a little effort and patience to restore your own wheels but in the end, you get the sense of satisfaction knowing you did it and the next time you bump that curb, you will know it is not that big deal, because you got this.

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Contact - Steve Hoffman 321-652-4654

# Concours Prep Clinic with German Excellence

Article and photos by Alfred Marino

In early September Spacecoast and Citrus PCA Clubs jointly offered a morning long car care and detailing event in Orlando. The morning's focus was to help Porsche owners learn more about detailing and concours preparation of their cars. It also was heavily geared towards easy, regular maintenance and the state of the art in modern car care. New products have come out on the market recently which have made it very easy to have your car protected and looking it's

best without taking a lot of time on it in the process.

We had a great turn out for the Saturday morning event. The parking lot was filled and for those who were paying extra attention saw a special rare early 911 that has been invited to the Art In Motion/Monticello Motor Club. The point is, you never know what you'll see or who will come out to these events! Jason Breitfeller drove his infamous Jaws. Special thanks to Donnie Northrup, Ralph Fritsche, Jason Breitfeller, Steve Hoffman and Corey Carruth for making this happen. We were very fortunate to have German Excellence host this year's event. Donnie provided us with all we needed. High Octane Coffee and delicious home made crepes were provided by Lisa with the Crepe Company. Corey Carruth of [www.carpro-us.com](http://www.carpro-us.com) demonstrated the latest in car care. After all, all brands must exceed our NASA level expectations. Corey provided everyone with a nice gift bag that included German made Microfiber



Alfred Marino sharing insights on car care



Ralph Fritsche welcomes attendees

towels, samples of Ultima waterless wash. Our mission was a success as we shared and touched on many facets of car care. Helping club members clean their Porsches using better solutions that are geared for vintage and today's finishes. I highly recommend club members to order online from Corey for all their select car care needs. This event was very successful with both Citrus and Spacecoast participating. Perhaps next year we'll invite Fred Kohly and the Gold Coast to join us!

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# Project Zelda: The Art of Obtaining and Protecting Perfect Paint, Finale

Article and photos by Ralph Fritsche

Zelda is finally home and I must say that my initial expectations have been completely met. From the Paint Protection Film (PPF) to the CQuartz Finest ceramic paint coating, the products have really delivered.

So what can you expect if you decide to go this route and how does this approach affect your regular car care approach? Well, it's important to realize that PPF coverings and paint coatings are not zero maintenance items. Do not purchase them with the idea that they will eliminate the need to clean or maintain your cars finish. To get the most out of them a certain amount of regular care is required. However, the process is a lot easier than with traditional approaches.

Let's start with PPF. Most of the newer films today are self-healing for minor scratches and defects. The light scratches that can appear from cumulative washes as well as the random light scratches that seem to come from nowhere can be removed simply by leaving the car out in the sun or applying a clean towel soaked in very hot water for several minutes over the affected area. Not all defects will disappear in this way but most all the minor ones will. Remember, the purpose of PPF is to protect your cars original finish. It will do that in all but the worst case pebble strikes. Other than that, if you opt to have your PPF covering coated as well, care is the same as for the coating that is applied directly to the cars paint.

The big advantage of ceramic coatings is that they not only add a very thin sacrificial layer on top of the paint but their water and dirt repelling abilities are unmatched as compared to traditional waxes and sealants. This makes cleaning your car much easier than ever before. Again, it does not mean that the car will not get dirty, nor does it mean that the paint will not scratch. It does mean that with basic regular care your car will bead water like crazy and repel most typical contaminants for years without requiring the use of any additional waxes or sealants.

To make your car washing life as simple as possible and to maintain the best finish as long as possible, I would recommend the following. Get yourself an electric pressure washer (2,000psi), an MTM Professional Foam Cannon and a Metrovac Air Force Master Blaster, the 8HP model. Other than



that all you will need are some high quality microfiber towels, a couple of wheel specific brushes and a few products that CarPro-US sells (Hydro Foam, Reset and Tuga Devil wheel cleaner).

