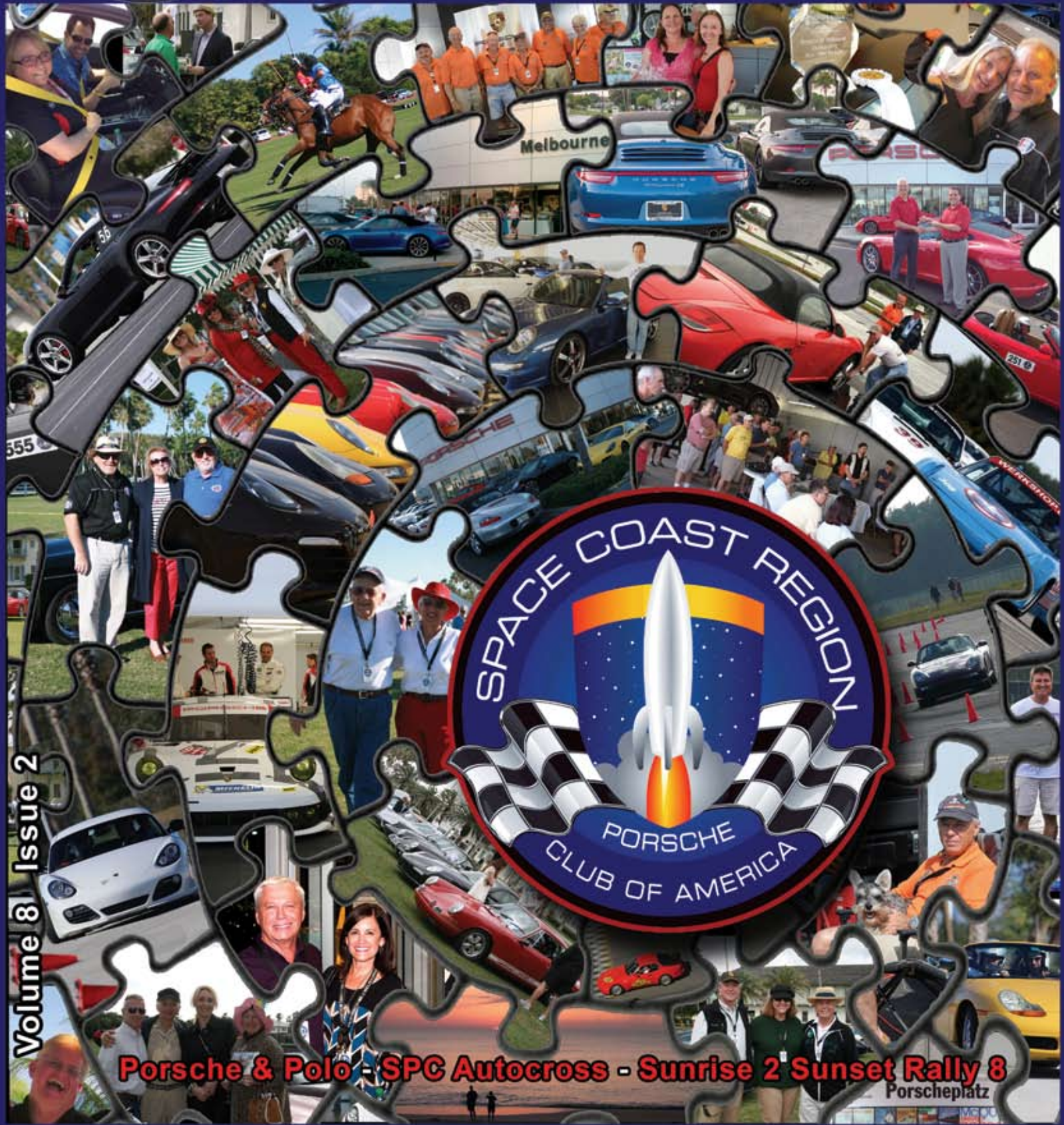




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MAGAZINE

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



Volume 8 Issue 2



Porsche & Polo - SPC Autocross - Sunrise 2 Sunset Rally 8

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President's Column

What an incredible start to 2014. Porsche wins at Daytona and Sebring, where David O'Neal, SPC member and Zone 12 Representative, has worked incredibly hard at providing two Platz and all the volunteers at the races. Porsche announced the new 911 Targa and a new Boxster and Cayman GTS, and we had our first Space Coast operated autocross. You will see more about the autocross in this EV. We have had several Kaffeeklatches and have more planned for the Eau Gallie Yacht Club and other venues.

The team that is coordinating and planning Escape to Magical Orlando is working hard and plans are coming together. We still have a long way to go and much work to be done before November, and we can still use volunteers. If you are willing to help for a couple of hours over that weekend please go on the Space Coast Region web site, click on the link to Escape 2014, hit the volunteer button and let Ron Menck know. Registration will be open after Porsche Parade in June, but there is more and more information available all the time. Again, the SPC web site has a link to the Escape web site where drives and activities are being uploaded.

PCA has provided a great benefit to all of our members this year. They provided a special rebate check (\$4,125 to Space Coast region) that will help all of the regions provide more service and opportunities for our members. SPC can especially use the money this year since we bought autocross equipment and need up-front money for Escape to Magical Orlando. All of that should come back to the club, but we need the money first. Vu Nguyen, Manny Albans, Tom Gorsuch and the whole national staff deserve a big THANK YOU.

Space Coast Region needs to update our bylaws. You probably saw that PCA national is doing the same thing. Theirs was updated in 2003, but ours has not been updated since the Civil War, or sometime around then. I am asking for volunteers to serve on a committee to make recommendations to the board of directors and then to the entire membership. It is important to have the right guidance for our members so everyone knows what to expect from leadership and staff. If you would be willing to serve on this important project please email me and we will get the process underway.

Lastly, but most importantly I want to thank all of you that have volunteered your time so far this year and hope we see more and more of you at our events. Keep a watch on the web calendar. It updates often and there will be more exciting events coming. This year remember: It's always a great time to Escape to the Space Coast!

Lou Linden

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On the cover: SPC Puzzle. 50+ faces of Space Coast members enjoying activities with their cars and almost as many Porsches! Photos taken by many of our members. Art work and layout by John Proferes.



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From the Editor

I hope you will enjoy this jam-packed issue of Escape Velocity. If you have come out to an activity or two this Spring, chances are you recognize some of the photos on this cover – Our Club is a jigsaw puzzle of interlocking activities. Porsche enthusiasts and events all fit together to make Space Coast PCA a creation like no other! Need proof? Just look at the cover! Thank you John Proferes for your vision and hard work to make this cover spectacular!

There has been a lot of talk about “balance” in the PCA lately and I think our Space Coast PCA can be the poster child of *balance*. In the past three months our members have participated in *Technical Sessions* to better understand our Porsches, *Car shows and Concours* to indulge in the beauty of our cars, *Autocrosses and DE's* to enjoy driving our Porsches, we drove to local *Racetracks* as a group to marvel at the performance of our Porsches in the hands of professional drivers and we even threw in a *Rally* to test the strength of the members marriages! All this in addition to our monthly social *Kaffeeklatches* where we get together and TALK about our Porsches! Impressively, we even *raised over \$2000* for Charity thus far this year with our participation in Porsche and Polo Windsor Charity event and Elaine Gorsuch's FUNdraiser raffles!

Come out and enjoy what this club has to offer: from brunches to racing and everything in between! Our members are friendly and we'd love to see you! I encourage everyone who has a Porsche story or information to share to write me an article. Remember to attach some photos of your adventures!

I continue to be thankful for the team of ever growing dedicated members who to contribute to the magazine! Two new advertisers have joined us this issue! Welcome! Please support our advertisers! Escape Velocity's publication and mailing costs are completely paid for through our advertisers! Thank you!

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

Escape Velocity Editor
Space Coast Region PCA
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Membership Corner

by Brian Reinert

Hello Fellow Space Coast Region Members,

Our membership remains strong! Do you know our parent club, PCA, is the largest independent, single marque car club in the world? We are – with 67,928 full time members! Adding in affiliate and family members provides a total membership of approximately 113,000.

Recently, I was speaking with a member who did not realize they could participate in activities with other PCA regions. Actually this is one of our many benefits of membership. PCA encourages all members to attend events in any and all regions. I know I like to go on line and view other region's website calendars and activities before I travel. Recently I attended a "Date Your Porsche" night while away on a business trip. I felt right at home, made new friends, and yeah, saw some cool Porsches too! Start utilizing all the great benefits of your PCA membership!

Other benefits of membership are:

- Free classified ads and access to an exclusive members-only marketplace, The Mart
- Exclusive access to Tech Q&A where PCA experts are available to answer questions

- National events including concours, autocross, driver's education, rally, and tours
- National activities including Porsche Parade, the PCA's annual national convention gathering
- Discounted Driver Education insurance program specifically tailored for PCA members
- Access to specialized insurance from Leland-West Insurance for limited-use Porsches
- Access to club-sponsored gatherings including select ALMS and Grand-Am races
- Valuation Program to help establish the value of your Porsche for insurance purposes
- Group tours to Germany with unique PCA member access to the Porsche factory
- Access to PCA Club Racing, the nationwide racing program for all Porsche models
- Exclusive access to the national PCA annual members-only raffles
- Access to PCA's exclusive members-only social networking community (Facebook, Twitter, YouTube)

Welcome New Members!

