



ESCAPE VELOCITY

MAGAZINE

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

Volume 9 Issue 4



Oktoberfest | Rennsport | PCA Club Races



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President's Column

Another great year is in the books. Our Space Coast Region has had so many events this year that I hope everyone found something they enjoyed. Planning for next year has already started and Scott Kee and the team have begun to fill the calendar. Plan ahead and attend at least one event every month.

A slate of officers has been recommended by the nominating committee for leadership in 2016. They are:

President	Scott Kee
Vice President	Jurgen Schwanitz
Secretary	Sally Jecmen
Treasurer	Tom Kirk

Nominations will also be accepted at the Holiday Party in early December. Please support the officers who provide so much to the club each year. They also need volunteers for all of the committees that support events throughout the year. Don't forget, you can volunteer as a team to lead an area. Ken Marshall and Craig Barrie have been leading the team that runs our autocrosses. Robin Hoffman and Sue Kee are your editor team for **Escape Velocity**. It can be fun and much easier if you share the load.

I would like to thank the people who helped us make 2015 a memorable year. There is no way I can thank everyone, because there were many many people that jumped in at the last minute as well as those who already planned to help.

The 2015 officers did a fantastic job: Scott Kee not only took responsibility as Vice President, but also volunteered as Events Chairman. He did a great job of both. Ron McCall has served as Secretary and also supported Membership Committee with many emails and letters to new members. Tom Kirk has served another term as Treasurer and has been able to keep us straight. Sometimes that is not easy. None of us could do our jobs without the support and knowledge of Steve Hoffman, our Past President.

Jurgen and Terry Miller are our South and North coordinators and continue having wonderful events in their areas. The **EV** team of Robin and Sue continue to put out a newsletter of a quality rivaling professional magazines. Jeff Dorman maintains the very highest quality web site in all of PCA. Ken, Craig and their team work hard to keep the Autocrosses first rate. Jack and Lois Roberts come through over and over and Carole Fritsche has put on a really fun Summer Banquet and Holiday Party.

There are so many more that I just don't have room to thank, but I hope you get a chance at every event through the year to thank those who have worked hard, as volunteers to make Space Coast Region the best in all of PCA.

Lou Linden

On the Cover: A sampling of the amazing cars and fun that was had during Space Coast's Oktoberfest at F. Burton Smith Park in Cocoa. Photos taken by David Kelly and presentation by Robin Hoffman.

In This Issue

From the Editor	page 4
Our Officials	page 5
Membership Corner	page 6
News from National	page 7
Porsche of Melbourne Happenings	page 8
Riverview Grille D & D	page 9
Charity Spotlight	page 10
Kaffeeklatsch Report	page 11
Rennsport Reunion V	page 12-13
Escape to Mount Rushmore	page 14
Visit to Zotz Racing	page 15
Octoberfest at Daytona	page 16
A View from the High Banks	page 17
Member Spotlight	page 21
Tech Column	page 22
Advertiser Spotlight	page 23
Oktoberfest 2015	page 24-25
Space Coast Classifieds	page 26
Tech Session - Hybrid Technology	page 27
Space Coast Autocross	page 28-29
Competition Report	page 30
DE at Sebring	page 31
Tech Session - Body Work	page 32
Confessions of a Porsche Wife	page 33
Coming Attractions	page 34



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From the Editors

2015 has sped by for **EV**. We would like to gratefully thank all our contributors and advertisers who help make the magazine a success. The reporting for the magazine is done by the many volunteers who attend the events, take pictures and share their experiences with our readers. **EV** is only one way to keep informed about club events and happenings. The most current source of information is our website: spc.pca.org. The website calendar is easily accessible and has the most up to date event information. There are links to pictures and videos of our fun events, items for sale, auto cross results, Facebook, and National PCA, along with so much more. If you subscribe to the website via email, you'll get immediately notified of any new content.

On a sad note, we are losing two of our very active long time volunteers, Jack and Lois Roberts. Jack has been a past editor of **EV**, advertising and social coordinator, and a vital part of SPC leadership for many years. Lois has been charity coordinator, **EV** accounting, not to mention all the behind the scenes contributions she's made to the club. We'd like to thank them both for the hundreds of hours they've generously given to the club and wish them the very best in all their future adventures in their new home in Nevada. They've assured us that this won't be the last we see of them.

Lots of new and exciting changes are in store for 2016, not the least of which is a new slate of officers to serve our club. We encourage you all to come to next year's planning meetings and get involved and 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



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



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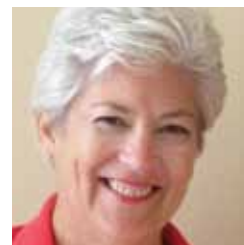
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Membership Corner

by Brian Reinert

Our Space Coast Region PCA has so much to offer: Tech sessions, Autocross and DE Events, Concours, Drive & Dines, Kaffee's and Social Events. We have a great time as a group. Many of you enjoy belonging to the Space Coast Region PCA as much as I do, I would like to invite you to "Refer a Friend." In case you have not checked it out, our PCA National website has a "Refer a Friend" feature that is an excellent way to invite and introduce prospective members to the Porsche Club of America. It is an easy and quick way to follow up after making a personal contact. I have listed the steps below. The great thing about this feature is that ANY member can use it. So, give it a try and then spread the word when you meet a fellow Porsche driver.

- Log in to your account.
- From the Menu Bar, click Membership, Refer a Friend.
- Under "Refer Friends" enter the email addresses of friends you would like to refer. Separate each email address by a comma.
- Under "Message" an automatic message will appear. Feel free to make changes. In fact, I would encourage you to personalize your message and direct them not only to the PCA website, but the Membership Benefits page as well (<https://www.pca.org/membership-benefits>). Whatever message is in the box will be sent to each friend you listed.
- Click Submit.

Speaking of membership, did you know you can renew for multiple years? We can. Renew options include 2 and 3 years so you can save time and a little bit of money. A one year membership is \$46, a two year membership is \$90, and a three year membership is \$132.

Just an FYI...in case you were wondering how quickly membership applications are processed, here is the breakdown. The National staff processes website membership applications in real time. Mailed-in memberships and renewals are processed in 24 to 48 hours from the time they are received.

We hope to see you at a driving event soon!

Welcome to our New Members!

August 2015

Richard & Diane Welch, Silver 2014 Boxster
Reed Knight, 2001 911 Turbo
Joseph Petrock, 2016 Macan S
Constance Hynes, 2016 Macan S
Gus Sanchez Sr, Seal Grey 2003 911 Carrera 4S
Bruce Jones, Chiffon White 1984 911 Carrera

September 2015

Alex Flores, 2002 Boxster
Mark Soley, 2007 Cayman
Sigurd Kvaleberg, Oxford Blue 1973 911T
Margo LoZito, 2014 Cayman
Rob Walsh, Seal Grey 2001 911 Carrera
Kevin Hill, 2015 Panamera
Glen Wagner, Grey 2010 Cayenne GTS
Raymond Aponte, 2015 911 Carrera
Erika Ross, 2015 Cayenne
Robert & Lynn Tepe, 2016 911 Carrera
Eddy Celis, 2016 Cayman S
Rona Altaras, 2016 Macan S
Mylan Kaltman, 2016 Boxster
Biagio Prevete, 2015 Cayman S
Mitchell Greenberg, 2015 911 Turbo S
Dylan & Katie Kotoulis, 2016 Cayenne
Ronnal & Kathy Reichard, 2016 Boxster
Emilio Cirelli, 2013 911 Carrera
Beverly Shook, 2015 Macan Turbo
Chance Stone, Arctic Silver 1999 911 Carrera
Joseph Bellissimo, 2014 Cayenne

October 2015

Bill Davies, 2015 911 Carrera
Lee Mullin & Rebecca Walker, no named car

John Silva, Metallic Blue 2006 Boxster S
Katie Hough, 2016 Cayman
Christopher Bennett, 2016 Boxster
Sherry Catheart, 2016 Cayenne
Victoria Reid, 2016 Boxster
Bob Burr, 2016 911 Carrera
Thomas Ganley, 2005 Midnight Blue 911 Carrera Cabriolet
Jon Mangeot, 1977 White 924 Martini Rossi edition
Nick & Anneliese Hess, 1986 Guards Red 944
Michael Bass, 1979 911 SC Targa
Lloyd & Jay Morris, 2007 Cayman
Bruce Rensing, 2016 Blue 911 Targa 4S
Betty Jane France, 2016 Macan S
Richard Vitez, 2009 White Cayman
Heinz Peier, 2013 Atlas Gray 911 Carrera 4S



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News from National

Article and photos submitted by
Tom Gorsuch, National Vice President

Rennsport Reunion V in Monterey, CA was certainly a highlight of the past few months. As with previous Rennsport Reunions, PCA played a major role in the operations and spectacle. With over 57 thousand enthusiasts attending, this was the largest Porsche-only happening ever, anywhere. The PCA hospitality area was center-stage for in-depth presentations by the individuals in attendance who made the Porsche legacy what it is. In order to fill your Wikipedia/YouTube search queue—guests included champion racers Hans-Joachim Stuck, Sir Derek Bell, Nick Tandy, Rudi Lins, Earl Bamber, Vic Elford, Mark Webber, Patrick Pilet, Jörg Burgmeister, Brian Redman, Romain Dumas, David Piper and more; to famous motorsports engineers such as Norbert Singer, Alwin Springer, Andreas Preuninger, and Alexander

Hitzinger; to iconic designers such as Harm Lagaay (968, Boxster, Carrera GT) and Tony Hatter (993, Cayman, 918 Spyder). More than thirty Porsche personalities over the three day event answered every relevant question that enthusiasts could conjure up. The PCA 60th Anniversary Club Coupe member giveaway was the ultimate keepsake—was won by a couple out of the Pacific North West Region who were celebrating their one year anniversary with PCA.

