



ESCAPE VELOCITY

MAGAZINE

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

Volume 9 Issue 3



Le Mans | Parade | Drive & Dines | Summer Banquet



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President's Column

As you read this column we will have completed a fantastic summer of activities. The Summer Banquet planned and coordinated by Carole Fritsche and her team was the best I have attended over the past 9 years. It featured the dual Porsche win at Le Mans and was great fun. Since she is also doing the Holiday Party we expect it to be fantastic. Carole is asking for volunteers to help her plan and coordinate the Party scheduled for December 5th. Please contact me or her if you are willing to help.

We have had several Drive and Dine events including going to the Swamp House, Jolly Gator Fish Camp and a joint drive with Citrus Region to Fish Lips in Port Canaveral. Over 75 cars and 150 people participated in the Fish Lips event. I'd say that is a successful Drive and Dine!

Fall is approaching and many events are on the calendar and more will be added as we move forward. Our first Autocross of the fall is scheduled for September 12th at Eastern Florida State College in Palm Bay. We also have our Space Coast Region Annual Oktoberfest, Concours and Picnic at F. Burton Smith Park, just off Hwy. 520 in Cocoa on October 17th. Follow us on Facebook and keep an eye on the Space Coast Region web site for current information.

It is the time of year to start thinking about nominations for Space Coast Region club officers for 2016. We will get the process for nominations out to members soon and the election will take place at the Holiday Banquet. We are also looking for volunteers to lead committees. You can see most of the current committees listed on the Officials and Leadership page. Think about what you would like to do for the next year. This organization is all about volunteers and we have lots of folks with experience that will help new volunteers get up to speed.

Lou Linden

On the Cover: Laing Conley autocrosses his beautiful silver 1988 Carrera during the June 6th Space Coast Autocross at EFSC in Palm Bay. Photo by professional photographer and Space Coast PCA member Ray Baldino.

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From the Editors

It's so nice to see so many Porsche members out and about as a group enjoying our cars and PCA Club in the Space Coast. We'd like to thank all of our regular contributors and welcome all the new contributors who've taken the time to share their stories, experiences and pictures. It's been wonderful to see so many new faces join the Dine and Drives, the KaffeeKlatsches, not to mention the record turnout for our last autocross and the Summer Banquet. Let's keep up the camaraderie and the fun.

We'd like to share a "Service Announcement" from Jason Breitfeller: It has recently dawned on me that we are in jeopardy of losing a little bit of classic Porsche panache. No one flashes their headlights at each other anymore!!! Nowadays I see at least 3-4 Porsches each day. It seems that the advantage of seeing more Porsches has turned into a disadvantage with regard to that special bond that we all have as pilots of a premier automobile.

Arlo Guthrie said "If one person does it, they'll think he's really sick, if three people do it they may think it's an organization. If 50 people a day do it, they may think it's a movement!!!"

So, let's be one of the 50. When you see another Porsche, flash your headlights at them. At first you might not get any response, but it will eventually catch on and we can indoctrinate the new generation of Porsche owners in a classic rite of passage.

Let's 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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Membership Corner

by Brian Reinert

Hope this finds everyone well and enjoying the many activities our event organizers have planned for the Space Coast region. Hopefully, you can dodge all of these afternoon thunderstorms. Our membership continues to grow! Take a look at our current and past membership numbers:

As you can see, membership remains strong. Our Space Coast region continues to be a top contender for factored growth! Many thanks to Scott Kee (and team) for the many outstanding events they arrange. Speaking of events, new members may enjoy one of our Kaffeeklatsch's (or cars -n- coffee) meetings.

These are held each month in the south, central, and north parts of our regions. I promise we will make you feel right at home. In addition, I would like to ask ALL members to RSVP for those events requesting signup or an email confirmation. It is often a challenge for event coordinators to "guess" how much food or accommodations are required. Taking a few minutes to RSVP helps us "right size" and saves on expenditures.

And don't forget to Like Us on Facebook www.facebook.com/SpaceCoastRegionPCA and Subscribe to Email Updates on our [webpage spc.pca.org](http://webpage.spc.pca.org) (do not use the www).

Happy Driving,

Brian

Date	Primary Members	Affiliate Members	Total Members
2015	628	352	980
2014	548	315	863
2013	531	322	853
2012	497	302	799
2011	463	290	753
2010	406	250	656
2009	406	244	650
2008	366	248	614

Welcome to our New Members!

June 2015

Albert Heisler, Silver 2009 Boxster
 Barbara & Richard Deml, Red 1999 Boxster
 Rex Moule, White 2013 911 Carrera S
 Alan Norman, White 2015 Boxster S
 Randolph Margrave, 2010 911 Carrera
 Jon Miller, 2008 Cayman S
 Bill LaVonture, 2007 Boxster S
 M Maillie, 1965 356
 Rod Bass, White 2015 Boxster GTS
 Gabriel Macchia, 2014 Cayman
 W.R. McConnell, 2012 911 Carrera
 Firas Muwalla, 2012 911 Carrera
 Rodney Mickley, 2015 Cayenne
 Dennis Jackson, 2015 Boxster
 Kenneth Whittaker, 2013 911 Carrera
 Barbara Boka, 2014 Boxster
 Nicholas Parks, 2015 Panamera
 Michael & Virginia Corsetti, 2006 911 Carrera
 Nancy & Christina Hendricks, 2013 Boxster
 George Meander, 2012 911 Carrera S
 Clarence Mainschein, 2015 Macan S
 Guy Partridge, 2015 Macan S
 Richard Schlarb, 2015 Macan S
 Andrew Schmidt, 2015 Macan S
 Candice Smith, 2015 Cayenne
 Tracey & Jerome Weber, 2014 Boxster
 Lorna & William Farley, 2013 Boxster
 Mary Carr, 2015 Boxster
 JT McHale & Barbara Lande, 2007 911 Carrera
 Arlene & Robert Arndt, 2015 Boxster

Transfers in:

Timothy & Becky Boyle, Blue 2008 911 Carrera 4S.
 Transfer from Jersey Shore (JSH)
 Mark & Mary Cartwright, Silver 1998 Boxster &
 Silver 2004 911 Carrera.
 Transfer from Northern New Jersey (NNJ)

July 2015

Alfred Nuttall, 2010 911 Carrera S Cabriolet
 Muhammad Aslaw & Sabeen Qaiser, 2012 911 Carrera
 Ronald Ostroff, 2014 Cayman
 Alice Lawfast, 2015 Macan S
 Elissa & Paul Bennice, 2016 Boxster
 Patrick & Robin Corbett, 2015 911 GT3

Transfers In:

Paul & Mary Mallet, Black 2012 911 Turbo
 Transfer from Florida Crown (FCR)
 Robert Seitz, Blue 2000 911 Carrera
 Transfer from Metropolitan New York

August 2015

Richard & Diane Welch, Silver 2014 Boxster
 Reed Knight, 2001 911 Turbo
 Joseph Petrock, 2016 Macan S
 Constance Hynes, 2016 Macan S



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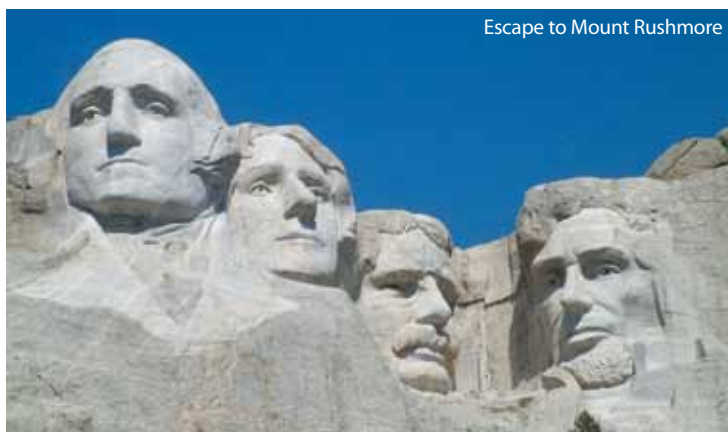
News from National

Article and photos submitted by
Tom Gorsuch, National Vice President

The PCA calendar is in full bloom at this time of year. PCA is hosting the 2nd Annual Werks Reunion during the Monterey car week in August. Werks is open to all Porsche owners and clubs and is free for spectators. This year we will have 630 Porsches on display making this the largest participant event of the Monterey car week, the center of the automotive universe for a few days each year.