February 2014

Wolfgang Hirsemann, 2013 White Boxster
Michael Johnson, 1995 Gray 968
Mark Sackoor, 2000 Blue Boxster

March 2014

Robert Cunningham, 2007 911
Timothy Marshall, 2009 Cayman
Gerard McLoughlin, 1983 911
Craig & Donna Neri, 2007 Yellow Cayman S
Kong Ni, 2014 Cayenne
John Wierda, 2008 Boxster

April 2014

Saeed Alfalahi, 2010 Panamera
Gerald Blatherwick, 2014 Panamera
Raymond Bouquio, 2014 Boxster
Jennifer Butera, 2014 911

Terry & Beverly Carmichael, 2014 911

Shalom Shai Dahan, Louis Davis,
2014 Panamera

Peter Hervish, 2014 Cayenne

Charles & Rosa Hollis, 2011 911

John & Jenny Kersting,

2011 Silver Carrera GTS

David & Delena Law-Smith,

2014 Cayenne

Kevin Lenander, 2014 Cayman

Robert & Lacy Miller, 2005 Red Boxster

Anil & Daksha Patel, 2014 Panamera

Marcel Pena, 2014 Cayenne

John Pratchios, 2006 Blue Boxster

Peter & Jacqueline Richards, 2014 Cayenne

Jeannie Rutkowski, 2012 Carrera

Daniel Scott, 2007 Cayman

Loi Duc Thai, 2013 Cayenne

Elwood Weppel, 2014 Cayman

Richard Zimmerman, 2010 911

Transfers In:

David Bates & Jennifer LaRoe

2008 Boxster S, 2001 Boxster,
Central New York (CNY)

Richard & Peg Clarke

1986 Red Turbo 944, Palmetto (PAL)

Mandeep Garewal & Sofia Yahya,

2013 Black 911 Suncoast Florida (SFL)

A chief contributor to our overall growth is our sponsor Porsche of Melbourne (POM). POM graciously provides a 1 year membership to PCA Space Coast Region with every Porsche purchase. Plus, we get a referral bonus for every member who buys a car from POM. Thank you Porsche of Melbourne!



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Tech Tactics East 2014

Article by Greg Lowdermilk

One plus of splitting my time between New York City and the Spacecoast is access to additional Porsche Club events. I recently attended Tech Tactics East; it was conducted at the Porsche Cars of North America (PCNA) training and distribution center in Easton, PA. I was surprised to see Tom Gorsuch a fellow Spacecoast region member in attendance. He was there as a national representative – our Treasurer. The program lasted most of day and was packed with several lectures to attend. The highlights for me were seeing the new Macan, 991 Turbo, and the temporarily recalled GT3. Dave Becker of PCNA gave a detailed technical lecture of the Turbo and GT-3, and shared a video showing the rear steer function.



LMP 1 919

Owen Hayes gave a great in-depth lecture on Porsche Motorsports activities in the US, with emphasis on the new 991 GT America racecar. Darrick Dong from Performance Friction Brakes gave an engineer level discussion of their new Porsche approved racing brakes. Other lectures included; Michelin Tires, Panamera S E-Hybrid, Turbo maintenance, and safety systems for driver's educations. PCNA was very gracious in opening up their facility, which included an optional tour of the parts distribution warehouse.

Pete Tremper from PCA deserves the credit for putting the program together; he is one of the founding fathers of this program that started over 30 years ago. Previously PCA Tech Tactics were held at non PCNA venues, so combining the support of PCNA and use of their facility ensured it was a Porsche quality event. The new phrase I heard was "Porsche Intelligent Performance". When the new LMP 1 919 was unveiled on March 4th, the same phrase adorned the side pods.



The author with Tom Gorsuch

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Horsepower! Porsches and Polo Event

Article by Scott A. Hansen
 Photos by Scott Kee and Robin Hoffman

On February 15th, Orchid Island, Florida (just up the road from Vero Beach) was treated to a spectacular display of horsepower at the Windsor Charity Polo Cup event! When 50 Porsche Club Members and 8 Polo Players brought their trusted mounts to the Windsor Club Polo Grounds, the stage was set for a spectacular day of champagne (and Stella Artois®), cheese, crackers, fancy hats, folding chairs and divot stomping.



How tailgating should be

Of course, Porsche of Melbourne was the Luxury Car Sponsor for the event, so you know things were done right. Shay Rowe had quite a “showroom” setup on the grounds, complete with hot models of every

type (no...not that kind of hot model...I'm talking about the A7, R8, Panamera, 991, Boxster, Cayman, SL, S550, etc.). Shay did a great job throwing out the first ball from the back of a beautiful new Mercedes Benz SLS Roadster, after which the Porsche Corral was treated to a rather stately parade lap featuring Shay, standing majestically in the back of the SLS, acknowledging the faithful with his best royal wave and a tip of his hat.

The Porsche Corral was mere feet from the sidelines of the 300 yard long field, and featured a beautiful selection of Porsche thoroughbreds of nearly every model, year and color. Steve Hoffman did his usual great job directing traffic, lining up the rows and organizing the People's Choice awards. A brief sprinkle midway through the morning did dampen the cars...but it certainly didn't dampen any spirits. As soon as the sun began to shine again, the towels came out, and so did one of Shay's guys, to dry off the cars for the many admiring visitors to the corral. Dr. Daniel Bird and his wife Neila took the



prize for our “People's Choice Concours” this year with their beautiful black 356. Congratulations!

So back to the horsepower... Polo ponies weigh in at around 1,000 pounds (1/1,000 HP per Pound) and are known for their quick bursts of speed, stamina, agility and maneuverability. The ponies are distinguished from other horses by their ability to remain responsive under pressure and not become excited or difficult to control. Except for the horsepower to weight ratio, that sounds familiar...doesn't it?



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Charity Spotlight

Article by Elaine Christine
Photos by David Dowling



Porsches and Polo Event at Windsor

we usually get hand-me-downs!” Teresa exclaimed. As a middle child with two older sisters, I understood what she meant.

It was a team effort to bring the inspiration of Hansel and Gretel

off the drawing board. A FUNdraiser was held April 5th after the Tech Session event at Porsche of Melbourne. The raffle prize was a toolbox full of goodies from Parker Brothers Concepts. Congratulations to Sally Jecmen, the lucky winner! Thank you to those who contributed to the raffle!

Good news! Space Coast Region of the Porsche Club of America (PCA) raised \$1,500 at the Polo and Porsche Event held on February 15th in Vero Beach, Florida. Proceeds from the 2014 Winsor Charity Polo Cup benefit the Rett Syndrome Research Trust, a nonprofit that seeks a cure for autism, and the Indian River County School District’s Summer Literacy on the Lagoon program. Thanks to everyone who participated in the great event! Find more information online at www.windsorflorida.com/polo.

We did it! Children at the Hacienda Girls Ranch have a brand new washer named Hansel and a dryer named Gretel. Teresa Miles, Executive Director of the Children’s Home Society of Florida, Brevard Division was happy to hear the good news. “I am very excited to have something new because



FUNdraising at POM Tech Session



Another FUNdraiser was held April 13th after breakfast at the Eau Gallie Yacht Club. General Manager Loraine Vienne supplied the raffle prize—a Gift Certificate to enjoy brunch for two in the main dining room of the Yacht Club. Chef Cook (yes, that’s his real name) prepares the best brunch in town, served to members and their guests on Sundays from 11:00 am to 2:00 pm. Congratulations to the lucky winners of the Yacht Club Brunch, Scott & Sue Kee! Thanks to all who supported this raffle too! I invited those who would enjoy membership at the Eau Gallie Yacht Club to contact me for information and sponsorship.



Raffle winners Scott and Sue Kee with Elaine Christine

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With \$646 in the bank, I headed to Appliance Direct on Babcock Street in Melbourne and spoke with Senior Sales Manager Guy Ruscillo. Owner Sam Pak offered to cover the remaining cost for Hansel and Gretel, complete with cords and installation. Wow!! Thank you Sam for this generous contribution! Be sure to shop at Appliance Direct and support all EV advertisers and supporters of our Charity events.

**Thank you
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Kaffeeklatsch Report

Photos by David Kelly

South Region (Jurgen Schwanitz)

Attendance to our Kaffeeklatschs has been steady. The weather has been great and we have had a great mix of Porsche cars at each Kaffeeklatsch. Peter Tyson brought a used Porsche racing rotor with him to show to the group at our last Kaffee. What an amazing piece of engineering and surprisingly heavy which I did not expect.

We suffered a loss of one of our Vero members on April 2, 2014. Jim Ladwig will be missed. He loved to drive the twisting roads behind the wheel of one Porsche or another. Our deepest sympathies and heartfelt condolences go to Jim's wife Paula and his children. Jim will be dearly missed by all of his friends in our club.



Jim and Paula Ladwig on the road

Check out David Kelly's great photos on the Space Coast Website - spc.pca.org. 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 (Jack Roberts)

We're Ba-a-a-ck!

After a few months off, we in the middle have returned to the Eau Gallie Yacht Club on Sundays - at least some Sundays. It seems that there are (at least) a couple of factions when it comes to club Kaffeess. There are those who enjoy a leisurely visit with friends while brunching on the pool deck, before heading to the parking lot to look over the assemblage of Porsches; others just can't wait to grab a paper cup of coffee and get to the cars - the heck with breakfast and casual conversation!