While I don't have time in this article to detail my whole process I can review the basics and provide the theory behind it.

First things first, your number one goal should be to touch the cars surface only when necessary and when you do, to be as gentle as possible. Under no circumstances wipe a cars finish with anything dry, no towel, rag, duster or fingers! The theory is simple. You can't scratch the paint if you don't touch it.

Let's start with the easiest and safest of washes. The use of the pressure washer on a ceramic coated finish means that in many cases light, dusty dirt and typical bugs (not love bugs) may simply wash off without the need to hand wash. After the rinse is complete, simply blow dry with the Master Blaster and you are done. Can it get any simpler than that? Use this approach to extend the interval between regular washes; since you never touch the paint, there is no chance of marring the finish.

When your car is dirty enough for a regular wash it's time to break out the foam cannon, the wheel brushes and the three products I listed above.



The Tuga wheel cleaner makes quick work of dirty wheels and use of the proper brushes ensures that the wheels will not be scratched in the process. After the wheels are clean the foam cannon is used to lay down a layer of rich gentle HydroFoam which not only aids in the maintenance of the coating but also serves as a pH neutral surfactant which works to lift dirt from the paints surface while acting as a lubricant for a quality wash mitt. After the HydroFoam has had a chance to soak for a few minutes just perform a gentle wash with a bucket of Reset mixed with water, rinse, blow dry and you are done. Reset acts similar to HydroFoam but the use of both products together provides optimal results on a dirty car needing more than a simple water rinse.

In a nutshell that's it. I have included a picture of all the products and wash tools I use for reference. But before I close, one final point. I have been asked if I felt that applying PPF to an entire car was a good idea and conversely if getting PPF was required at all if a car is to be ceramic coated. My experience tells me that if money is no object and a quality installer is used (like Ryan at Auto Paint Guard in Tampa) I would PPF the whole car AND have it coated. Modern PPF films are really that good and offer the best protection. Ceramic coatings offer the easiest car care and best finish. Together, until something better comes along they are an unbeatable combination.

Once again, I want to thank Alfred Marino for his patience and Ryan, Billy and Aaron and the rest of the crew at Auto Paint Guard and Presidential Detailing in Tampa for their outstanding professionalism and patience.

As always, if you have any questions or want more specifics on the wash process just drop me an email at [kilodawg@993mail.com](mailto:kilodawg@993mail.com).

# Space Coast Classifieds

## FOR SALE: 1986 911 Carrera Turbo



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.

## FOR SALE: 1983 911SC Coupe



Low Mileage, 66,140 miles, Black on Black Leather, Carrera Chain Tensioners, Sunroof, Whale Tail, Polished Fuchs Wheels, Original paint and interior, has some cosmetic imperfections, non-smoker, always garaged, runs and drives great with original tool set and jack. Long time PCA member and second owner. \$36,500 OBO. Call Peter at (321) 607-2439.

## FOR SALE: 2000 Carrera Cabriolet



Very clean low miles 29,850 mi. Many options, upgraded factory aluminum wheels, windscreen, aluminum shift knob and brake handle, power windows power locks, power seats, heated seats, keyless entry, power mirrors, gray leather int. Third owner just has had the oil and filter changed. Pics show two different sets of wheels, optional wheels and aftermarket chrome wheels. Your choice. Over \$8700 in factory options. Sticker price new was \$81,920 + shipping and taxes. Asking \$23,500. Call Terry Was at (330) 219-8957.

## Got a car to sell? Like to advertise it for FREE?

Send an email to [robinchoffman@hotmail.com](mailto:robinchoffman@hotmail.com) to place your ad in **Escape Velocity**.