Werks is just a warmup to the end of September event—Rennsport Reunion V. This event occurs once every four years and is being repeated this year at Laguna Seca Raceway. The famous racing Porsches reunited with their famous drivers, and raced for everyone's delight over the three day event. One of the Le Mans dominating 919s will be running as well. RRV is a PCNA event which is anchored by PCA volunteers and members. The PCA 60th Anniversary Club Coupe #1 will be given away to one lucky PCA member at RRV so schedule some extra time to drive it back to Florida.

The first weekend in October is Escape to Mount Rushmore, South Dakota. The 2015 Escape promises to be a fabulous, western driving event, www.Escape2015.org. Space Coast's David O'Neal has taken on responsibility for future Escapes and will have some exciting announcements for us starting at the close of the South Dakota event.



Escape to Mount Rushmore

Closer to home, also on the first weekend of October is the Petit Le Mans race at Road Atlanta. You can find even more events at www.PCA.org so if you're bored this summer, it's not PCA's fault.

I recently had the privilege of touring the new Porsche Experience Center in Atlanta while attending the PCA Zone 3 Presidents' meeting. The One Porsche Drive location houses PCNA, Porsche Consulting and Porsche Classic. The facility is a 10 minute cab ride from the Atlanta, Hartsfield airport. Any enthusiast can visit



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the facility from Monday through Saturday each week. To visit you must have an appointment scheduled for a driving experience, race simulator, fitness evaluation or dining engagement. You can schedule your appointment at www.PorscheDriving.com or by phone reservation. Once inside the facility you can visit the small museum and car collection.



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Space Coast Region will certainly have a group visit in the coming year once the PEC schedule opens up. Schedule a lunch or dinner reservation at the 356 Club, or a full-on test drive of that next Porsche during your next pass through Atlanta—you won't be disappointed.



Many PCA events to attend



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24:17 Doppelsiege at LeMans

Article by Steve Hoffman
Photos from Autosport.com

The 24 Hours of LeMans is to Sports Car Racing as the Tour de France is to cycling or the Indy 500 is to Open Car Racing. Yes, there are other races, but this is THE race. Ask any driver and if they could only win one race, it would be at LeMans. This year's race was the 83rd annual running at the Circuit de la Sarthe, a track rich in history. All of the greats have won here; Phil Hill, Carroll Shelby, Jackie Ickx, Derek Bell, AJ Foyt, Dan Gurney, Hurley Haywood, Al Holbert, Pedro Rodriguez, Hans Herrmann, Tom Kristenson, etc.



Heading to victory

Porsche has only been competing for the overall victory for the last 45 years but in that time has accumulated more overall victories than any other manufacturer, 16 to be exact. However, Porsche's last overall victory was back in 1998, as they have not really put a

competitive prototype, the cars that typically win at LeMans, in the field until last year with the 919. The 2014 entry proved competitive, leading a majority of the race, but could not withstand the 24 hour reliability demands with both entries having drive train issues around the 20 hour mark. Due to the 16 year drought, Audi had closed up on Porsche and has accumulated 15 wins of their own. This year's race pitted Audi versus Porsche for overall victory and bragging rights for all time wins at LeMans.

Every year Porsche of Melbourne sponsors our annual LeMans breakfast. We gather at the dealership to watch the pre-race hype and cheer on the Porsche entries at the beginning of the race. Once again this year, they did not disappoint with a wonderful spread of tasty treats and with the advent of today's technology, large screens for viewing, and computers for in car camera views. It was fantastic. Another huge thank you to Shay Rowe, Sheryl, Peg, Haley, Hans, Dylan and the entire Porsche of Melbourne crew for their hospitality. This year was a little special. In years past we kind of knew we weren't really competing for overall, just hoping for a class victory or two in the GT classes with

the 911 entries. But with the potential for overall victory, there was electricity in the air at the start of the race. In fact, if they would have stayed open all 24 hours, I would have been happy to camp out at the dealership!



Breakfast and LeMans

Back to the race. Porsche and Audi traded the lead throughout the race. The Porsche team being faster out of the turns with the amazing torque they get from the hybrid system but Audi able to get better tire wear reducing the cumulative length of their pit stops. This went on through the night but as morning broke, the number 19 Porsche had a fairly commanding lead driven by Formula 1 driver Nico Hulkenberg, Nick Tandy and Earl Bramber. As the finish to the race unfolded they stretched the lead out to over a lap allowing a fairly relaxed finish. Making



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So many screens, so much racing action

it even sweeter the number 17 Porsche driven by Mark Webber, Timo Bernhard and Brendon Hartley was able to get past the top Audi allowing Porsche to finish 1-2, another Doppelsiege (Double Victory) at LeMans, and extended Porsche's overall total of LeMans victories to 17. Hopefully, this is the start of another decade or two of dominance by Porsche at LeMans.



Porsche 1-2

One of the best parts was the t-shirts adorned by all of the Porsche team members at the end of the race. They were in response to Audis welcome back to Porsche commercial from last year, showing them doing donuts after their victory. In case you missed it, the shirt had a 17 surrounded by championship wreaths on the front and with the donuts visible, the words "Challenge Accepted" on the reverse. I MUST have one of those shirts!



The winning driver team of Nick Tandy, Earl Bamber and Nico Hulkenberg

Rhoda Hexa: 356A Porsche Hill Climber

Article and photos by Brad Marshall

I have lusted for a Sports Car from the time that I saw an XK120 Jaguar while pumping gas for my part time job in high school. *Road & Track* was my guide, but US Air Force pay did not allow this vision to happen easily. Working two part time jobs did afford a 1950 Singer for \$200 and later a trade up to a 1952 MGTD in marginal condition. I joined a local sports car club in Denver consisting of mostly MG's owned by USAF guys. One member with a generous father had a 356 Porsche Speedster and we all longed after that machine. We had a lot of fun at local Auto Crosses, then called Gymkhanas. The 356, of course, trashed the MG's having nearly 100% more horse power and a fully independent suspension.

Several decades later and maybe a little wiser, I joined the Vintage Sports Car Club of America (VSCCA). My wife had fallen in love with a 1959 Porsche 356 A Convertible D. She argued that we could drive it to Hill Climbs, race and then drive home. We bought a beauty that, for reasons never confirmed, fellow racers and others familiar with the car called her Rhoda Hexa, translated as Red Witch.

The Convertible D was the "improved" Speedster, sporting rollup windows to replace the side curtains, made for only 1 year by Drauz for Porsche. This car cost me \$20,000 in 1996. The current price for her is above \$100,000, however I sold her for \$55,000 in 2007.