Space Coast President Lou Linden recognized this, and it's reflected in the kaffee schedule he's established for the balance of 2014. Here in the middle, we'll be brunching at the Yacht Club on April 13th, May 18th, June 15th, September 14th, and October 12th. In other months, we'll figure out somewhere else to go with a BIG coffee pot and a BIGGER parking lot!

So, fans of casual dining, get these dates on your calendar - you won't want to miss an opportunity for some casual conversation with friends, or the hotcakes!

North Region (Terry Miller)

Our North End KK's are going great as the people and their passion for Porsches are alive and well and so very willing to share with others.



Brake rotors for sale, get your brake rotors here

Recently, several car magazines have addressed the issue of sustainability of select car markets, their clubs and members as some of us are getting older (Not me, as I am the real Peter Pan). The concern is that if "new life" is not found for what we enjoy then what we have which is important to us might not be around for as long as it should be. The essence of survival and growth as well as for the future of any select market is to embrace and enjoy such a great selection passionate people, their cars and the many diverse events which we have around us. This is so true in the North End region as well as our Space Coast Club as a whole. Not to mention our Florida weather! We have a mosaic or a Golden Corral selection of car stuff one might say. Every event has something for everyone with cars, car stories and of course great friendly people.



Flashback Vero Kaffeeklatsch with Jim Ladwig

The best for myself and others I know is when our good friend Lou opens the hanger doors to his shop (Aero Dynamics) for a Porsche coffee get together. In his shop, Porsches of all types and conditions are everywhere as well as all types of great sport cars that can take your breath away. You don't know which way to go as there are just so many things to see and talk about (the Golden Coral moment when you are really hungry). Old, new, restored or being restored, raced or ready to be raced. Then there are the stories and all the tall tales which are spun doing these gatherings which I will leave for another time due to space. Given all that I have seen and experienced since buying my first Porsche in 2007 and joining PCA and the Space Coast and it's North End region, all I can say is the future is so bright we may all need shades.



Porsche Legacy - My Greatest Treasure

Article and photos by Greg Lowdermilk

For those who have kids, you realize there is no greater treasure. If you don't, your Porsche could be a suitable substitute, and maybe cheaper. On those rare occasions you could be lucky enough to have both. I think instilling the Porsche passion to my son, Geoffrey, was predestined. When I bought my third Porsche I set out to restore/modify it knowing that it would be his one day. He was just two years old when he started crawling under the car as I tweaked the suspension; don't worry it was secure on jack stands. He learned at a young age which tool was proper for the job and how to perform preventive maintenance. After driving the car for a few years, I bought another Porsche and stored his future car away until he turned 16.



Father and son at Atlanta Motorsports Park

Between ages 2-16 years, my son was exposed to racing through my extracurricular activities of autocrosses, driver's educations and instructing for the Porsche Club. (Editors note: Greg was also SPC President in 2001) Since he was too young to participate, I got him a go-kart and he attended some karting schools. Quickly I found out he was fearless and had a natural gift for car control. He would hang out with me while I was instructing at the Panoz Racing School just to be around racecars and the racetrack. By volunteering his time shagging cones and other supportive tasks, he earned respect due to his dedicated work ethic. He was given the opportunity to instruct some Audi Driving Experience programs and was then hired as the youngest instructor at the Panoz Racing School.



Relaxing between sessions

I wanted to further my son's racing skills so I asked prior Spacecoast member and Porsche factory race driver Randy Pobst what he suggested. He suggested the SCCA Spec Miata series, since it would teach him the art of momentum driving and not just start him off in a Porsche with much higher horsepower and better brakes. What we learned really quickly was how competitive the series was, and how to drive in large fields of cars that were closely matched. Through the experience and being able to showcase his skills, Geoffrey was invited to race a 911 RSR during a HSR enduro race at Daytona. He and another young driver Tanner Baker, podiumed by finishing 3rd. After the race Elliot Forbes Robinson was surprised that such young men gave him a real challenge. They would have finished higher if the jack didn't malfunction and pit crew had been able to change the rear tires; instead they had to finish the race on worn out blistered tires. To step up our game, we decided to build our own fresh Spec Miata and we raced it for a couple of seasons with considerable success. Tackling building your own racecar is a huge effort that can be very rewarding; it was a great feeling knowing our success was due to our meticulous preparation. During an event at Moroso (now Palm Beach International Raceway) someone noticed the quality of our build and our on track success, and made us an offer we couldn't refuse and we sold the car.



Being told car's value

I was coming up for retirement from the Air Force and was offered a job in New York City. So I moved away from the Spacecoast and my son focused on his college degree at UCF. We both still continued instructing part time. My son taught at Sebring and Road Atlanta, while I worked at Limerock. He also started working part time for Dan Cleary at the Werkshop. Under Dan's mentoring he continued to learn how to "maintain the tradition", and expanded his mechanical knowledge of Porsches.

My son Geoffrey eventually moved to Atlanta with his wife Kelly, and was offered an instructing position with the prestigious Porsche Sport Driving School USA. Living in New York I wasn't driving much but still had the passion to race again. I was doing one of my occasional online searches for a racecar and stumbled upon a 914-6 GT out on Long Island. The significance of the 914 for me is that was my first three Porsches were 914s. The car I saved to be my son's first car was a 914. I had always wanted a 914-6, and having one that was a proper racecar was even better. I'm sure most people have heard the adage "If you want to make a small fortune racing, start with a big one", well the same holds true for owning racecars. It is generally better to buy

one that is completed and sorted out, versus trying to build one from scratch.

As I looked the car over, I mentally added up now much it would cost to build a similar car. It was a proper racecar with no expense spared. I calculated it would cost over \$40k to replicate. A considerable amount of attention was paid to driver safety; from the over engineered roll cage to the state of the art fire suppression system. I was prepared to drive a hard bargain. I suggested a price and he reached across the desk and shook my hand and said "I'll see you at the HSR race at Daytona in November."

Now all I had to do is coordinate shipping the car to Melbourne, FL. As it turns out my son wanted my Cayenne S and I was tired of paying \$500 per month to garage it in Manhattan, so I decided to get a U-Haul trailer and transport it myself. It was a feat, but we were successful.

My son and I met down in Florida to test the car during the Porsche BMW Owners Club (PBOC) four-day Winterfest event in January of this year. The first day of the event we were rained out, but that gave us time to catch up with old friends. The next three days were very productive in testing the car. Spacecoast Region members Dan Cleary and Jason Breitfeller came out the last day and helped us crew the car. Since we plan on racing the car in HSR and PCA for years, we are taking are time to ensure we are competitive for our first HSR race at Daytona in November, followed up by the HSR race at Sebring in December. I'm going to use the PCA Club race in October at Daytona to do some final testing. If you come to any of the events, make sure you stop by and say hi. We would really enjoy seeing fellow Spacecoast members and their kids at the track. We might even tell you the story behind the graphic on the hood of our racecar.

I started this story mentioning my greatest treasure, that being my kids. My daughter Jessica never got the racing bug, but she did attend the Audi Driving Experience advanced handing program. My son Geoffrey, who many of you have met at Spacecoast Region club events, is still addicted. Over the years our relationship has changed. I used to be the mentor teaching him how to drive a car and later race craft. Now he doesn't hesitate to correct me when we review videos and data of our track sessions. When Geoffrey is out on the track, I still have the fatherly protective instinct and hope he is never involved in an on track incident, but with his experience and talent will keep him out of trouble. I highly recommend using your Porsche as a family bonding tool, whether it is teaming up for a concours, rally, or using your Porsche for the ultimate experience on the race track.

Youtube link of Geoffrey at Sebring, note execution of proper heel toe shifting:
<http://youtube/5gWw50g3y9k>



Greg in action, Sebring Turn 7



With daughter Jessica and son Geoff



Geoff using all the track with rear wing removed

Roebling DE - Georgia on My Mind

Article and photos by Terry Miller

So why would Georgia (as in the state) be on my mind, and maybe should be on yours too? Well, if you want to enjoy a great drive in your Porsche with some great never ending turns, plus a chance to "open it up" and say "blow the carbon out" of your car on a great long straight part of the road with no cops around then read on. Oh yes, I need to mention that it would be a drive in the beautiful rural country side with beautiful trees to park under and take a break from all that turning. Hey you can look up at night and see the stars with no light pollution to obstruct your view.



Another beautiful day

Did I also forget to mention that rural Georgia prices for this two day escape on a fun private road full of turns is only \$225. What is even better is that there is great Southern hospitality on this drive which is brought to you by some great Porsche friends from Jacksonville and sometimes Orlando



Nine turns of driving fun

who know there area and the turns well. They also make great tour guides if you so desire. Did I mention that the road with all the turns is in Southern Georgia around the Savannah area and is only about 200 miles North of Daytona!

Roebling Road race track is in Bloomingdale, Georgia. Which is town so rural and peaceful, in fact, there is even official track quiet time on Sunday morning as well as from 8:00 pm to 8:00 am each night so the forest animals can sleep I think. This is nice unless you have a GT3 RSR with open exhaust

It is a private track that has been around since 1960 with nine turns and about 2.2 miles of smoothness with long tricky turns. Lots of racing history happens here as it is used about 300 days a year. PCA club races

will be there again this year on May 16-18th and Motor Week, the television program, films here during the winter months.