## FOR SALE: 1986 Carrera



Car has 99K miles (odometer rebuilt 2 years ago, true mileage unknown), has been cared for by Dan Cleary at The Workshop for the last 12 years. Can be used on road or track. The AC compressor has been removed but still has a heater. It has been lowered, has adjustable Bogie shocks, bolt on

DAS rollbar with Sabelt 5 point harness and the regular seat belt, Billy Boat exhaust, Sparco race seats (one narrow, one medium) in mint condition, new lightweight carpet, new headliner, RS door panels with leather pulls, fire extinguisher, custom floor mats, new steering rack, new Momo wheel, painted instrument panel, new paint including the front trunk (no carpet), underside of front trunk lid and engine lid, rebuilt front calipers. Gold BBS wheels with new tires and set of black BBS wheels included. \$39,900. Call Jorge Hoffmann at (321) 213-0089.

## FOR SALE: 1996 993 Twin Turbo



59,500 mi, arena red metallic exterior, classic gray leather, fourth German owner/collector, in Florida since 01/12, all original, matching numbers. No accidents, repaint, scratches, DE/AX, tobacco or rain but always garaged, detailed. Upgraded Bilstein PS9 suspension, 18" RUF wheels,

new 4 tires 235/40 & 285/30, all service records, books, keys. Cream puff as this is the 1995 P launch color combo. In the US for the 1996 MY only 1,297 993 turbos, earn the most iconic and desirable 993 and have a great investment in your garage, more pix available. \$139,993 OBO. Call Christoph T. Brehme at (239) 332-7754.

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# Advertiser Spotlight

## Gage-It-Well II

Escape **Velocity** recently caught up with Bobby Gage, owner and operator of Gage-It-Well II.

### How long have you owned Gage-It-Well II ?

Bobby Gage has been in Melbourne and in business with Gage-It-Well II for 16 years. The business was originally located on US 1, but they relocated two years ago to the present location of 815 Washburn Road. The shop is open Monday through Friday 8:30 am to 4:30 pm.

### What does the shop specialize in?

Gage-It-Well II will install precision automobile tops and interiors. They perform high quality custom work and repairs as well as installing new convertible tops, headliners, upholstery and carpeting. While they stock many parts, they receive deliveries daily. Recently they've branched out to do custom work on boat cover replacements. Bobby Gage was nice enough to take time out of his busy day to give us a tour of his spacious facility. He's won many awards on the merit of his work. Gage-It-Well II's trademark car is his red 1974 Chevy Corvette Station Wagon. It's a one of a kind for sure. He's driven it all over, and it never fails to get lots of smiles and comments. Thanks Bobby for advertising with **Escape Velocity**. We hope you'll contact him if your Porsche needs some remedial care, he does great work!



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# Competition Report

Article and photos by Ken Marshall and Craig Barrie

Due the usual summer hot weather DE/AutoX hiatus there hasn't been a lot to report on the competition front. We enjoyed a DE in September at Sebring, a Zone 12 autocross at OctoberFast and a pseudo, untimed AutoX held as an introduction in early October for the new 718 Boxster at the new American Muscle Car Museum.

We had many Space Coast members participate in the OctoberFast Zone 12 Autocross.

## Top Space Coast AX Finishers

Michael Shook	3rd Place	S2 Class
Bill Berman	4th Place	S3 Class
Mark Soley	3rd Place	P5
Janet Soley	1st Place	P5 – Ladies
Pablo Costa	2nd Place	P6
Steve Sedaris	1st Place	P8
Mitch Greenberg	2nd Place	P8
Ken Marshall	3rd Place	P8

Cooler weather has brought the DE season into full swing so now is the time to get your car in shape. Time to check those tires, change fluids, and inspect suspension components. More importantly, if you haven't taken your Porsche to the track, or to an AutoX, you don't know what you're missing. They are safe, fun ways to experience the potential of your car in comfortable and supportive environment.

We are still investigating venues for AutoX and hope to start hosting events after the holidays. Stay tuned.