I spent a bunch of money making it more race worthy, while keeping

it usable as a road car. The VSCCA rules dictate that the "race car" maintain its original suspension, engine, wheels, tires, fenders, seats, carbs, and etc. Engine mods are pretty well open, while maintaining the stock carbs and displacement capacity.

I gradually pushed the limits of originality with:

- A Porsche 912 engine, an upgraded 356 engine which has a more robust lower end. *Everybody uses them in vintage racing.*
- Adding a balanced steel crank with balancing of the clutch/pressure plate
- Polished and ported heads and higher compression. Big bore barrels get displacement to 1700 CC from 1600 CC.
- A semi wild cam was added, but she was still easily drivable.



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-Street illegal exhaust system added with a detachable, tunable noise limiter/muffler. *Some tracks near hi-priced developments have imposed noise restrictions.* Similar engines have been dynoed at 130 HP. Stock was around 80 HP. SCCA winning engines typically cost at \$15,000 and above.

-A Roll bar with HANS device strap connections was carefully fitted to allow convertible top use.

-A fuel cell replaced the big gas tank.

-Dual braking system was added and “racing” brake linings .

-Suspension improvements include; lowering and a 19 mm anti roll bar at the front to help compensate for the famous over steer of 356s and early 911s.

The Rhoda Hexa was fairly successful with hill climbs at Mt. Equinox in Vermont and Mt. Washington in New Hampshire. We also raced on road courses.



Climbing to the top

The Mt. Washington climb dates back to 1904. The climb is 7.4 miles, 2/3 paved with dirt at the top. The peak at 4555 feet of climb boasts the highest wind speed in the world, with weather at times to match. My 356 was featured with a photo in *Automobile* magazine in December 1997.

After I graduated to an open wheel real race car, Formula Ford, my daughter raced the 356 in the VSCCA, VRG and SVRA race series. We raced south to Homestead, FL, North to Mt. Tremblant in Quebec and West to Pittsburg. We participated in about 10 races a year and a hell of a lot of work and even more money!



The author's daughter at Lime Rock

She blew the engine with a rod through the case during a race at Lime Rock in CT. After an expensive replacement, I added a rev limiter at 6000 RPM. My daughter commented that it did not rev as high as it had prior to the replacing the engine!! My fault, I had assumed that she understood a 5 to 6000 RPM limit. I blew the replacement engine chasing a long time rival at Mosport in Canada.

I retired the 356 from racing and rebuilt the original 356A engine with help from the Maestro. The “Maestro” was a well known 356 engine builder from LA, who sold a series of tapes with step by step directions. The result was gratifying, as I have worked on a lot of engines, but never an air-cooled race engine. In the winter of 2006 we had the 356 painted to near perfection.

My intense interest in Formula Ford Racing led me to sell the Rhoda Hexa in 2007. I have recently found her on the Convertible D registry and I’m trying to contact the current owner to share stories. My wife is now in love with Boxsters and I again have followed her to start a new adventure with the Space Coast PCA.



Reaching the summit



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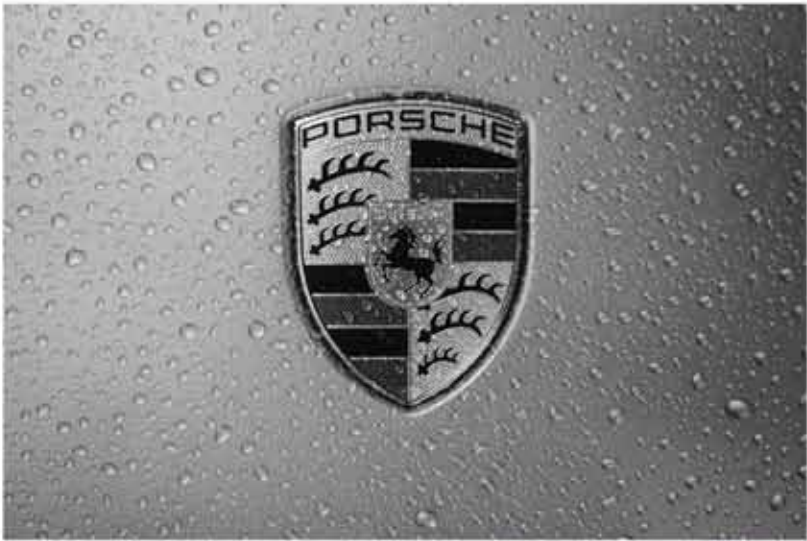
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Drive & Dine to Ft. Christmas and The Swamp House

Article by Steve Wojcicki
Photos by Sue Kee

Our second Drive and Dine this year was held on Saturday, June 27th. Fortunately, unlike our first D & D, Mother Nature provided warm temperatures and sunny skies. As a result, we had a very good turnout: 19 cars and 28 participants.

We met at our usual spot (Lowe's parking lot) and departed promptly at 9:30 a.m. We headed north on I-95, then west on 520, past the Lone Cabbage Fish Camp, over the St. John's River on our way to Fort Christmas. We made our first stop there to take a quick break and learn a little about Florida's history. Fort Christmas is a historical park situated on 25 acres. It features a replica fort that was built in 1837 during the Seminole Indian War.

After completing our "cultural" stop, we climbed back into our Porsches and got back on the road. This next part of our drive took us through some less traveled two-lane back roads, small towns and afforded us some

Enjoying blue skies...



...and the cool of the shade

rural scenery. My favorite part was driving under the huge oak trees in Enterprise, FL. We finished our drive at the Swamp House Grill on the St. John's River in DeBary. We were permitted to park in a unique area: a grassy peninsula between the marina and the river. It was the perfect spot to showcase our Porsches!

We then proceeded to the restaurant to enjoy a lazy lunch while taking in the views of the marina, river and wetlands. Everyone had an enjoyable time. It was a perfect way to spend

a Saturday with good food, good friends and of course driving our Porsches.

Better be careful in The Swamp



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Charity Spotlight

The Ripple Effect of Charity in Our Community

Article by Elaine Christine, Charity Coordinator
Photo by Scott Kee

Charity begins sometimes in the oddest places. For the Women's Center, it began when members Margo LoZito and Eileen Keeney cornered me in the ladies room at our 2014 Holiday Party when they asked me if I could do something to help the Women's Center.

The first activity was to restock the pantry at the Women's Center, helping people with a basic need during challenging times. I wrote the Charity Spotlight article asking members to bring dry food and canned goods to the next Drive & Dine. Lou Linden phoned me, "The back of my SUV is full of dry food and canned goods! Where am I supposed to deliver them?" he asked. I gave Lou the address of the Women's Center in Brevard and their phone number, which is (321) 242-3110. Then I shared how proud I was of the Space Coast Region PCA members and

their spirit of generosity for our community. I wish to acknowledge their contributions with a big thank you and heart hug to all those who participated!

For the second activity we are inviting members to bring gift cards to our club Holiday Party at the Crowne Plaza on Saturday, December 5th. Gift cards could be for gas, groceries, dining out or shopping—the possibilities are endless. Imagine the thrill of your tax-deductible contribution making Christmas brighter for a Women's Center client and their family! Quite a wonderful ripple effect from one simple conversation!

At the Holiday Party, we will be taking home The Space Coast Region PCA 2016 Calendar thanks to our sponsor Shay Rowe,

of Porsche of Melbourne. And thank you to the club members who pose with their Porsches for this creative endeavor, now in its third year! Full of eye-candy, the charity calendar boasts photos of members and their Porsches by award-winning photographer Ray Baldino. We also appreciate Jack and Lois Roberts, who donate their time to coordinate the 2016 Calendar project. The beneficiary of the 2016 Calendar is The Haven for Children in Satellite Beach. Upon hearing the grand total of \$7,000 in support for her organization, Executive Director Kimberly Straehla exclaimed, "Wow, that is amazing! Thank you so much to the Porsche Club." Members can continue as friends of The Haven, and contact Kimberly by email at thehaven@cfl.rr.com.



