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PORSCHE CLUB OF AMERICA

2020/3



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PORSCHE



President's Column

It seems a lot of our club members have been spending their extra Pandemic down time buying new Porsches or modifying the ones they already have. I love going to the Kaffeeklatsches and seeing the new wheels, new stripes, new exhaust upgrades, etc. There have been new Taycans, new 911's and of course new Macans and Cayennes rolling out. Porsche Melbourne continues to support our club with a free membership to new members and a renewal membership to current members, for those who buy a Porsche from them. I have seen some new faces (Welcome!) and hope that we can start to showcase all our club has to offer once Florida's restrictions have loosened. We are looking forward to keeping everyone engaged and happy to have made the decision to join/stay with this great club! Our National PCA continues it's many virtual activities. PCAHQ YouTube channel, TechTactics Live Events and even Sim Racing. Check it out!

Porsche activities outside of our homes are slowly restarting. Our "Dog Days of Summer" Gimmick Rally in August was sold out and everyone agreed that our two Rally Masters, Brian Reinert and David O'Neal, took great joy in their "evil-ness!" It was a fun day. I'm excited that our Autocross Series will resume in September at the American Muscle Car Museum and in October Porsche Melbourne is hosting a Tech Session. Our Oktoberfest BBQ/Concours/Swap Meet is tentatively booked for November 7th and our Holiday Party on November 28th. We are hopeful that the CDC guidelines will allow these events to happen. Happily, our 2nd Annual Parade of Presents should be able to be run without issues. On December 5th we will meet at our regular Melbourne Kaffeeklatsch with a toy and take a beautiful drive to His Place Ministries where toys are collected for the parents to come and "shop" for their children. It is the "feel good" activity of the year!! Most of the PCA Regions in Zone 12 will be participating in their local areas.

We remain social distancing and minimizing contact to protect us all from the Coronavirus. You will notice a difference in the way we operate events and you will see much more hand sanitizer, wipes and people wearing facemasks. This virus is too nasty for us not to follow the safety measures set in place. We must keep our members safe and limit gatherings of large groups of people.

Many thanks to our **EV** Editor Sue Kee for continually finding content during this slow time of activities and all of our members who are being so patient! I am also so thankful for the great relationship our club has with Shay Rowe & Porsche Melbourne and Mark Pieloch & the American Muscle Car Museum.

Happily, going for a drive in that beautiful Porsche of yours is allowed and encouraged to keep your sanity and inject a little happiness in your life! As soon as we can safely resume ALL of our normal club activities we will. Please watch your email or check out our website spc.pca.org for the latest information.

Get out and drive those cars!

Robin Hoffman

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On the Cover: Russell Kunz's Saphire Blue 2016 Porsche Cayman GT4. Photo by Ray Baldino.



From the Editor

I think we're all doing the best we can with the COVID Pandemic still in our lives. Kudos to our President, Robin Hoffman for planning some Club activities that meet all the CDC and PCA guidelines to keep everyone safe. She's working hard to make sure we're all safe and still get to have some fun.

Kaffeeklatches are a great way to meet your fellow club members in a safe environment. Our Father's Day Parade brought tears to my eyes. Such a seemingly small effort cheered up so many seniors. The Gimmick Rally was a blast! Something fun and safe to do on a hot and humid Saturday. Thanks to all those who planned and made it happen. We can look forward to getting some of our regular activities back with appropriate safety changes coming up, so be sure to check out the Coming Attractions Calendar and our club website at spc.pca.org, and E-Blasts where the most up to date schedule is announced.

One thing we do have to look forward to is our upcoming AX Events. A big thanks to Porsche Melbourne by supporting these events and Mark Pieloch for making the American Muscle Car Museum available for us to have a fantastic AX course to navigate. It wouldn't happen, however without the dedication and talent of our AX Team headed by Ken Marshall, Carmen DeVito and Craig Barrie along with their hard working team. Thanks guys, we all really appreciate your efforts and hard work.

If you're interested in racing, there are some fun HSR (Historic Sportscar Racing) scheduled at both Daytona International Speedway and Sebring International Raceway. You can go and watch some very competitive races. At this time, both venues are selling tickets to these HSR events. As a side note, you will see Rookie Racer Scott Kee in his hot GT-4 Club Sport (#351) in some of those races at both tracks. They are not PCA events, but you'll see lots of Porsches along with other super cool cars racing to the finish lines. HSR Classic 24 Hours and Daytona Historics at Daytona International Speedway is November 4th to 8th. HSR Classic 12 Hours and Sebring Historics at Sebring International Raceway is December 3rd to 6th.

A huge thank you to the support of Porsche Melbourne who is always there for us and all the "Space Coasters" who contributed to the content of **EV** this issue. It's not easy to report on Club happenings when there aren't a lot of events happening. I really appreciate your help and support by sharing your fun experiences and pictures. Of course we couldn't have **EV** without our loyal advertisers. I hope everyone will support and use those advertisers if the situation arises. Thank you all. Hope to see you at our events. Life's too short to drive a boring car. Happy Trails to All.

Sue Kee



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Got Something to Say?
Please send your Porsche stories
and photos to Sue Kee at
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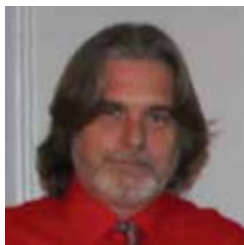
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Membership Corner

by Vicki Hempel

Welcome to all the new members and transfers. We are 929 primary members and 430 affiliate members for a total membership of 1359.

We are cautiously continuing the outdoor events with respect for the COVID-19 virus. All attendees at events are wearing masks and practicing social distancing. The monthly Kaffeeklatsches (Cars & Coffee) have resumed at all 3 locations. Melbourne - Bold Cup Coffee, 2271 Town Center Avenue #117, Melbourne on the 1st Saturday of the month. Vero Beach - Panera Bread, 2001 Indian River Blvd, Vero

Beach on the 2nd Sunday of the month. Daytona - Jason's Corner, 135 Canal Street, New Smyrna Beach on the 3rd Sunday of the Month.

For more information and a complete list of events go to our website calendar <https://spc.org/calendar/> and Facebook events Space Coast PCA.

We hope to meet you at one of the events!

Welcome to our New Members!

May 2020

Dennis McCool - 2012 911 Carrera S
George Freeman - 1997 911 Carrera Cabriolet
Michael Coleman - 2020 Cayenne
Chris Duffey - 2014 911 Turbo S
Jon Daves - 2011 911 Turbo S Cabriolet
Jack Senn - 2019 Cayenne E-Hybrid
Elissa Holmes - 2020 Cayenne
Richard Giteles - 2019 Cayenne
Darrell Stevens - 2017 Cayenne
Stephen Weston - 2017 911 Carrera
Ronald Labrecque - 2016 Boxster
Gregory Knapp - 2019 718 Cayman
Julian Cortez IV - 2016 Cayenne
Larry Armstrong - 2020 Macan
Jeff Jacobs - 2016 Cayman

June 2020

Harry Highstone - 2000 911 Carrera Cabriolet
Thomas & Terrie Achacoso - 2006 Cayman S
Linda Niederoest - 2000 Boxster S
Charles Williams - 2010 911 Carrera S Cabriolet
Danny Black - 2014 Boxster S
Peter Presland-Byrne
Kevin Manuel - 2005 911 Carrera
David & Nancy Spencer - 2001 Boxster
William Menzies - 2007 911 Carrera
Jeffrey Reed - 2019 911 Carrera
William Stanley - 2017 Macan
Barbara Wittnik - 2020 Cayenne E-Hybrid
Deborah Allison - 2018 Macan
Ruth Tinsley - 2020 Panamera
Cynthia Santacroce - 2020 Macan
Lindsay Goodman - 2020 Macan
Dennis Camacho - 2020 Macan
Gilbert Keegan - 2020 911 Carrera 4
Rene Celis - 2014 Cayman
Harold Bowers - 2020 Macan