Even more fun was to do Roebling with it's nine smooth turns and a great front straight (which is where the only wall is and even then it would be hard to hit) for a weekend DE and then drive to Sebring for another DE the following weekend where there are 17 turns and over three miles of rough roads with walls everywhere to hit!



Pits go green

I was lucky enough to have just done this several weeks ago and all I can say is go and enjoy it all. If you can only do one, then I say do Roebling as the rural setting, the track, and the great folks that put on the show will always make you have a bit of Georgia on your mind. So strong in fact that even Sebring can't shake it out of you.

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2014 Amelia Island Concours d'Elegance

RM and Gooding & Company Auction Reviews

Article and photos by Lee Payne

For those who have never attended the annual Amelia Island Concours d'Elegance, I highly recommend it. Second only to Pebble Beach, it is one of the most prestigious automobile shows in the world. Not only that, it is four days of so much everything automotive it can overwhelm the senses. But, hey, what a way to be overwhelmed, no? Always held the second full weekend in March, "The Amelia" draws over 250 rare vehicles from collections around the world to The Golf Club of Amelia Island and The Ritz-Carlton, Amelia Island for a celebration of the automobile like no other.

My wife, Kathy, and I have attended the festivities numerous times, either on our own or with friends. We have even stayed in a B&B on the beach on occasion. This year, however, we decided not to attend the concours. Last year my friend Ivan Walker and I paid the \$100 to attend and potentially bid at the RM auction held on Saturday. This year we decided not to attend any of the auctions until we knew more about the cars being offered. In 2013 we discovered that some very mediocre cars sold for a lot of money – well over what any rational 356 person would think reasonable. My absolute top price went flying by repeatedly during that auction before I could even raise the paddle. And this year the results were even more insane.



On Thursday, the auction companies provide a viewing of all the cars they intend to sell during their auctions. There is no cost to attend the previews, and contrary to the day of the auction, it is not crowded so you can easily get all around the cars (and under them if you so desire). Also, the "celebrities" are in abundance, and very accessible. It was fun to talk to Dana Mecum, who was walking around by himself in the Gooding & Company tent, with David Gooding schmoozing nearby. Wayne Carini was filming a "Chasing Classic Cars" spot in the same RM tent that Keith Martin was filming a "What's My Car Worth" segment. We didn't see Jay Leno, who is always at Amelia, but I'm sure he was there for the concours on Sunday.

As I indicated, Ivan and I decided to attend the previews and determine if we wanted to register and come back to bid at the auctions. According to Kathy, that was not an option for me, but it sounded like a good plan at the time. The two main auctions we were interested in were RM and Gooding & Company, because they both had a number of 356 Porsches in their inventory. Gooding & Company's auction was held on Friday, and RM's auction was held on Saturday, before the concours on Sunday. So what about the cars? I won't go into all of them of course. You can go to Gooding and Company's website: www.goodingco.com click on "Auction Results", and RM's website: www.rmauctions.com and click on "Results", to get a description of all the cars and the hammer prices.

Gooding & Company had a total of 88 cars (lots) to offer. Of those, 14 were Porsches. Of those, four were 356s. There was also a beautiful 718 RSK, one of only 35 of these cars built - the replacement for the 550 Spyder. The RSK was originally purchased by gentleman racer Roy Schechter of Miami for circa \$8,000 in 1959. It sold for \$3,300,000. There was a 1958 Silver A Coupe, an original black-plate California car, that appeared very nice, with matching numbers. It sold for \$159,500. They offered a very average but matching numbers 1964 SC Coupe in a strange orange/red color that I don't remember seeing before. Gaps were not good in places. It sold for \$48,400. Lot #39 was a 1963 Carrera 2 Sunroof Coupe, black on black. It was very average at best, although numbers matching with the original 4-cam engine, that we didn't see. It sold for \$550,000. The last 356 at Gooding & Company was a 1955 Speedster Super racecar that Pedro Rodriguez drove to class victory and 4th overall at LeMans in 1959, among other successes. Fully restored in 2008 in period racing garb. It sold for \$462,000. Other interesting Porsches in the auction included a 1968 907-005 Longtail – winner of the first ever 24-hour race for Porsche in 1968 that sold for \$3,630,000. Then there was the 1967 911S Soft-Window Targa that sold for \$195,250. Oh yeah, a red 1988 959 Sport that sold for \$1,100,000. Remember folks, these are hammer prices – before 10% buyers premium and sales tax.

RM's offerings, split between the wind and water-swept tent, and inside the Ritz-Carlton, were less Porsche oriented. RM had a total of around 90 total automobiles for sale, five being Porsches and only three 356s. Plus there were numerous motorcycles consigned - like an original Indian that probably still has Steve



McQueen's butt cheeks imprinted in the seat. Like Gooding & Company, RM had their requisite red 959 – this one a 1986 that sold for \$687,500. And there was a Fayence Yellow 2005 Carrera GT that sold for \$478,500.

The three RM 356s were a 1957 Speedster, a 1959 Convertible D, and a 1960 Roadster. I was most interested in the Roadster, since I have one just completing restoration. I hope mine turns out better, as we directed far more attention to originality and details. This one had the Super 90 badge, but was born as a Normal. It had Weber carbs, and other modifications. The original color was red, but it now sported a Fjord Green with some obvious paint flaws and gap issues. The tan interior and top looked new, as did the oatmeal carpet. It might have been an option, but it had a radio hanging under the dash, and a red-tipped antenna on the driver's fender, which you normally don't see on a Roadster. It was estimated to sell for \$125,000 - \$175,000. It sold for – wait for it - \$214,500.

So, we basically learned that there was nothing we wanted to bid on and did not go back to the auctions this year. Judging from the prices that were hammered, I think I would rather be a seller than a buyer in this market anyway. Actually, that's all I can be if I want to stay married....



Targa 66 at PBIR

Article and photos by Tom Kirk

Targa 66 was started in 1991 by Brian Redman for owners of vintage and modern high performance and collector cars that do not necessarily wish to race them, but who like to drive at speed under controlled conditions, in the company of others with like interests. This year's event was held on February 21 - 23 at Palm Beach International Raceway in Jupiter, Florida. Scott & Sue Kee and I left the West Melbourne Sam's Club parking lot for the Saturday morning drive to Jupiter. The weather forecast had a high likelihood of rain, perhaps keeping a few more from joining us. But the skies were clear and the road beamed.

SPC storm chasers



We met up with Curt and Victoria Dieterle and Cris Byers just as they were also arriving at the raceway. We were immediately greeted by the sights and sounds of vintage and modern race cars in both the paddock area and on the race track. Vintage Porsches, Ferraris, and Le Mans winning LMP cars plus modern Lotuses, Radicals and Porsches abounded. There were a few for sale, though their prices were not disclosed. We even saw what appeared to be Ferrari 250 GTO at speed on the track! One of these sold in 2013 for \$53m. Only



2000 to 2005 Le Mans winner

39 were ever built. Either the owner really enjoys the extra thrill of driving that much money around a race track, or it could have been a replicar. Either way it was fun to watch and imagine.



1971 914-6 Daytona 24 Hour winner

You could tell everyone there knew everyone ... except us. So from an outsider's point of view it was a little confusing. But thanks to Victoria's persistence we got the scoop on the activities and their timing. During the lunch break they allowed anyone to drive a few parade laps. And for \$35 you could drive additional touring laps. The parade laps were to be lead-follow behind a pace car. The touring laps would be at a higher rate speed with passing allowed. Sign up! There were also members of a Jupiter car club who drove a wide variety of sports cars; from a 1969 MGC to an Ariel Atom; from a Sunbeam Tiger to a 991 Porsche. Most of them also signed up for the parade and touring laps. This was to be Scott and Sue's first time on a track with their Boxster, and they were excited! After about five parade laps, we re-entered the hot pits. There a few of the cars left with the pace car. The rest of us were then given the green flag by none other than Scott Redman, Brian's son! The touring laps were much more spirited than the parade laps, but everyone kept their cool throughout the twenty minute session. Passing allowed the group to spread out. This was my first time driving my 2014 Carrera S on a race track. With less than the 2,000 break-in miles on the odometer, I had to short shift the car, but was still able to keep up with the fastest group. To say this was fun would be an understatement!



Scott with the flat 12 Porsche 917

Comparing our experiences after the laps, we thanked the Jupiter car club for letting us tag along. I expect to see Scott and Sue at future Autocross and Drivers Education events in the near future based on the smiles on their faces after the few minutes they spent on a race track. As to the forecasted rain ... it poured buckets on the way home up I-95. But we had a great time with cars and sunshine at PBIR. I look forward to attending next year's Targa 66.

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The “12 Hours of Sebring” Experience

Article and photos by David Kelly

There is something about the “12 Hours of Sebring” race experience that makes it different than other sports car races. It’s history. We have an affinity with this historic track, since it is right in our backyard and we have many of our track events there. So, you get up before dawn to get there before the sun rises to see the race teams busy in their garages with last minute preparations before race start at mid-morning. It’s a magical time for anyone interested in racing. You see the cars and teams up-close under the lights, and every little detail seems to jump out at you. It’s a bit surreal, still dark, but light enough to see and be part of everything. And, that’s the thing at Sebring, being part of everything! There is no other track or venue like it in that respect. Everything is right there in front of you, and for the most part, you can reach out and touch it, and you can photograph it.



