

MAGAZINE

ESCAPE VELOCITY

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



Volume 8 Issue 1

Holiday Party | SPC Launched | Rolex 24 | 48 Hours of Sebring



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President's Column

2014 is here and we have a fantastic year ahead of us.

Before we get into 2014 we need to thank Steve Hoffman and his Board of Directors and all of the volunteers that worked so hard to make 2013 a great year for Space Coast Region. Volunteers are what make all of the events we do each year possible. When we think back on the year it was amazing. We had over 60 events including drives, kaffeeklatchens, rallies, auto crosses and DEs, two banquets, a cooking and eating event and an incredible charity calendar project. All of those were possible because of hard work by great volunteers.

Also, we need to thank our sponsors, especially Shay Rowe and Porsche of Melbourne. They have funded so much for us to enjoy.

Thanks again.

Now, on to 2014. A new Board of Directors and a great group of coordinators for all of our focus areas will work to make it a fun and exciting year. We have so many activities planned that we should have something for everyone. We have races at Daytona and Sebring, Kaffeeklatchens in the North and South areas as well as central. Our club purchased autocross timing equipment and Ken Marshall and Craig Barrie will be working with Citrus Region for home-and-home autocross events. There is a Porsche and Polo event scheduled for February. Our annual Sunrise to Sunset rally is scheduled for April. Zonefest is in May in Mt. Dora. June has the return of Porsche to prototype racing at Le Mans and Porsche of Melbourne will have a breakfast and viewing of the start of the race. July or August will be our Summer Banquet and December will be our annual Christmas Banquet and annual meeting. We are looking for a volunteer to lead a home-and-home golf challenge with Citrus Region, and have some surprise events on the way. We are planning to hold quarterly member business meetings also this year.

The big event for 2014 will be Escape to Magical Orlando. Space Coast Region and Citrus Region are co-hosts of this national event. It will be held in November at the Walt Disney World Coronado Springs Resort. David O'Neal (Zone 12 Representative) is helping coordinate with other zones all over the US to make this a spectacular event. There will be drives to Kennedy Space Center, Brumos Museum, the hills around Mt. Dora, maybe Collier Museum, and the Ocala National Forest for off-road enthusiasts. We have many volunteers, but need many more. Ron Menck, SPC Secretary is the Volunteer Coordinator so let us know if you can help in any area. We will continue to update you as events unfold.

This year remember: It's always a great time to Escape to the Space Coast!

Lou Linden

On the cover: David Kelly's photo of the winning GT Lemans Class Porsche at the Rolex 24. New cover design/masthead by John Proferes.

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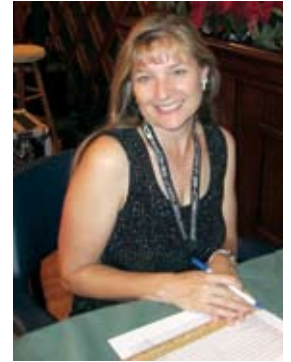
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From the Editor

I hope you will enjoy this jam-packed issue of Escape Velocity Magazine. Perhaps you have noticed the magazine feels a little heavier and looks a little different this issue. We have made some upgrades in the paper stock and changed our Masthead to better reflect speed and space as we are the Space Coast Region! Special thanks to Ray Baldino for his ideas to upgrade and Harry Allen for negotiating a great price. John Proferes did the heavy lifting and masterminded the new Masthead which includes a spinning fuch and the elliptical trajectory in the shape of a Porsche rear end as it rockets off! John and my husband Steve spent many lunch hours working this project. THANK YOU!!



I continue to be thankful for the team of dedicated members who continue to contribute to the magazine. Our team of writers, photographers, publishers and advertisers work hard to maintain the award winning quality that our readers have become accustomed to. I wish to provide special recognition and appreciation for our dedicated and loyal advertisers; with special thanks to Jack Roberts for coordinating our group. Four new advertisers have joined us! Welcome! Please support our advertisers! Escape Velocity's publication and mailing costs are completely paid for through our advertisers! Thank you!

Multiple members have asked me about the history of our Space Coast PCA, so this issue is dedicated to our roots. We are fortunate to have some key pioneers in our midst who wrote great articles and included some wonderful historic photos. Please let me know if this is enough history or you would enjoy more articles like this.

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 an article. Remember to attach some photos of your adventures!

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
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Membership Corner

by Brian Reinert

Space Coast region starting line is off to a great start for 2014! As of January 1 we have 555 primary and 319 affiliate members. Our total is now 874 folks within Indian River, Brevard, and Volusia Counties. 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. Thank you Porsche of Melbourne!

Did you know, you can go online to www.pca.org and manage your membership? Here you can opt in for emails, edit your contact

information, and even register your Porsche(s) ownership. Feel free to contact me as I can perform this for you as well. Items regional membership chairs do not have ability to perform are changing member's requested local region or family/affiliate member. This is managed at the national level. To make this change, members must call PCA National at 410-381-0911.

Please remember to RSVP for those events asking for RSVP's!

Welcome to the starting line our newest members:

Welcome New Members!

November 2013

Bruce Assam, 2014 White Panamera
Paul Becker, 2014 Cayenne S
John Hagen and Bobbie Wyant,
1972 Blue 914
Charles Johnson, 2014 Black Boxster S
Larry Landsman, 2012 Black Carrera
Veronika Piech, 2014 White Cayenne S
Mario Sequeria, 2013 White Panamera

Transfers In:

Carmen DeVito, 2003 Midnight Blue
996 TT, 2012 991, *Delaware Region*
John Salerno, 2014 Blue 991, 1997 911
Suncoast Region
Greg Lowdermilk & Jessica Forbes, 1998 986
Northern New Jersey Region

December 2013

Winton Adcock, 1998 Silver Boxster
Greg Arnette, 2008 Cayman
William Ball, 1987 Red 924S

James & Lynn Bowen, 2006 Black 911
Danny Bryant, 2014 Gold Cayman
Dani & Ross Clevens, 2014 Black Boxster
Dale Coxwell, 2014 Black 911 Turbo S
Dr. Joe & Janice Duncan,
2014 Silver Cayman
Nicholas Ellis, 2010 Gray 911
Christina Goins, 2013 White Cayenne
Sang Im, 2013 Red 911 C2
Sally Jecmen, 2008 Black Boxster
Keith Kalish, 2013 Blue 911 S
Carol Lohr, 2014 Red Boxster
Thomas & Vicki McGuire,
2006 Black Cayman S
Martin Pourkesali, 2013 Gray 911
Ryan & Diana Reid, 2012 Silver Cayman
Ronald Ricci, 2014 Brown Cayenne
Peter Tozzi, 2011 911
Michael Weddington,
2014 White Cayenne GTS
Stephen Wherry, 2013 Red C2S TIP
Robert Wiss, 2014 Boxster

Transfers In:

Leon & Therese Harris, 1965 Blue 356
Chicago Region
Christopher Heinze, 1985 944, 1992 911
Arizona Region
John Root, 2014 Blue Cayenne
Florida Citrus Region

Steve Shirk, 1983 911
Florida Citrus Region

January 2014

Thomas Barnes, 2014 Cayenne GTS
Carl Brigandi, 2002 Blue 911
Juan Castro, 2014 Gray Panamera 4
David & Lilibeth Degenhardt,
2014 Black Cayenne
James Gambino, 2014 Panamera
Richard & Mary Kaye Johnson,
2007 Blue Cayman
Laurette Koellner, 2014 Silver Panamera
Mariah Linnemeyer, 1987 Black 944S
Joseph Mitola, 2014 Gray Boxster
Joseph & Chris Murton, 1988 Blue 911
Susan Parkinson, 2011 White Cayman
Richard Paul, 2014 Black Cayenne
Lou Ann Ricci, 2014 White Cayenne
Anthony Yacovino, 2014 Blue Boxster

Transfers In:

Michael Garoust, 2004 Gray 996 Turbo
Florida Citrus Region
Emmett & Dee Pizzoferrato, 2009 Black 911,
2005 911, *Florida Crown Region*
Ronald Weldon, 2013 Brown Boxster
Florida Citrus Region

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Ladies Day Autocross

Article by Craig Barrie
Photos by Karen Page

It's like Dave and Goliath. We are small in numbers yet determined to win, overcome, adapt and persevere. We are Star People, we come from another planet and we come to Earth to win. We are the Space Coast Porsche Club, invaders that traveled to another region to keep our prize trophy. We came from far far away to another dimension (Orlando) as keepers of the Horse as we are people of the Horse, Horse power!