July 2020

David Kerner - 2007 Boxster
Ellis Roman - 2006 Cayman S
Michael White - 2005 911 Turbo S Cabriolet
Alain Chakhtoura - 2019 Cayenne
Wesley Foster - 2017 Macan
Jennifer Bryan - 2020 Taycan 4S
Richard Reuter - 2020 911 Carrera

Jeffrey Roselip - 2018 718 Boxster
Brian Greene - 2020 Macan
Heidi Wolfe - 2020 Macan
George Kellgren - 2020 Cayenne
Leslie Carter - 2019 Macan
Patrick Roth - 2017 911 Carrera
David Ward - 2018 Cayenne

Transfers In:

Mario Da Rocha - Metropolitan New York -
1962 356 & 2004 Cayenne
Scott Schubel - Florida Citrus - 2006 Boxster
Kyle & Elizabeth Price - Musik Stadt -
2012 911 Carrera S Cabriolet
Jerry & Linda Parker - Florida Citrus - 2013 Boxster
Bruce Wood - Connecticut Valley - 1963 356
David & Carolyn Parks - Down East - 2006 911 Carrera



Did you know PCA has its own racing series?

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Club Racing is a place for Porsche enthusiasts to race their Porsches in a friendly, competitive environment. Club Racing has a class for just about every sports car Porsche has made, everything from a converted 944 to a new Porsche Motorsport GT3 Cup is welcome. With Club Racing, you can race your Porsche on some of the most historic tracks in North America like Lime Rock, Watkins Glen, Road Atlanta, and Canadian Tire Motorsports Park.

If you are a PCA member and have a Porsche race car, come race with us. For information on how to get started, head over to <https://peaclubracing.org/licensing>

FOR MORE INFORMATION: <https://peaclubracing.org>
SOCIAL MEDIA: @peaclubracing on Facebook and Instagram



PORSCHE CLUB OF AMERICA

Keeping the Pedal to the Metal

A Snapshot of What's Happening in the Space Coast Region PCA

Details – Details – Details

The most up to date information about each event can be found on our Space Coast PCA Website and Space Coast Facebook. spc.pca.org/calendar – click on the event for more information.

Space Coast Events

Please note all dates are subject to change.

Autocross Events for 2020

Our Autocrosses at the American Muscle Car Museum facilities are fantastic! The site is amazing! Expect our usual fun and challenging course with approximately 60 second run times. Sponsored by Porsche Melbourne. Register on ClubRegistration.net.

September 19 – Porsche AX @ AMCM – 7:30 am

October 3 – Porsche AX @ AMCM – 7:30 am

November 14 – Porsche AX @ AMCM – 7:30 am

Tech Event at Porsche Melbourne

October 24 – 9 am

October Fest – November 7

Our annual October Fest Barbecue, Car Show and Swap Meet at F. Burton Smith Park in Cocoa. Come and enjoy looking at the Porsche Beauties and stuff for sale. Bring a canned good for the Food Bank. \$15 if you want to stay for the delicious German Lunch.

Holiday Party – November 28

Enjoy our annual Holiday Party at the Eau Gallie Yacht Club this year. Come and celebrate. Cocktails start at 6 pm. Please bring a toy to share for underprivileged children. Trophies will be handed out for the Autocross events.

Parade of Presents – December 5

Leaving after the Kaffeeklatsch at Bold Cover in The Avenues of Viera, we'll be taking a ride to His Place Ministries for Children in Melbourne to distribute toys for the needy children.

Name Badges

If you are interested in having your own Space Coast PCA name badge, contact Bruce Hambidge and he'll order one for you and your co-member. You must attend an event to order the badge and another event to pick it up! Bruce's email is hambidgeb@bellsouth.net or phone him at 321.505.7107.

PCA Juniors

**It's not just the cars...
and now it's not just the grown-ups!**

With our new PCA Juniors program, PCA is about the kids too! The PCA Juniors program has been created so kids can enjoy PCA events, learn about Porsches and build the enthusiasm that runs through all of the Porsche Club of America.

PCA Juniors is a program for Porsche enthusiasts under age 18. Participants must be registered by an active PCA member. Join here at <https://www.pca.org/pca-juniors>.

KaffeeKlatch (Cars and Coffee)

We continue to have 3 informal get-togethers each month 9am to 11am to enjoy breakfast, coffee and our biggest passion – Porsches! Please join us at any or all the Kaffeeklatches.

One in Daytona, Melbourne and Vero Beach
Come out to one or all – it's always a good time!
No pre-registration needed, just show up.

KK Melbourne at The Avenues of Viera Bold Cup, first Saturday of the month

KK Vero at Panera, second Sunday of the month

KK Daytona at Jayson's Corner in New Smyrna, third Sunday of the month

PCA Event Participant COVID-19 Guidelines

In all things PCA does, first and foremost is the health and safety of our members, sponsors and communities. Take steps to protect yourself and others.

- Stay home if you are sick (refunds will be given)
- Stay home if you have been in contact with someone in the last two weeks who has been sick
- Bring your own Personal Protective Equipment (PPE) including masks, gloves, hand sanitizer
- Practice social distancing of at least 6 feet
- Wear your face mask in the presence of others
- Physical contact is discouraged; please refrain from shaking hands, fist bumps and hugs
- Wash your hands frequently with soap and water
- Refrain from touching your eyes, nose and mouth
- Use best judgement and common sense regarding your fellow members' good health.

—2019—

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A Social Distanced Trip to the North Carolina Mountains

Article and photos by Carmen DeVito

Like everyone in the club, COVID-19 has kept us in the house for most of the first half of the year but we did take one week to drive our favorite roads in the Mountains near and around Asheville, North Carolina. This is a yearly pilgrimage for many PCA-ers, us included. This year would be different in a few ways. Besides masks, no restaurants, and social distancing, we had choices on which Porsche to take. Although many members know me as a track rat who loves normally aspirated (non-turbo) cars, I recently purchased a black 2007 Turbo 911 that has me under her spell. So, when it came time to decide which car to take on our mountain vacation it was not an easy choice. Since we would be a trio of Space Coast cars; Ken Marshall had his new Turbo S and Craig Barrie had his turbocharged GTS, it seemed like a theme in the making, so I drove the turbo. My particular example has 104k miles on the clock, custom tuned with 555hp and a sport exhaust that just sounds wonderful.

For anyone concerned about taking an older, high mileage 911 on a 1600-mile trip, do it! I can tell you they can be great fun and very reliable. Eight hours from Melbourne to Union Mills, NC? Comfortable and fast transport was the order of the day. Though the car is a 6 speed, once at cruise even passing doesn't require a down shift. The smooth torque delivery of the turbo is always there at any

speed and the car is so deceptively stable, the faster you go the better it drives. The only concern is keeping the speed reasonable to protect your license. The car is able to soak up vast amounts of miles in relative ease and quiet. The drive to Craig and Lynda Barrie's place was uneventful and we were ready for a few days of spirited driving, fun with good friends, and way too much food.