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# Hurricane Prep at a Porsche House

Article and photos by Kate Breifeller

As Hurricane Matthew bore down on Brevard last month, I was forced to face an interesting, dare I say, disturbing discovery! Apparently, I am not only a Porsche Wife, I am also a Porsche Mom. The realization, that I had already lost the battle of introducing reasonable and rational expectations in regard to car ownership to my sons, was made evident as we made hurricane preparations.

As luck would have it, my husband Jason was on the other side of the country as the storm approached so I was left to make the decisions necessary for our family. The boys helped me as we prepared our house for the first major hurricane in 10 years and got ready to evacuate. However, it was soon illustrated to me by my children that my priorities were entirely wrong. Apparently, in my attempt to salvage important papers, irreplaceable items and keep my children safe, I had failed in protecting the most important thing (in their minds at least) – the cars.

My decision to evacuate had been made quickly after the storm was upgraded to a Category 4, with a planned stop in Melbourne. As I scurried around like a madwoman gathering our things and making sure we had the supplies they needed, I had the following conversation with my eldest son.

“No, we aren’t evacuating in the Slope.”

“Yes, I know it’s more valuable than my car, but we don’t all fit in a two-seater.”

“Yes, I am well aware that it is a special car, but I am not going to rent

a trailer to tow it behind us as we evacuate!”

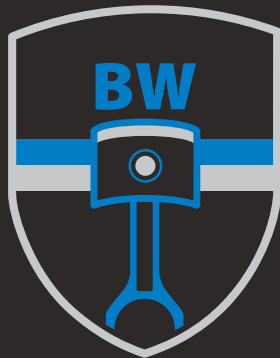
“No! You are not going to follow me in your Dad’s 996! You just got your license, it’s late and we are going to have tons of traffic!”

“No! You are not taking your car! Yes, your Dad knows I am ‘abandoning’ the cars. Just help your brother get the dog in the car!!!!!!”

You would have thought I was leaving behind a pet!!

Meanwhile, because Jason was out of town, the kids and I needed to prepare the shop and it’s contents as well. I have to say, for the most part, Jason kept his ideas as to what I should do at the shop in perspective – though it should be mentioned he didn’t have anything to say about our actual home, other than the cars in his garage. However, in the spirit of full disclosure, there was a comment – quickly retracted after a silence on my end of the line – that maybe the kids and I should just stay in the engine room during the storm. “Because I built it so securely... and you know if anything were to happen you’d be there to protect all the cars.” Instead, he had to be satisfied with us unhooking all the batteries, covering vulnerable things with plastic and taking the keys to all the cars with us for extra security. There was also a discussion about flooding. As the shop is not on the water or in a flood zone, I was NOT going to stand in a 3 hour line for sandbags!!! I think the shrill tone of my response made it clear he shouldn’t press the issue.

Fortunately for everyone in our community the storm largely missed us and no cars suffered, even though we weren’t there to shield them with our bodies.



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# Keep the Shiny Side Up!

Article and photos by Jack Chandler

I coined the saying, “Be Prepared for the Worst, and You Won’t be Surprised” after years of racing with the SCCA (Sports Car Club of America), currently instructing for the Porsche Club of America. However, there is always the exception, and I’m a victim of this exception.

In racing, when a car leaves the track, especially on turns, gravel sometimes gets knocked back on the track. We term this gravel as “marbles”. Under normal conditions, a Corner Worker flags the track cars into a “Caution” mode. The obvious reason for this caution being that as when your tires make contact with the marbles, you lose the total ability to control your car. Having experienced this personally, “it ain’t fun”, and sometimes, you trade paint with other cars on the track who are trying to avoid your out-of-control car. Needless to say, I’m always on the lookout for “marbles” on the track.



Pea gravel below, bad news waiting to happen

With the abundance of water falling from the sky in Florida, we find that low places in the highways and neighborhood streets have a bad habit of collecting water and hiding neat things like “marbles”, and worse still, “pea gravel”. Pea gravel is regular gravel that has been crushed into smaller bits by traffic, and is essentially round. Pea gravel normally resides in low places in the road, and should you add water, and maybe a little oil, you have the perfect case of loss of traction for a tire. And, thus begins my story.