The Presidents of Zone 12 moved to incorporate the Zone during a meeting held in Ocala in September. Several other Zones within PCA have incorporated over the past few years. Incorporation clarifies the collaborative relationship between the respective Regions, enables the Zone to maintain funds in a bank account and to oversee (contract for) Zone level events. Top on the list of Zone 12 events is the Oktoberfest Club Race held within the Space Coast Region at the Daytona International Speedway. This move will open the door for Space Coast members to increase their participation in the management of this significant motorsports event. This timing is fortuitously aligned with the launch of the PCA Club Racing Porsche GT4 Clubsport Trophy-East series



Le Mans winner
Nick Tandy with
Tom Gorsuch

in which Oktoberfest is the final race of the season. Securing the GT4 Clubsport series for PCA has been a major objective of the PCA leadership team over the past year. This is the first ever license granted to PCA for purpose homologated Porsche racers and creates a semi-pro stepping stone for our racers. The Zone bank account will also enable the organization of events such as Zone level autocross and concours championships. Annual series are being discussed where each participating region would host one Zone level autocross and concours each year.

2015 has been a memorable year. PCA National strategic planning sessions are just around the corner and budgets are being established now for some exciting new programs in 2016.



President Caren Cooper giving away
the PCA 60th Club Coupe at RRV

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Photo by Ray Baldino

Porsche's New 911's to Arrive This Spring

Article by Dylan Kotoulis and
the Porsche of Melbourne Sales Team

The first four years of the 991 type 911 have gone by quickly. In a sports car market where every year brings the car magazines' new favorite, it's amazing how Porsche can keep our favorite car relevant and performing consistently well. The 911 is still winning in comparison tests on driving dynamics, steering feedback and unbeatable brakes. There is always a call for more power and speed without losing that awesome flat-six song at full throttle.



For 2017, the new 991 Gen 2 engine shrinks to a 3.0 liter twin-turbo. This is a big deal since purists have reservations while many others are concerned that turbocharging is needed for the competitive edge. And what about the 911 Turbo? How can the flagship 911 carry on when its very essence, the Turbo, becomes part of all lesser 911s? I don't know what the future holds for the 911 Turbo yet, but I'm very excited to drive the first turbocharged Carrera. So what does this new model offer us that makes me so eager to get one?

Nearly every system on this new Carrera has been rethought, reworked, and massaged to bring us a better car. My favorite additions include the four-wheel steering system and axle-lift system from the GT3. The list of improvements is long, including improvements to the electric assisted power steering, the suspension, brakes and tires, making the best even better.

I'm very excited about the introduction of Apple CarPlay in the new PCM. If you love your iPhone, the ability to bring a familiar screen to your car's dash will be huge to you. Stop by to see a demonstration of all the new PCM features. It's much more than just a bigger screen,

and many will view it as one of the biggest improvement not to just the 911, but eventually all Porsches.



I've loved every 911, but the most rewarding were the S models with manual transmissions. That's attributed that to the extra low end torque of the bigger displacement engines. The power came on smooth and strong as redline approached so you moved out quickly in any gear and at any speed. This made for awesome driving and engaged the driver.

So in a nutshell, the new 911 should provide that same great sound and feel in both Carrera and Carrera S engines, but with an improved torque curve. For example the S produces more torque (368 lb-ft) at lower range (1700 rpm to 5000 rpm). For comparison, at 4000 rpm last year's engine was only making about 60% of this new engine's torque. All of that extra "kick in the pants" is going to make this new car unforgettable. I can't wait to show you on a test drive.



Hans Hoelzwimmer

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Driving the Ormond Beach Loop and Riverview Grille Dining

Article and photos by Steve Wojcicki

Our most recent Drive and Dine was held on Saturday, September 26th. We had another very good turnout for our drive “up north” to Daytona Beach and Ormond Beach.



Our journey begins

We met at our usual spot (Lowe’s parking lot in Rockledge) and departed promptly

at 9:15 a.m. We headed north on I-95 to rendezvous with our North Region members at the Panera Bread in Daytona Beach. We encountered a few showers on I-95 as we neared our exit in Daytona Beach, but the weather cleared up and remained generally pleasant for the remainder of the day.

Our group of 12 beautiful Porsches departed for the Ormond Loop, taking Route I-95 to Exit 40 towards Ormond Beach, and heading east for a few miles all the way to A1A. It was a scenic beachside drive with great views of gorgeous homes and the crashing Atlantic Ocean. We then turned inland onto some narrow roads passing big oaks, dripping with Spanish moss and crossing swampy

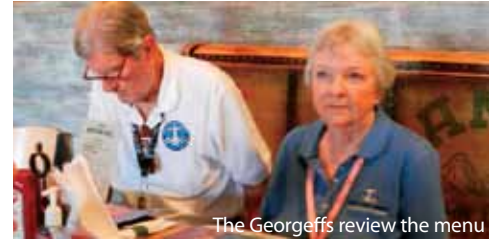


marshlands. We successfully navigated some high water areas, i.e. lots of water on the road. The drive finished at the Tomoka River Grille, a super restaurant in a great location.

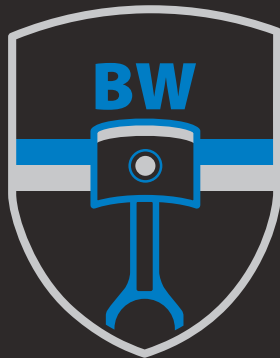
It was a perfect way to spend a Saturday with good food, good friends and (of course) driving our Porsches!



Under the big oaks



The Georgeffs review the menu



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Charity Spotlight

Calendar Cars, The Heavenly Affair and the Future

Article by Elaine Christine
Photo by Susan Silverzahn

Our third annual Porsche Calendar Project was a huge success! The Haven for Children received \$8,000 as the beneficiary of our Porsche Calendar Project. With the help of professional photographer Ray Baldino and Porsche of Melbourne 13 lucky members and their Porsches are featured in our 2016 Calendar.

When the organizers of the "Heavenly Affair" heard of our club's generosity they invited some of the featured member's Porsches to be showcased at their event. For the last two years, The Heavenly Affair has featured exquisite collections of rare and fine automobiles. The fall fundraiser was hosted by Lila and Keith Buescher at their expansive estate on Merritt Island. Benefactors were invited to a Champagne Brunch, and other guests joined in the afternoon for refreshments, live music and heartwarming Haven success stories.

We chose to support the Haven for Children as they provide a safe, secure, and nurturing home for foster children removed from their families due to abuse or neglect. The staff helps children develop trust, confidence, and self-worth in a nurturing family environment. They provide education, life skills, and opportunities that encourage children to make positive choices and reach their potential. More information is available online at www.thehavenforchildren.com.

Space Coasters are finishing the year strong, philanthropy speaking, by bringing gift cards for the Women's Center to our Christmas party. Thank you all for your generous support throughout 2015. I am passing the torch of Charity Coordinator to Donna Linden and Carole Marshall in 2016. Please continue to support them and Space Coast PCA's efforts in giving to the less fortunate.



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at The Heavenly Affair

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Kaffeeklatsch Report

Photos by David Kelly and Sue Kee

South Region - Jurgen Schwanitz

What a great turn-out we had at our monthly South Kaffeeklatsch's! It has very hot this Fall, but that didn't keep our loyal PCA members from taking their Porsches out on the road early Saturday mornings. Porsche owners from Canada joined us in November as well. We had some unique Porsches join us. GT2, a GT3, and a brand-new Cayman GT4, in addition to an RS America and a Euro Spec 930.



Another great turn-out in the South Region ...



... and our Canadian friends joined us

I just got my 928s back from the shop and very happy to say that my AC works now, I forgot how nice it is to drive with the windows up. Thanks to all of you for being part of this great club, and attending as many of those wonderful events as possible. Driving our Porsches is an experience like no other car can deliver.

Mid Region - Robin Hoffman and Sue Kee

Panera in Melbourne brings out lots of people and their Porsches. Great weather and sunshine makes it easy to socialize, and talk about who's going where. Members who went to Escape told stories of not seeing Mt. Rushmore due to the fog, and others had amazing experiences at Rennsport Reunion. The Fritsche's had a big month-long road trip to see and experience the National Parks in our great country. The Oktoberfest this year and all the beautiful 356's were the talk at our last Kaffeeklatsch. It's so good to see people and hear about what they've done and what's going on in the weeks ahead that you can join into or consider doing something you've not done before just by hearing how much fun our Porsche friends had.