Lou's SUV full of donated food



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Kaffeeklatsch Report

Photos by David Kelly, William Ball and Sue Kee

South Region - Jurgen Schwanitz

The Vero Beach Kaffeeklatsch is getting more and more popular. We even had a 918 show up and I heard it was an amazing car to see. Due to my work schedule I missed the Kaffeeklatsch that weekend. Hopefully it will show up again soon so I get a chance to see it. Our SPC PCA members enjoy a good "car-talk" session at Panera and there is lots to learn from each other and hear some great car stories. Then it's time to get outside and see all our unique cars. There are 911's, 356's, 928's, GT2, a GT3, Cayenne's, Boxster's and today even a brand new Cayman GT4. What a rare and stunning car that was. In addition to that we also sometimes get to see an RS America and a Euro Spec 930, and Carrera GT. You can find photos of all the recent Vero Beach Kaffeeklatsche's on the Space Coast PCA website. The very professional photos are taken by David Kelly, they are so good I had several made into large posters. Thanks to all of you for being part of the great club, and attending as many of those wonderful events as possible. Driving our Porsches is an experience like no other car can deliver.



Hop in, see how it feels



So which color is faster?



Everyone smile!



Exotic Porsches always draw a crowd

Mid Region - Robin Hoffman and Sue Kee

The numbers at our Panera KK's on Wickham have continued to grow, along with our club membership. It's great to see so many beautiful cars out for a sunny Saturday. We've even had some interest and participants in a few "spirited drives" around the area. Turbo Don and his wife Susan made some great videos that can be viewed on the Space Coast PCA website. It's so nice to meet some of our new Porsche owners and always great to get together to share stories and Porsche experiences. We all have busy schedules, but please take the time to come to our KK's and meet and greet and share. You won't regret it.

North Region - Terry Miller

"Happy Summer" from us folks in the North. Not too much to report except all is well and it's been a little warm outside. Bill Ball and his family hosted a great Le Mans start breakfast for a large group of us. Their hospitality was gracious and for direction purposes, Bill had said that he would have some type of marker out front. Well, two very large checkered racing flags flew at the entrance to his driveway and could not be missed to say the least. They even had a family judged "which Porsche do I want" contest and well I think we all won. Our KK's are going strong and we added four of five new people to the last one and to the club. Hey, Sue and Garry drove here all the way from IOWA to share in the fun. We also want to thank the folks from Melbourne for making the drive up I-95 to come and share in the conversation and commraderie.



A driveway full of Porsches



LeMans is starting. Beanbag anyone?



Our First Parade

Article by Tom Kirk
Photos by Cyndie Kirk

When we saw French Lick, Indiana as the location of the 2015 Parade we figured that this was our next best chance to go to a Parade. The last three Parades were in Utah, Michigan and California and were too far away for us to travel. So we went on an adventure in June for the week long event!

By the time we decided to go, there were no rooms in all of French and all the best drives and tours were already sold out. Undaunted, we registered anyway and were assigned car number 1007 (they start with car number 1!). We booked a hotel 20 miles away in Jasper, chose some dinners to attend and the autocross, figuring we would explore the Indiana countryside on our own.

The week before the event I called all the hotels again and found a room at a hotel in French Lick one mile from the activities at the resort. Things are already starting to improve. We caravanned with David and Ginny O'Neal from Florida to our North Carolina home, which is about half way to French Lick. Cyndie and Ginny's new Macans were the perfect cars for the trip; smooth, powerful, great handling cars they are.

The next morning we experienced the superior capabilities of these fabulous cars as we assaulted The Dragon at Deals Gap. We left our house in the rain to find The Dragon soaking wet and virtually empty because of the conditions. The turbo charged, full time all-wheel drive of our Macans was put to the test and rocked! Any other cars we encountered pulled off the road to get out of our way as we executed the Dragon's 318 curves over its 11 mile length.



When we arrived in French Lick we drove straight to the resort for registration. We were able to buy tickets for the Ohio River Scenic Tour that someone posted on the Bulletin Board. Next we checked out the Goodie Store as we were warned to get to there right away and it was true! It was like a feeding frenzy to buy Parade merchandise. It is rumored that they sold \$60K worth of merchandise on the first day alone!



Monday was the Concours. As you would expect, this was a huge display of beautiful machines. Since this was the 60th Parade, there was a special venue called 60 for 60. Here 60 cars over the last 60 + years were displayed together with information about their unique places in Porsche history. The bookends were a black 1949 356 Gmund coupe and a deep purple 2015 918 Spyder.

On Tuesday we went on the Ohio River Scenic Tour drive. The registration said it was limited to 40 cars, but by the time we started rolling, 120 cars were there including a 2015 Targa at the front of the line driven by Dr. Wolfgang Porsche and his son Felix. It was a fun drive through the rolling hills, corn fields and Amish communities that make up this part of Indiana. I even got Dr. Porsche to autograph my new PCA hat that I bought at the Goodie Store!



Most of Wednesday was spent at the airport runway. In the morning I drove a 2015 Boxster GTS courtesy of Michelin tires on a course they set up to showcase their new Cup 2 tires. The car was a blast to drive, well balanced with plenty of power. I got to drive the course three times, shaving off a few seconds with each pass. That afternoon I drove Cyndie's Macan in the autocross. Driving on The Dragon just a few days earlier helped prepare me for how the car would handle the autocross course and I was able to secure second place in class!

Thursday we struck out on our own into Amish county. The rolling hills and forests were a nice change from the flat straight roads of Florida. Although, you did have to watch out for the occasional one lane tunnel.



On Friday morning we said goodbye to French Lick and headed out on the next leg of our two week, 3,000 mile driving adventure. Our first Parade experience created many fond memories. Maybe we will see you in Vermont in 2016?

Parade French Lick through our Members' Eyes

60th Porsche Parade

Article & Photos by Tom Gorsuch



Every Parade is special, brings some special experience or thrill. Notably this year, the resort staff hospitality at French Lick was over the top. The resort management team had been to four previous Parades so as to completely understand the needs of our unique event. The resort itself was stunning and in remote Ohio Valley hill country, which is exactly where you want to gather 1000 Porsches. If you ever find yourself in that part of the country then indulge yourself with a visit.



PCA 60th Anniversary painting created by Nicholas Hunziker

The highlight of the 60th Porsche Parade was the PCA Museum and the 60-4-60 display. The Museum was created from archive video, photos, trophies and significant Porsches—through the dedicated efforts of National Historian RJ Wilmoth and his wife Linda. The centerpiece was a large three panel PCA 60th Anniversary painting created by Nicholas Hunziker for the occasion. The 60-4-60 display included one Porsche with PCA pedigree for every year of our club's existence. The 60 Porsche stories were elaborated on panels and by attentive owners.

Porsche contributed to the excitement as well with the opening banquet surprise

presentation of the first U.S. Cayman GT4. The 981 Boxster Spyder was also on display for the first time outside of an auto show. The highlight was celebrating the Porsche Le Mans victory with Dr. Wolfgang Porsche and his youngest son, Felix. We mixed traditions with the champagne toasts, bier trinken and 2 AM pizza. Dr. Porsche was clearly moved by the victory that last occurred 17 years ago. And that is the indelible mark the 60th Porsche Parade leaves on PCA history.