Space Coast invaders



... and Cayennes, too



And the Space Coast invaders WIN!

tough (maybe a set up?) but the event would come down to the end as the points were adding up close. There was a count, then a recount, then a check on the recount. Could one point determine the winners.... who had that one point? OMG it's the Space people, the invaders, the travelers came and conquered. OK, there is still some debate... The HORSE we be taken home and next year, well, you will have to come and RUN. It will be the event of the year for sure! A special thanks to Bert and Ann Del Villano and the Florida Citrus Region for running this great event. Next year it's our turn!

We all arrived in a herd of Porsches, boys, girls, men and ladies. Yes, it was The Ladies Day Autocross as a field of 71 autocrossers landed in Orlando for the final driving event of the year. This has been an annual event trading the Horse trophy back and forth for years and the friendliness and competition is HIGH. One side wants to keep it, the other wants to take it and hold it for the year, giving it up is hard. As you can guess the HORSE was in Space Coast possession and turning it over would make a long flight home.

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We Shook Our Groove Thing

Article by Jack Roberts
Photos by Curt Dieterle and
Robin Hoffman

It was the night of our annual Holiday Party and Election of Officers and once we had dinner and the business meeting out of the way, the band "American Express" fired up and the dance floor filled with people. After a couple of warm-up laps, people found the line and got on it. Our thanks to Shay Rowe of Porsche of Melbourne, who provided the entertainment.

To start the evening, there was the cocktail hour, and it's a good thing we wore nametags, 'cause I certainly wouldn't have recognized most of the members otherwise—after all, there wasn't a t-shirt or a pair of Pilotis in sight! Fortunately, as Ron Menck said "Some of us clean up real good".



Robin and Don Grainger,
Elaine and Tom Gorsuch



Gaby Brehme,
Rachel and
Jurgen Schwanitz,
Christoph Brehme

The Starter's dinner bell rang and more than 150 of us found our way through a chicane-like maze of tables to be seated and served a wonderful dinner. With the desert of Black Forest Cake presented, Region President Steve Hoffman found the mic and the business meeting began. The minutes of the 2013 annual meeting and the financial report were quickly dispensed with and we proceeded down a laundry list of other business items. Lois Roberts presented a check for \$8,520 to Candlelighters, a local organization serving children with cancer and their families, the beneficiary of your contributions to our 2014 Calendar Project. Steve then presented a special award



Big check to Candlelighters

recognizing the continued support of Porsche of Melbourne, including the 2014 Calendar, to owner and general manager Shay Rowe. Master photographer Ray Baldino of Baldino Studios was the recipient of an award thanking him for contributing his time and expertise to shooting 13 calendar photos required for the calendar. Robin Hoffman, Editor of Escape Velocity, presented thank-you gifts to EV advertisers in attendance.



Steve Hoffman and Shay Rowe
thank Ray Baldino for his work
on the 2014 calendar

The nominating committee's recommendations for 2014 officers were presented. There were no additional nominations and the results were finalized:

President Lou Linden

Vice President Victoria Dieterle

Treasurer Tom Kirk

Secretary Ron Menck

On behalf of the current board members and volunteers, President Lou Linden then presented a gift of a Space Coast Region jacket to outgoing president Steve Hoffman in recognition of his years of service to our club.

And with that...was that a Disco Beat I heard?



Jorge and Maribel Hoffman
making a Christmas wish



Some serious line dancing



Dinner is served



Lois Roberts with her calendar page



Fun on the dance floor



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2014 Roar Before the Rolex 24

Article and photos by Ron Menck

A last minute decision for Space Coast PCA members to attend the 2014 Roar at the Daytona International Raceway (DIR) led to a scurry by Lynda Barrie to obtain a Certificate of Insurance and an email notification to all SPC members by Jack Roberts. Their heroic efforts were successful and 10 of us left Lowes parking lot at 8:45 Saturday morning.

The drive on I-95 was spirited and we all arrived safely at the Porsche Corral sponsored for us by DIR. Our group was surprised how much cooler it was there on arrival than Melbourne (Brrrrr).

On first glance around the track you see how much construction and renovation is taking place at DIR. The moniker for the effort is called DAYTONA Rising. DAYTONA Rising is a \$400 million reimagining of an American icon – Daytona International Speedway. Five expanded and redesigned entrances, or “injectors,” will lead fans to a series of escalators and elevators, transporting them to three different concourse levels. Each level features spacious social areas, or “neighborhoods,” along the nearly mile-long front stretch. At the conclusion of the redevelopment, Daytona International Speedway will have approximately 101,000 permanent (about 42,000 less) wider and more comfortable seats, twice as many restrooms and three times as many concession stands.



Plenty of Porsches

In addition, the Speedway will feature over 60 luxury suites with track side views and a completely revamped hospitality experience for corporate guests. The project is expected to be completed in time for the 2016 Rolex 24 At Daytona and DAYTONA 500.

Now for the ROAR action, the Rolex 24 and follow on IMSA races, will have 4 different race car classes with new names; Prototype (P), Prototype Challenge (PC (open cockpit)), Grand Touring Daytona (GTD) and Grand Touring Le Mans (GTLM). The morning practice sessions had already begun and many of the familiar Porsche racing teams were on the track: TRG (GTD), Flying Lizard (GTD), Magnus (GTD), Alex Job Racing (GTD), Park Place Motor (GTD) and a new comer, team owner Patrick Dempsey Racing (GTD). But something was strangely

wrong with some of the teams. TRG is now racing Aston-Martins and the Flying Lizard team Audi R8. These villains to PCA have betrayed the loyalty of many followers and are not worthy of further attention. The rest of the teams are racing the 991 based 2014 911 RSR or the GT America. At the end of the weekend the new Porsches had the fastest times in their class with about a .2 seconds lap time faster. That doesn't sound like a lot but over the course of 24 hours it can really add up. I foresee Porsche on the Podium at the end of the Rolex 24.



Jorge Hoffmann with racecar driver Alex Popow

As for the new comer, Patrick Dempsey Racing (# 28 and #27 911 GT America) his team had a respectable time but not as great as they need to be. From a fan stand point though he really stands out since his garage area was standing room only for most of the day. Many SPC members were able to get a photo op with him when he came off the track. It was an exciting day of learning the new teams, their cars, and drivers. The Rolex 24 should be even more exciting!