Slantnose draws a crowd



Impromptu lunch at Captain Hiram's

During our October Kaffeeklatsch we had a "spur of the moment" drive to Captain Hiram's Restaurant in Sebastian. Space Coast members in seven cars continued the fun right into lunch. Our drive was "not as the crow flies" (21 miles) but an 82 mile country drive from Panera to Rt 192 to Rt 441 to Rt 60 to Old Country Rd 512 to US 1 to Captain Hiram's. The drive took 1.5 hours and was traffic free until we arrived in Sebastian. We had a wonderful lunch and enjoyed the beautiful drive!

Come on out to the next Kaffeeklatsch. You'll meet some great people and share good times. And who knows what impromptu drive you could get invited to!

North Region - Terry Miller

Our September Kaffeeklatsch brought out some pretty Porsches in spite of the rainy day, and included a beautiful new GT-4 and an oldie but goodie 914. Part of our breakfast get together was announcing the dine and drive of the Ormond Loop on September 26th.



Rain didn't dampen our spirits

For our Kaffeeklatsch on October 11th, a contingent from the Mid Region left From Lowe's and rendezvoused at Panera with us northern folks. In lieu of our normal Kaffeeklatsch, we then proceeded to do a drive to BGB Motor Sports. We even had a few members from the Citrus Region join in our fun. All in all, over 20 Porsches made the drive to BGB, where we received a warm welcome from John Tecce. John provided us with donuts and coffee while he talked about the services that BGB provides. He gave a great talk on how his company can drop a 911, 3.8 liter engine, H-6 into Caymans and Boxsters for incredibly more horse power. Thank you John for your generosity and knowledge, we appreciate you sharing your expertise with us.

Remember, it's not just the cars, it's the people!



Rennsport Reunion - The Pinnacle of

Whenever I read articles about Rennsport Reunion they usually begin by expounding on the number of cars, drivers, personalities and spectators who attend. That's likely because the sheer magnitude of Rennsport Reunion experience defies comprehension. The numbers therefore are the easiest way to illustrate just how special and unique this event is in the world of motorsports. Instead, I will try to convey what this emersion into all things Porsche is like when seen through the eyes of a typical, low-key, Porsche fanatic like myself.

Three weeks before Rennsport Reunion I loaded up my newly purchased 2004 Cayenne Turbo with my new bride, Carole, and we headed west to Monterey, California. Our pilgrimage took 36 days in total and covered 9400 miles! We had an amazing journey across the country, but that is a story for another time. We made the trek for a reason and participating in Rennsport Reunion was our goal.



9400 miles covered in the Cayenne

For the second time in a row, the fifth edition of Rennsport Reunion was held at Mazda Raceway Laguna Seca in Monterey California. Having attended the last three Rennsport Reunions I learned to always make it a point to show up the day before the official start of the event. So that means arrive on a Thursday morning--early. Why early? Well who can sleep the night before a Christmas that only comes once every 4 years.



Ralph and Carole Fritsch

Arriving on Thursday not only gives you a chance to help out as a PCA volunteer but it also provides you with the opportunity to walk around and check out all there is to see before the crowds arrive on Friday. The lack of crowds also means that Thursday is the only day you can buy souvenirs without waiting in lines reminiscent of Black Friday. That's important because souvenirs sell out quick.

While Thursday is good for spectators it is a very busy day for the technicians and mechanics in the midst of offloading cars and making



Legends of Le Mans on display

final preparations. Fortunately, the majority of the famous drivers, engineers and team managers appear to be less pressed for time on Thursday and therefore are likely to be more approachable than they would be the rest of the weekend.

This year at Rennsport Reunion Five (RRV) the focus of Thursday for the Porsche factory representatives was to complete the setup of the "Legends of Le Mans" display. Technicians busied themselves with organizing the placement of a number of historic Porsches that either won Le Mans outright or hotly contested most all of Porsche's 17 Le Mans victories. Porsche even brought along Mark Webber and the number 17 919 Hybrid which had just won the Lone Star Grand Prix at the Circuit of the America's the weekend before.

Not too far away at the Porsche welcome center, the boutique, beer garden and entertainment stage were nearing final completion. So were the podiums that would display the brand new 911 (991.2) and the limited edition Carrera GTS Rennsport Reunion edition that was to be unveiled by the Porsche Exclusive department.

In other areas of the paddock, a large number of independent racing teams were busy setting up both their cars and the facilities that serviced them. The whole place was a buzz of activity accentuated by the crackling of engines and blipping of throttles as cars were started, and engines and other key systems were inspected.

Across from the paddock a tent city of vendors readied displays. Come Friday there would be everything from books to artwork to complete replica 550 Spyders available for purchase. My Thursday was not all fun and games though. Remember I mentioned I was a PCA volunteer? The PCA has a major presence at Rennsport Reunion and that means there

Porsche Events

Article and photos by Ralph Fritsche

was plenty of work for volunteers. Who could complain though when compensation came in the form of a special volunteer T-shirt and an event poster.



2015 Le Mans winner

Friday dawned and that set into play a three-day whirlwind of Porsche sensory overload. With all the preparations complete the model specific parking corrals began to fill early. Porsches were everywhere, in the parking lots, on display, in the paddock and best of all on the track. The unmistakable drone of Porsche engines would be a near constant companion over the rest of the weekend.



The author and Norbet Singer



The new 911 reveal

With something near 60,000 tickets sold, Laguna Seca was transformed into a sea of people and Porsches. Everywhere you walked there was something to catch the eye and absorb the mind. Historic race cars, current race cars. One or more of almost every Porsche you could imagine. Driver interviews, autograph sessions and many mental pictures that I will long remember. There was the casual walk with Norbet Singer, the excitement of Jochen Maas trying to catch a photograph as the new 911 was revealed, the short chat with Brendon Hartley and the first meeting with two fellow Porsche friends who I had only known before via Facebook. I could go on and on but like I said when I started, the magnitude of the experience is beyond comprehension. So let me just say that all of these little unforgettable moments made for a truly magical weekend.

Time seems to stand still at Rennsport Reunion. Perhaps it is because of all the energy, or perhaps it is because there is just so much to see and experience but on Friday it seems as if the weekend might last forever. However, before you know it Sunday afternoon is coming to an end and you face the realization that it will be another four years before you can hope to have this experience again.

One last thing, I have a tip for all the guys out there. Reconsider leaving your spouse at home for an event like this. I feel very fortunate to have made the trip with Carole. She made an amazing event even better. I got to share my passion for Porsches and she reminded me to eat, drink and stop drooling. A real win win....



Factory Porsches out in force



Escape to Mount Rushmore

Article by Ginny O'Neal

Photo by Mark Shevitz & Hoodliner (Imgur)

Ever been to South Dakota? Well, I had not. So when the venue for Escape 2015 was announced, my husband, David, and I jumped at the chance to see Mount Rushmore! After picking up our really "hot" rental car (yeah right), we made our way downtown to register at the Holiday Inn Crowne Plaza. With only two social functions – a Welcome BBQ Buffet and closing Banquet, this event was all about the drives. And, there were plenty of interesting options such as tours to Crazy Horse Memorial, Mount Rushmore, The Badlands, Sturgis, Deadwood and Devil's Tower via some incredible roads – perfect for Porsches (not so much for a Toyota Camry). Drive lengths ranged from four to eight hours.



So the buffalo said to the Porsche ...

The weather on the first day of tours was beautiful and later that evening we heard all about the cool (and a bit scary) roads, the incredible venues and sightings of wildlife such as Antelope, Bison and Mountain Goats. Unfortunately, the second day was not quite as good with cold weather, fog and a little rain, making driving and sightseeing a bit difficult.

On our last day in Rapid City, our friend Mark Shevitz (Parade Emcee) jumped into our rental car to make that long awaited visit to Mount Rushmore. The Camry labored up the hills but we didn't mind as we were going to see one of America's most photographed treasures. Having finally arrived, the three of us jumped out of the car, cameras in hand, and raced to the viewing point. As luck would have it, we couldn't see a darn thing – nothing, nada, not even an outline. Oh well, I guess we'll just have to go back.



At last, Mount Rushmore, in the fog

Escape to Rushmore set quite a few records. Participants are typically from within 500 miles of the site; most attendees drove between 1,000 and 1,500 miles to this Escape (as hardly anyone lives within 500 miles of Rapid City). The registration numbers were very strong: 550 people from 38 states and 5 Canadian provinces – many cars came directly from Rennsport Reunion V held the previous weekend in Monterey. Amongst the eight people from Florida, SPC's Steve Hoffman and Shelby Goode joined David and me. Poor Shelby was rocking crutches after a mishap at the Grand Canyon en route to Rennsport, but was still in great spirits (while on meds)!



Kudos to Kim Fritze (Zone 10 Representative) and husband Keith, Escape Co-chairs Arlyce and Jim Lilligaard, and to the volunteers from the Dakota and Nord Stern Regions. Their hard work was much appreciated. Escape to Rushmore also marks the end of an era as the last regionally coordinated Escape.