This is the 62nd annual running of the “12 Hours of Sebring” and it has all the excitement you would expect from a race built upon the successes of past champions such as, Juan Fangio, Phil Hill, Dan Gurney, Mario Andretti, Derek Bell, Brian Redman, and other great racers. Steve McQueen nearly won the race in 1970 in a Porsche 908, coming second to Mario Andretti in a Ferrari. Some who were there that day still say that McQueen won the race, but was placed second due to a scoring error.

That history is everywhere you look and it is what makes this place so special! And, of course, there is Porsche’s long history of winning at Sebring as well. Eighteen victories overall and sixty-five class wins; that’s more than any other marque!

All of that is a back-drop against the start of this race, and you are right in the middle of it. One-by-one, you hear and see the cars’ engines come to life as they take to the track for warm-up laps in the early dawn light. It’s loud and it’s exciting, and there is more than you can see at any one time. It’s race day! Suddenly, it is start time; the drivers are in the cars, engines are roaring to life, and off they go behind the Pace Car for the preliminary

lap before the green flag drops. And then, the race is on with a roar that will last for 12 straight hours. It’s a beautiful thing, seeing all those cars literally flying around the 3.7 mile, seventeen turn course. Going all out into Turn #1, getting through the esses without a crash, braking hard to get through the hairpin without incident, and going full throttle down the back straight knowing you are facing the infamous Turn #17 where many race drivers have seen their hopes of victory dashed by the wall exiting onto the front straight. It’s a big challenge, and one that the drivers will face every lap for twelve hours straight.



And, there are crashes; a big one at Turn #17, as a car goes hard into the tire barrier in front of the Porsche Grand Stand. Lots of debris and a mangled car, but the driver is okay. That brings a long yellow flag, then back to racing. Then a Viper SRT catches fire at Turn #9 and burns out-of-control. The driver is out and okay as well, but the car is a loss.

And so it goes throughout the day, close hard racing, punctuated by an incident here and there that brings the yellow flag, then back to racing again. You get to see and experience it all firsthand. That’s the Sebring 12 Hour Race.

Wherever you go, you are right on the track. The great thing is that the Porsche Corral and Porsche Platz is right there alongside the exit

for Turn #17 and you see all of the action as the cars come by under full throttle accelerating down the front straight. You can watch from the Porsche Grand Stand, or you can choose a comfortable seat inside the Porsche Platz and watch the entire track action on the big flat screen up front. There are cold drinks and other materials for PCA members, and there are guest speakers from Porsche & Porsche North America on the schedule throughout the day. It’s a great place to sit back, enjoy the race, rest and unwind, and talk with a few of your Porsche friends for a while.

And then, there are the cars in the Porsche Corral. Just about every Porsche model shows up on race day. You’ll find everything from 356’s, early and late 911’s, 944’s, 968’s, and 928’s, to Boxster’s, Cayman’s, Cayenne’s, Panamera’s, and the new 991 Porsche Turbo S.



Porsche people and Porsche cars, there’s nothing like them anywhere. And here they are, in the middle of a great historic race event. One that is destined to become another Sebring 12 Hour “win” for the Porsche Factory Team #912 RSR in the GT Le Mans Class, and a “win” for the Magnus Racing Porsche GT America (created especially for the Tudor United Sports Car Racing Series) in the GT Daytona Class.





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Member Spotlight – Robert & Genie Whitehead

What should we know about the Whitehead family?

We have lived in Palm Bay for over 30 years, where we have raised three sons (James, Jason and Bobby). Our sons are avid hunters and offshore fisherman; it's not surprising that on a weekend the boys are at our house cleaning fish or wild game including gators! Check out the April issue of Florida Sportsman page #52 for a full page picture of Jason and an article about fishing out of Sebastian Inlet featuring James and Jason. Genie and I enjoy a relaxed lifestyle, hanging around the beach or a nice swimming pool, our closet is filled with flip flops. Our family all lives in Florida. Genie and I met in Sanford, which remains as a good location for family gatherings. Genie works for Wingspan and I work at Cape Canaveral Air force Station for Computer Sciences Raytheon.



What was your first Porsche? Your favorite one?

My current Porsche is a 2009 Guards Red Boxster with sand beige interior and this is my first. When Genie and I got married, she came with a Fiat 124 sport, it was a great Italian car and it gave me the sports car bug. Along came the kids and that required all my cars to carry

at least five people. During this time I owned a couple of VW GTI's and an Audi 5000, the GTI's were my favorites. A Mazda MX-5 came along after the kids were grown. We returned to owning a sports car and Genie and I enjoyed taking it on many of our Key's and Mountain vacations. But the Boxster is golden, it's not only my favorite Porsche, it's my favorite car!

Besides Porsches, what activities do you enjoy?

Back in the day surfing was my number one activity, every Sunday morning Genie and I would head to New Smyrna Beach, I would surf the inlet, Genie would read and work on her tan. So we still like going to the beach and hanging out under the umbrella, maybe even a paddle out. Dining out and watching movies are an every weekend thing. For a family summer get away we tow our boat to Ocean Reef Club in the Florida Keys to snorkel, fish and chase lobster. To cool things off we head to the mountains of Western North Carolina to enjoy some great driving roads and drop in on my moonshining cousins. Add in a Jimmy Buffett concert and it's the Florida life for us! We've participated in some fun outings with the Club. Our first outing as a new member was to the Amelia Island Concours last year with Scott and Sue Kee. We had a great time together and enjoy getting together at the Porsche outings. But to me, driving around in the Boxster with the top down is my favorite thing to do!

Do you have any Porsche stories to share?

Besides being blown away by the breaking



power of a 1989 911 Turbo or watching Porsche 962's run at Daytona, there is one story that I still tell. Back when the 944 was introduced I just had to go to Orlando Porsche and see this car. So I show up at this dealership in T-shirt, baggies, flip flops, sun burned and sun bleached bushy hair, a typical 70's beach bum. I told the salesman I just wanted to see the 944 since buying was out of the question. He throws me the keys to a new 944 and says "take your time". The car was just awesome and after the test drive the salesman says "Even through your not buying the 944 today, I bet that when you go out tonight you will tell all your friends what a great car the 944 is." He was right and since that time I was convinced that Porsche makes very special automobiles.







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2014 Tech Session

Article by Jon Dickinson
Photos by Curt Dieterle

On a bright and clear Saturday morning in April, the PCA Space Coast Region and Porsche of Melbourne (POM) hosted its annual technical session. While guests enjoyed coffee and donuts within the service bays, service manager Andy Kinner introduced the POM service technicians as well as guest speaker Michael Steele – Regional Service Advisor for PCNA.



Michael provided many show & tell items including:

- ceramic brake rotor – explaining how it sheds weight and wears from repeated heating cooling & cycles. Also, Porsche is now using a new way of determining rotor end of service by measuring internal cracking. Note to attendees: hold the rotor over a table. Unlike steel rotors, ceramics will shatter if dropped!
- stepper motor used in the rear-wheel steering of the new 911 Turbo



- LED headlight – with cut-away showing the pivoting lens assembly
- cut-away of a variable geometry turbocharger – where you can move a shaft and see how the turbo vanes pivot

There were also video clips that helped explain some key features included in the new 911 Turbo:

- variable front air splitter – a multi-stage pneumatic-inflated rubber airdam. At low speeds, it's retracted and provides 6 inches of clearance (less-scraping). Above 75 MPH, the outer segments inflate (moving them closer to the road). Finally, above the lofty speed of 186 MPH, the center section of the splitter then moves down. You can also do all this at any time manually with a touch of a button on the center console.
- the rear-wheel steering – below 31 MPH, the rear wheels are steered up to 2.8 degrees opposite the front wheels and reduces turning radius to under 35 feet; between 32 and 50 MPH, the rear wheels point straight ahead (like a typical car), and above 51 MPH the rears can move up to 1.8 degrees in same direction of the fronts which sort of crabs the car to make lane-type adjustments faster.
- virtual gears – at low speed and light throttle, the dual clutches in the PDK transmission can slip to effect a gear ratio that's in between actual gears. This makes the shifting during sedate driving feel smoother. POM had a new 911 Turbo on a lift for us to view. Michael discussed how the cooled front axle was redesigned to handle more power and pointed out the rear-wheel steering mechanism. Then one of the technicians hopped in the drivers seat, Michael raised the car, the 911 started up, and the rear-wheel steering was demonstrated and we saw that all wheels are in fact powered!



A lively Q & A session followed. Most were aimed for more in-depth details of the technology discussed. However there was a attendee who commented about having more things that could fail - and that he will keep his old and simpler 911 thank you very much!

After the session, POM provided a give-away and free Porsche posters, as well as making available a new Boxster, Cayman S, and Panamera hybrid for test drives.

Then it was lunch time and POM served up a fabulous lunch, during which our very own Elaine held a raffle to benefit the Brevard Division of the Children's Home Society of Florida. Afterward, some of the attendees looked over the cars on the lot that included a 50th anniversary 911. I was checking over an older red turbo 911 – but then remembered how much I really like my Cayman! To which I then hopped in it, and with a very big smile rocketed back towards home.

Much thanks goes out to Space Coast Region and POM for offering such a great session. Don't miss the next one!