Meeting the drivers



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My First Porsche

Article and Photos by Ray Gettings

I was introduced to the world of Porsche in 1955. It was then that Motor Trend magazine ran a contest using pictures of tail lights that readers were to use to identify the cars. I identified all until one issue there was one I did not recognize – it was a pair of round bullet-like lights. Then, one day as I stood on the streetcorner, a small beetle-like car drove by and there were those mysterious taillights – the back end of a 356 Porsche. Needless to say, my identification was well past the date to submit answers, but I did finally know what a Porsche was.



Where it all began

It was about that time, in 1956, as I graduated from high school that my family was sent to Frankfurt, Germany. I didn't want to go – I had a girlfriend whom I did not wish to leave. My parents, being much wiser than me, said I had no choice.

To make my stay in Germany more palatable, they bought their spoiled child a \$700 1951 MGTD. It was that car I drove to the University of Maryland, Munich. First weekend on the drive back to Frankfurt (to see another girlfriend) I managed to literally destroy the engine on the Autobahn. Selling the MG (as junk) we searched for a replacement. The lone Porsche dealer in Frankfurt, Otto Glockler, had a 1956 Speedster. Price was \$2450, acceptable to both parents. It however was only available in red, white and blue; being the stubborn kid, I said I wanted black with a red interior – and extra cost in 1956; however, in 1957 black was a standard color.



Top up, side curtains in place

I convinced my parents I needed that 1957 Speedster, black, red interior with coupe seats (rather than buckets) and chrome wheels. Price out the door was \$2550. I should point



Racing the Speedster

out that every time we saw the Speedster in the showroom, the top was down and the side curtains were stored out of sight. Based on what they saw in the showroom, my parents agreed to buy it. While awaiting delivery, I drove my mother home from work; it was a dark miserable rainy evening and as we sat in traffic, a Speedster passed in front of us. My mother looked and in her best stern voice said (she was after all of German descent so could do the stern voice quite well) "Is that what we're buying?" Sensing the tone of her voice, I knew the best answer was "Gee, I don't know." She then said "You can't see out of that car, it dangerous." I didn't respond to that.

I got my 1957 Speedster and loved it. I drove it in a hill-climb race, and airport race and to the 24 hour race at LeMans, France. That's another story.

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Space Coast Beginnings

Article and Photos by Jack Conrad
Cape Canaveral Region PCA
President – 1969

It was the mid to late 1960's, Cape Canaveral was booming. The Saturn V program was in full swing along with other major Air Force Projects and aerospace engineers and workers from all over the country were flocking to the Cape Canaveral area. While it was the beginning of the muscle car era, many of the aerospace people appreciated the engineering and detail that went into the lighter, smaller and more maneuverable "European" cars that were on the market. Of these, there were a small number of Porsches that their owners had brought with them.

At that time SCCA was the only sports car activity in the area, so many joined. A few were involved in the actual competition but many volunteered as track workers, timers and other positions necessary to stage the race events, mostly in central Florida. Some of these volunteers drove Porsches and became good friends during the monthly events.

By this time, Melbourne had a small Porsche dealership but only for parts and service and most of the parts had to come in from Brumos Porsche in Jacksonville. A Porsche certified mechanic that had transferred to Melbourne moved into a Texaco gas station on US 1 in Eau Gallie, on the river side just South of Babcock (the station has been gone for years) and opened an independent service facility. He had done some racing in the Mid West so he not only did routine service and repairs on Porsches, he could make them GO! I had recently purchased my 1957 Porsche Speedster and only lived a few blocks away so this was my new hangout. Besides my full time job at the Cape, I also worked part time at the "Texaco - Porsche" station (for free) so I could learn all the finer points of Porsche engineering. It wasn't long before the word got out, spread by SCCA members, and soon, almost every Porsche in the area that wasn't under warranty was being serviced at the "Texaco - Porsche" station. It was like a continuous tech secession on weekends with Porsches filling the parking lot and the owners discussing their great cars. We now had a small group of enthusiastic but unguided Porsche owners who talked about their cars and worked on them but were looking for additional activities to take part in.

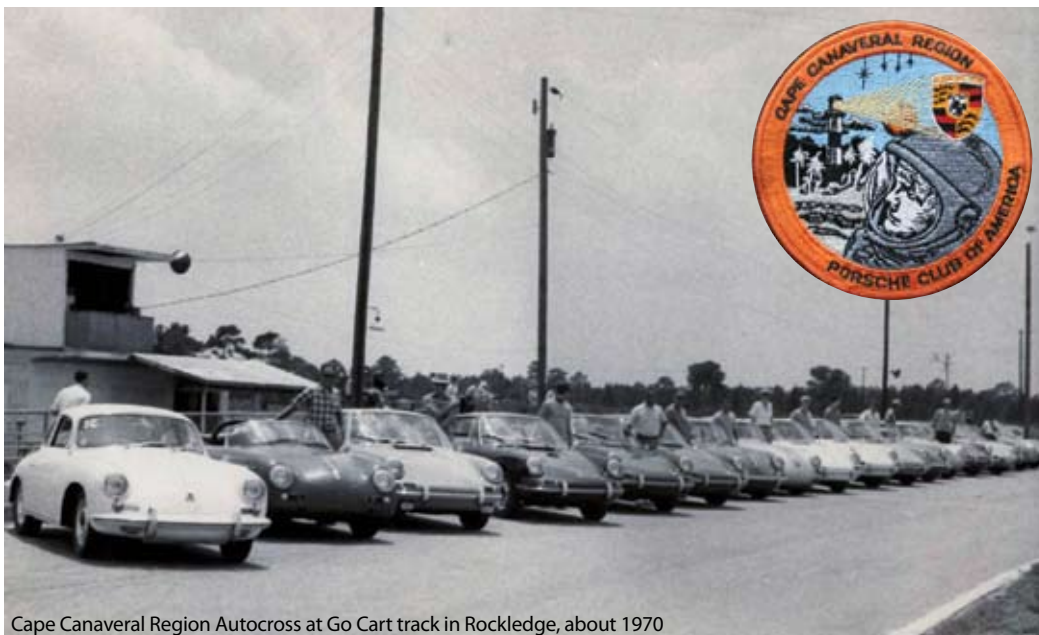
Author's Porsche "Tow Car" and Driver, about 1970



Enter Bob Nelson and his wife Bunny: an aerospace engineer from the Chicago area that had transferred to the Cape and had been an active PCA member in Chicago. He also knew a lot of the National PCA officers, was a National SCCA member and raced a 356 B Coupe (which I later had the honor of serving on his pit crew). Bob stopped at the "Texaco - Porsche" station and discussed the possibility of forming a new PCA Region here and what all we could do - this was starting to get exciting now! Social activities to include wives and girlfriends, tours, autocrosses, rallies, formal meetings at different area restaurants, member hosted parties, activities with other established Florida PCA Regions - the possibilities were endless! Under Bob and Bunny's guidance along with several other older and experienced Porsche owners (married couples that actually had houses) a group of the younger enthusiasts was formed to organize activities, do some brainstorming to come up with new ideas and see if there was enough interest to attempt forming our own region. Informal meetings were held, activities discussed and planned, chairmen selected and volunteers put to work while Bob continued the official paperwork. We were finally getting organized and more people were showing interest. With no sponsors at this time, the bulk of the work and expense was borne by the soon to be members.

Friends, neighbors, family members and local businesses were called on to help make things happen. Autocrosses were held jointly with other local sports car clubs since they had pylons and established locations to hold the events. We took tours to local SCCA races, to the 24 Hour Daytona race and 12 Hours of Sebring where members tent camped. Members opened their homes to host parties, tech sessions were held and local restaurants and watering holes welcomed our presence.