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On the search for spirited driving, Craig, Ken and I took a trip on the Blue Ridge Parkway and the Diamondback 226A to Little Switzerland. The pull overs on the parkway are high enough that we were overlooking fog in the valleys with the mountain ridges clearly visible across the valley in the distance. The views are wonderful in any weather. 226A is a great winding road up the mountain treating us to more than 190 turns in only 12 miles! Close to the top we came across a PCA member in his Cayman from Charlotte who chased us down, told us it was raining at the top, but it was still worth the drive. He was right! Yes, it was raining and the restaurant at the top was crowded with cars and bike riders, so we moved on. For Ken's birthday we took a tour up 251 from Asheville, a nice winding road that follows the French Broad River north to a little town called Marshall! Hmm! Due to COVID-19 the town was quiet with only open take out restaurant with outdoor seating. No trip to Asheville would be complete without a stop at Chimney Rock. Drove up the hill to the parking lot but thought better of getting on a crowded school bus to go to the top, even with masks. When we lived there in the 80's we attended the famous yearly high-climb and less famous but more fun Hill Fall. Wish we could still do those events today! As you read this there is still time to make that trip and see the fall colors this season. Do it, the roads are calling!

The mountains are calling... and I must drive!



...ready to head to...



Our cabin in the woods



Under the trees...



...Marshall NC?



Father's Day Parade

Article and photos by Robin Hoffman

A Porsche Parade! What a great way to spread happiness! We had a Taycan, a 914, a 356, a 944 a Macan, Boxsters, Caymans and more than a few 911's join in the fun and the smiles on everyone's faces said it all. On Father's Day our club members met at Jason's Corner Restaurant in New Smyrna Beach for our regularly scheduled Kaffeeklatsch and then set out for a special Father's Day Parade. As Florida is a wonderful place to retire, we were able to cruise by 7 Assisted Living Facilities (ALF's) within a 12 mile radius of our coffee spot. A few phone calls alerted the residents of our plans to come by mid-morning on Father's Day; so they were ready for us.



Because COVID-19 has kept the residents isolated for months, their windows were full of happy faces as we went by honking and waving our flags and banners. Some residents came to their front porches to watch us cruise by and at one facility, a huge group came outside with their own signs and flags returning our wishes for a "Happy Father's Day"!



Our entire parade took only 30 minutes to run, however I saw tears in the eyes of some Porsche members and residents alike. It really felt good to give some "no contact" love to those vulnerable members of our community. It reinforced that we really are all in this together! Our parade was a perfect combination of driving and spreading happiness – to both the Porsche drivers and spectators!

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Shout out to Tim Buko who's email about a parade in front of his friend's ALF facility sparked this whole event. Keep the ideas coming! New events are awesome!



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Member Spotlight

Jeff Jacobs

Raised as US Air Force dependent – “service brat” as they are called. My father served 30 years in the Air Force, we were stationed all over the world – Greece, England, Philippines, Ohio, Illinois, Mississippi, California, Oklahoma, Florida, and Washington, D.C.



Jeff's Cayman

I also served 20 years in Air Force, initially as a Non-Commissioned Officer (NCO) in the dental field and then got the bug to work in space when I watched the first Space Shuttle launch/landing and went to school to get an Astronautical Engineering degree from the University of Texas. I have been here at Cape Canaveral AFS since 1993, working in support of the Air Force and the National Reconnaissance Office to launch their satellites.

I have three children with my wife Kathy, of 42 years, and we adopted 2 children from Ukraine also. We have 8 grandchildren now and hope for many more—as they say, we should have had the grandkids first, they are so much more fun! We like to get together at big family gatherings, and had 21 people staying in the house last Christmas!

I have always been fascinated with sports cars and in particular the lines, performance, and reputation of Porsche. I wasn't sure I would ever really be able to get one given my relatively humble upbringing and large family with all its needs. I have been blessed not only with family, but some great opportunities and thus found myself in a position to “make an investment in my mental health.” Although I always wanted a Cayman, I researched many others including; AMG CTS, M4/6, and others. I ultimately came back to the Cayman and decided on a modest base model as the best choice for my first Porsche! I have always been a sportsman – athletics, outdoors, water sports, and the Cayman is a great compliment to that lifestyle.

I don't use my Cayman as a daily driver, but just to make myself feel a little special. I haven't been disappointed and am loving the cornering, precision, and zip! My office mate Gary Lund and previous boss Steve Wojcicki both have Caymans and have been encouraging me, now I no longer have to live vicariously through their exploits! Gary takes his 2014 out to the track regularly and I hope to join him very soon. I am already thinking about my next Porsche, and yes it will be faster, at least an S model and maybe even a GTS. As with computers and WiFi, you can never have enough speed...J

We have 8 grandchildren now and hope for many more. As they say, we should have had the grandkids first, they are so much more fun!

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Kaffeeklatsch Report

Photos by David Kelly and Robin Hoffman

One of the few things our Club has been able to do is get together at Jason's Corner in Daytona area, Bold Cup Coffee/Panera in Melbourne and Panera in Vero Beach. Here are some happy Space Coasters who came out to enjoy each other and their cars and share a cup of Coffee. Hope we get to do more in the near future. Stay tuned!





Living with my new Taycan

by Rob Van Name

The following are a few observations as I get used to my Taycan 4 S. There are many options available.

First, it is blindingly fast. The brakes work well and much of your stopping is accomplished with regenerative braking.

The car comes with no spare tire. If you want the portable air compressor & tire sealant it is a \$70 option.

When ordering a Taycan be sure to specify the 25-foot charging cable as it is free when ordering but a \$900 hit to get one afterwards. If you don't specify a charging plug type the car will come with a 14-50. That would need to be fed by a 50 Amp 240-volt breaker.

I went for the Rear Axle Steering option which quickens the steering ratio and shortens the turning radius. You also get Power Steering Plus which reduces steering effort a bit.

The optional surround view camera is very handy and it includes a low placed forward facing camera to lookout for the dreaded parking stops.

The mandatory 93 KWH performance plus battery gives an additional 30 or so miles of range. I'm early in my ownership and I see about 220 miles of range on a full charge. This should increase as the range algorithm gets used to my driving style.

My car has the optional InnoDrive system which includes radar controlled active cruise control. It diabolically follows the speed limit and will slow the car down to the posted speed limit. That can be turned off. InnoDrive is classed as a Level 2 "self driving" system. You need to have your hand on the wheel at all times.

I went with the standard interior in gray with 14 way heated & ventilated front seats. I stayed with the 2 zone climate control. Somehow you are forced to get the heated steering wheel with the 14 way seats, not really needed in Florida. The software controlled front AC vents are engineering overkill but work fine.

The car uses a 12 V Lithium Ion battery for "starting" up the electronics. It is mounted under the front hood. If it goes dead the car won't start and you will need to open the car with the emergency key and then use a 12 V jump battery on the fuse box post to open the front hood like most modern Porsche cars with electrically operated front hood. I carry a 12 V jump battery and a small lithium ion battery charger in my trunk to ward off evil spirits. CTEK (56-926) Lithium was the one I got.

The car is low so you have to be careful. On the plus side it has adjustable air suspension so you can raise the front when dealing with speed bumps.

You'll need to set up My Porsche, Charging NA app and Porsche Connect App. My Porsche lists your Porsche vehicles and enables you to access a myriad of products and services. The Charging NA is how you access the free (for three years) 30 minute high speed charging sessions with Electrify America stations. The Porsche connect App lets you command the Taycan to do things like pre-cool the cabin, etc.