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Tech Column 991 Turbo

By Steve Hoffman

If you went to the Tech Session at Porsche of Melbourne a few weeks ago, you heard most of this from Mike Steele, one of the PCNA Technical Support Specialists and prior Head Mechanic at Porsche of Melbourne. Mike has been gracious enough to return “home” for the last couple of Tech Sessions to share his knowledge and insight into the new models. We are extremely lucky to have this valued resource to assist our members each year. What I have done for this article is to take his presentation and translate it into information that I hope you will find valuable if looking at the new Turbo. As with each new Turbo variant that Porsche releases, it is truly a state of the art machine with performance that is mind blowing. I will try to stick to the numbers and cover what is new about the 991 versions, both the base Turbo and the Turbo S. Even if you were at the Tech Session, hopefully you find this valuable information to have in print.



When it comes to the engine itself, the goals of the 991 were to increase the power and the torque, make the charge-air cooler more efficient, reduce the fuel consumption and CO2 emissions by 15-16%, reduce the weight, and modify the sound. Pretty lofty goals, but all were accomplished! To accomplish the fuel consumption and improve ignition, a coasting function was added and a controlled clutch slip operation at low engine speeds/loads, utilizing “virtual gears”. The PDK is now standard equipment for the Turbo. Yes, you can still get the manual transmission, but anyone who races these machines will tell you that there is no way you can shift as quickly or as efficiently as the PDK. I would not be surprised if all Porsches are equipped with PDKs/automatic transmissions in the not so distant future. I know those are fighting words to some of you, but it is better for the car and if you put your pride aside, much easier for you! The new PDK has a few enhancements as well like a new thermal management system, integrated controlled rear differential lock, a new tuning of the shifting programs, shorter shifting times, improved comfort and shifting without any interruption of traction. The completely redeveloped All-wheel drive Porsche Traction Management (PTM) clutch results in an



overall increase in max transmission power to the front axle by 10%.

Here is the technical data portion of the program

Model	Turbo	Turbo S
Displacement	3.8	3.8
Power (HP)	520	560
Torque (lb ft)	487	516
Compression Ratio	9.8:1	9.8:1
Cut-Off RPM	7000	7200

As for the vehicle itself it has a new side air intake design, it is 72mm wider overall, the overhangs on each end are shorter, so the wheelbase extends an additional 100mm, the mirrors have been redesigned as have the side skirts. One of the extremely cool new features is the pneumatic front spoiler with multiple adjustment options. We have come accustomed to the rear spoiler changing configuration at speed, but now the front apron does as well. There are basically three different positions, the basic configuration with everything tucked up nice to give you maximum clearance for around town driving, the speed position for optimal fuel consumption while out on the highway, and a performance position for maximum down force and lowering those lap times. They are controlled by the computer system which detects your driving condition or can be manually selected. Little plungers adjust the rubber apron in the proper location to set the speed and performance configurations. The rear spoiler has similar settings for adjusting the wing height to optimize the aero configuration as well. Another new feature for both models is the rear axle steering. Instead of tie rods, two electro mechanical actuators give you up to +/- 3 degrees of adjustment to lower that turning radius and maximize grip during cornering. To put it all into perspective, the result of these changes allowed the new Turbo to shave 3 seconds off its time at the Nordschleife. It all sounds good to me!

There are other improvements like braking, for the Turbo's cast iron composite, they increased the disc size to 15" (380 mm), with larger calipers and larger friction surfaces,

10% at the front and 25% at the rear, all while reducing weight by 4kg and optimizing brake cooling. For the Turbo S, Porsche Ceramic Composite Brakes and aluminum brake hubs are increased to 16" (410 mm) in the front and 15" (390 mm) in the rear, again with larger calipers and larger friction surfaces, 14% at the front and 20% at the rear with optimized brake cooling. Also included with both models are full LED headlights. If you are going to go fast, you have to stop and you have to see! There are several other improvements to increase performance, increase efficiency and reduce weight. All in all, this year's models are truly spectacular machines. You owe it to yourself to get down to Porsche of Melbourne and take a look for yourself. Take one out for a spin, I can promise you one thing, you will have a smile on your face!

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Porsche of Melbourne

Florida Crown Concours and Swap Meet

Article and photos by Tom Etter

The Florida Crown Region held a Swap Meet April 12th, 2014 at the Brumos Porsche dealership, who supported the event. I had a good time last year and decided to attend again this year. As I drove in I was asked if I wanted to take part in the judging. I felt I should support the event with the \$20 fee even though my car was none too clean and I would not win. The Florida Crown Region members were very friendly as were the Brumos staff. The Tech Sessions in the showroom included starting up the last aircooled 911 RSR, with a description of its features. Back in the shop we had the first 4S



Swap Meet

up in the air with a 2014 4S beside it to see the difference and progress in the 4 wheel drive systems. Also present was a Carrera GT on a lift with many of its covers off and a GT3 with its engine out. The swap meet area had many items for sale for older machines and the Boy Scouts had good hamburgers for sale. The Brumos store again had a bargain table. The concours had some really clean cars that any of us would have loved to have.

I believed that I was the only Space Coaster present, but Jon Dickinson was there



Nice stripes



Concours cars

and we never saw one other! I suspect that I was given 3rd Place (tied) in the concours as a thank you for attending as I did not even bother to wipe the bugs off knowing I wouldn't win. The prize was \$20 gift certificate at the Brumos store. Super deal! I spent it there before leaving.

The Florida Crown Region people and the Brumos Staff could not be more welcoming. I felt just like I was with my own Space Coast friends and Porsche of Melbourne people. I will attend next year -with a clean car!

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Playing with the Cousins

Article and photos by Terry Miller

Coming from a very small family with no aunts or uncles or cousins I am not very well versed on family trees or relationships between "kin folk". Leave alone today's often complicated "family" with step families, biological parents, test tube parents, bought or found or maybe even rented ones. Anyway, trying to apply the family tree, DNA thing to cars and I'm even more lost. Mergers, hostile takeovers, bought, sold, bankrupt, traded and deleted and so on just is too much for me. So for this article I am going to call Audi and Porsche cousins.



Jorge Hoffmann

For the past six years the Audi Club of North America has rented Daytona International Motor Speedway to host their end of the year party and final DE of the year during the first week of December on that Thursday through Sunday. They also are nice enough to invite us (Porsche people) and some of their other friends to come out and play with them. They put on a great party and are GREAT hosts for everyone. Everyone is well, just "kin folk".



Brian Reinert leading through the corner

This past December's gathering of passionate car people included three of us from Space Coast with our Porsches. Yes, Jorge Hoffman, Brian Reinert and me brought out our trusty steeds to take on our cousins and their friends at Daytona.

It is said that one way to help keep the brain from getting "old" over time is to exercise it with something "new". Driving the Rolex course at Daytona with our cousins would fit into this thought so very well. One's brain is challenged as it process sights, feelings and

emotions that run everywhere at first. The "I can't do this" or "I'm going to crash or die" does cross the mind at least at first. But after each lap and session those feelings disappear as one just feels the rush and starts to just smile and enjoy or attack the track (with great respect of course). As soon as you are back into your pit you just can't wait to do it again.

Such was the case for us Space Coasters as we played with our cousins and some of their friends this last December. If you're not doing anything "new or exciting" this December (5-8) contact the great folks at the Audi club and sign up for some great fun and strong memories. I know I'm looking forward to this December and hope to see a lot more of you there too!



Dicing in the Tri-oval

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When did you open Peter R Tyson Inc?

Peter R Tyson Inc, is an internationally prominent marine and aviation specialty insurance agency which moved to Vero Beach in 2005 from Miami where it began in 1977. Peter and his wife Jeanne have been part time Vero residents since 1990 but full time since 2005 when they completed a new custom home on the barrier island and Peter moved his office up state from Miami.

Growing up in Miami and earning his USCG Captain's license at age 18, operating a 50 foot charter boat out of Miami Beach while a pre-med student at U of M created a strong bond with salt water. An early interest in airplanes, begun no doubt, with his first of many transatlantic flights at age 2 (36 hours in a DC 6 and a Lockheed Constellation from Miami to New York to England). With both of these strong interests and influences, the marine and aviation insurance business came easily. Peter also holds a private pilot license with multi engine and instrument ratings.

What does your business specialize in?

Peter R Tyson Inc is very different from other insurance agencies in that it specializes only in marine and aviation risks. On the marine side, the agency handles coverage for yachts of all sizes as well as smaller boats, guide boats, charter fishing boats, sightseeing vessels, airboats, and sailboats. Specialized insurance specifically tailored for yacht brokers, marine artisans, boat builders, shipyards, and marinas is also available.

For aviation, the agency handles general aviation, corporate aviation, flight schools, aircraft service centers, FBO's, products and completed operations, and airport liability.

What should we know about having Marine and Aviation Insurance?

When you see a doctor for the best medical treatment of an ailment, you seek the best specialist in the industry. For marine or aviation insurance, look for someone who knows the bow from the stern or a rudder from an aileron. Get an agent who knows what he's talking about and can give you good

and sound advice. Companies handling the coverage should be a least A rated, but A+ is always better. Domestic policy forms are always better (broader) in terms and coverages, companies based in the US are always more desirable because their underwriting staff and claims personnel are in the US, think in US terms, and can be reached by telephone.

How long have you loved Porsches? Favorite car?