With Bob and Bunny Nelson's hard work and perseverance and the dedication of the other members, the transition to Cape Canaveral Region PCA went smoothly. Joint activities with other Florida PCA Regions, tours to new Dealership openings, dealer parties to introduce to new Porsche models in Jacksonville (remember the 928 and the 914?). We were now official and recognized, with Bob Nelson elected to



Cape Canaveral Region Autocross at Go Cart track in Rockledge, about 1970

Go for Launch

be the first President of Cape Canaveral Region PCA in 1968. I was elected to be the second President in 1969 and with the full support from a group of tireless members the region grew and prospered.

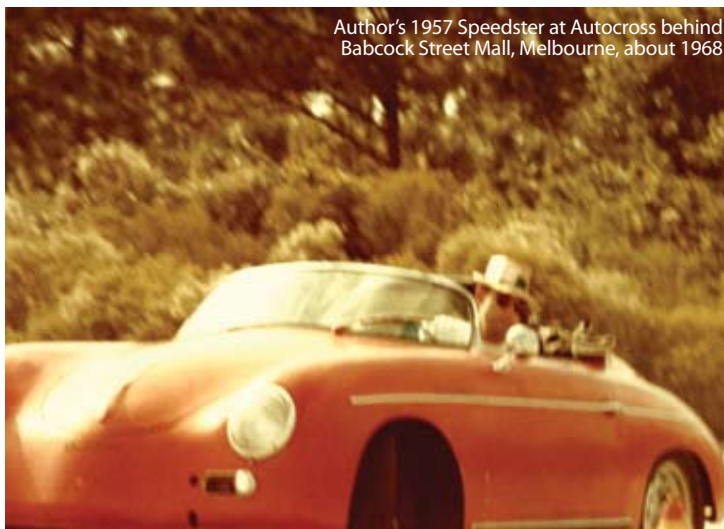
As with everything at the Cape, club members would come and go but somehow we retained a hard core group of members that kept the club moving forward. In June, 1971, I was laid off for the third time in a year. I installed a trailer hitch on my recently acquired 356 B Coupe, rigged a tow bar on the Speedster and headed for Miami. I was semi-active with the Gold Coast Region PCA as newsletter editor for a couple of years. I sold my B Coupe and bought a 1967 911 and later installed a 1969 911 S engine. In 1973 I sold the Speedster to a Gold Coast member who did a beautiful restoration job.

Author's Despondent Speedster awaiting restoration, about 1972



The last Porsche, 1967 911 with 1969 911 S engine in 1978

Author's 1957 Speedster at Autocross behind Babcock Street Mall, Melbourne, about 1968



By late 1978 the 911 was due for some engine work which I was ill equipped to handle, and the 911 was traded at the local Porsche dealership for a Volkswagen Sirocco – WOW! While the 911 was exciting to drive, the thrill and outright fun of driving a modified street Speedster is still remembered today.

When my stepdaughter Lynda Barrie and her husband Craig invited me to attend the 2013 Annual Meeting and Holiday Party I jumped at the chance. Looking around the room at the party that night, only I could imagine that 47 years ago, a small group of ragtag Porsche enthusiasts hanging out at a gas station could evolve into this splendid organization, the envy of every PCA region in the US. All it takes is the love and appreciation of the Porsche and the hard work and dedication of the officers and members. Keep up the good work!



Author's 1957 Speedster at Autocross behind Babcock Street Mall, Melbourne, about 1968



Charity Spotlight

by Elaine Christine

It's official! I am the new Charity Liaison for the Space Coast Region. My first order of business is to thank Lois Roberts for serving as the past Charity Coordinator. The Space Coast Region PCA 2014 Calendar, which raised almost \$9,000 to benefit the Candlelighters of Brevard, was her inspired idea. The calendar has thirteen fabulous photos of club members and their Porsches photographed by Ray Baldino and sponsored by Shay Rowe at Porsche of Melbourne. Lois offered to continue as Calendar Coordinator, so we can look forward to another club calendar for next year!

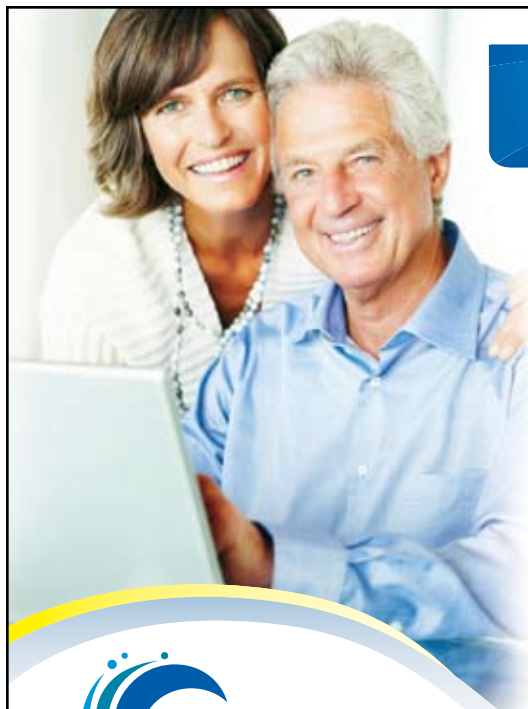
The second order of business is to shine the Charity Spotlight on the Brevard Division of the Children's Home Society of Florida. You can find them online at www.chsfl.org/brevard. I recently visited their campus with Executive Director Teresa Miles as my tour guide. Teresa explained that the Children's Home Society of Florida began in 1902 when homeless children boarded the Orphan Trains and headed south in search of food and families. She then introduced me to the compassionate volunteers and dedicated staff that serve as champions for children. Teresa said they found their sweet spot serving teenage girls. She showed me where the girls eat and sleep, where they do their homework, and watch TV. Older girls have access to a kitchen and a food pantry, as well as a washer and dryer for cleaning their clothes. Some go to school, some have jobs, and all work toward self confidence and financial independence.

After I said goodbye to Teresa, I wondered how the Porsche Club could support them. The need for a new washer and dryer came to mind as I recalled an "Out of Order" sign posted on one machine. The

idea of doing laundry for twelve girls ages 12 to 17 convinced me that this would be a worthwhile benefit. Somehow, I connected clean clothes for the children with what Porsche Club members really want for themselves—clean cars!

Do you remember the German fairy tale of Hansel and Gretel? It's about parents so poor that the mother persuades the father to abandon their children in the forest. Authors Jacob and Wilhelm Grimm's were just ten and eleven years old when their own father died. This caused great poverty for their large family, and the teenage boys were sent to live with an aunt. The Grimm's brothers were raised by a larger community just like the girls at the Children's Home Society.

And so, this is my story of how the washer came to be named Hansel and the dryer Gretel. As I determined to fundraise for Hansel and Gretel, I imagined a Tech Session on car detailing, with recommended products for cleaning your Porsche, a panel of experts for Q&A, breakfast, and door prizes. To make this event fun for everyone, please email me with your ideas!