Be mindful of how the air conditioning is operating. If the air conditioning is getting weak you need to bring the car in for service ASAP. If the AC stops working the car won't operate because the air conditioning is an integral part of the engine & battery cooling system.

This is how I set up the charging for 85% at home:

- Select Charging
- Select Overview
- Select Profiles

- In the General Charging Profile click on the pencil Icon (to edit profile)

- Use the slider to select 85% (it is sensitive)

- Select Optimized Charging button

- Select General Charging Profile by touching General Charging Profile and check the box

The car will now charge to 85% when you plug in the home charger to the car.

To charge the car I turn on the home charger, enter my charger pin, then unlock the car, open charge port door and insert charging cable. Push the round button in the charge port and observe charger has detected the car and has started the charging process. The car should not be on.

The setup of the Porsche Mobile charger was fairly straight forward. You have to select the language and country. To move from the country menu selection you just press on the country selected. That baffled me for a while. It wants access to your WiFi to talk to the mother ship at Porsche and for software updates. The charger prompts you to enter a user defined PIN so only you can charge from it, Ha Ha. You can also select the charging current of up to 40 Amps on a 50 Amp 240-volt circuit. I set my charging current to 20 Amps because the input cable to the charger has been reported to get really hot at 40 Amps.

If you would like the cool "electric" badging on the front doors you should specify them when ordering the car. They are a no cost option when ordering. Ask me how I know this....



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Tech Spotlight

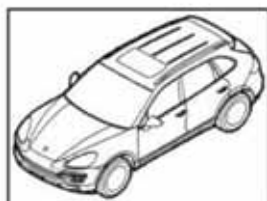
Installation of Catch Can on Cayenne Diesel

Article and photos by Rob Van Name

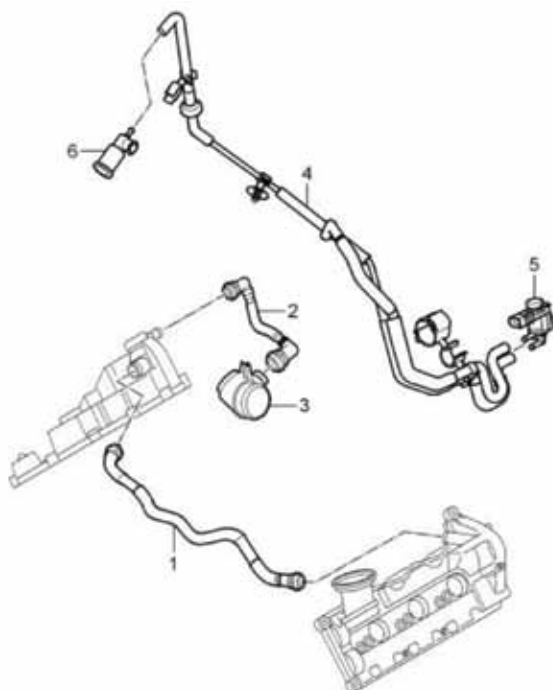
This article discusses the installation of an APR Universal Catch can on a 2015 Cayenne Diesel. The catch can captures oily residue from combustion blow by and keeps it out of the intake. The APR universal catch can is shown below. The catch can ports are not directional, either port can be the inlet or outlet.



On the Cayenne diesel the catch can is installed by breaking in to the hose run from the passenger side (RHS) aft valve cover to the turbo inlet using two ~ 30 inch lengths of 7/8 inch ID reinforced coolant hose JEGS P/N 555-511152. I added hose clamps at the catch can fittings. Hose number 2 in the diagram below is the hose that is cut into. The part number of hose number 2 is 958-107-221-10.



MG	SO	ILLUSTRATION
1	07	107-017



The catch can is mounted ahead of the air filter housing on the RHS front of the engine compartment using an air filter mounting bolt and the MQB mounting bracket turned upside down and trimmed. The MQB mounting kit is APR part number SA000372. You have to call them to order mounting this kit does not appear on their website.

Here are the hoses connected to the engine. I routed them forward under the plastic duct between the air filter and turbo inlet.



Here is the catch can installed and connected. I routed the drain hose down below near the sway bar.



I selected the APR catch can because it is made of metal, came with a selection of fittings and does not require filter elements. It uses perforated metal plates to capture the oil in the blow by gasses. The top of the catch can can be removed while attached to the mounting bracket. Hopefully this will keep the intake manifold a bit cleaner.

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PORSCHE

Feeding our Porsche Habit, Even During a Pandemic

by Dylan Kotoulis, Porsche Melbourne

Hopefully for all of us, the last few months of 2020 will see a return to some normalcy that's been missing for a long time. The year started out great, and for my kids this year's 24 Hours of Daytona was special. PCA President Tom Gorsuch introduced my boys, Ethan and Blake, to the world of PCA Juniors. They loved every minute of that race, and still talk about it with me nearly every day. Soon after of course, the pandemic would grip our world and shut down everything we love to do with any and all of our spare time.

My sons were especially devastated. We made plans right after Daytona to get them back to racing events as often as we could, but that hasn't happened just yet. Something magical happened at that race though. Ethan and Blake have had a love affair with Porsche since they were old enough to talk, but now they wanted to know more and more about what was underneath all of the paint, glass and metal. Those sounds of screaming engines during a race leave quite an impression on young minds. They are both starting to learn all about the mechanical wonders that make our cars so special. Racing brings to life all of those fantasies you dream of when you fall in love with cars.

For Ethan's birthday this year, we decided to get him his first Porsche Lego Technic kit. We decided on the GT3 RSR, and what a great choice! It has also been a great bonding experience. Ethan is very mechanically inclined and was able to put most of this nearly 1600 piece model together himself. He also learned a lot about the mechanical aspects of the RSR. This model is complete with a mid-mounted working flat-6 engine, working gearbox, suspension and steering systems. Ethan was amazed at how much went into getting this car built before it even looked like a car. Now complete, it takes a prized spot on his bedroom dresser and will probably always hold a special place in his heart. I helped of course, but mostly in a supporting role. I'm very good at putting decals on though!

My youngest son Blake watched with a keen eye on Ethan's project and wants to have his very own. Luckily, my colleague David Mitchell is also a lego enthusiast and gifted us our next Porsche Technic model. David has been working on models, big and small, for his entire life. He really enjoys sharing his passion with his kids too. Blake and I plan to start this model very soon, together. We'll lean on Ethan a little too, as he is an expert now.

This year reminded me a lot of the times I spent with my father and the bond we had over cars. Often when a father and a son have nothing exciting to say, we learn about each other while working on cars. My father and I didn't have a pandemic to slow life down, but we made time. Sometimes I remember my dad coming home from work exhausted, but giving me a hand late into the night with soldering or painting on the models I built. It never occurs to anyone that a memory is being created at the time it happens, but I can remember those hours working with my dad more vividly than most anything in my childhood.

For Blake and Ethan, maybe this year won't be so bad in hindsight. They missed a lot of school. They never got to go to Disney. There was no summer vacation spent with their friends. But, they fell in love with racing this year. Then they got to spend lots of time with their dad. Who knows, it may age into some great memories. And, just like that, in the midst of a dark Summer of racing, two life long Porsche fans were born.



Dad Dylan Kotoulis with sons Blake and Ethan



There's not an app for this

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Your Tires at High Speed

by Pedro P. Bonilla

Tire inflation specs are based on what the manufacturer considers “normal” driving conditions. But, because of the cars we drive and the Club we belong to, many of us have the opportunity to go beyond “normal” driving conditions at the track during the Driver Education events organized by our PCA and other auto clubs in the area.