Dr. Wolfgang Porsche, his youngest son, Felix and Elaine Christine

Parade from Down Under

Article by Jack Roberts

Most Parade activities are outside—driving country roads, drifting on Michelin's tires, touring local wineries and attractions, a concours on the golf course. NOT so the Goodie Store, which is most definitely an indoor sport. Our Parade experience is a bit different than most. As chairs of the GS, we're supplied with a BIG room (6,900 sq ft) and countless volunteers (including Space Coasters Elaine Gorsuch and Laura & Alan Krenser) without whom we would never have gotten all those pallet loads of boxes full of polo shirts opened, inventoried, priced, re-folded, and arranged on the display tables. We shall be ever grateful, especially this year! Due to a scheduling conflict, we got into our room late. "Where are all our boxes?" we asked, "the ones we had so carefully segregated from all the other incoming Parade shipments the previous afternoon at their warehouse". "Later, maybe much later" we were told, "the trucks are all busy". With panic setting in, we arranged for a couple of U-Haul vans, enlisted volunteers, and went to work. I won't bore you with the entire story, but if it hadn't been for the efforts of some great volunteers, we would never have made the store opening at 9AM Sunday.

Speaking of volunteers, among the many that worked the store were Tori Hoffman and her friend Alexa Long, both 14 years old. They



Space Coast Girls working the Goodie Store

worked multiple shifts during the week as cashiers and I'm pleased to report their tills balanced every time! Thanks girls. You know, it really is the people.

Parade Traditions

Article and Photos by Robin Hoffman

2015 was the Hoffman Family's 5th Parade and what I have noticed is that the friendships grow stronger and the distances seem shorter with each Parade. With over 1000 cars attending with their 2000 people, one might think that you would become lost in the group. Not so. PCA members are a special group. There are the standard Porsche events: Concours, Autocross, Rally, Drive & Dines but also excellent nightly banquets to feast on. There is beer & wine tasting, golf, cooking events and even events for the kids – daily! It makes me so happy to see people from the Space Coast travel to Parade. It is an experience like no other!



Scott and Becky Hansen drove their new Targa to the party



Steve Hoffman's First Place win in the Autocross

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

Member Spotlight - Turbo Don & Susan Silverzahn

What should we know about the Silverzahn family?

We met in 1978 in the greater Washington, DC area at a Holiday Party and married in 1979. For me it was BEAUTY and THE BEAST. I met Susan when she was 20, I was GA-GA at first sight for her, but she did not appear to be interested, hmmm. I used my unique sales talent on her until she broke it off with her High Society athletic Attorney BF at the time and chose me. Ain't life great! I won the biggest lotto possible the day I laid eyes on her.

We decided to retire early to enjoy life, and moved to Melbourne in 2004. We have family here beachside. We have no children or pets which gives us a free on the go lifestyle.

When did you join PCA?

We joined the Potomac Region (founding PCA Club and the oldest) in circa 2003 and transferred to the Space Coast PCA when we moved here.

What was your first Porsche?

In 1993 I started reading various car magazines about this new and improved 911/993. I placed an order and soon it was mine! The drive home that night surpassed any new car excitement I have ever had and has never been bested. There is something very special about that first new 911.

Besides Porsches, what activities do the you enjoy?

Up until the middle of 2014, we traveled over eight months a year. We love cruising and in 2012 and 2013 did a phenomenal four month Around the World Cruise that was the most memorable event to date in our lives.

Do you have any Porsche stories to share?

While working summers in High School and during College, my boss at the time, purchased a new 1970 Orange 911. I became



smitten over this Porsche and vowed to own one someday. It took me 24 years to make my dream come true. Today my daily driver is a 2015 991 Agate Gray Turbo S and I love it.

Do you have any travel plans for the future?

Right now Susan and I are caregivers for my 93 year old mother who's had a lot of health issues the last 15 months, and happily she's improving and doing very well. Doctors say the TLC we're providing at home is what's keeping her fighting and alive. This job is the

most humbling and most challenging I've ever had. Hope it lasts forever.



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Maintaining the Tradition

Article and photos by David Kelly

You know the old saying, “you’ll know it when you see it?” In this case that pertains to quality and heritage.

And, that’s what happened at the 48 Hours of Sebring PCA Race this year. There was a stable of Porsche 911 race cars from the eighties unlike any I’d seen before, all of which were meticulously prepared and decked out in a variety of historic racing liveries. There were eight in all, each one unique and different in their appearance, yet race ready and able to prove it on the track. There was a beautiful white ’77 race car in the group, and it was as immaculate as the rest, which were all early-to-late eighties production cars, modified for the track.



Paddock full of racers

The cars were visually stunning! To me at least, these race cars were as close to perfection as you can get. Each one, with the exception of the ’77, was set up with a whale tail, slightly flared fenders, custom period wheels, and a modified front fascia resembling some of Porsche’s best racing heritage. That, and their unique period racing liveries, such as the Martini colors on the #070 and #199 cars, the Marlboro logo and colors on the #13 car, the

John Player Special Elf logoed black #75, and the TAG Heuer colors and logo on the #333 car, made each one stand out immediately. It brought back memories of those golden days of sports car racing and of Porsche’s enduring racing heritage.



Whale(tail) sighting

So, who brought these beautiful cars to Sebring, and what was different about them from what you might see at any of the Sebring Historic Races and at other race venues? It was the Accumoto Motorsport Team from Waunakee, WI. whose expertise built and prepared these cars for racing and brought them to compete in the Sebring “48 Hours” Race. I knew nothing at the time about Accumoto Motorsport, but the quality of the cars stood out immediately!



Martini livery



Mixing it up in the corner

What set these cars apart was the high degree of race preparation, mechanically and cosmetically, up to and including fresh paint and a special livery on each car. They stood out from other race cars, just sitting there in an immaculate team garage ready to do battle for a full weekend of racing. And do battle they did!

On the track, they were fully engaged and they were fast! You would think that with all of the new technology you see on the track these days, that cars of that generation would seem slow in comparison. That was certainly not so in their class. I was surprised at how track worthy and competitive they were, and they sounded great coming out of turn #17 and down the front straight. It was great to see them doing exactly what they were designed to do and a reminder of how special this series of Porsche cars are.

They were well tended to by the Accumoto Team in the garage between races as well. Tires were changed, brakes were checked, adjustments were made, and the engine came out of the #13 Marlboro car so the transmission could be replaced, all of which was done quickly and effectively so the drivers could get as much track time as possible.



Clean and fast

Here were eight beautiful Porsches from yesteryear, maintained to perfection, out there on the track proving themselves over and over again as the great race cars they still are, and “maintaining the tradition” from which they were born.

If you’d like to see more photos of these great cars on the track and in the team garage, please visit the Space Coast Region website, select “Event Photos,” and find the link for the Accumoto Race Team at Sebring.



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Auto Detailing the Porsche Way

An Interview with Concours Consultant Alfred Marino

By Jason Breitfeller, SPC Tech Chair

Alfred Marino has a special way of looking at a car and deciding how best to detail it for a superb presentation. He has prepped cars for National Concours Events and helps maintain the Larry G. Wilson Collection in Palm Beach.



JB: What do you recommend for the average weekend wash? If I'm out of car wash soap can I just use a little dish detergent?

AM: I am going to recommend what NOT to do; the sunny day carwash. Rinsing your Porsche with water in bright sunlight can be ruinous for its finish. There is a ton of information on the internet on how to properly wash cars. I highly recommend the website www.autogeek.net for any questions. Tending to your Porsche is free therapy if you let it be so keep it simple. However, if you're out of quality car wash soap, then very discretely, find your wife's expensive hair soap and use this instead of dish detergent. What is good for her hair won't hurt the finish on your prized Porsche.