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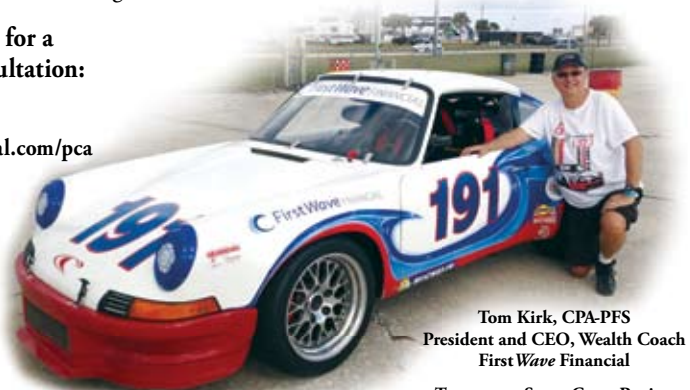
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Kaffeeklatsch Report

Photos by David Kelly

South Region (Jurgen Schwanitz)

Attendance to our Kaffeeklatschs has been steady. We had an interesting occurrence at our last kaffee. A Viper driver and a “One-of-a-Kind” 1953 Rolls-Royce showed up, what a beautiful car. Also a local police officer



1953 Rolls-Royce

stopped by to chat about our Porsches too! There are always a few surprises at our events, definitely 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.



Telling tales of glory past

Mid-Region (Jack Roberts)

For better than a year now, those of us in the middle – and sometimes “visitors” from the North and/or South – have been getting together for breakfast and bench racing at the Eau Gallie Yacht Club. In February, we just had too much going on. January had ended with a great weekend at the Porsche Corral at Rolex 24, and February started off with the 48 Hours of Sebring club racing and the Zone 12 Autocross. I also lost a couple of bottles of



Eau Gallie Yacht Club crowd



Lois and Jack Roberts

particularly good scotch over the outcome of the Super Bowl, but that’s another story. As it turned out, every February weekend save one had at least two events going on, and we knew if you didn’t get that “honey do” list handled you’re gonna miss out on a lot of fun.

A quick look at the club calendar shows the March schedule to be almost as hectic, but we’ve squeezed in Kaffeeklatschs for the North and South regions on the 22nd and those of us in the middle will meet at the Panera Bread location on Wickham Road near the BCC campus. All events start at 9AM. There is simply so much going on this spring that our Kaffeeklatsch schedule after that is kind of up in the air, so keep a close eye on the club calendar at spc.pca.org.

North Region

(Terry Miller)

Once again greetings from the Great White North (well we are North of Melbourne) and the hearty Porsche lovers who grin and bear the colder weather and all the adversity it might bring. Yes we are now forced to take shelter from the cold and survive inside Panera as compared to eating and drinking outside. We have also been forced to turn



Daytona Klatschers

off the A/C and test the heating abilities of our Porsches and yes even keep our tops up. Our turnouts have been steady as we are a determined group with great survival skills able to deal with 50 degree weather. Global warming has not yet made it’s way here yet but we hope that will change for our February gathering. We welcomed a new hearty soul at our last meeting as Jon Dickson and his first Porsche ever (a beautiful 2014 silver with a gold tent Cayman) braved the cold and showed up (no pictures at this time but please use your knowledge and imagine). David Wallens was able to arrange several tours of some race teams at the Roar and it provided some great insight into the working of a large racing program. There was also a lunch time drive and dine to the Swamp House Grill in DeBary for 9 of us. There were to be four more but illness and extended work situations made for a change of plans. The drive through back roads and a nice meal and view of the St Johns River made for a good time. It seemed that many wanted to get behind a certain 2014 Cayman to hear the sweet music of a factory sport exhaust system as it pumps up the volume. A certain driver was more than happy to “play the music” for them.



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Our Region's Rebirth

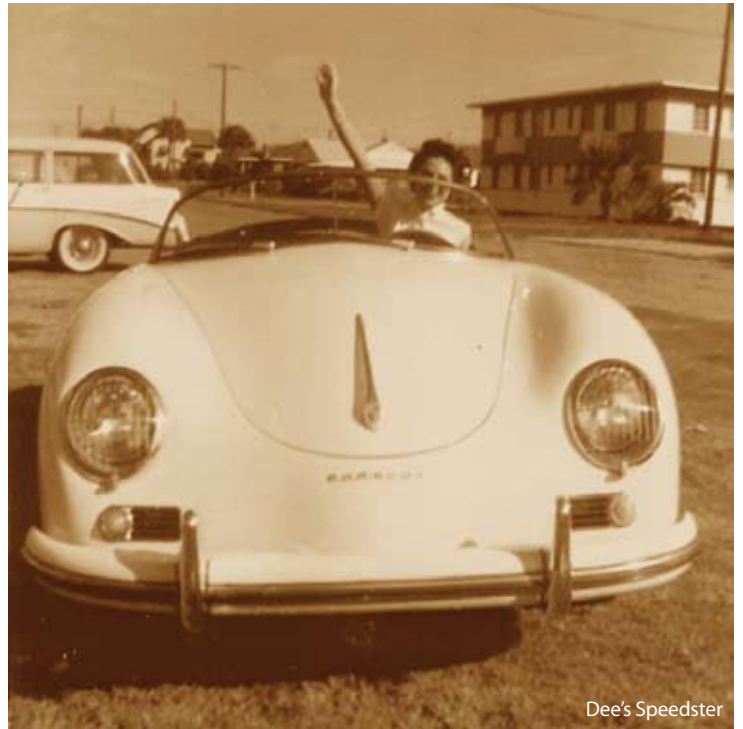
Article and photos by Dee Kindl - *Space Coast Region PCA President: 1982-1983*

It was November 1969 when we came rolling into Cocoa Beach after a 3 year stay in New Mexico. My husband, our luggage rack, including all the bags allowed across the border, and our 5 year old daughter driving our 1965 356 C. Is it dry in New Mexico? I'll get to the point: We woke up our first morning in Cocoa Beach startled to find our beautiful red leather interior all cracked, split open and peeling! Say "Hello" to Florida's humidity! In our search for a Porsche dealer/mechanic we found Bob Nelson (owner of a '57 Speedster he stored and a 912 he drove daily). Bob referred us to a wonderful repair gal, Stella Murdock and her husband John who were avid participants of the "Cape Canaveral Region" of PCA and had shelves and walls filled with trophies from concours, autocross and rallies.



1965 356C

We joined the region and became very involved in all facets of the club. The region did go through some tough times primarily due to the end of the Apollo Program that devastated the area economically. We somehow managed to hold the Club together in spite of dwindling membership! Then along came a young Airman with his "Beastie" 911 - Dan Cleary. Dan and his friend became very active and amazed us by winning so many trophies in most of the events. We held some events with the Daytona Region, which eventually broke off as part of what is now Florida Crown. We fought them to keep control over Volusia County and the "Porsche Park" at the Daytona 24 Hour Race. We thought keeping Daytona in our region was critical to our long term success.



Dee's Speedster

Another Member, art teacher Don Miller who owned a beautiful 911, helped design and produce a new logo to go along with our proposed new name "Space Coast Region". During my time as President, we officially changed the name and received our current Charter. Among the many highlights of that time were different types of fundraisers, all intended to assist in the cost of the newsletter. What they also provided was a way to attract new members; critical for the time. The officers at the time were Dan Cleary, Fred Kindl, Steve Dagley and myself. Other key members included first President Bob Nelson, Al Armallina, Stella and John Murdock, and Jim Halloran. Sorry for anyone I may have missed as the memory fades a bit over time. I would like to publish an Honor Roll of Past Presidents, many of these were members of PCA for over 25 years and many have passed on. *Editors Note:* The full listing of Past Presidents is included on our web site's history page.



Dan Cleary, Fred and Dee Kindl

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SPC Launched!