Let’s try to put it in perspective.

Even though we tend to think that properly inflated tires are perfectly round, they truly aren’t. Because of the weight they carry (vehicle, fluids and passenger(s)), the bottom half of the tire’s sidewalls bulge and the tread flattens where it contacts the road. But on the top half of the tire, the sidewalls straighten out and the tread curves back into its molded round shape. This difference in shape between the top and bottom halves of a tire is known as “deflection”.

This deflection will occur with every revolution of the tire, so picture this:

A 225/45/ZR17 tire could be considered a standard front tire in a Boxster, Cayman or Carrera. This particular tire has a 25 inch overall diameter and after doing the math we know that this tire will turn approximately 807 times every mile. At 25 miles per hour this tire will roll 5.6 times per second, at 70 mph (speed limit on the Interstate) it will roll 15.7 times per second and at 140 mph (speed right before braking for turn 17 at Sebring) the tire will roll a daunting 31.4 times every second. This means that the tire is changing its shape from its unloaded to its loaded state and back every 3/100th of a second.



This constant tire deflection plus the friction of the tire against the road (track) generates tremendous heat build-up in the tires. Since the tires are filled with air (or nitrogen) which is a gas, Boyles Law demonstrates that if the volume of gas is maintained constant, its pressure is directly proportional to its temperature, therefore your tire pressure will go up as the tire gets used, and the faster the tires spin, the faster the temperature and therefore the pressure will build up.

The rule of thumb is that the tire’s pressure will increase by 1 psi for every 10° Fahrenheit increase in temperature, or 1 psi for every 4 minutes of use during the first 20 minutes of operation.

All of the above to basically say that the faster you go, the higher your tire pressure will be.

So, when we’re at the track or Auto Cross we must keep in mind that we will have a tire pressure increase as soon as the tires start to heat up. This will alter our car’s handling, so we need to carefully monitor the pressure throughout the different sessions during the day.

But how do we know what the ideal pressure is? We should generally start with the recommended pressures from the car’s manufacturer. Then, the tires will tell us if they need more or less pressure.


Most modern high-speed rated tires have special markers to show us the optimal tire patch.



This triangle tells us where the edge of the optimal tread wear should be. As you can see above, the wear is a little short of the marker, meaning that we have too much pressure.

Dropping a couple of pounds of pressure and then hitting the track again gives us the optimal patch, as seen on the next page where the edge of the wear is right to the tip of the marker.

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Also, always keep in mind that you should never inflate beyond the tire's maximum pressure, stamped on its sidewall as shown below.



For more information about tires and other topics of interest for your Porsche, please visit our website at www.PedrosGarage.com

Keep an eye on your tire's pressures and ...

Happy Porsche'ing,

Pedro

Although easy to check, tire pressure is one of the most overlooked aspects of regular vehicle maintenance. Low tire pressure can result in poor handling, excessive tire wear, and lower fuel economy. High tire pressure can result in less traction, poor braking, and even put your tires at risk for a blowout. By regularly checking your tires and maintaining the correct tire pressure, especially during a change in the seasons, you can keep your Porsche driving as safe and efficiently as possible.



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Advertiser Spotlight

BreitWerks

Jason and Kate Breitfeller opened BreitWerks in 2014, with the vision of providing bespoke Porsche service in the Southeastern United States. The passionate Porsche crowd soon followed but even with cars coming from around the U.S., BreitWerks always makes room for fellow Spacecoasters.

Over the last six years Jason continued to hone his craft to support BreitWerks clients' every wish. From performance upgrades on the latest GT cars, to researching and developing an implementation procedure of the best IMS solution for the 996 and Boxster, to air conditioning that actually works in the old cars, Jason continues to ensure happy Porschephiles.

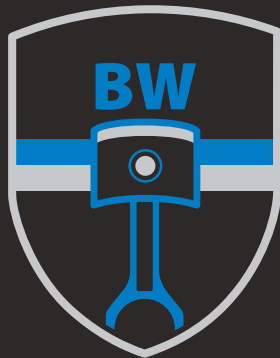
BreitWerks specialty is the air-cooled 911, but the Breitfeller family has adopted the more modern cars for daily use, which gives Jason a fleet of test vehicles to try out new ideas and products on. The most recent experiment was to successfully add Apple Airplay to an early Cayenne model without introducing new electrical gremlins.



When not helping to bleed brakes or pushing cars around the shop, Kate writes fantastic fiction novels! Both Breitfeller boys are part-time technicians. Jack focuses on the air-cooled engines where his attention to detail is an asset during a complete tear-down of an air-cooled engine — accurately bagging

and labelling all the parts for processing, while still maintaining a Snapchat presence! Nick specializes in keeping abreast of the latest modern technology — anything from programming a dash mounted shift light, to figuring out the interface with the modern computers enabling outstanding performance upgrades and accurate repair diagnostics.

In an effort to leave a tiny mark on the Porsche world, Jason is always tinkering and trying to figure out how to make Porsches even better than they started. With his passion for the six-cylinder Mezger motor, Jason spends a lot of time on the research and development of improvements. One of his best developments to date has been a cost-effective method of improving cylinder head airflow, while at the same time, being able to safely increase the RPM redline of the air-cooled engine. This has proven to be quite an advance with noticeable performance gains and increased reliability. In addition, Jason is working to develop a reasonably priced engine management system for the air-cooled cars. After seeing



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over 350hp from a 1986 normally aspirated motor he recently built, Jason is convinced that engine management is the future! It can still look as cool as old school carbs, but runs as well as a modern car, without having to wait for the engine to warm up!

The Breittfeller family has been on the Spacecoast since 1986. Within the first two months of living here, Jason's parents purchased their first Porsche, a 1983 944. Jason is now the caretaker of the 944 that he and both his sons used to learn to drive manual. Kate might have used "Speedy" for a little practice too!

Once the World gets back to normal, the BreitWerks family looks forward to see you at one of our many Porscheophile gatherings!



FOR SALE: 2008 997.1 GT3 Cup Car

Excellent condition. Recent clutch. DE driving ONLY for the last 10 years. (2:14s at Sebring) 97.1 hours on a JB Racing rebuild. \$59,950 OBO. Call Ron Zitza at (407)448-1852 or email teamzotz@aol.com.

FOR SALE: 2007 GT3

Concours condition. Just completed 30K mile service including having all of the water pipes welded so no risk of failure. Car has never been tracked and has zero over revs. Door was dinged in minor incident and it and both bumpers were repainted as well as the Martini wrap added and the wheels powder coated flat black. Other than that it is all original and everything works perfectly. \$86K. Call Steve Hoffman at (321) 652-4654.



FOR SALE: 1986 911 Carrera Turbo



This hot rod is a narrow body 911 with a 930 Turbo drive train. All restoration work completed over the last two years. New paint, new interior, new suspension, new tires, all of the go fast goodies. Turbo power in a lightweight 911 chassis.

This is a fun, good looking car!!! Sale price: \$66,000. Call Jason at (321) 806-8664.

FOR SALE: 2005 911 Carrera S

Garage kept, excellent condition. Tiptronic S, sunroof, Bose speakers, power windows/locks/mirrors. Both power and memory seats. 54,800 miles. New paint protection film. New Pirelli P Zeros. Arctic Silver over Cocoa Brown. \$42,400. Call or text Perry West at (321) 427-2510 or email at pdwest@att.net.