JB: Lately we have been hearing a lot about magical waxes that will increase the hardness of the paint. Is there something to this?

AM: I personally prefer brands that have long standing reputations, such as Griots, Meguiar's, Mothers and the specific brands endorsed from Autogeek. I would be concerned if a brand is offering five-year paint protection and only has been in the business less than a year. Let me say this: If it is a "miracle" and in an infomercial at 2am, be alert. Second of all, paint has to breathe and be allowed to age accordingly if it's meant to be concours worthy down the road. It is much wiser to invest in paint protection film than glass coating. PPF can be removed and is not permanently bonded to the paint

unlike glass coat. Porsche's are meant to look 'period correct.' Too much shine and gloss will lead to point deduction in major concours circuits if it did not come from the factory looking that way.

JB: My car has the original paint on it but I see a lot of orange peel. Should I try to wet sand this orange peel out of the surface?

AM: This is a concours killer. Your Porsche comes with factory orange peel for the same reason why an orange has orange peel; much like a golf ball with dimples. It was made that way with purpose in mind. No excuse, no explanation needed. Porsche's are all about originality and authenticity

JB: What is the difference between using a "clay bar" on the paint vs. a polishing compound?

AM: The main difference is the clay bar is used for removing all surface and paint contamination caused from acid rain, pollution, rail dust, brake dust, and paint overspray. The clay bar is the only viable means of doing this. Using other harsh methods to remove bonded debris will simply mar and ruin the finish if not done correctly. Time and Pressure is paramount. The new water based polishes are all abrasive liquids that are design to safely remove fine micro-scratches, swirls from incorrect wash/cleaning procedure. A fine Porsche is like a painting on the wall. The less you touch the finish the better off you are.

JB: Sealant vs. Carnuba wax... what's the difference?

AM: Sealants are blended synthetic polymer liquids design to mimic the shine of waxes and to provide much longer protection. A quality brand sealant like Rejex can offer up to six months paint protection compared to three months for waxes.

JB: Are there any other tricks that you have learned to really make a car "pop" when putting it in a show? That you would be willing to share with us, of course!

AM: Always be paying extra attention to the obscure area of your car because those are the areas the judges are going to be inspecting. For example, the pedal clusters, missing mirror plugs. Too many of us spend too much of our effort on polishing and waxing the car instead of paying attention to what the car really needs. Also, Pledge furniture polish is excellent for tires and is highly endorsed among the PCA top-level judges.

For those of you interested in more, Alfred Marino is on Facebook and often teases us with pictures of the gorgeous cars that he is responsible for. And yes, Alfred is available to make your baby look her best.

JUST SAY NO to that sunny day carwash

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Two Guys and a Porsche Race Team

Article and photos by Terry Miller

Rumor has it that there are “some” members that enjoy all the articles in our great club magazine including those about TGP (Two Guys and a Porsche) Racing or maybe you just wanted an update on Dexter, the race car deal dog. As you can see he is no longer a puppy and on that note TGP Racing is no longer a new and inexperienced race team.



A puppy no longer

We no longer take this whole thing as lightly as we might have once done. A new truck, along with running many many laps in all types of weather conditions at many tracks has honed our driving and car set up skills. Our lap times almost have Lou Verdialles and myself able to pursue the goal of running in the PCA 944 Cup races in SP-1 or the old stock E class.

Running advanced solo (yellow) at Sebring with 69 cars on the track was a very interesting learning experience and even more so as there were over twenty 911 GT-3's and cup cars to interact with. The 12

hours of Sebring only had 52 cars running at the start. Lou has continued to be brilliant in the set up and tuning of our 1986 944 turbo. It is a pleasure to drive to say the least. We are putting the final touches on a new logo and graphic package for the car, and we can only dream that those wings on the logo might shave 10 seconds or so off of a lap.

We decided to not run in the heat of the summer again this year so our last outing was early June at Roebing. I could say that the heat on the car would be a large factor, but in reality it's the heat factor for us as drivers. A full and active schedule awaits us starting with Roebing over the Labor Day weekend. I am counting on breaking the 1:30 lap time since I am tired of laying down 1:30.29 as my best. Please let those wings on the new logo kick in! From there it will Sebring on September 19 and 20 and with so many great club members also running that weekend, the fun factor will just flat out be great.

October 2-4 we will be at Daytona with Performance Driving Group (running the Rolex course) to get a little practice time in before then running the HPDE at the PCA Club races at Daytona October 23-25. Then back to Sebring and the instructor school put on by Sun Coast region November 13-15. After that, it's back to Daytona to run the Rolex course again with the Audi Club of North America on December 4-6. The goal for next year is to run the major tracks



Pushing hard in the corner...



...and flying on the banking

where PCA races are also held such as Road Atlanta, Barber Motorsports Park, VIR and even Mid-Ohio.

So please, if you're out and about or want to be out and about for a nice ride in your favorite Porsche, stop on by and check us out. We always have plenty of food, drink, and conversation to share. Great cars and great people make this fun. Let's not forget we are lucky to be so close to some of the finest race tracks in this country.

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Trip to the Jolly Gator in Geneva

Article and photos by Turbo Don Silverzahn

I cannot think of a better day than to be with 13 other Porsche's and their owners, on a beautiful sun drenched Florida day, driving 72 miles from Melbourne to Geneva for a great lunch on back country roads without approaching one traffic light.

We left Sam's in West Melbourne at 9:30 AM and made a quick pit stop at the historic Fort Christmas Park heading for our final destination at the Jolly Gator Restaurant in Geneva.



O'Neal's Cayman GTS

We had a plethora of beautiful Porsches but three stuck out in my mind. The O'Neals new Carmine Red Cayman GTS was awesome to watch going through the curves on the twistees with such grace and speed.

Chris Heinze's ferocious 991 GT3 had excelled in every feat on the run, was like a captive

tiger on the loose. It looked and sounded just amazing.



Chris Heinze's 991 GT3

The classic look and beauty of the Hoffman's recently purchased 1993 964 Cabriolet was amazing. The Amethyst paint was flawless with a new black top. It was graceful and yet a very competent 911 being put through it's paces.



Hoffman's 964 Cabriolet

Lunch at the Jolly Gator was excellent and we all sat at one big long table. They even served Gator which was very tasty.

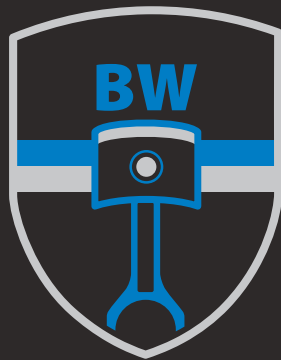


Lunch at the Jolly Gator

A great time was had by all and we're looking forward to the next event. When scheduling this event, I forgot that day was my wife's birthday. She was gracious enough to join me only if I swore not to divulge the secret. So Happy Birthday, Beautiful! I learned my lesson and will view my calendar more closely next year. Happy Birthday Susan!



Jolly Gator here we come



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Advertiser Spotlight

Platinum Werks

Escape Velocity recently caught up with Christopher Heinze, owner and operator of Platinum Werks

When did Platinum Werks open?

We opened Platinum Werks in 2010.

What does your shop specialize in?