Starting in 2016, Escape will be replaced with a new, nationally managed event entitled Treffen North America; David and I are the Chair and Facilities Coordinator for these events. You may have seen the Treffen launch video in October's eBrake News. The inaugural Treffen Lake Tahoe is set for September 7-11, 2016 at the Resort at Squaw Creek in Olympic Valley, CA and will be produced in partnership with the Sierra Nevada Region. Starting in 2017, a spring event will be added to the calendar – Treffen Hill Country in Austin, TX, followed by Treffen Asheville in September 2017. These locations complement the Parade sites: Jay Peak, VT in 2016 and Spokane, WA in 2017 and place a national PCA event annually within driving distance of the membership. Stay tuned!



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HPDE Workshop at Zotz

Article by Tom Kirk
Photos by Sue Kee

How would you like to drive your Porsche in the company of your fellow PCAers, at some of the most famous race tracks in the country, in a safe, controlled, non-racing environment? Sound like fun?

It is! And thanks to the Introduction to High Performance Drivers Education (DE for short) workshop hosted by Zotz Racing we learned what to do to get started and how to make the most of this great opportunity.



Readying the troops

About fifteen Space Coasters took the drive over to Zotz Racing in Orlando on Saturday morning, August 29th. There we met another thirty or so fellow Porsche owners and enthusiast from the Citrus Region and were warmly greeted by Ron and Erik Zitzka who own and run Zotz Racing.

After a tour of their facilities and viewing some fully prepared race cars, we broke into two groups. One group, led by Kevin Duffy, was for people who were new to DE or were considering it for the first time. The other group, led by Ron Zitzka, was for those with some DE experience.

The less experienced group focused on steps that must be taken before a DE event and what you can expect when at the race track. Preparation steps include: where on-line you can find information about upcoming events; how to register; safety inspection of your car before the event; helmet requirements and the type of clothes to bring. The at-



A parking lot full of Porsches

track activities are centered on the primary objectives of a DE event, which are to have fun and be safe. There was discussion about the required final technical inspection of your car; the classroom teaching you receive and your assigned instructor who will give you one-on-one coaching from the passenger seat of your car as you drive the race track.



Race car row

The more experienced group spent a lot of time discussing safety improvements that should be considered as you increase your speed and proficiency as a driver. Items such as a proper seat, Hans device, and a five or six-point harness can not only help you avoid serious injury but can also help improve your driving ability because you are better anchored in the car than with a stock three-point safety belt. Today's high performance cars come with so much horsepower straight from the factory, it was suggested you would be better off investing in brakes, tires and safety equipment than investing in more power.

For lunch Ron and Marie Zitzka graciously opened up their beautiful home for us to join

them for a pizza party. Thank you Ron and Marie!

A big thanks also goes to Scott Kee and Eric Zitzka who worked hard over the last several months to put this event together. I know it was big success based on the level of excitement expressed at lunch and subsequent registrations for upcoming DE and autocross events by some of the new people who attended this workshop.

I look forward to seeing you track-side soon.

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Lively discussion about HPDE



Octoberfast 2015

Article by Tom Kirk
Photos by David Kelly

There are a only a few very special places where Porsche Club Racing, Drivers Education and Autocross can all be happening at the same time. One of those places was the Daytona International Speedway on October 23 - 25.

Known as Octoberfast, this event was organized and run by volunteers from our great Zone 12. It was really nice to see new and old PCA friends from many of the regions in our Zone, including some from the Thoroughbred Region in Ocala, our newest region.

While the Club Racing was the biggest draw and autocross was held on Sunday, I was there for the DE along with fellow Space Coasters Terry Miller and Kevin and Rita Brackett. This particular DE had only one run group, advanced solo, due to the club racing that was using the speedway all weekend and the very high speeds achievable on this famous track.



Kevin Brackett's 997 GT3 Cup car



The author in the DIS garage

This was my first time driving a car on the high banks of Daytona. So I was delighted to attend the chalk talk and track walk on Thursday evening. I had previously viewed hours of You Tube videos of cars driving the track and paid close attention to the advice and instruction give to me on Thursday night. But this would only slightly prepare me for what was to come.

The road course we drove has a unique combination of elements one must attempt to master: a flat infield section combined with 31 degree banking turns the extend 40 feet into the sky; three slow, second gear turns combined with four haul a\$\$, top gear turns; and a bus stop chicane that can ruin your day. And since the track was set up for racing, there were no cones for corner turn-in or apex reference points. This is where the earlier track walk instruction really came in handy to help identify the various track features to use as reference points.

In Friday's four, thirty minute sessions I focused on finding and hitting the reference points and on getting used to how my car felt navigating the high banks. By the end of the day one there was still a lot upon which I needed to improve. Best time - 2:09.

Saturday's sessions were focused on being smoother (and thereby faster) in the infield and achieving faster terminal velocity on the high banks. Best time - 2:07.

On Sunday I focused on threshold braking from the maximum speeds achievable on the high banks to the proper corner entry speeds at turn 1 and the bus stop chicane. Best time - 2:06

As you can see by my slow progress, maybe because this track has few turns and long straights, it takes a lot of work to knock off those last few seconds of lap time. For comparison, the club racers driving my class of car were qualifying with lap times around 2:02. These were drivers with hundreds, if not thousands, of laps at Daytona under their belts!

I left Daytona with my trophy for the weekend (my clean, undamaged race car) and a feeling of accomplishment for having successfully driven a track I have lived near and visited all my life. Thank you to all the volunteers and organizers without whom we would not have the opportunity to experience such wonderful events as this!



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PCA Races at Daytona A View from the High Banks

Article by Terry Miller
Photos by David Kelly and AWOL

This years PCA Club Racing scene began at the 48 hours of Sebring in late January. In years past the starting field of cars dwindles down over the course of 9 months, this year was a very pleasant exception. As I pulled up to the gates on Thursday to get checked in and into my garage area, I thought that I might have returned at the wrong date and time as the waiting line looked like it was for one of the Professional Porsche Cup Series. I was there with a Ford F-150 pulling an open wheel trailer with a 1986 944 Turbo in a vast sea of million dollar semi rigs and trailers. Some of the rigs looked like they had more square footage than my house!



Spacecoasters at Daytona

Tom Kirk was running the HPDE part of the races, but it was still the same DE for Lou Verdiales and I with TGP Racing. Thursday afternoon and evening were spent getting to really know the track. There was a very special “track walk” with Ron Zitza where he gave all of us some of his great well earned expertise. In fact, Ron’s words “if you take or find yourself in this line in turn five you WILL run out of track as you exit and find the grass,” which held true for me when I found myself with two wheels in the grass, fighting to get back on track without spinning.



We're lined up, let's go

Three full days of “racing” the Daytona Rolex course with its high banks and unique twists and turns with about 150 of some of the greatest “grass roots” type Porsches and teams was just something so very special that it is hard to put it into words. So with this thought that “a picture is worth a thousand words.” Please view the great work of David Kelly and his beautiful photos of the weekend on our website, <http://spc.pca.org/event-photos/>.

The weekend got even better with a great PCA Autocross event on Sunday on the “kart” track inside the main track at Daytona. While this paved track (no real cones to just run over) is just wonderful in itself. It gets even better when it sits right at the base of NASCAR turn three and four so the constant roar and sights of Porsches “flying” by. It was so great to see so many Space Coast members participating in the autocross as well as watching the cup races and taking time to stop



Tom Kirk and Terry Miller in the high banks

by the garages just to say “Hi.” Tom and I missed not having Craig Barrie out on the track with us this year as he has always been great supporter of this event. Instead, this year he volunteered his time to be the starter and run in this unique autocross. A very special THANKS goes out to all those who volunteered this year and a special thanks to Milt Weisman and Bill Berman who greatly helped me out with the parade laps on Saturday that raised \$900 for the Ronald McDonald house as one of the official PCA charities.



The author ready to attack the track

Now please go look at David’s great pictures of such a wonderful event right in our “backyard.”

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

Member Spotlight - Jeff and Vicky Dorman

Info provided by Jeff and Vicky Dorman
Photos by Robin Hoffman

Jeff and Vicky Dorman moved to Satellite Beach in December 2012 from Northern Virginia. Vicky is a native Floridian of five generations. She lived in Satellite Beach from 1965-1967 and always wanted to return. Jeff spent his career in IT up north with companies like Boeing, EMC and IBM. Vicky worked as a Legislative Aide for twelve years and as Executive Director of two non-profit arts organizations, including a stint at EGAD before she retired last year.



Downsizing meant selling a house in Northern Virginia and a river house in the Northern Neck of Virginia. It's amazing the things you collect over 30 years, including Porsches. In the last 35 some years, Jeff has bought and sold over 25 collectors cars. Along with the cars, they have two children, Stephanie, who still lives in Northern Virginia and John who lives in San Diego.



Vicky walks the beach almost daily to make sure it is still there and Jeff likes to ride his cruiser bike. They both read a lot of books and like to travel. Vicky also enjoys doing jigsaw puzzles. "Retirement is tough, but someone has to do it". Jeff plays a bit of golf, gets out to Formula One and Endurance Sport Cars Races (Rolex 24, 12 Hours of Sebring), and searches for the end of the internet while tending to Beachside Social Networks.