I must confess my first car was given to me by my Dad who got tired of running me over to the boats to go fishing. He said, "You get a job and I'll get you a car." I secured a summer job on a drift boat for a pittance and he bought me a second hand 1962 MGA Coupe. That got me hooked on sports cars. All my buddies were buying muscle cars. I was the tallest of the group and always had the smallest car! I went through series of British, German (not Porsches), and Italian cars before I bought my first Porsche, a 1981 SC Coupe which I bought in Germany and still have today.

What is your connection to PCA? About how long have you been in Space Coast PCA?

I served on the board for Gold Coast Chapter PCA for several years when I lived in Miami. I joined PCA in about 1984 (should be coming up on 30 years!) and used to participate in autocross, drivers ed, and rally events. Now with Jeanne, we prefer the social events. The



Peter and Jeanne Tyson

monthly Kaffeeklatsches are a big hit with me and we have a good group of Porschephiles here in Vero.

Interesting Porsche stories?

Jeanne and I both love to travel and we're on the go all the time. On our Florida road trips, we take the Carrera S, unless we head south, then it's the A-4 (too crazy dangerous down there now for Porsches!). We also do a lot of international travel and we've been just about everywhere from New Zealand (my favorite with 30 visits) to southern Africa, Europe, Asia, Oz and the good ole USA (except for North and South Dakota – so far).




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Peter's silver Carrera S

First Space Coast Autocross

Article by Tim Marshall
Photos by Curt Dieterle

Wow! I just completed my first Autocross with the Space Coast PCA at Eastern Florida State College in Palm Bay. What a blast, and what a great way to get a feel for my recently purchased 09 Cayman!



Sign here and here... and here...



Ready for action

my nerves start kicking in and I'm getting cold feet, maybe I just watch this first one and get a feel for it. "No way!" my brother Ken says. "You bought the car now learn to drive it!"



That's right, use your mirrors

They all gave me tips and words of encouragement. I even watched Autocross technique videos on Youtube as I did not want to be too badly embarrassed. Well, I am here to tell that is the last thing any one has to worry about with this club. As soon as I pulled up to the track, people came over to

introduce themselves and check out my new ride. I couldn't believe how genuinely nice everyone was. They seemed as excited about me running for the first time as I was. People were constantly giving me tips. Space Coast PCA President, Lou Linden, welcomed me to the club, and Tom Kirk and David O'Neal shared their enthusiasm for the course lay out. *The number one tip... have fun, number two have fun, be safe, relax and learn the car.* The theme of this event was to have fun, and I had a blast!



Turn in right now

My recommendation to any one considering Autocross is to *do it*. Every one there wants to help you to feel safe and welcome. Get an instructor to ride with you, that's what they are there for, and they love to teach you. It saves a lot of time learning it the hard way. It's great having them show you how to navigate the course along with braking and tips and pointers on everything from hand position to where you should be looking next. After you're done with your runs every body is assigned a station so the next group can run, sort of like ground school, it is a whole new learning session on its own. Oh, I see I should have braked later at that point or why didn't I see that line. I can't wait to run again to try out the new things that I learned. I really want to thank the Space Coast PCA for a wonderfully organized event and for making this new member feel so welcome. I will definitely be back. Hey Ken, Craig, and Reis, how much time do you need to rest between events? Next weekend couldn't be soon enough for me!

Drive safe and have fun.



A little rain but a lot of cars

I watched Ken Marshall, Craig and Reis Barrie scramble for months setting this event up. It was the first one for our club in a long time, so everything was a first time for them also. Constant phone calls at all hours of the day. Is the timing equipment going to be delivered on time? Has the school given the OK yet? Who is picking up the cones? Has the Porto-let been ordered? The list went on and on. Every day a new obstacle (no pun intended) finally the week of the event and



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From the Grid

Article by Ken Marshall
Photos by Curt Dieterle and Ashley Kuvlesky

Well, after over a decade, our first Space Coast AutoX is in the bag. Despite last minute equipment problems and dismal weather we had over 30 event registrants show up. That's dedication. At 6:30 AM when Craig and Reis Barrie, Lou Linden, Scott Kee, Tim Marshall and I showed up to unload equipment and set up the course we gave serious consideration to cancelling the event for safety reasons. The morning of the 29th brought torrential rain, but the AutoX Gods smiled on us later in the morning as the skies cleared over the Palm Bay Eastern Florida State College site and the track began to dry. What a relief!



Tim Marshall working the dryer

While the cones were set up Tim used a leaf blower to help blow off any standing water on the track. Thanks to Craig for providing his 24' race trailer for the event. Lynda, Craig and Reis Barrie set up and ran the timing equipment for the entire event. Reis pulled a rabbit out of the hat by quickly trouble shooting and replacing a dead battery in the one of the sensors. Special thanks to veteran AutoXer and course designer Bob Blucher from the Florida Citrus region. Bob braved the weather and drove from the Orlando area in time to help us tweak the course and review our setup.



You're next!

The Space Coast AutoX team designed a 60+ second course that proved challenging for the experienced drivers and yet hopefully not too confusing for the novice drivers. In order to make the course more user friendly for novices we used green marker cones in critical areas to help provide better directions. We brought a couple of bicycles (thanks, Tim) and rotated their use during the morning walk



So many cones, where do I go?

thru, and made sure to give everyone a parade lap in their cars prior to each session's start. Instructors were available for each session, thanks David O'Neal and Bob Blucher, you guys got little rest that morning and I know the novices appreciated your efforts.

Now to the racing. Most of the classes had multiple entries which made for spirited competition, although Reis Barrie, uncontested in the p2 class put on quite a show of chassis dynamics as he wrenched his 944 to an impressive 63.19 run. Bob Blucher dominated the s1a class with an incredible, tire squealing, 58.02 seconds, followed in second place by Scott Kee with a 63.737. David O'Neal stole the show in the s1b class by commandeering Craig Barrie's beautiful new '14 Cayman S and wringing out a blazing 58.62 second run. Unfortunately, David never gave the car back to Craig. Not fair David. Second place in s1b went to novice Tim Marshall, in his new 2009 Cayman S. Tim ran a remarkable 65.733 in his first ever AutoX outing. In S2 Ken Marshall ran a 58.001 in his new 991 Carrera S to win that class, followed by James Lesko who overcame a slow start to dial in a sweet 62.973 in his final run, and Carmen Devito in his beautiful blue 991 Carrera S coming in 3rd with a 64.464 to round out the s2 class. Jim Herman won the s2a class by improving on his first run by over 12 seconds, ending with a 74.402. Way to go Jim. In one of the most interesting classes, s3, the

big dogs Porsche Panamera of Giulio Roverelli and Cayenne S of Steve Hoffman proved that all Porsches can handle. These guys ripped off some amazing times with Giulio (63.747) edging out Steve (63.829) by just over a hundredth of a second. Great driving guys! Finally the ladies in s1 put down some impressive numbers with

Victoria Dieterle in first place laying down a smoking 65.311 and Eva McDaniel rolling her big, bad Panamera to an remarkable 68.162. Top time of the day went to Ken Marshall, with a 58.001, barely edging out Bob Blucher with his 58.02 and David O'Neal with a 58.62. Now that's what you call close! For full results check out SPC.pca.com

Glover Oil Company Inc. graciously sponsored the event and provided hats, visors, T-shirts and fuel jugs as door prizes. They also donated lunch via the colorful Taco City Food truck. Despite a bit of a line everyone seemed to enjoy their tacos, chips, salsa, and drinks. It was a nice way to end the day. Thanks Glover Oil Company! We are looking for future event sponsors to help offset costs so that more of the proceeds go back to the club.

Professional photographer Ashley Kuvlesky was on hand to take pictures of the event. Go to A-K Photo.com to review the pictures or call Ashley at 706-540-7617.

In short, it was a great day of friendly competition. There were lots of beautiful cars with great drivers and a bunch of friendly people. Thanks to everyone who braved the elements to share in the fun, and to everyone that worked so hard to make this possible. We learned a lot and fully expect to make our next event even better. Make sure to let us know what we can do to improve. Your input is important. Contact Craig Barrie or me.

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Sunrise to Sunset Rally - 8 The

Article by Jason Breitfeller (*Driver*) and Kate Breitfeller (*Navigator*)
Photos by Marv DeBeque and Lou Linden

We have been waiting 18 months for our 3 Region Sunrise to Sunset Rally to return. Finally, the last weekend in April was here! To watch the sunrise on the East Coast and set on the West Coast and rally in between is a treat we did not want to miss! The weekend before the event, planning began in earnest. We arranged kid and pet care and started talking strategy – well at least I did. Strategy slowly but surely turned into anxiety (my wife's) and her anxiety turned into irritability towards me (as a result of my constant strategy talk) and then came the inevitable rally bickering. These things are supposed to be fun, right? Three days before the event it was time to get Jaws in tip top shape. A pulley bearing was squealing, and a turn signal and tiny headlight bulb were burned out. Parts were ordered, pieces removed and replaced, a wash, wax and a broken finger ensued.



Party at POM

Friday night arrives and it's time to head to Porsche of Melbourne (POM) for the Green Lights and Blue Skies Party. In the parking lot we performed over 60 vehicle tech inspections and managed not to get run over (although a few tried) before the party at POM began in earnest.