Picture the scene as one that has just experienced a heavy “Florida downpour”. Now picture a low place in the asphalt, with hidden pea gravel under the water. So, we now have the potential setting for a disaster.

I accelerated with great gusto - read, “I nailed it”. And, with one wheel in the water with the pea gravel, and the free wheel out, the free wheel dug in and sent the car into a spin. As the car hit the highway, it slid sideways,



After the spin, the damage

and somewhat backwards, across the 2 lanes (thank God there was no traffic), sliding on the wet grass on the other side, and finally into the guardrail. The results you can see in the photo - bad, bad, bad. Fortunately my wife and I weren’t hurt, but just as the song says, we were “all shook up”.

So, after 2 months of battling with the insurance company, who wanted to “total” the car; we negotiated, and they finally agreed to the repair estimate by Platinumwerks. As you can see, the repair results were outstanding! The Platinumwerks Repair Team were great to work with!

In conclusion, I would recommend the following to be conscious of:

- 1.) Be constantly aware of gravel of any sort on the road
- 2.) Be particularly aware of puddles which may contain the above
- 3.) If the road is wet, do not accelerate hard
- 4.) Constantly check your air pressure in your tires AND the tread.

As always, be safe, and “Keep the Shiny Side UP”!



Good as new!

# Roebling Road Raceway

Article and photos by Sue Kee

Citrus PCA held a Driver's Education (DE) event the weekend of October 15-16 at Roebling Road Raceway, outside of Savannah, in Bloomingdale, Georgia. It started out raining on Saturday morning, but the sun came out in the afternoon and the track dried. I am not a big fan of driving on a wet track, but it was a great experience on handling your car in slippery conditions. A situation not to be afraid of, but a learning experience, which is what a DE is all about. Kevin Duffy from Citrus Club gave those of us in Green and Blue groups lots of great information about driving the track, complete with his personal experiences.

Roebling Road is approximately 2 miles of track with nine turns, and changes in elevation. We were all treated on Saturday with a track walk with Ron Zitz, Director of Instructor Training for the Citrus Club. Ron, who has literally driven the track thousands of times, gave us a blow by blow on every turn and pointed out the apexes and turn in and track out points and navigation techniques for the entire track. What a special insight that was, especially since I had never driven on this track before.



If you've never driven Roebling, be sure to put it on your bucket list of tracks. It's really not that far, just a 4 hour drive for us from central Florida, with most of the driving on I-95. It's tucked away in a residential area, but the Racetrack was there first! They have sparkling clean facilities and camping available too.

Sebring has always been my favorite track, but Roebling is a whole new experience. You really need to be on your mark for the 9 turns. Just when you've successfully completed one turn, the next is right there waiting to be tracked in and tracked out again. It's a fast run,



Which way is the track?



In the paddock

and honestly, though challenging, a lot of fun! There are plenty of different elevations to add to the 9 turns and keep you thinking and paying attention.

Citrus Club is sponsoring a DE on February, 10-11-12, 2017. Friday is an instructor school and Saturday and Sunday, a normal DE, so for those DE enthusiasts, be sure to keep an eye out for that one. It's worth the drive for sure.



Action on the track

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# Oktoberfest Concours - BBQ - Swap Meet

Article by Robin Hoffman

Photos by Turbo Don Silverzahn and David Kelly

Our annual Space Coast Oktoberfest Concours got blown away by Hurricane Matthew in October, but we had a little luck and we were able to reschedule in November at F. Burton Smith Park in Cocoa.

It was a beautiful Florida fall day! Over 130 people registered for one of our premier annual events. Not everyone entered their car into the Concours; some came to sell their extra Porsche parts and memorabilia and others came to eat the authentic German bratwurst, potato salad and sour kraut, but ALL strolled the concours field selecting their favorites for "People's Choice" from the 60 plus cars who were competing.