Jeff joined PCA while living in Northern VA. Always a sports car lover, as a kid he built 1/24th scale plastic models of all the

great sports cars of the day. Then, he went about building sport car bodied slot cars and racing them at the local slot car tracks. He has been a huge fan of Porsche since college in the mid 70's where he went to an SCCA Autocross on campus at the University of Maryland with a Porsche owner friend and found out how much fun you can have twisting around the cones. About 11 years ago he found a local 1976 930 on eBay. After the winning bidder could not complete the purchase he asked the seller for a test drive. Before they knew it they were the owners of one fast heavily modified '76 Turbo.



And after checking out the local Space Coast Region website they decided that it was time to get involved again. Jeff is now the SPC webmaster. And in the past few months have they a new addition in the garage - a low mileage 2001 Boxster S in Lapis Blue Metallic with Savannah Beige leather.



Jeff would recommend a Driver's Education (DE) session for every owner. "It helps you increase your knowledge, and teaches you improved car control, for your model Porsche. The times spent on the skid pad and the race track have been some of the most fun, and definitely speediest times behind the wheel." Adding "The people we have met through PCA have been some of the nicest and friendliest anywhere. It's great to be part of Space Coast PCA. Thank you, Porsche and the PCA family for continued great memories, friendships and experiences."



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Tech Column

How to Bring a Car out of Summer Storage

Article and photos by Jason Breitfeller

It's Driving Season on the Space Coast...

Eight Steps to Ensure Fun and Safety

As most of you know, wintertime on the Space Coast is driving time! As my friends up North talk about the things they are doing to prepare their cars for winter storage, I am being barraged with questions about how to bring a car out of summer storage. This is the perfect opportunity for us to discuss some of the basics, as you get your four-wheeled fun machine back on the street for the beautiful winter weather.

What follows is a step by step method to get your car back on the road: Take the cover off, walk around the car, look under the car. Take note of any fluids on the ground. Are the oil leaks bigger than they were last year? If so, check the oil level to make sure there is still some in the engine. Also, look for stains on the ground. Gas and brake fluid will evaporate and dry much faster than oil, but they will leave a telltale stain. So check and make sure there is nothing under the car that isn't normal. Hopefully you poured in a bottle of STA-BIL or its equivalent when you put the car away for the hot weather. If not, all is not lost, but be careful with the ethanol laced fuels that we now have to deal with. So step one is to put the key in the ignition and make sure you have gas.

Ok, so you put the key in the ignition and nothing happened. That means you need to immediately proceed to step two... charge the battery. It is much better to bring a battery back up slowly. If you have a trickle charger that is two amps or less. Hook it up and leave it over night. If you are handy, you can check the fluid level in the battery and even add a little distilled water. Florida is very hard on batteries; don't be frustrated if you can't get the battery back up to snuff. If you need to replace the battery, I prefer Interstate batteries, their warranty is awesome and their customer service is excellent. Most local shops carry them all over the country, so the warranty can be used no matter where you take your car on adventures.

Step three is to check your tires. A good visual inspection will let you see how low they are, right? Wrong! The new lower profile tires can be 10-15psi underinflated and you cannot visually tell, because of how stiff the sidewalls are. Get yourself a pressure gauge, they're cheap and make sure you have good air pressure. Porsche makes it pretty easy to know the proper pressure for your tires. It will be printed either on a sticker under the front hood, on the doorsill or fuel door. While you are



checking pressures, see if you can find the date code stamped on your tires. It will tell you the week and year when they were manufactured. Old tires can dry rot and come apart. So even if you have the little nubbies still on the tire, they may be too old for a spirited drive.

At this point, you should have a full battery so you can check the lights. Yes, I said check the lights. Grab a kid or a significant other and have them verify that all the lights on the car are working. It may seem silly, but I have received more than one phone call about headlights that won't turn on because a fuse is blown or a switch is bad. It gets dark early now and this isn't something you want to find out when you come out to the parking lot after a great date night!

Now we are ready to put the spark to the fuel and let your baby roar. Put that key in the ignition and twist. If she starts up on the first try, good for you! Don't be surprised by a little blue smoke. The flat-six engine configuration lends itself to a tendency for a little smoke on startup. Get the revs up quick. 2,000rpm is a good number for an initial restart. You're just trying to make sure you have good oil flow to all the important parts. Don't go crazy! Cold oil is very thick from your motor's perspective. 2,000rpm for a minute or two is sufficient. Then let the car warm up and watch that you have oil pressure while you are doing this. It may take a few seconds to build oil pressure but if you don't have oil pressure after a count of five, shut it off! No starts and no oil pressure are beyond the scope of this discussion, I recommend that you call your favorite mechanic and get some advice.

Assuming you made it through the first five steps, now you are ready for a short drive. Plan your drive and prepare for it. What the heck does that mean? It means first and foremost, charge your cell phone. Then make sure you have the number for AAA. Pick a morning that won't have crazy traffic. The last thing you want to happen is getting stuck on Wickham Road in stop and go traffic with an overheating or poor idling car. So plan your first trip accordingly so you can have the least stress possible. As you pull out of your storage spot, check the brakes. Make sure you can stop the car. It may require a pump or two to get the pedal up but anything more and you should call off your maiden voyage until you get that sorted out. Take it easy for the first few miles. Remember, she's been asleep for a while and you need to gently coax her back to consciousness.

So you've made it back successfully from your maiden voyage, congratulations! Keep extending your trips and expanding the performance envelope until your comfort level with the vehicle is high. Then wash her and check all the regular maintenance items and enjoy yourself!

A quick note on maintenance. If you look in your owner's manual you will notice that mileage is NOT the only way to measure time between maintenance activities. It also lists duration of time. So even if you only put 2,000 miles a year on your car, she still requires annual maintenance. Things like oil changes, belt changes, filter changes and brake/transmission fluid changes need to be performed. Avoiding preventative maintenance always costs much more in the long run. Work with your shop to come up with a low mileage maintenance strategy to ensure your Porsche continues to perform the way Weissach intended.



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Advertiser Spotlight

Zotz Racing

Article by Ron & Marie Zitza

Photos by Sue Kee

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The Zitza family

We are a family owned Christian business. We have been in our current location for over 13 years. Ron has won the Daytona 24 Hours AGT class in 2000, including over 14 championships and has a LONG history of driving, coaching and racing for over 40 years.

Ron grew up in the back of a 1957 Porsche Speedster and has been hooked since then. His favorite Porsche is the Silver Carrera

GT that he drove during the Utah Fast Pass several years ago, and again at Roebling Road and Miller Motorsports Park. Marie's is a Red Porsche Cayenne Diesel and Eric's is a replica of a Blue 1973 RSR which he drives at various DE events.

Ron's first Porsche was a Yellow 1963 356 B Super 90. Ron's history with PCA started in the 70's with his parents. In the 80's he started autocross, concours and DE events. His first Porsche Parade was in 1981 in Asheville NC.

In 1990 Ron became the first Driving Instructor for the Citrus Region as they started running their own DE's. He held that



Zotz-prepped machines



position for 13 years and is now the Director of Instructor Training. Family Porsche activities include socials, DE's, autocross and racing.

The original 2 cars in Zotz Racing in the early 60's were 356 Porsches. One was a 1957 Speedster that had rolled over and the other was a 1958 Coupe that would rock back and forth going down the front straight – so the guys on the team called the cars Rock and Roll.

There are many many Porsche stories from over the decades. Stop by the shop sometime to visit and see the cars – who knows what story will unfold. As we know – EVERY Porsche has a story!



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



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Oktoberfest Concours

Article by Kate Breitfeller
Photos by David Kelly

It was a perfect Florida fall day! While there were no changing leaves, there were plenty of colorful Porsches parading into F. Burton Smith Park, for the 2015 Oktoberfest Concours! Whether a car had been professionally prepared or diligently groomed by a PCA member, painstakingly applying a lint brush to every surface...it was an opportunity to show off members' pride and joys and good humoredly heckle each other on the quality of their detail work—cough cough—Ralph Fritsche—cough cough.

Even though judging wasn't going to begin until 10:30 the lot was already filling at 9:00, for last minute onsite prep! PCA members met the bright sunshine with a smile, happy that all they had to wipe away was some grass from their wheels, and not mud from the fields where the cars were arrayed by category. However, a few unpleasant comments were directed toward the bugs that had dared meet their demise on a pristine windshield during the drive on I-95! Hans Carrion was there from SOS Dent to magically remove dents and dings from a few volunteers - amazing work!



Hans Carrion works his magic

After registration, attendees strolled among the cars selecting their favorites for "People's Choice" and "Favorite 356". The Florida Owners Group (FOG) members were once again invited to the event and brought an impressive selection of 356's with them. They were all competing for the coveted "Kirk Stower's Memorial Trophy" in honor of our friend and long time FOG and SPC member. A special thanks goes out to the event sponsor Buster Venables, owner of 356 Unlimited. A few of the 356s in attendance were restored by Buster including the Kirk Stower's trophy winner!