We specialize in high quality restoration and collision repair on Porsche, Audi, Mercedes-Benz, Ford, and Toyota/Lexus. We proudly serve Porsche of Melbourne. We have made a considerable investment in equipment to be a Porsche factory certified collision center (in addition to Audi, Mercedes Benz, Toyota and Ford). It requires our staff travel to PCNA training center in Atlanta to get training in proper disassembly and repair techniques on all the latest Porsche models and on previous generations as well. We also are one of the few specialized aluminum repair facilities in Brevard.

How long have you loved Porsches?

My dad grew up in Stuttgart and we lived

in Germany for many years when I was younger. My love of Porsche definitely was inherited from father. I have many memories of "spirited" drives in his 911 on the "Bundesautobahn". He was also a big Porsche race fan and we would travel Europe to watch some great battles at many of the famous tracks.

Favorite car?

Easy it's a tie...962C and 917, hard to duplicate the look and sound.

What is your connection to PCA?

I joined the PCA in the Desert Region almost 10 years ago. I moved to Melbourne in 2009 from Scottsdale and soon after became a Space Coast Region member.

Family Porsche activities?

We normally take the 964T out on Sundays as a family and explore the roads for a new breakfast spot...although lately my daughter has been complaining about the lack of space in the back.



Jessica and Chris Heinze

Interesting Porsche stories?

I was at an event in the mid nineties to support the Copperstate 1000 in Arizona and Paul Frere let me ride shotgun with him on a hot lap in a 911 Turbo that I will never forget as long as I live. It wasn't a 80% or 90% lap, he put it all out there and I felt (and still feel) like the luckiest guy in the world to have met two of my race idols on the same day, Paul Frere and Phil Hill.



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Danny Baker
Executive Director

Driver's Education

Article by Terry Miller
Photos by AWOL Photography

DE or Drivers EDUCATION, hey, let's drop the word EDUCATION as that just makes it sound like school and not fun. Besides, who ever wanted an EDUCATIONAL toy for Christmas.

After having done about 25 of them in the last two years I thought of what the "E" word means to me and hopefully to ENCOURAGE others to join in on the EXCELLENT adventures. We have had the great fortune to have a wonderfully ENGINEERED car that was created more as a race/track car than neighborhood driving on city streets. Open and curvy roads with ELEVATION changes as those in EUROPE are what Porsches did so well and in all types of weather conditions. The EVOLUTION of Porsches were often EVALUATED by how they measured up on the great race tracks of the world against some of the other so called "greatest" cars in the world. I would make the argument that this is still the case and always will be. Let's face it Porsches EVOKE EMOTIONS and EXCITEMENT that most other cars do not.



Turning right

To me a sports car must be ENGAGING so that I feel as if I am part of the driving EXPERIENCE and at one with the car and the ENVIRONMENT in which "we" are operating in. The EXCITEMENT of EACH turn, and EACH shift and the EXHILARATING feeling one is left with at the end of a run, a day, or weekend is a memory one will never forget nor should they. One day on the track just builds ENTHUSIASM for the next day and one EVENT leads to two, three, or more. When one is new to the EXPERIENCE there is always a wonderful EMPATHETIC instructor provided that will EVENTUALLY yell out that magical word of EXCELLENT as you drove the corner or

made the pass as only a Porsche can do. The instructors ENTHUSIASM rubs off on you as does yours back to them. Just talk to Dave O'Neal and you will understand.

So let's not just use the words DRIVERS EDUCATION when in fact it is really driving at locations that are EXCITING, ELEGANT, ENGAGING, EMOTIONAL, ENTERTAINING, ELUSIVE at times and with a possible side of EROTICA. All these E-words, and many more are just waiting for those who might want to really enjoy a different aspect of their Porsches as well as a walk a little on the wild side of life.

ENJOY



More right turns?



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

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From the Grid

Article by Ken Marshall
Photos by Ray Baldino



Smiles behind the wheel

Space Coast PCA's 3rd AutoX event of the season was held on June 6th at the Eastern Florida State College South campus in Palm Bay. We had another good turnout with 39 cars, 27 Porsches participating. This was our final event of the spring AutoX season before our summer break. Events will resume in September with 3 more events scheduled for the fall session. Our 2015 competition format is based on counting a participant's best points from 5 out of the total of 6 events that will count towards year end class wins. Competition is heating up across the board with marked improvement in individual times. Scott Kee continued his strong showing in the S1a Boxster class, posting a quick 59.868 for 1st place in class, followed in 2nd place by Porsche of Melbourne's Jeremy Hilton with a 60.894 and in 3rd place John Lothian finished with a 63.214.

In the ever growing S1b Cayman class, 7 entrants, Craig Barrie ripped off a really quick 57.93 to take 1st in class, followed in 2nd place by Mike Morrison with a 59.00 flat and Russ Karnap with a 59.293 for 3rd place. There seems to be a real battle brewing in the Cayman class, with 4 of the 7 S1b entrants within less than a second of each other, all with 59.xxx run times. Nice driving guys, it was fun to watch.

The S2b 911 class saw Carmen Devito take 1st place in class with a blistering 56.566 run that was good for 3rd place overall, and Matt Kesting following in 2nd place with a fast 57.113. Tom Kirk took 3rd with a nice 57.948 to round out the podium.



So what are we waiting for?

The S3, early model 911 class win was taken by David Krulewitz with a swift 61.072, followed in 2nd place by Laing Conley with a 61.823 and Roland Gallie in 3rd with a 63.085.

In the S5, late model 911 high performance class, Tim Robart drove his beautiful new 991 GT3 to a 60.107.

In the SL, Ladies class Sara Morrison ran a nice 60.833 for 1st place, followed by Sally Jecman with a 64.756 in 2nd and Sue Kee in 3rd with a 73.082.

The SUV class saw Robert Brennan in his Porsche Cayenne run a 66.739. That's a lot of car to handle that quickly.

The P1 class had Reis Barrie put on a show wheeling his 1990 944 to an impressive 60.273.

Alone in the P2, prepared 911 class, Ken Marshall took fastest time of the day with a 54.543.

And that concludes our final run of the first half of the AutoX season. You can view your



No more waiting



Attacking the cone course

run times on the Space Coast PCA web page. Make sure to sign up for the start of the second half of the season. Our next AutoX event will be held on September 12th at the EFSC facility, and don't forget the Suncoast/Goldcoast DE at Sebring the following weekend on September 19th and 20th. See you at the races!



The green flag is next

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Drive and Dine to Fishlips

Article by Turbo Don Silverzahn
Photos by Susan Silverzahn

We met up at 9:30 on a beautiful Saturday morning at Sam's Club on route 192 to begin an 82 mile drive on back roads making our way to Fishlips Restaurant in Port Canaveral meeting up with the Orlando Citrus Club.

We expected 50 Porsches to join in the drive but were excited when 75 cars showed up! Summer driving events as indicated by our last three events are very popular with the Club Members.

Once arriving at Fishlips we met several Space Coast Members and watched the arrival of 35+ Porsche's from the Citrus Club. It was great to see all the support and attendance of the Citrus Club. We thank them for helping us make our Drive and Dine to Fishlips a huge success.

D & D attendees



The parking lots were filled with a plethora of Porsches, mostly newer models.

We had a great choice of food from a large selection of fish, chicken and beef items. The food,

service and views were excellent. We literally took over the entire restaurant with our large turnout.

After lunch some of us headed over to Exploration Tower to experience the magnificent views from the top of the tower.

Even though the weather turned stormy it was another very exciting successful Space Coast PCA organized event.

Good food...