FOR SALE: 1983 928S



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Dog Days of Summer Gimmick Rally

Article by Brian Reinert

Photos by Robin Hoffman

August 22nd brought us the Dog Days of Summer Gimmick Rally. It was sunny and hot with not a rain cloud in sight. Approximately twenty-five cars and fifty PCAers met at F. Burton Smith Park in Cocoa for this much anticipated event. The park was the perfect spot for our event gathering and staying safe. Our numbers were limited as we had to comply with the current COVID-19 rules. It was great to see we also hosted 3 teams from nearby Florida Citrus Region and one team from Suncoast Region in the competition.



Many Porsches competed in the rally

The Porsches rallying were beautiful! The mix included a 914 and a 944, and included several cabriolets as well as an astonishing number of Macans and Cayennes. There was even a brand spanking new 911 Twin Turbo. This Rally Master noted how the Macans, and that new Twin Turbo, utilized their back seats and brought additional

navigators. The benefits of a back seat is always the more the merrier when looking for clues along the route says this GT4 owner.



Last smiles of the day from the "Evil" Rally Masters

Our day started with a special class on rallying. Our Rally Masters went over the keys to being successful in a gimmick rally. Items included how to build a strategy, how to identify traps, and helpful tools. Nomenclature and standardization of common terms were also identified. This information can really come in handy for those competing in our biannual Sunrise to Sunset Rally. (This writer wonders if the Citrus and Suncoast region attendees had this in mind!).



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The real fun began after the class when Rally Master David O'Neal lined up drivers and navigators and administered the "Oath". Yes, the pre-drive pledge where drivers and navigators promise to love and forgive each other when clue identification becomes challenging.



Taking The Oath very seriously



All fun and games at the start

After the oath, contestants lined up for the start. Teams were given 3 hours to navigate the course and attempt to identify as many of the 86 clues (plus 2 bonus questions) as they could. Teams were additionally given 30 minutes to record answers and turn in their answer sheets. With all this said, and the help of the Rally Class, it's always a special challenge to identify clues and keep things moving along. Along the route, we were treated to lots of smiles and waves from the residents along the route who got to experience groups of beautiful Porsches slowly travelling through their neighborhoods.



Here we go!



Is there a canine category?

After turning in answer sheets, Rallyists enjoyed a delicious lunch from Panera as the Rally Masters graded answer sheets and identified winners. Here are the winning teams:

Expert Class:

- 1st Place: Milt Weisman/Melissa Carns (Space Coast PCA)
- 2nd Place: Scott and Sue Kee (Space Coast PCA)
- 3rd Place: Kevin and Barbara Duffy (Citrus PCA)

Novice Class:

- 1st Place: Glenn Matchett/ Derek and Stacy Mueller (Space Coast PCA)
- 2nd Place: Michael Towers/ Sally Sange (Space Coast PCA)
- 3rd Place: Scott and Becke Hansen (Space Coast PCA)


Rally Spirit Award: Coming all the way from the west coast - Vince and Denise Missonak (Suncoast PCA)

We all had a fun time and it was great to see fellow Space Coasters and other PCA club members. We've had very few opportunities the last few months to get out and exercise our Porsches and enjoy being together, while still able to comply with social distancing and staying safe. All in all a good time was had by all and everyone seemed to enjoy the day and appreciate the event.

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Confessions of a Porsche Wife: Toddlers and Porsche Toys

Article and photos by Trina Gorsuch

Whether we like it or not, agree with it or not, we continue down the road of our now new normal way of life - *social distancing*. Needless to say, we have spent a lot of time at home, staring at each other, zoom calling others, endless cleaning and cooking, house projects galore, dreaming of the days when events start to happen again (and they will), and corralling our two little toddlers. Summer turns 2 in October, and Cody turns 1 in November! Where did this year go? As Cody learns how to use his little legs to take him from room to room and Summer learns how to use hers to “hop-hop” like a frog throughout the house, we are quite busy finding creative ways to keep them and ourselves entertained. One thing I am thankful for these days are having some great Porsche toys for the kids. As you can imagine, being the son and daughter-in-law to the PCA National President Tom Gorsuch, we have collected a few. Some of these “toys” I think are more for my husband’s enjoyment, but I thought I would share a couple of our favorites with you for those who have little ones in your life. I mean the holidays are fast approaching and giving your kids, grandkids, or even nieces and nephews one of these Porsche-enthusiast toys would definitely make you the coolest relative ever!



Cody's got swag

Cody has a lot of Porsche Baby Swag. In the window on our Porsche Cayenne near his car seat he has a sign that says “Porsche Baby Not Bored!” We get a lot of laughs when people see it. When you register your kids in the PCA Juniors Program, you will receive a nice little welcome gift (age-appropriate) for them to enjoy. Best part, it’s completely free. Just need to be a PCA member - which if you’re receiving this magazine you are. In

Cody’s welcome package it included a nice soft PCA bib that says “Even with this on, I can’t eat in the car! - Future PCA Member”. So funny, but true. They also sent an official PCA Juniors ID badge with his name on it which is perfect for PCA events. Cody also owns the *Porsche Knitted Steering Wheel* that is a soft teething toy with embroidered buttons, the Porsche crest, and a little rattle inside to keep his attention. We currently have our eye on the *Plush 911 Car* and *Baby Onesie Romper* that would really make him look like a racecar driver. (Hint, hint, Grandpa Tom.) For bath time, Cody and Summer both enjoy matching *Rubber Ducks* with the *Classic 911R* logo. Unfortunately, due to the mandatory helmet on the ducky, it doesn’t float well but is fun just the same.



Summer's daily driver

Summer has her own little fleet of Porsches. Her daily driver is the *Kids Porsche Carrera in Lizard Green*. That was her first car which she appropriately received on her first birthday. She’s been practicing her driving skills all around the house ever since. She parks it in the same spot every night and backs it in so she can easily drive away again in the morning. She takes great care of her car and likes to give it a nice car wash outside when we have our “kiddie pool days”. One time she had washed it and let it sit under the canopy to dry. Ryan started to clean up and began to break down the canopy. As the pop-up tent got lower and lower, and smaller and smaller, it appeared to Summer that her car was going to get squashed under the tent. She started to let her dad know that he was getting too close to her car and gradually got louder and

louder saying, “Uh oh. Uh oh. Oh no. No! No! Ahhhhhh!!!” She yelled out a loud scream! Ryan stopped just short of touching her car and she pointed and yelled, “Car!! My car!!” Ryan had never been so proud. Summer was so concerned about her car getting scratched that she literally screamed! We laughed for a long time about that.



Summer's special occasion car

Her special occasion car is a *Porsche 911 Carrera RS 2.7 Pedal Car in Blood Orange*. It is kept in the garage in its original box most of the time. On a nice day, Summer carefully takes it outside, sits inside, and lets it shine in the sun. She even allows Cody join her for these little afternoon rides around the driveway. Her feet don’t quite reach the pedals, but I know as soon as they do, she’ll be gone! She loves her car in the garage so much that every day we walk through the garage she points to the box and says “miss, miss”. She misses her car. Again, we couldn’t be prouder. Raising Porsche-loving kids over here, clearly.



Future Uber driver?

Many of these sweet Porsche toys are available on the Shop1.Porsche.com/usa website or from your local dealer. The limited edition pedal car we snagged from Porsche Melbourne after our friend Matt Jerozal, who is the Parts Manager there, posted a little video on Social Media of it driving around the dealership floor. Ryan’s eyes turned heart-shaped like an emoji and I knew it was as good as ours. Stay safe out there and hope to see you soon!