As the judges went from car to car scrutinizing the smallest flaw, an exterior scratch or residue left on a hose in the engine compartment, the rest of the crowd enjoyed the festive German music and ate the



The bratwurst feast is served

delicious bratwurst grilled by our trusty PCA Space Coast volunteers. Coasters Restaurant provided the feast.



From any angle ...

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 several beautiful Boxsters and Caymans on display as well. Everyone was lucky to be treated to two brand new GT4s, which everyone spent a good amount of time drooling over! With so many carefully maintained cars the competition was stiff! In fact, only 3 points separated the top three placing cars in the 911 water-cooled class!!! Way to go Space Coast!



... from any year ...

There was also the opportunity to pick up some needed merchandise. The swap meet was larger than usual and offered a wide assortment of goodies, from floor mats, to calipers, to what looked like every edition of Panorama ever published! Also available were the shirts from the summer banquet, commemorating the 45th anniversary of Porsche's first win at Le Mans!

A sign of how popular this event has become is evidenced by the fact that there were attendees not only from the Space Coast Region, but Treasure Coast, Gold Coast and Florida Citrus! 120 attended this year's event. If you had to miss this Concours, be sure it is on your calendar for next year! While we may not get falling leaves, I think the lines of P-cars gleaming in the October sun more than made up for it!



... wonderful Porsches everywhere

2015 Oktoberfest Concours Results

356 (People's Choice)

1st (Kirk Stower's Memorial Trophy Winner) –

Lee Payne – 1960 Aetna Blue Roadster

2nd – John Reker – 1965 Champagne Yellow C Cabriolet

3rd – George Dunn – 1964 Irish Green C Cabriolet

911 Air Cooled

1st – Ed Springer – 1997 Silver 993 Twin Turbo

2nd – Jason Breitfeller – 1970 Conda Green Coupe

3rd – Mark Sanchez – 1984 Guards Red 930 Turbo

911 Water Cooled

1st – Jorge Hoffman – 2007 Blue 997 Coupe

2nd – Rafael Hoffmann – 2011 997 C2 Coupe

3rd – Nick and Jack Breitfeller – 2001 Slate Gray 996 Turbo

Sport Class Early

1st – John Lovejoy – 1970 Silver 914-6

2nd – David Kelly – 1988 Guards Red 928 S4

3rd – Nick Hess – 1986 Guards Red 944

Sport Class Late

1st – Dan Cleary – 2016 Sapphire Blue Metallic Cayman GT4

2nd – Jim Diehl – 2008 White Cayman S

3rd – Allison Wilson – 2008 Red Cayenne GTS

People's Choice (Non-356)

Jason Breitfeller – 1970 Conda Green Coupe

Best in Show

Ed Springer – 1997 Silver 993 Twin Turbo



Lee Payne and his Kirk Stower's Memorial Trophy winning 1960 356 Roadster



Dan Cleary's winning Cayman GT4



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Space Coast Classifieds

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This gray base Boxster with only 37,450 miles is in excellent condition. It has a 5-speed manual transmission with a three year old gray top, one year old top mechanism, new brakes and recently completed 40,000 mile maintenance. It also includes an installed Escort 8500ci radar detector and Porsche car cover. The Boxster was garage kept and dealer maintained. This car is fun to drive, great looking, and accident free. Asking \$19,995.

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Tech Session on Porsche Hybrids

Article by Mike Bass, Porsche of Melbourne Service
Photos by Sue Kee

The Space Coast PCA would like to thank Shay Rowe and Porsche of Melbourne for providing us with this informative presentation on the new Porsche Hybrids and also their generosity for the delicious lunch and great door prizes they provided after the session. A grateful thank you as well to Mike Bass for giving us this overview.



Porsche is using Hybrids to move into the future by decreasing fuel consumption and CO2 emissions worldwide. A Porsche Hybrid will accomplish this with a specially defined pressure point on the accelerator pedal which signals the switch between all-electric mode to driving powered by the combustion engine. The combustion engine is fired up when necessary or when the accelerator is depressed beyond the pressure point. The electric motor provides an additional boost, allowing the hybrid to glide for some distance under it's own consumption without any compromise in terms of sports performance. Thus far, the Cayenne and Panamera models are both available as Hybrids.



For the Tech Session in the Porsche of Melbourne service area, we had several Hybrid Porsches in the shop on display; one in the process of being powered down and the other already powered down. We were able to demonstrate where most of the Hybrid components were located. During the Tech Session we discussed how each component played a role and how the system collectively worked.

Hybrids require an assortment of specialized equipment. Some hand tools that are needed are specially insulated to protect the technician from the remote possibility of shocks. The testers we use to check for power are for all intents, and purposes, "idiot proof", so we can't accidentally cause damage to ourselves or the Hybrid Systems.



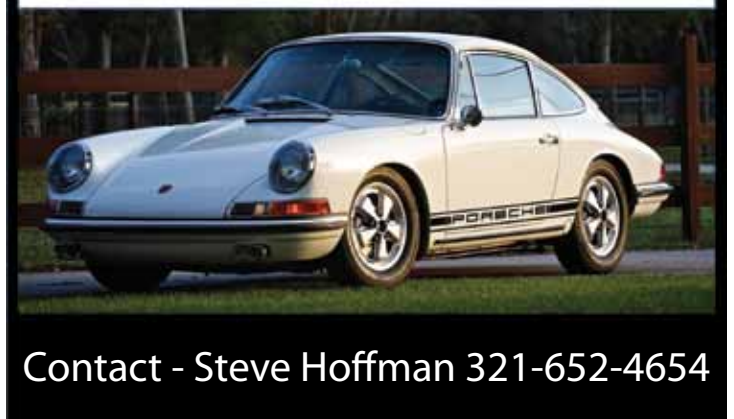
These tools could probably be bought through a tool company but I highly recommend not attempting any repairs on your own! With that warning, the cars are intrinsically safe. This means it would take quite a bit of thinking and work to shock yourself on purpose. So, an accident is highly unlikely, and if you just use common sense, Hybrids are nothing to be afraid of.

To be a qualified Porsche Hybrid technician, the first step is to take the extensive online training, which is then followed by hands on training at Porsche School. There are three levels of Hybrid Technicians: EIP, Electronically Instructed Person; HVT, High Voltage Technician; and the HVE, High Voltage Expert.

EIP's can only work on basics or anything the HVT has approved. HVT's work on any and all Hybrid systems that are powered down. HVE's are the only people that can work on Hybrid systems while they are powered up. With this in mind we must use our specialized equipment to test and evaluate whether the hybrid systems can be repaired by an HVT or an HVE. If an HVE is needed, a call to Porsche is made and they will send an approved HVE to our dealer, Porsche of Melbourne within 24hrs.

Our goal was to shed some light on the Hybrid Systems and what it takes to work on them. We appreciate the support of the Space Coast PCA Club and the opportunity to show you something different.

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GREAT Year for Space Coast PCA AutoX

Article by Ken Marshall
Photos by Sue Kee

We chose to divide the season in two sessions, shutting down during the heat of the summer.

Action resumed in September with Steve Sedaros, in his new Boxster GTS taking top honors in the S1a class followed closely by Jeremy Hilton in second with Alex Flores rounding out third in his new to him 2002 Boxster. Craig Barrie continued his dominance of the S1b Cayman class taking first place with Charles Bethune and Tim Marshall in 2nd and 3rd place respectively. Carmen Devito also continued his winning streak in the S2b 911 class followed by Matt Kersting and Tom Kirk. In the S3, older 911 class Roland Gallie took first place followed by Laing Conley nipping at his heels in 2nd and Chuck Yates rounding out the podium in 3rd. Sally Jecmen took 1st place in the ladies class followed by and ever improving Sue Kee in second.

October's event was graciously sponsored by Jurgen Schwanitz, owner of ACT Computers in Vero Beach. Jurgen took time prior to the start of the event to explain a little about ACT, an award winning full service computer retail and repair company, and passed out some nice goodies for the folks in attendance. I've been using my ACT mouse pad ever since. If you have any computer needs give Jurgen a call (772) 567-7888. Let's support those companies that support us. Thanks again Jurgen.



The October event had only 11 Porsche participants, our lowest number for the year. Seemed like a lot of folks were out of town on work, vacation, or other family commitments. Each participant enjoyed 6 runs each on a very challenging 50+ second course. Alex Flores obviously started getting used to his new Boxster and took 1st place in the S1a class followed by Steve Sedaros in 2nd and Scott Key in 3rd. The S1b Cayman class was won by Craig Barrie with Tim Marshall in 2nd place and Russ Karnap in 3rd. Carmen Devito made it 5 for five wins in the S2b 911 class with Jim Herman taking second place. Conley Laing wheeled his 911 to first in the pre-997 911 class. Sally Jecmen took top honors in the SL ladies category.

For our final event in November we had 17 Porsche participants. With a new course and rain threatening in the afternoon we still managed to work in 5 runs on a very fast 50+ second course. Thanks to everyone for helping make for a smooth event. Lots of close competition. Alex Flores took top honors in the s1a class with a blazing 52.274 run followed by Steve Sedaros with a 53.537 in second and Scott Kee with a 54.521 in third. Russ Karnap, 55.353, took 1st overall in the s1b Cayman class with Tim Marshall close behind in 2nd with a 55.398. Steve Wojcicki rounded out the podium in 3rd with a 56.379. In the S2b 91 class

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Robbie Whitehead ...