Cocoa Beach Parade



My fondest memories include the fun, fun times caravanning up to the Porsche Parades. At the 25th Anniversary of PCA we were proud to bring home a few trophies and ribbons. I have to brag on the fact that my husband bought me a 1975 Silver Anniversary 911S for our 25th wedding anniversary! Also around that time, Dan Cleary had returned from Germany with his new 930 Turbo and had opened his shop, now known as the "Werkshop".

Karen cleaning



After party



Don Miller's original SCR/PCA logo

Another great memory includes watching my daughter, who was, by now, well versed in our Porsche club life, go off to college in her 1973 911T! She went on to meet and marry John Proferes, another Porscheophile and owner of a 911 Carrera and a 944. Their son Jonathon also drives a 944 and their daughter Kellie is the proud owner of a Cayenne! I guess you could say Porsche blood runs thick in our family! It was wonderful to be included in this year's Holiday Party. It was great seeing some familiar faces from the past and witnessing how spectacular our region has become!



Space Coast Region charter

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PORSCHE

Member Spotlight – Shelby & Tricia Goode

How long have you loved Porsches?

I have been a Porsche lover since the 1970's when I purchased my first 914. I had this car for only 3 days and it was rear-ended and totaled. I repaired the rear-end damage and 'the incident' allowed a way for me to build my dream 914 the Altec Lansing 914-6 IMSA-GTU Porsche. I spent the next year building the wide-bodied 914, and in the interim we still had to use it for transportation. Therefore, we would find nasty notes on the windshield during the modification process!



At their South Florida shop



991 Launch party at POM

Favorite cars?

My favorite cars are the IMSA GT series race cars that were campaigned during the 1970-80's. My favorite personal car was my 1973 911 RSR 2.8 high-butterfly street car. I have a funny story (funny now, not then) about something that happened to my '73 RSR Porsche. As

some of you may know, those engines were mechanical fuel injected with high butterfly valve throttle bodies. The intakes were trumpet shaped with open venturi stacks and there were no air filters. When one of my workers washed the car, I gave explicit instructions for him to stay away from the engine with water! Since there was nothing to keep the water out of the engine, it could be easily become damaged if water got into the open venturi stacks. As you can probably guess at this point.....that is exactly what happened and the outcome was an engine tear down and cleaning. To keep this from ever happening again, I took six tennis balls and connected them by a chain and I stuck one over each of the six venturi openings while the engine was shut off to keep any water or anything else from getting inside; I was very proud of my genius engineering feat! Well, here's the rest of the story.....I came out of the shop one afternoon and jumped into my car to go home, turned the key and fired the engine and heard a loud "FOOOMPP" ...that's right....the balls were still in the venturi stacks and it sucked them down into the engine. My engineering feat turned into a fuel injection teardown and rebuild!

Original connection to Porsches?

My wife Tricia and I owned and operated our business Shelby Customs, Inc. in South Florida that specialized in Porsche restoration, customization as well as performance modifications. We built street cars along with race cars including my 914-4 race car which I and my daughter Kirsten auto-crossed, and my wife and I participated in PCA Driving Events.

Space Coast connection?

I transferred from Gold Coast Region to Space Coast Region in 2010 but have been a PCAer for most of my adult life. One of my favorite customer cars was a 934 that I built and it was raced by a fellow Space Coast Region member and his daughter, Wayne and Rae Wilkerson. Another favorite car that I designed and painted was the race car now being raced by fellow Space

Coast member Tom Kirk and this car was originally built for Gold Coast member and PCA racer and customer Mike Martinez. Two other transferred Gold Coast to Space Coast members are Karen and Jim Georgeff and 25 years ago they brought their early 911 'baby' to my Miami Shop as customers.

Porsche Art connection?

I was an Art Instructor for the Miami-Dade County School System for 10 years and. I have painted on canvas since my college days and have always painted Porsche related people and cars. One of my recent paintings was auctioned at the Space Coast Region year end party.



Shelby's painting of Butzi Porsche was auctioned at the 2013 Christmas party for charity

Anything else you want to share?

I stay active in PCA and HSR racing by occasionally crewing for a race team out of Atlanta racing 993 Cup Cars. My true interests center on art; I love painting various Porsche related subjects.



Shelby Goode

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Tech Column ~ Four Wheel

By Jesse Lim, Porsche of Melbourne

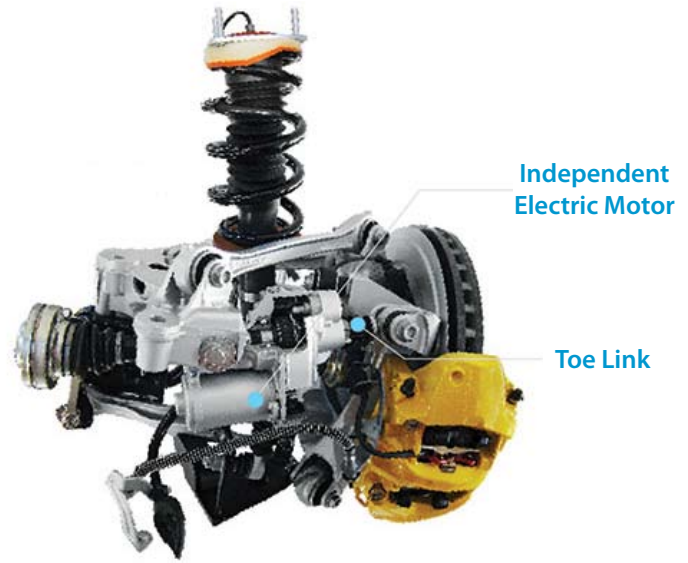
Porsche tends to sit atop the food chain when it comes to cutting edge technology and groundbreaking automotive advancements. Recently, they've been quite the busy engineering bees with their latest achievements being some of their most impressive to date.

You've undoubtedly heard, read, or seen something about the new Porsche 918 Spyder, and in recent months, the new 991 Turbo, Turbo S, and GT3 models have all hit the streets. All of these vehicles happen to share one unique feat of engineering in their chassis design: Electronically controlled, assisted, and actuated 4 wheel steering. Back in 2012, Porsche did away with hydraulically assisted steering with the introduction of the 991 and introduced the new electronically assisted steering rack which has now carried over into the new 981 Boxster and Cayman models as well. An electromechanical steering rack means no more power steering pump on the motor, thus reducing drag on the accessory drive and freeing up extra horsepower. Now, to go a step further, the 2014 991 Turbo, Turbo S, and GT3 models have all received electronically controlled steering at the rear axle granting them 4 wheel steering capability. You might think to yourself, steering the rear wheels? Won't that make the car squirrely and less stable at higher speeds?

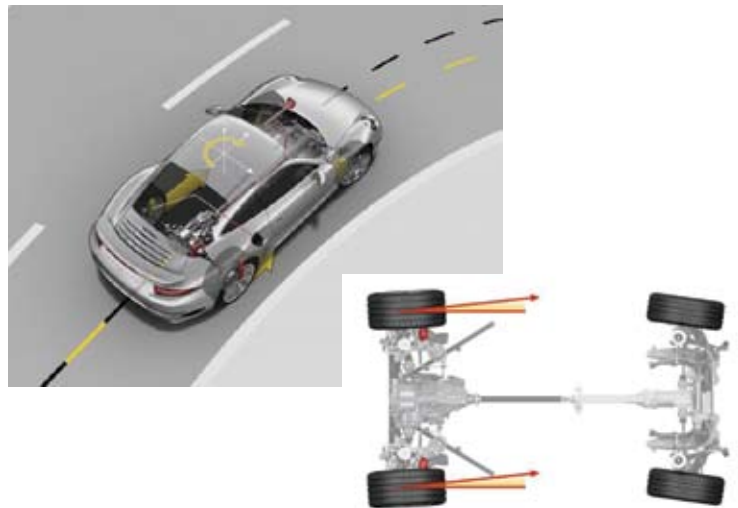


Actually it's very much the opposite. Incorporating 4 wheel steering has allowed Porsche to make these models more agile, and yet more stable at the same time.