Rookie Racer II

Article by Scott Kee
Photos by Sue Kee

As innocently as that slippery slope began, I have been totally enjoying the activity of racing and driving on the racetrack and competing with other drivers to learn and improve my skills. It is become one of those bucket-list items that started when my wife Sue and I purchased our 2016 GT-4 Club Sport. We both enjoy driving this special race car, but I am the one who really enjoys the sport of racing as opposed to just participating in Driver's Education (DE) activities. Sue's no slouch, happily navigating on track at the DE's.



2016 GT-4 Club Sport

Part of this enjoyment comes with having the excellent full support of Zotz Racing. I owe a gigantic thanks to Ron and Eric Zitza and the Zotz team that made me more comfortable driving the car closer to the car's limit, preparing the car, and handling all the issues that arose. I am not sure I would have discovered the "free fall" into racing without their support.



On the Sebring podium with a 3rd place

After my first race experience at Daytona with Historic Sportscar Racing (HSR) in November, I continued with the HSR Classic 12 Hours and Sebring Historics at Sebring International Raceway in December. Since my second race event was at my home track, I was starting to feel a bit more comfortable as I continued to improve my racing skills. The big learning experience for this event was after the checkered flag of the third sprint race. Coming off the track through pit lane I was motioned to park my car behind a few others. Still being a rookie racer, I was confused but did as I was told. I informed Nick, my radio man, that I was instructed to park in the pits for some unknown reason. Seeing the other drivers leave their cars, I got out to see what was happening. I was informed I was on the podium! My response was what? Are you sure? My first podium was 3rd for combined performance in the 3 Sprint Races even though I did not podium on any of the individual races. I had that "deer in the headlights" look on the podium, especially when they stuck the microphone in my face for comments.



Ron Zotz and Scott Kee on the IGT podium

My first two experiences with racing were a total success, big bucket list check and a blast. I thoroughly enjoyed both events and the comradery of racing while learning a tremendous amount about the car, myself, and racing. I have met so many dedicated, interesting, and fun-loving people from many walks of life. So obviously I wanted more.

My 2020 race season started in February with the International GT (IGT) races at Sebring International Raceway. IGT is a North American racing series consisting of The Stuttgart Cup for Porsche Boxsters and Caymans, the Mission Foods GT3 Cup Trophy for Porsche GT3 Cup Cars and the Maranello for Ferraris. The IGT late model race car event was run in conjunction with Sportscar Vintage Racing Association (SVRA) as is usually the case with IGT.

Being on the track with late model Porsches and Ferraris, added even more to my growing comfort level while racing, which contributed to finishing on the podium for all races, by placing 3rd in both sprint races and 1st in the 90 minute Enduro while teaming with co-driver Ron Zitza. What a rush to stand up on that podium and know you won! It was a thrill of a lifetime for me.



Ron and Scott are #1!

Next up was supposed to be the HSR Sebring Spring Fling in March, but unfortunately the COVID-19 had other ideas. All races, like most events, have been curtailed for much of this year. As the world continues the slow march back to normalcy, I am anticipating resuming my racing with HSR at Daytona in November and Sebring in December. Come on out to these HSR races to see some great historic race cars driven on iconic tracks and wish me luck.



Autocross Report - Autocross Team

We're excited about getting re-started with AX for 2020 with some important changes for 2020.

Due to COVID-19 and to ensure the safety of all our members and family, we are instituting strict adherence to mask use and social distancing rules attached. Our intent is to provide a safe and fun event by making all of the registration, tech, and payment processes remote and complete prior to the date of the event. Anyone who can't adhere to the rules should not register or attend.

Please complete the normal registration, then e-sign e-waivers, and pay event fee online to complete the event preregistration requirements. There will be no on site waivers or money accepted the day of the event.



The Registrants are required to perform the following steps:

- 1) Enable eSigning through their Profile.
- 2) Request the document link via email after registering. This is done through their Dashboard screen.
- 3) Sign waiver.

Any questions should sent to an Autocross team member.

Space Coast Region of Porsche Club of America autocross sponsored by Porsche Melbourne at AMCM's awesome facility. The course will be another fast, technical 60+ second challenge that Ken and Tim always seem to create. Come out and start accumulating points for your year end trophy! If you didn't attend the Holiday Banquet come pick up your 2019 trophy!

This is a PCA members only event for Porsche Cars only. Event size is limited to 40 entries due to time constraints and our ability to deliver a quality event. So register early!

When: See 2020 AX dates.

Time: 7:00 am - 1:00pm (approx) NO breakfast provided.

Where: American Muscle Car Museum, 3500 Sarno Rd, Melbourne.

Cost: \$50 for PCA members, payable online ONLY.

Cars/drivers showing up the morning of event will NOT be registered or allowed to run!

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1969 Teletype Kid

Article and photo by Ron Zitza

It was the 1969 Daytona 24 hours (round 1 of the World Manufacturers Championship) and I was 11 years old. My mother, Eleanor was the Chief Registrar for the Daytona 24 hours, and my dad was the Race Chairman. Back then SCCA ran the event for FIA (The Federation Internationale de l'Automobile) and my dad's job was to pull the whole event together with SCCA workers etc. A huge task to say the least.

This race was the first memory I have of the Daytona 24 hours. As a kid, you go where your parents go, and I went (willingly) with them to the race. We were located up in the tower, in the SCCA communications center. I am surrounded by adults, sandwiches and soda, not bad for an 11 year old. I did not realize how lucky I was to be up there, and the view was amazing really cool! The infield was packed with every kind of car, trailer, tents, people, sleeping bags and stuff you could imagine.

Porsche had won 1st, 2nd, and 3rd in 1968 with the 907 Long Tail (2.2 Liter Langheck), so this year they came with 5, 908 Long Tail (3 liter Langheck) – the longer body and new rear spoiler gave them the downforce needed when on high speed tracks like Daytona and Le Mans. The competition was varied this year. The Italians were not there with the Ferrari and the French had arrived with a Matra-Sports 630 M. There was Ford, Alpha Romeo, Chevy, and Penske with the Lola to name a few. The field consisted of 65 cars that took the green flag with 6 cars that did not start. While I was up in the tower, during night practice that week I watched the Matra blow a tire and flip! It slid thru the tri oval on its single hoop roll bar with sparks flying everywhere. Holy Mackerel!

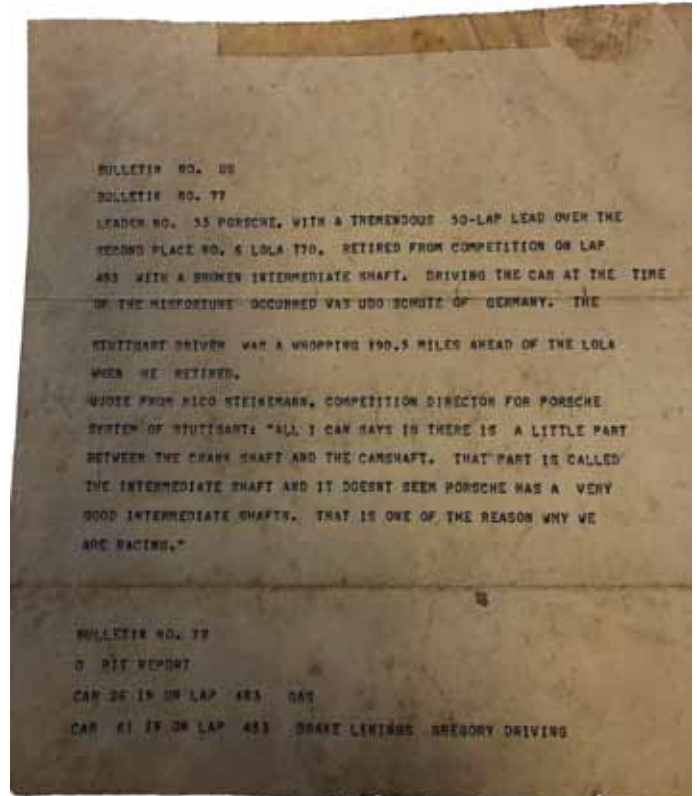
Watching the green flag from the tower is nothing short of amazing! Adrenaline! In 1969 the green flag was dropped on the back straight away, so by the time they got to start/finish they were already approaching 200 mph as they braked for turn one! My 11-year old self was bursting with excitement!