... and Dylan Kotoulis behind the wheel



I see orange cones, everywhere



Space Coast AutoX shirts on display

Matt Kersting kicked it up a notch ripping off a 53.917, just nipping the ever present Carmen Devito in second with a 54.084 and with Tom Kirk on the podium in 3rd with a 55.736. In the older 911 S3 class Roland Gallie ran a quick 54.616 for 1st place with Conley Laing in 2nd with a 56.952 and newcomer and first time AutoXer Rob Sedaros wheeling his Targa to a 60.024 for 3rd. Sue Kee took top honors in the SL ladies class with a 65.394 and first timer Penny Reynolds shaved an impressive 14 second off her initial run to finish in 2nd with a 71.559.

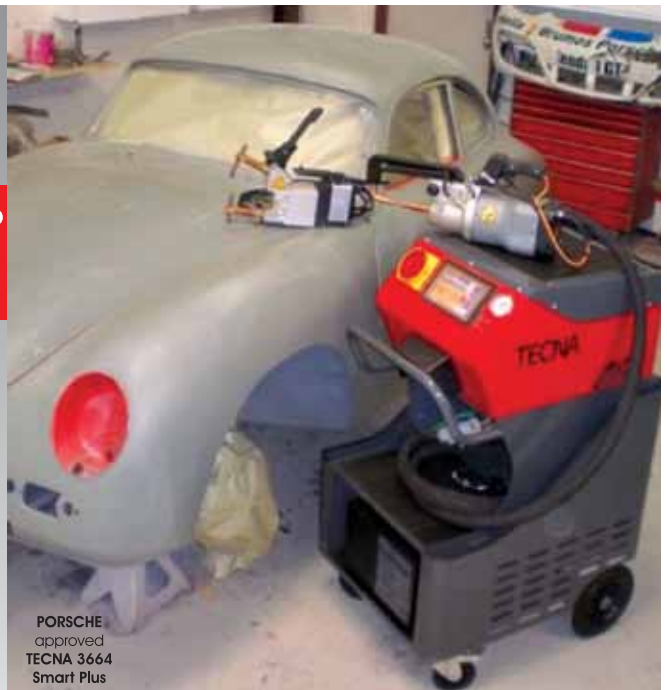
What a great year for AutoX!

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Competition Report - 2015 Year End Results

Article by Ken Marshall
 Photos by Sue Kee and AWOL

The numbers are in, and the first full Space Coast PCA AutoX season is in the bag. We managed to run 6 successful point events during the year with an average of more than 20 PCA members per event. Each was held at Eastern Florida State College in Palm Bay. It was interesting to see the level of improvement evidenced by our club participants as we began to develop some seriously good drivers. Our efforts were dedicated not only to having fun, but first and foremost to run safe events that allowed drivers to exercise and appreciate the limits of their cars. Thanks to everyone for helping make that happen, especially Craig Barrie, Reis Barrie, Tim Marshall, Scott Kee, Steve Wojcicki, and Alex Flores. A special thanks to our outgoing president Lou Linden for enabling Space Coast AutoX to become a reality.

The first full Space Coast PCA AutoX season is over and it's time to name the class winners. Remember it paid to play and the best of 5 total events were counted for class points. Your Space Coast PCA AutoX class winners are:

Class	Position	Name	Points
S1a	1	Scott Kee	38
	2	Steve Sedaros	26
	2	Jeremy Hilton	26
	2	Alex Flores	26
S1b	1	Craig Barrie	40
	2	Tim Marshall	34
	3	Russ Karnap	28
S2b	1	Carmen Devito	50
	2	Tom Kirk	28
	3	Matt Kersting	26



Thundering down the Sebring front stretch

S3	1	Roland Gallie	44
	2	Laing Conley	34
	3	Jason Breitfeller	18
SL	1	Sally Jecmen	36
	2	Sue Kee	32
	3	Sara Morrison	20
P3	1	Reis Barrie	30

Driver's Education (DE) was very popular in the club this year and participation seems to be growing. We had a total of four weekends where the club travelled to Sebring to participate in the Sun Coast Club DE's. Some members were first timers, others came back to continue their education and fun, and several members zoomed to the head of the class. Scott Kee went from Green (Novice) to Yellow (Solo) and Craig Barrie became an Instructor! Congratulations to them and everyone who participated. DE is not only a learning experience, driving your Porsche safely on a professional racetrack, but also a fun time with other club members. Come on out next year when we start up again and join in the experience. I guarantee you won't be disappointed.



Volunteers, the unsung heroes at track events

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September DE at Sebring

Article by Sally Jecmen
Photos by Susan DiVito and AWOL

Our September Driver Education (DE) was a phenomenal event and surely not one to miss next time. Our fellow Space Coasters met at Sam's on 192 to convoy over together. With Scott Kee in the lead and Sue Kee graciously bringing up the rear to round up potential stragglers, we were on our way. The drive was pleasant and we reached our hotel with ease. No hazards except love bugs on the cars. After settling in, I drove the quick trip from Chateau Elan Hotel to Sebring Raceway. I passed the "Welcome Race Fans" sign and heard the rumble and familiar engine zoom of Porsches on the track. My heart fluttered as the sounds graced my ears and memories of good times at the track sprang up.

The next morning, we woke up bright and early to attend the driver's meeting where they explained the course, running groups, flags, and safety. We then are paired up with our instructors. My instructor, Crystal, was phenomenal. I gathered after a few minutes' discussion that the track has been a treasured event with her family since she was young, and she certainly had a lot of experience under her belt.

Being a novice, I was in the green group, and we attended "ground school" first.

A slide presentation explained the flags and rules again, providing guidelines and track procedures. Then we all took a touring lap at low speed, with our instructors, to get an orientation and feel for the track before we "go live."



Sally Jecmen in action

Once we were on the track Crystal gave me an ear bud and microphone that fit under my helmet so she could give me coaching and feedback. With the tour done, the track became "hot" and all green drivers line up for some track time. My heart always quickens a little (butterflies in my stomach) and off we go. Crystal coaches me on how to perceive the line, track out, and observe the braking zones, most of them clearly identified with cones. Then we work on my technique. Can I use the rumble strips? How do I leverage them to maximize my driving efficiency?



This is my second DE event, and my "muscle memory" came back, just like riding a bike. My first DE instructor was Jose, and he was phenomenal too. It's interesting to see how both he and Crystal interpret the technical and safety content the same but frame it differently. I find that high performance track driving is a different skillset than my autocross events, but the technique of not "disrupting" my vehicle for better performance still stands true. We work on lines, brake zones, turn in's, apex, and track-out's.

Craig and Lynda Barrie with the SPC gang have setup in the paddock/backlot area, and we meet occasionally for a cool drink,



In the paddock

snacks, and car talk. After a couple of breaks and more runs on the track, I'm better able to refine my technique. Although the GT3's and 911's that have an extra zero on their price tag may blow by my 2008 Boxster S on the straightaways; I'm finding that I often pick up the lead during the turns. Nice to know that technique and street smarts--not just brute force and engine torque--pay off. Still working on feeling comfortable allowing my car to track out at the blue dot, I'm excited and thrilled to be driving my car the way it's designed to be handled. The track day was most enjoyable. I'm impressed at how they stress safety and professional driving technique at the event--refinement of our skills rather than full bore fast driving with no brains or intent behind it. I'm delighted to report that I've encountered neither meatball flag (something's wrong with your car) nor black flag (you did something unsafe/wrong). It was a super fun day and I learned a lot. A DE (Driver's Education) is definitely worth a try for everyone who enjoys driving their Porsche.

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Body Work Tech Session

Article by Jason Breitfeller
Photos by Robin Hoffman

Spacecoast PCA got a very special treat this November when member Chris Heinze invited the club to his collision repair center, Platinum Werks. Porsche of Melbourne had many beautiful new cars on display in addition to Turbo Don's 991 Turbo S and both Chris' 991 GT3 and 964 Turbo. Needless to say, there was no shortage of amazing cars on display.

Platinum Werks had a full morning planned that started with an outstanding breakfast. Over seventy attendees munched on bacon and eggs and wandered around an amazingly clean shop. Nothing was off limits as Spacecoasters were peeking in the paint booth, under the alignment rack and walking in Brevard's only Aluminum Welding center.



Breakfast is served

After a quick introduction by Chris to each one of his experts in the different areas, we were treated to a round robin of technical discussions on the different specialties

regarding paint and body repair. Platinum Werks has one of the most accurate alignment machines in Brevard County and the only Aluminum welding "clean room" to be able to handle fenders benders using the newest technology. There was also a discussion on paintless dent repair to help remove those little dings that don't harm the paint but cause the bodywork to show an impression. And finally, our own Alfred Marino lead a discussion on the proper way to wash a car.