FOG members out in force

Keeping with tradition, the 356 Florida Owners Group (FOG) members came out in force and brought an impressive selection of 13 classic beauties. They were all competing for the coveted "Kirk Stower's Memorial Trophy" in honor of our friend and long-time FOG and Space Coast member. It is especially meaningful since Kirk's widow Rosemary presents the trophy to the winner each year!



Rosemary Stower presents the Kirk Stower's Memorial Trophy to Steve Hoffman

My husband, Steve, has talked about this trophy and the meaning it has for him ever since we got our 356. This award is a "People's Choice" Award as the FOG group prefers to drive their vintage machines and not get bogged down with the polishing and cleaning associated with the traditional judged concours. Steve was so touched when he won the award that he got choked up and John Reker had to take over speaking about it. Steve's name is now proudly engraved on the trophy!

The Concours divided the cars into 5 classes: 356, 911/912 air-cooled, Early Model Sport, Late Model Sport and the 911 water-cooled. The largest number of entries was in the 911 water-cooled class. There were so many beautiful Porsches on display. With so many carefully maintained and painstakingly detailed cars the competition was stiff! One car stood out to everyone though: Michael Owen's 1969 Tangerine 911S Coupe. He won his class, People's Choice AND the judges choice for Best in Show. Way to go Michael! Also of note, the Breitfellars did a bang up job and brought home 3 trophies for 3 cars!



Michael Owen's 911S was a HUGE winner

A new award was added this year for those not quite as fanatical about the cleanliness of their car. It was not an official judge endorsed part of the program and our head judge questioned our sanity of including it in such a prestigious event. Lighten up Ralph! The judges walked the parking lot and picked the dirtiest Porsche. There was no need to actually enter this contest as most were not competing for it. However, my friend Sue Kee made a strong effort to win the "Need a Detail" Award. She had not washed her car for months even after taking it on long road trips and to the track! Congratulations on your award Sue and I notice that your 911 is now sparkling clean!

There was also the opportunity to pick up some "needed" merchandise. The swap meet is always fun and offered a wide assortment of goodies from scale model cars to one of the largest torque wrenches I have ever seen!



Sue Kee proved that dirty cars win awards too

This event's popularity is evidenced by the fact that there were attendees not only from the Space Coast Region, but Suncoast, Gold Coast and Citrus Regions! If you missed it, be sure it is on your calendar for next year! It is one of our best events and I promise you will have a great time!

## The Winners Circle

### 911 Air Cooled

- |                         |                                       |
|-------------------------|---------------------------------------|
| 1st – Michael Owen      | 1969 Tangerine 911S Coupe             |
| 2nd – Jason Breitfeller | 1985 Pearl White 930 Slant Nose Coupe |
| 3rd – Jorge Hoffmann    | 1986 Guards Red Carrera Coupe         |

### Sport Early

- |                        |                                     |
|------------------------|-------------------------------------|
| 1st – Jurgen Schwanitz | 1983 Slate Blue Metallic 928S Coupe |
| 2nd – David Kelly      | 1988 Guards Red 928S4 Coupe         |
| 3rd – Nick Hess        | 1986 Guards Red 944 Coupe           |

### 911 Water Cooled

- |                        |                                |
|------------------------|--------------------------------|
| 1st – Lee Payne        | 2006 Silver 997 Carrera 4S Cab |
| 2nd – Rex Moule        | 2013 White 991 Carrera S       |
| 3rd – Kate Breitfeller | 2001 Silver 996 Turbo Coupe    |

### Sport Late

- |                        |  |
|------------------------|--|
| 1st – Al Norman        | 2015 White Boxster                     |
| 2nd – Chip Barger      | 2016 Sapphire Blue Metallic Cayman GT4 |
| 3rd – Nick Breitfeller | 2000 Dark Blue Boxster S               |