True to form, Porsche of Melbourne made the night before the rally a fun-filled evening complete with excellent food and beverages. Not to mention the beautiful surroundings and pristine Porsche cars for our viewing pleasure. Sorry Shay, there may be a little extra drool on that gorgeous 991 Twin Turbo that was parked out front.



Breakfast on the beach

On Saturday morning we watched the sunrise while eating a great breakfast from the Crowne Plaza Hotel in Melbourne Beach. Our Rally Masters, Brain Reinert and Bill Davis took the floor and began the official proceedings. The rules were explained, questions were answered and we were all wished well. Final bathroom breaks were taken and everyone rushed to their cars to line up at the starting line. Once we were handed our rally packet, I depressed the clutch, selected first gear, revved the engine and took off--- about 25 feet until we



Is this line ever gonna move?

found a safe place to pull over and read the packet from cover to cover. We know from experience Brian can be tricky. There were questions, directions, more questions, some even in German, and more directions. Apparently, this year was a new and improved format (for the expert class) that required you to answer random questions in a specific order without knowing when or where the answer would show itself. As you can imagine, much cussing, arguing and finally laughing ensued



Brian sending off Team Wojcicki

Once we thought we had it under control we eased out of the parking lot and began to meander down A1A. Meander might be an overstatement. I'm not sure we exceeded 25MPH for the first few miles. Five fellow competitors passed us before we had even made the second turn, and we still managed to miss the first clue!

The rally was broken into four segments. The first segment took us through familiar territory from Melbourne to KSC by way of Tropical Trail and A1A and back to Merritt Island. Who knew a tree farm could be so small? The second segment had us heading out Highway 50 and through Christmas and Chuluota. Segment three took us on to the Mount Dora area and over to Daytona. I was convinced we had made a wrong turn. I might have even expressed this concern to my

Sunchaser Trophy returns home



navigator in a less than nice way. I mean come on; we were supposed to finish in Sarasota Beach, why in the heck would we be all the way over in Daytona??? I had to eat my words and apologize when we finally came upon the perfect clue that clearly meant we were in the right place. After about 110 miles we were done with segment three. Not only were we done with the segment, but also I was worn out. Time for a lunch break! We actually discussed stopping to eat at a place that would have gotten us a correct answer (who knew Checkers was a game of strategy?) but I refused to make a right turn as it would incorrectly add to our mileage and we couldn't be sure that the subtraction would be sufficient.

Finally it was time for segment four. My brain was fried. If it hadn't been for my trusty navigator it would have all been over. I wasn't happy, the car wasn't happy (sticky clutch), but we pressed on. Over and over my navigator read the clues, the directions, the clues again, made encouraging comments and read more clues and directions. Almost another 100 miles, two hours, many amazing views, a few minor arguments and a half tank of gas later we read those sweet words, "your rally has ended, proceed to the hotel." Thank goodness!!! I punched up the address on the GPS and it said we would be there in about two hours. Two hours??? Oh no! We were at risk of not meeting the 6:30pm deadline. We had been at this since 8:07am and had driven almost 200 miles. There was no way we were going to get disqualified!!! The race was on!

On our way down I-75 we received word that there was a bad wreck on the highway. A navigator's job is never done. Kate jumped into action and found three alternate routes south to get us to our destination. Unfortunately, even the best navigator in the world can't control red lights! Finally, we screeched to a halt in front of the valet, wheels black from brake dust, gas gauge on empty but most importantly we had three minutes left on the clock. My navigator leapt from the vehicle and almost tackled the Rally Master to make sure our answer sheet was received prior to the deadline.



Evil Rally Masters confer as Steve Hoffman cries in his beer

Finally we were able to relax and sit down and enjoy some good conversation and food with friends. We even got to see the sunset from the balcony of the Ritz Carlton in Sarasota Beach. The best part of the Rally was the heckling of our Rally Masters at the end of the night. A big thank-you to Brian Reinhart and Bill Davis for putting together an absolutely amazing rally! And a **HUGE Thank-you** to Porsche of Melbourne and Platinum Werks for their sponsorship of this great event.

Was it worth it? Well, 546 miles, 3 tanks of gas and 29 hrs door to door – it is almost 24 hours later and I still have one of the sweetest tastes I've ever experienced. Not only did Kate and I win the Rally, but we were able to return the Sunchaser Trophy to its rightful home on the Space Coast! Yup, we have agreed to do it again!!! We hope you'll join us for the 9th S2S Rally!



The Breitfellers take first place

Official Results

The first name is the driver and the second name is the navigator.

Expert Class:

- 1st Jason Breitfeller, Kate Breitfeller, Space Coast
- 2nd Chris Brooke, Diane Brooke, Citrus
- 3rd Danny Crawford, Francine Crawford, Suncoast

Competition Class:

- 1st Lyn Perez, Marjorie Perez, Citrus
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- 3rd Marv DeBeque, Paula Craddock, Space Coast

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Wheels and Keels 2014

This was the very first time we attended the Wheels and Keels car show and what a great event it was! Over 50 classic cars and boats participated in the event which was hosted by the Moorings Yacht and Country Club in Vero Beach and benefits the Youth Sailing Foundation of IRC. My wife, Rachel, and I have been to numerous car shows and events over the last 15+ years but the beautiful venue and presentation of these cars made this one our favorite so far.



Classic cars and boats

My car has had developed some leak problems lately (transmission & engine oil pan!) and I just got it back in shape to attend. (I was getting nervous). This time my cleaning "ritual" started early that week, not knowing how my car will be scrutinized this time around.

Saturday morning we arrived at around 8am where we were stopped by a welcome team and a professional photographer. There is



The authors' 928s

actually a nice book being published every year from the show. Then we got guided to our parking spot. This year's feature car brands were Porsche and Cadillac, this was all beautifully arranged with different car brand/type sections. Parking on the nice golf course grass I think we were all very careful not to spin our wheels.

Porsche of Melbourne was one of the main sponsors and had a great selection of new cars on display.

Lunch was served as a buffet and it was excellent, also having refreshments available all day long made my wife very happy and a gift shop close by was even better.

There were so many cool and unique cars everywhere. In our group we had a racing 944s in our midst, driven last time in 1987 by the Rick Hurst Racing team. Neat car.

Article and photos by Jurgen & Rachel Schwanitz

Also a super clean 911GT3 RS, 911 Turbo, a super nice 356B cab in yellow, and a 911T. But there were many cars to look at, from Ferraris, Aston Martins to neat little cars like a 1957 Nash and an AMC Pacer. Also a blue Mustang Police car with lots of flashing lights was on display which we were all hoping not to see again soon in our rearview mirrors.

Later in the day to my surprise my wife found a nice white ribbon on my 928s' windshield! A short time later we were asked to line up our cars for the awards ceremony. This was great. We got to drive on the red carpet where our name and car were called out and we even got a really nice award. Robbie Giambano with his 911GT3RS and Marshall and Joanne Sumner with their 356b also took home trophies. All in all a great way to spend a Saturday!



Ribbon winner

For more information visit the event's website <http://www.wkvero.com>

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Escape is coming to Central Florida! If you are not familiar with Porsche Escape it is a non-competitive compliment to Porsche Parade. Each year Parade is held as a national competitive event. Escape is usually on the opposite side of the country from Parade to attract different regional participants, as well as those who may prefer a more social environment.



Escape Leadership Team

In 2014 Space Coast Region and Florida Citrus Region are jointly hosting Escape to Magical Orlando at the Disney Coronado Springs Resort. This venue provides a fantastic family oriented location from which to provide many Porsche and family events. We will have dinners, drives, a people's choice concours/car show, a goodie store and many other activities. November is the perfect time to come to Central Florida for great weather and less crowds.

You can volunteer to be a committee chairperson or a supporter. We need everyone to step up and help make this one of the premier events ever held for Porsche Club of America and YOU CAN DO IT!

Please join us in executing this fantastic event. We need volunteers to help with:

- **Events**
- **Meals**
- **Advertising**
- **Web/FaceBook**
- **Registration**
- **Drives**
- **Publications**
- **Sponsors**
- **Safety/Security**
- **Hospitality**

Ready to help?

Contact Lou Linden at dbell73@cfl.rr.com,
or Steve Hoffman at steve1rob2@aol.com.

**WE NEED YOU for the ESCAPE
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coming attractions

- May 16** Macan Debut at Porsche of Melbourne @ 7PM
- 18** Kaffee at Eau Gallie Yacht Club @ 9AM
- 18** Kaffee at Panera in Vero & Daytona Beach @ 9AM
- 23-25** Zonefest at Lakeside Inn in Mount Dora (clubregistration.net)

- June 8** Kaffee at Panera in Vero & Daytona Beach @ 9AM
- 14** Autocross at Palm Bay EFSC (formerly BCC) @ 7:30AM
- 14** LeMans Breakfast at Porsche of Melbourne @ 8AM
- 15** Kaffee at Eau Gallie Yacht Club @ 9AM
- 15-21** Porsche Parade @ Monterey, CA

- July 13** Kaffee at Panera in Vero & Daytona Beach @ 9AM
- 19** Kaffee at Panera Wickham Road, Melbourne @ 9AM

- Aug 10** Kaffee at Panera in Vero & Daytona Beach @ 9AM
- 16** Kaffee at Panera Wickham Road, Melbourne @ 9AM

**Dates and times subject to change.
Please check our website spc.pca.org
to confirm event times, contacts, and details.**

A special thank you to our advertisers

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