Using 3 steering variants at the rear axle, the rear wheels can be moved together in unison (just as the front wheels are), or



individually to make precise adjustments for optimal handling. Two electromechanical actuators are fixed in place of the traditional rear toe links. The rear wheels can be adjusted between +3.0 degrees and -1.5 degrees on Turbo models and between +1.5 and -1.5 degrees on GT3. At speeds up to 30mph, the rear wheels are turned together in the opposite direction of the front. This allows faster turn-in, a reduced overall turning circle, and a virtual shortening on the wheelbase by approximately 9.8 inches on Turbo models and 5.9 inches on the GT3 making the vehicle more nimble and increasing agility. At speeds above 50mph, the rear wheels are turned in the same direction as the front (parallel steering) creating a virtual lengthening of the wheelbase by approximately 19.7 inches on Turbos and 18.7 inches on the GT3. Parallel steering at higher speeds results in faster and more direct changes in direction while retaining impeccable stability. Rear wheel steering has also allowed Porsche to improve



the steering ratio at the front wheels. The steering ratio of the front wheels is now approximately 10% more direct in the center position compared to the regular 991 Carrera models. Typically, a more direct steering ratio improves maneuverability while sacrificing stability, however, this is no longer a negative trade-off with 4 wheel steering.

Steering

In all, Porsche has once again managed to improve upon what seemed a flawless chassis design to give it the best possible handling characteristics under all driving conditions. Enhanced driving dynamics and performance, and the added ease of maneuverability have truly made these new models the most versatile sports cars Porsche has released to date. I strongly encourage you to take the opportunity to go drive one, you will surely enjoy it!

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Family Endurance Racing - 24

T-minus 12 Months

The 51st running of the Rolex 24 Hour race at Daytona had just been completed and we definitely enjoyed it! Just like the race teams proclaimed on the podium, “planning for the 24 Hour race begins at the end of the last race”. The smoke from the winning prototypes burnout had not even cleared the air before we were talking about next year and what we couldn’t wait to do again.

T-minus 4 Months

In October we ordered our PCA Corral passes for the 52nd race to ensure that we received one of the coveted 200 slots made available to PCA members. The sea of Porsches (all of which lovingly shined to show off) in the corral is an incredible sight! Not to mention, you don’t have to haul all of your gear into the infield!

T-minus 1 Month

In December our envelope with the special tickets from the Daytona Speedway arrived as well as our “golden ticket” for the corral. Merry Christmas to us!

T-minus 1 Week

A few days before the race, preparations began in earnest! We lined up a nice place to catch a catnap in the wee hours of the morning (my wife isn’t a big fan of sleeping in the car) and made sure we had sufficient charcoal and supplies to keep the four of us well fed throughout the race. Oh, and the beer... of course they sell beer at the race but nothing beats having your beer close at hand!

Day One



The morning of the big race! We realized that washing the cars, packing the supplies, fueling up at Starbucks and dropping off the puppy at doggy daycare was going to cause us to miss the drive up (sorry Ron). But we got to relive the experience through our friends Pablo & Susana Costa. Apparently it was a very quick journey.

Upon our arrival, the kids set up our makeshift campsite. Fortunately, the PCA

always makes sure the Corral has the best spot in the infield so it is easy to watch the action from anywhere inside. We eventually made our way to the PCA tent where we were greeted with friendly smiles from PCA volunteers and given wristbands to allow us access to all the goodies inside. About that time, the prerace anthem was heard and I remembered “Oh yeah, there is a race here too!” It’s an easy thing to forget (before the engines start) with the carnival atmosphere.



We watched the green flag drop on the large screen TV in the PCA tent, and quickly ran outside to the fence to watch the cars “roar” by. The PCA Corral is so close to the track you can see the drivers’ heads bobble in the cars! Fortunately this year, we were all armed with hearing protection so the noise was bearable.



Once you feel the thumping in your chest that gets you when the big V-8s go barreling down the short chute in the infield, you find you don’t mind the noise! Our beloved Porsche teams must have foregone exhaust systems this year, because they blared their beautiful and distinctive engine note much louder than the competition!

After watching a dozen or so laps it was time to wander the infield. Everything from carnival rides and food to international car show like exhibits were offered up for fans to enjoy. We even searched through the vendor stands looking for unique items to add to our Porsche memorabilia collection.

After a nice stroll, it was time to warm up the grill. Yes, we were the ones smoking everyone out with our ancient charcoal Weber grill. We

cooked up enough onions and peppers along with the brats and hot dogs to feed everyone in the local vicinity. Once everyone was well fed, it was time to take a stroll through the garages. We were lucky to witness one of the plethora of Porsche teams working with precision to get their car pieced back together and put back on the track. I NEED those tool boxes! As we were walking towards the hot pits, we were fortunate to enjoy the fireworks display over Lake Lloyd. Oh yeah, did I mention that there was a race going on in the background of all this fun?



Once we got our fill of the garage area, saw enough tires changed by the Continental assembly line, and watched the VP Fuels guys roll out barrel after barrel of race gas we made our way back to the Corral. On the way, we stopped to watch the awesome action at the International Horseshoe. That’s the spot where you see hard braking, awesome acceleration and some great passing. The glowing brake rotors always make for an awesome camera shot. My kids like the night racing the best because all the cars are lit up in a variety of colors. My youngest thinks they look like the movie Tron!



After returning to the Corral, it was time to fire up the Little Smokey again for nothing less than some S’mores. This time the kids were in charge of cooking duties. Around 11:30 yawns were undeniable, and we loaded up the family truckster (aka Cayenne) and headed to our sleeping spot.

Day Two

We woke up at 7:00am, gathered our things, loaded the truckster and raced off to...

Hours at Daytona

Article by Jason and Kate Breitfeller
Photos by David Kelly, Kate Breitfeller, Vu Nguyen

11:30 yawns were undeniable, and we loaded up the family truckster (aka Cayenne) and headed to our sleeping spot.



Day Two

We woke up at 7:00am, gathered our things, loaded the truckster and raced off to... Starbucks. After our little family pit stop we made our way back to the track. It was a beautiful morning for racing, and drinking coffee. After several laps, we started to mill around the Corral and talk to the other PCAers. Everyone was having a great time enjoying the race and all of the surrounding activities.

Around lunchtime, Sheryl and Dillon from Porsche of Melbourne showed up with enough yummy food and drinks to feed an army. Good thing too! We had an army of

more than 200 Porsche folks to consume that food. Spacecoast had lunch duty so our Past-President Steve Hoffman and I made sure that the table was piled high with the wonderful food from Porsche of Melbourne, while Mr. Kirk manned the door and made sure no interlopers gained entry. Who would've thought that Tom would make such an awesome bouncer? At about the same time the Porsche factory team showed up at the tent to give us an update. Unfortunately, one of the two cars was retired, but Patrick Long and Jorg Bergmeister gave us some tasty tidbits to chew on, about how the RSR handled and the big expectations they have for this season. After the discussion, the team surprised everyone in attendance with some beautiful "50th Anniversary of the 911" pins!