...and good times



Seventy five cars, what a sight

The Exploration Tower



Stormy weather



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Barber Motorsports Park

Article and photos by Tom Kirk

Alabama billionaire George Barber has built a world class motor sports facility just outside Birmingham that I had the privilege of experiencing one hot weekend in July. I was there to participate in the two day Drivers Education weekend sponsored by Chin Motorsports on July 11th and 12th.



Tom and his 911

My first stop upon arrival on Friday was the Barber Vintage Museum. Certified by the Guinness people as the world's largest motorcycle museum, it contains over 1,500 motorcycles that range from the motorized bicycles of the late 1800's to today's 300 horsepower marvels and everything in between.

And I mean everything! I was lead on a guided tour in the morning and returned for a leisurely stroll through the five stories of bikes in the afternoon. Having owned and ridden a multitude of different motorcycles myself over the last 40 years, it was like a walk down memory lane.

Saturday morning started early with the drivers' meeting at 7:15. Even though I have been driving solo for several years, Chin requires you to re-qualify as a solo driver at each track. Since this was my first time at Barber, I joined my fellow novice drivers to receive classroom and in-car instruction about how best to experience this majestic track.



At the Augusta of racetracks

My instructor, Tucker Dorsey, lives in Coastal Alabama and knows the Barber race track well. With his help I quickly transitioned from the green (novice) to the blue (intermediate) group, but still with him riding along as my instructor.

Barber is often referred to as the Augusta of race tracks and now I know why. A billiard table smooth track surface, manicured landscaping and art work scattered around the course are but a few of its unique features. The attention to detail everywhere is like nothing I have ever seen at a race track before. No wonder Porsche has chosen this venue for the location of its Sport Driving School. There were over 30 Porsches sports cars lined up ready to be driven by eager students, including three new GT3s.



Porsche Sports Driving School cars

Sunday morning started early again at the 7:15 drivers meeting, but on this morning I was to have my blue group solo check out drive at 10:30. I focused my attention during my 9:00 session on the locations of all of the 17 corner workers. Corner worker awareness is so important to staying safe on the race track that it is usually tested during a check out ride.

Thanks to Tucker's skillful instruction, I was able to demonstrate to my check out instructor, Brian Reinert, that I had the pace, an understanding of the line and sufficient track awareness such that he promoted me to blue group solo. Yeah!

I drove the remaining afternoon sessions alone in my car, enjoying the progress I had made over the weekend and taking in all the beauty and grandeur that is Barber Motorsports Park. I can't wait to go back again real soon.



On the track

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Two Escape to the Mountains and Dance

Article and photos by Jon Dickinson

Other than the incredible clouds we often have, it is safe to say that Florida is pretty much a 2-dimensional world. While I know of some semi-curved roads down here, there are places where the 3rd dimension is thrown in. In search of this 3rd dimension my wife, Susan, and I packed overnight bags, fired up the silver 981, and snuck out of Florida before sunrise last month. The mountains of western North Carolina were beaconing. This has become an annual pleasure and I can honestly say that after 20K miles of road trips in the Cayman – there is no substitute.

In a Porsche, there are two-lane mountain

roads up in the Appalachians that politely ask you to start tapping your feet and encourage you to dance. It's not the foot-stomping march I typically have in the daily commute down here. For up in the mountains, it is rather a sweeping, gliding, and twirling three-step of clutch, brake and gas pedal. These are roads that are not much into being straight and seldom on the level.

One of our favorites is an easy waltz on the Blue Ridge Parkway. Here, the road ribbons past farms, through dense forests, past infinite vistas, and through dark tunnels. We've been on the parkway when the days were crisp and bright. This time, we experienced a familiar other mood - soggy and foggy.

When we wanted to liven things up a bit, we hit highway 64 out of Franklin and swooped east through Highlands and Cashiers, stopping at the many waterfalls along the way. Another favorite is highway 28 from Franklin up to highway 19 and west to Murphy. You almost can't find a



Roadside waterfall

road that doesn't put a smile on your face, and wear on the tire edges.

On this trip, we visited the somewhat eclectic Wheels through Time museum. Predominately motorcycles of a Harley-Davidson flavor, there were other makes of early cycles – nearly every one in running condition. Besides bikes, there were all sorts of air-cooled powered vehicles and contraptions: saws, rotor-tiller, even an early airplane. And guess who's photo we saw in a cage on the back of one bike? Steve McQueen! Who knew that he dabbled in bikes as well as Porsche's!

So if you ever get the urge to get away and go dance on roads that flow in three dimensions, put on some comfy shoes, throw a bag into the Porsche, and go North. You'll be glad you did.



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Golf course fairway



Foggy times on the Parkway

Le Mans Summer Banquet 2015

Article by Robin Hoffman and Sue Kee
Photos by Benjamin Pena from Magnafoto



The Space Coast Annual Summer Banquet was August 8th at the Suntree Country Club. This year's banquet theme was centered around the 17th Porsche win at Le Mans, and was expertly coordinated by Carole Fritsche and her team. A huge thank you to our sponsors, Shay Rowe with Porsche of Melbourne, and Breitwerks. It was the best attended summer banquet in years, and it was so nice to see so many new faces.

Lou Linden, our President, emceed the event, and Carole Fritsche gave out some wonderful door prizes. She made us work for them, with several fun puzzles and quizzes about Le Mans that had to be answered for prizes.

The food and service were outstanding. Jason Breitfeller had a cake especially made for the occasion. It was a replica of the 919 that won Le Mans. It looked too good to eat, but we did and it was delicious.

Attendees took home some great Le Mans memorabilia posters, shirts and personal magnets celebrating Porsche's win. Magnafoto took fun photos and made them into magnets for everyone who got into the spirit.

As part of our evening's entertainment, Stan Zimmerman brought his 1970 911 T, representing the first Porsche win at Le Mans.

Be sure to check out the fun time we had on our Space Coast PCA website and Facebook. Lots of extra pictures can be seen there.



Le Mans winning 919 replica cake – it was delicious



coming attractions

September 5-6	Florida Crown DE at Roebling Road
September 12	Space Coast AX @ EFSC, Palm Bay, Registration 7:30am
September 13	Kaffeelatsch @ Daytona & Vero Panera, 9am
September 18	Drive to Sebring for Suncoast DE from Sam's Club on 192 in Melbourne
September 19-20	Suncoast & Gold Coast DE @ Sebring
September 19	Kaffeelatsch @ Wickham Panera, 9am
September 25-28	Porsche Rennsport Reunion @ Laguna Seca
September 26	Dine & Drive. Details still in work, watch the web site for final details.
October 1-4	Porsche Escape to Rushmore
October 10	Space Coast AX @ EFSC, Palm Bay, Registration 7:30am
October 11	Kaffeelatsch @ Daytona & Vero Panera, 9am
October 17	Space Coast Region Annual Oktoberfest, Concours & Picnic @ F. Burton Smith Park 9am
October 24	Kaffeelatsch @ Wickham Panera, 9am
November 7	Bodywork Tech Session @ Platinum Werks
November 13	Drive to Sebring for the Suncoast DE from Sam's Club on 192 in Melbourne
November 14-15	Suncoast Instructor Weekend & DE @ Sebring
November 15	Kaffeelatsch @ Daytona & Vero Panera, 9am
November 21	Space Coast AX @ EFSC, Palm Bay Registration 7:30am
November 21	Kaffeelatsch @ Wickham Panera, 9am
December 5	Holiday Party @ Crown Plaza, 6pm Cocktails, 7pm Dinner
December 13	Kaffeelatsch @ Daytona & Vero Panera, 9am
December 19	Kaffeelatsch @ Wickham Panera, 9am

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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