With 11-year old energy I could not just sit there – I wanted to help! I asked dad what could I do? He spoke with Chris and I was given the job to pull the teletype messages off the machine and give them to the announcer.

Chris, the announcer, was the one and only Chris Economaki! I knew who he was – talk about super cool from an 11 year old perspective! He was one of the top racing sports commentators in the world, who had been inducted into several Hall of Fames by the end of his career. He was THE MAN and I was his helper!! Chris was known by all in the racing world, and if he called, you answered. (He died in 2012 at the age of 91).

When the race began, The Porsches were up front and had taken the lead, swapping the lead many times. While they were racing on the track, I was racing back and forth from the teletype machine to Chris. In my mind it was the coolest job ever! Chris would read the teletype and then announce it over the radio. He was also explaining stuff like what the crew did during a pit stop.

I did this all day and night cheering the Porsches on! As per usual, the event was not without incident, with various crashes, fires and mechanical issues. Brian Redman was driving and almost passed out due to a broken exhaust manifold! I did this until 7:50 in the morning when the final Porsche broke due to an intermediate shaft failure. Porsche did a final press release that I handed to Chris. After Chris read it and handed it back to me, I stashed it in my pocket. I had lost track of the Bulletin over the years. While looking for pictures from the 1969 24 Hours, I found the Bulletin neatly folded and laying amongst other treasures from an old racing post!



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<p><i>paint-less MINOR reconstructive surgery</i></p>	 <p>for your VEHICLE</p> <p>t321 508 4489</p>

Appalachian Driving Experience

by Tom Kirk

I had a dream the other night that I was given the option to drive either a 718 Porsche Cayman S, a 718 Porsche Cayman GT4, a 992 Porsche 911 S cabriolet, or a 991 Porsche 911 GT3. I was leaning toward the GT3 but wanted to also experience the other cars. In my indecision I heard a calming voice say, "Why don't you take them all. Go ahead and drive each of the cars on some of the best mountain roads in the country. You will be glad you did".

This dream come true is exactly what is being delivered by Appalachian Driving Experience (ADE), based in Murphy, North Carolina. Started in 2018 by successful Atlanta entrepreneurs and Porsche enthusiast Mitch Nimey and Kelly Williamson, ADE puts their customers behind the wheel of modern Porsches and leads them through the twists and turns of some of the greatest roads in the country, including the Tail of the Dragon, Moonshiner 28 and the Cherohala Skyway.



The author and his bona fides

When you visit their web site at www.appalachianDriving.com you will see the many ways you can experience a Porsche in the mountains including: the 25 or 50 mile Arrive and Drive; the 80 or 150 mile Classic that includes driving multiple Porsches; and the 80 or 150 mile Premiere (like the Classic but in a GT4 or GT3 RS). ADE also provides exciting alternatives to the traditional golf or fishing events for Corporate or group functions.

Murphy is about 30 minutes away from our summer home in Hayesville, NC. I had seen the ADE facility when passing through Murphy before, but never stopped in ... until this summer. I responded to a web post that said they were looking for lead drivers to help deliver this top shelf experience to their customers and clients. My experience as an HPDE driver and instructor, my Porsche brand loyalty and passion, my knowledge of these mountain roads and my proximity to their business was a perfect fit. I joined the ADE team as a lead driver / instructor in July.

It is great to bring your own Porsche up to the Appalachian Mountains. But it is 600 miles each way from the Space Coast, mostly on flat, straight Florida and Georgia interstates. To keep these boring miles off your car, you could pull a trailer with your Porsche on / in it. But this adds additional complexity to the trip. I know, I did it for years. Or you can get to Murphy, NC by whatever means necessary and drive any number of Porsches any number of ways with ADE. Even if you

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On the Cherohala Skyway



911 GT3 RS

do get to the mountains with your own Porsche, you may have family or friends that want to join you for a drive but won't fit in your two-seater, ADE is the perfect solution for that too.

I am so very grateful and excited to be part of the ADE team. The roads, the cars, the customers, Mitch and Kelly and the rest of the ADE team are all fabulous. It really is kind of like a dream. Next time you are in Atlanta, add a day or two to your trip and make the two-hour driver north to Murphy. Let us show you our mountain playground. You will be glad you did!



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coming attractions

Please note it is very difficult to plan coming attractions when events might be cancelled at a moment's notice due to the COVID-19 virus. Stay tuned to our SPC Website and E-Blasts for the most up to date information.

- Oct 3** PM Sponsored Autocross @ American Muscle Car Museum, 7 am
- Oct 3** Kaffeeklatsch @ Avenues of Viera – Bold Cup, 9 am
- Oct 11** Kaffeeklatsch @ Vero Panera, 9 am
- Oct 18** Kaffeeklatsch @ Jason's Corner, New Smyrna Beach, 9 am
- Oct 24** Tech Session @ Porsche Melbourne, 9 am

- Nov 7** Space Coast Annual Oktoberfest, Concours & BBQ @ F. Burton Smith, 9 am
- Nov 8** Kaffeeklatsch @ Vero Panera, 9 am
- Nov 12-14** Fall 12 Hours of Sebring @ Sebring
- Nov 14** PM Sponsored Autocross @ American Muscle Car Museum, 7 am
- Nov 15** Kaffeeklatsch @ Jason's Corner, New Smyrna Beach, 9 am
- Nov 20-22** Suncoast DE Instructor Training & DE @ Sebring
- Nov 28** Space Coast Holiday Party @ Eau Gallie Yacht Club, 6 pm

- Dec 5** Kaffeeklatsch @ Avenues of Viera – Bold Cup, 9 am
- Dec 5** Immediately Following KK – Parade of Presents to His Place Ministries in Melbourne – 10 am

- Dec 13** Kaffeeklatsch @ Vero Panera, 9 am
- Dec 20** Kaffeeklatsch @ Jason's Corner, New Smyrna Beach, 9 am

- Jan 7-17** Mecum Auto Auction @ Kissimmee
- Jan 9** PM Sponsored Autocross @ American Muscle Car Museum, 7 am
- Jan 22-24** Roar Before the Rolex 24 Testing @ Daytona International Speedway
- Jan 23** Drive to the Roar Before, Lowes, 9 am
- Jan 29-31** Rolex 24 Hospitality Tent @ Daytona International Speedway
- Jan 30** Drive to the 59th Rolex 24, Lowes, 9 am

- Feb 6** PM Sponsored Autocross @ American Muscle Car Museum, 7 am

- March 5** Werks Reunion 2021 @ Amelia Island

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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