My personal favorite was the demonstration by painter Mike Miller on scratch repair. Mike had a beautifully painted fender laid out on a work stand. The first thing he did was make three scratches (oh the horror!!!) on that fender of different magnitudes to demonstrate how some issues can be corrected, others "band aided" and others touched up sufficiently to make the average observer never be the wiser. He taught us how to properly wet sand the clear coat with a very fine sandpaper and complete the process with a wool buffing pad. The best part was that he shared all of his knowledge and trade secrets leaving nothing to the imagination. I know where I am going to get one particular, pesky scratch that has

been bothering me for the last six years dealt with!



The experts at Platinum Werks

Chris also invited Wurth out to the event. Wurth makes many, many products for our Porsche's. Jennifer Wynn, the Wurth rep, answered every question we could think of to throw at her and offered some ideas we hadn't even considered! Wurth also sponsored the afternoon raffle giving out some very cool items that were the envy of ever Porsche fanatic at the event. We were all treated to a very cool Porsche credit card USB stick sponsored by Platinum Werks. A big thank you to Platinum Werks and all of the experts that spent their Saturday morning letting us crazy Porsche people learn even more about our four-wheeled baby's!

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Danny Baker
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Confessions of a Porsche Wife

Article and photos by Kate Breitfeller

It really wasn't until I made an off hand comment in front of a group of friends that their shocked reactions made me pause and think....*Wait!...is that weird???* It honestly never occurred to me that the things that happened in our home were different from everybody else!

I've tried thinking back to where it all went wrong.....married young, first home of our own, and Jason, my new groom, washing a car part in the kitchen leaving black grease stains in the sink. I didn't *love* it, but it didn't seem worth an argument...he scrubbed the stains out immediately.

Dating Jason all through college, I knew he loved working on cars. Porsches in particular. And I'm not going to lie, there is definitely something sexy about a guy who knows how to fix his own car! When my friends were looking for the nearest Jiffy Lube, I truly came to appreciate Jason's oil stained nails!

Fast forward a year, the last few weeks before our son Nick was born, in the humid heat of our Viera garage listening to these muffled instructions.....down....now pull up....down....ok how does that feel? Get your minds out of the gutter people!! We were bleeding brakes!! Or was it a clutch?

Dishwasher? Parts washer!



Baking up something good in the oven



Who needs Tonka Toys when you've got Porsches?

As time went on, I was still called on to help in the garage, my dishwasher requisitioned as a large parts washer, or my oven to heat parts. After we had kids though, Jason had new playmates! When Nick turned 2, he was obsessed with tools and machines—Gee! I wonder where he got that from? I was more than happy to let them rebuild “their” carburetors on the kitchen table, as long as I got a few minutes of quiet to myself.

I spent **HOT** Sundays at the Palm Bay skid pad, watching Jason auto cross listening to our sons squeal--- “Daddy’s racecar!!”. Aww, the sweetness of innocence that could imagine that rusted 914 was a Racecar.

Somehow Jason's obsession with Porsches became a family issue—maybe we will get a group rate in therapy some day. However, I've noticed that we all refer to the family Pcars as if they are people and have their own personalities. If that's not a symptom of some sort of group hallucination I don't know what is!!! When you look at these beautiful machines you have to see their souls! *What has this marriage done to me?!*

Has Porsche been classified as a cult yet? That might make me feel a little better!

**Porsche Obsession
or Group Hallucination?**



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January 15-24 Mecum Auto Auction @ Orlando
January 16 Drive to the Mecum, Lowes, Rockledge, 9:00am
January 17 Kaffeeklatsch @ Daytona Panera, 9:00am
January 23 Kaffeeklatsch @ Wickham Panera, 9:00am
January 24 Kaffeeklatsch @ Vero Panera, 9:00am
January 29-31 Rolex 24 @ Daytona International Speedway
January 30 Drive to the 54th Rolex 24, Lowes, Rockledge, 9:00am

February 4-7 48 Hours at Sebring Club Races & DE @ Sebring International Raceway
February 6 Drive to Zone 12 AX Challenge, Sam's Club on 192 in Melbourne, 8:00am
February 6 Zone 12 AX Challenge @ SIR, Noon
February 13 Drive to Windsor, Porsche of Melbourne, 10:00am
February 13 Polos and Porsches at Windsor
February 14 Kaffeeklatsch @ Vero Panera 9:00am
February 19-21 Targa Sixty-Six @ PBIR
February 20 Drive to Targa Sixty-Six, Sam's Club on 192 in Melbourne, 8:00am
February 21 Kaffeeklatsch @ Daytona Panera 9:00am
February 27 Kaffeeklatsch @ Wickham Panera 9:00am
February 27-28 Gold Coast & Suncoast DE @ Sebring

March 11-13 Amelia Island Concours
March 12 Drive to Amelia Island Concours, Lowe's in Rockledge, 8:00am
March 13 Kaffeeklatsch @ Vero Panera 9:00am
March 18-19 64th running of the 12 Hours of Sebring
March 19 Drive to 12 Hours of Sebring, Sam's Club on 192 in Melbourne, 6:30am
March 20 Kaffeeklatsch @ Daytona Panera 9:00am
March 26 Kaffeeklatsch @ Wickham Panera 9:00am

Save the Date: Zonefest is returning for 2016 to Sebring on Memorial Day Weekend

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

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Ray Baldino

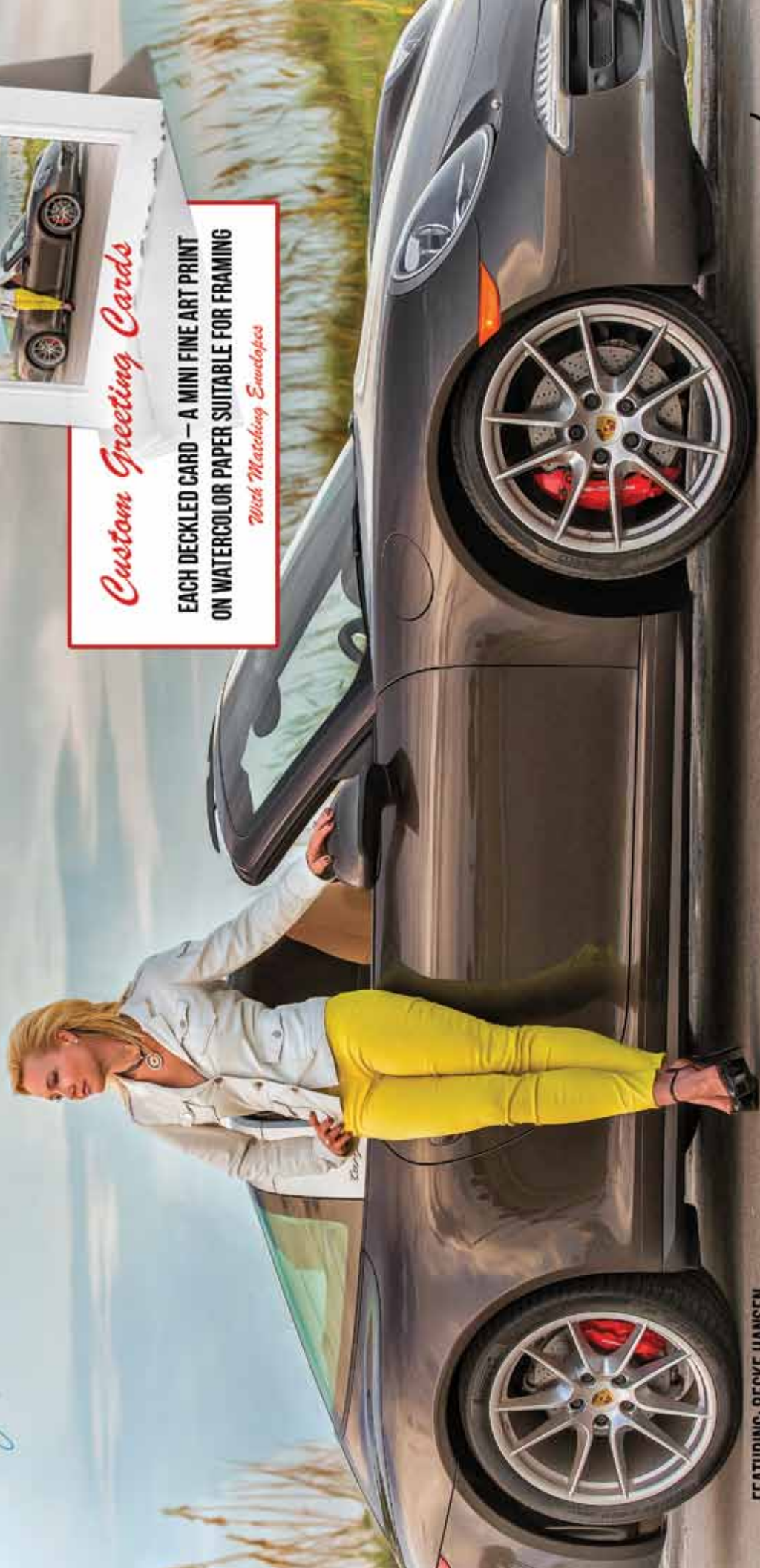
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