### 356

- |                           |                              |
|---------------------------|------------------------------|
| 1st – Steve Hoffman       | 1964 Slate Gray C Coupe      |
| 2nd – John Osteen         | 1964 Sky Blue C Cabriolet    |
| 3rd – George and Pat Dunn | 1965 Irish Green C Cabriolet |

### People's Choice

Michael Owen -1969 Tangerine 911S Coupe

### Best in Show

Michael Owen -1969 Tangerine 911S Coupe

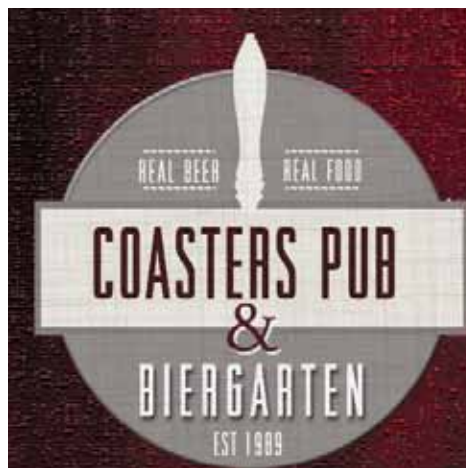


Food Drive contributions



Let's eat!

This event was successful because of the efforts of so many people. A huge Thank You to our sponsors Breitwerks and 356 Unlimited; Coasters for the delicious food, our concours judges, cooks, registration volunteers and everyone who brought items to sell in the Swap Meet and food for the Food Drive.



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# coming attractions

Jan 6-8	Roar Before the 24 @ Daytona Speedway
Jan 7	Drive to the Roar Before, Lowes Rockledge, 9 am
Jan 7	Holiday Party at the Eau Gallie Yacht Club, 6 pm
Jan 8	Kaffeeklatsch @ Vero Panera, 9 am
Jan 6-15	Mecum Auto Auction, Kissimmee
Jan 14	Drive to Mecum's Auction, Lowes Rockledge, 9 am
Jan 14	FL Citrus PCA Tech Session Intro to DE – Zotz Racing
Jan 15	Kaffeeklatsch @ Daytona Panera, 9 am
Jan 21	Kaffeeklatsch @ Wickham Panera, 9 am
Jan 27-29	Rolex 24 @ Daytona Speedway
Jan 28	Drive to the Rolex 24, Lowes, Rockledge, 9 am
Feb 2-5	48 Sebring Club Races & DE Challenge
Feb 4	Drive to Zone 12 Auto Cross, Sam's, Rt. 192 Melbourne, 9 am
Feb 4	Zone 12 Auto Cross at Sebring
Feb 10-12	FL Citrus Instructor School & DE Weekend @ Roebing Road
Feb 12	Kaffeeklatsch @ Vero Panera, 9 am
Feb 17-19	Targa 66 at PBIR
Feb 18	Drive to Targa 66, Sam's, Rt. 192 Melbourne, 8 am
Feb 18	Kaffeeklatsch @ Wickham Panera, 9 am
Feb 19	Kaffeeklatsch @ Daytona Panera, 9 am
Feb 25-26	Suncoast DE @ Sebring
Mar 5	Kaffeeklatsch @ Vero Panera, 9 am
Mar 10	Werks Reunion Amelia Island
Mar 10-11	Amelia Island Concours
Mar 18	Drive to the 12 Hours of Sebring, Sam's Rt. 192 Melbourne, 6:30 am
Mar 18	The 63rd Running of the 12 Hours of Sebring – 10:30 am
Mar 19	Kaffeeklatsch @ Daytona Panera, 9 am
Mar 25	Kaffeeklatsch @ Wickham Panera, 9 am
Apr 2	Porsche on Parade Festival of Speed – St. Petersburg, FL

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](http://spc.pca.org).

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GRAPHICS

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2. Porsche loaner cars available, convenient pick-up and delivery service.
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