The end of the race was pretty exciting. With about an hour left we fired up the Little Smokey for the final time of the weekend. We still had a few brats leftover so everyone watched the wild end of the race with yummy food in hand. As we witnessed the action wrap up (complete with a car running into the grass fighting for the lead right in front of us!) we knew it wasn't over quite yet. Someone(s) has to tear down the Corral. Ginny and David O'Neal (our National Award committee chair and Zone 12 rep) volunteered all weekend at the PCA tent so the least we can do is make sure they have plenty of manpower to tear down and pack up all the PCA paraphernalia. Our new President, Lou Linden, led the charge to efficiently deconstruct the Corral and follow the Tetris like packing style devised by David.

T-minus 12 Months

You guessed it... the family agreed that we are going to do it again next year. Only this time we are bringing firewood to warm up the arctic night!!!

Thanks to all the PCA volunteers and Porsche of Melbourne for making another awesome family Porsche memory!

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Advertiser Spotlight

The Werkshop – 7630 Industrial Road, Melbourne

When did you open The Werkshop?

After starting his affair with Porsches in 1981, Dan Cleary opened the doors of The Werkshop in 1985. Back then it was known as Dan's Porshop but the name was changed in 1990. The shop has moved three times in 29 years but never more than a few hundred feet from the original location on Industrial Road in West Melbourne. In 1985 Dan started with just 1,000sq/ft. Today The Werkshop is located in a 5,000sq/ft facility just minutes from the Melbourne Airport.



What does your shop specialize in?

The Werkshop only services Porsche cars. Dan and Trevor perform everything from light maintenance; including oil changes, annual services and brake pads all the way to complete performance engine rebuilds. Both air-cooled and water-cooled cars share space at The Werkshop. The Werkshop is also an authorized FVD and Fabspeed dealer and has had excellent experience with giving the newer water-cooled cars a little more pep without being too invasive.

How long have you loved Porsches?

As a child back in the 60's, Dan was enamored with Nick Fury's (Agent of Shield) hovering Porsche 904. Dan purchased his first Porsche in 1981. That car was a 1967 911, with a hot 2.2 liter S engine, black, and an RSR body kit. Today he drives a 996tt and a Boxster S.

What is your favorite car?

Dan has always had a fascination with the 930



Porsche. As a matter of fact, he has owned over 20 930's in the last 25 years. Outside of the Porsche family, the Ford GT is Dan's favorite.

What is your connection to the PCA?

Dan joined the PCA in 1982. Since then he has served in various officer positions and was co-editor of the Canaveral Capers (the really old Escape Velocity).

When were you President of the Space Coast PCA?

Dan was Vice President in 1983 and President in 1984.

Family Porsche Activities?

Dan and his wonderful wife Teri enjoy attending various events throughout the year. Their favorite events are a tie between the Oktoberfest Concours, BBQ and Swap Meet and the Porsche and Polo.

Any interesting Porsche stories?

In 1985 Dan traveled to Germany and scoured the Fatherland for a 930. Although his 930 quest went unfulfilled, he managed to locate and purchase not one, but two beautiful

911SCs (1978, 1980). Both the SCs needed to be federalized and have air conditioning installed. All of the modifications to make the cars DOT legal in the US and bearable in the sweltering Florida heat were done by Dan while he was a fulltime student at Rollins College. He acquired a business license while doing this and The Werkshop journey began.

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Got Something
to Say?

Escape **Velocity** invites its readers to submit articles and photos dealing with topics of interest to the Space Coast Region members.

If you have a personal Porsche experience you would like to share, a technical tip, or just pictures of your car in fun places, please forward it to Robin Hoffman for consideration. Articles accepted will be subject to editing.

You may email submissions to RobinCHoffman@hotmail.com

From the Grid

by Ken Marshall

The 2014 AutoX and DE season is getting ready to kick off, so now is the time to check your tires and wheels, brakes, fluids, and safety equipment in order to join in the fun. As you read this the annual 48 Hours of Sebring Club race, DE, and AutoX event has already been held, but many more events are planned for the coming months.

The Florida Citrus Region held a DE at Roebling Road Raceway on February 15-16 and the Suncoast/Gold Coast PCA regions cosponsored a DE at Sebring on February 22-23.

On the AutoX front, the Florida Citrus region held the first AutoX of the season at the Orange County Convention Center on February 2nd and...drum roll please...the Space Coast Region has scheduled their first ever AutoX at the Kennedy Space Center Visitor's Center for March 29th. Keep an eye on the website for upcoming details. We are still planning, if at all possible, to stage an introduction to AutoX prior to the March 29th event. In addition we are looking at innovative ways to make the event both challenging for the experienced drivers while more user friendly and less intimidating for the novice drivers. Ideas such as green cones to highlight gates and multiple practice laps for the novices are just a couple of ways to make a fun and exciting event for all. If you have any ideas please give Craig Barrie, or me a call. We'd love to hear from you.



Brian Reinert and his GT3 making excellent use of the high banks of Daytona International Speedway



Photo by Sideline Sports Photography



New AutoX timing equipment

As for a progress report on Space Coast AutoX endeavors, we have purchased and received the AutoX timing equipment and software and are busy gathering all of the ancillary equipment and hardware necessary to put on an event. It is an eye opening experience that involves a myriad of support hardware, to include; tables, chairs, batteries, cones, generators, laptop computers, spare helmets, fire extinguishers, flags, trailers, and more. A special thanks to Craig Barrie, Lou Linden, Steve Hoffman and Reis Barrie for helping gather, fund, coordinate and test the equipment.



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Mecum Auction

Article and photos by Tom Gorsuch

Florida is a hot bed of classic car auctions in the winter. We have RM and Goodings on Amelia Island in March, Barrett Jacksons in Palm Beach in April, and several others. The auction that is closest to the Space Coast is the Mecum Auction in Kissimmee in January. Mecum's is a 10 day long auction which includes thousands of cars and memorabilia too. Last year a friend sent a photo of an interesting Porsche going across the block. Curiosity was peaked—interesting Porsches being sold in our backyard. This year's online catalog showed 63 Porsches registered for auction. This could be a fun event for the Space Coast Region calendar. I decided to scope it out.



1973 911 RS

only 118 miles since new! As we are in the middle of a 560SL refresh, this car became the subject of an impromptu photo documentary.

This immaculate, one of a kind condition automobile sold on the second day of the auction for an incredible \$84K, well above the price guides high estimates of \$30K.

The table below summarizes a few of the more interesting Porsches that crossed the block. Of course interesting is in the eye of the beholder and the analysis is compliments of a single opinion. The price estimates are a combination of estimates from the Sports Car Market Price Guide and the Black Book Cars of Particular Interest collectible vehicle value guide. The condition of each vehicle is based on surface level review without the benefit of talking with an owner or conducting a thorough mechanical investigation which is always recommended.

In general the Porsches seemed to bring strong money at the Mecum auction. The collector Porsche market is on the rise so there is hardly such a thing as paying too much, only buying too early. Maybe we'll plan an event around the 2015 Mecum auction so you can pick your own favorites, form your own opinions and share them with like minded PCA members. Rest assured that if you find something you just have to have, that you will be able to count on your friends to encourage the bidding.



1973 911 S

The wide range of classic automobiles did not disappoint. The auction is held at the fairgrounds in Kissimmee, about a one hour drive from Melbourne. There is a \$20 entrance fee for tire kickers or \$100 to get a bidders pass which allows a guest (enabler) to tag along. You can also follow the auction online and review the results as well at www.mecum.com.

The Porsche range included seven 356 models, 944s and 968s, several Boxsters including a late model Boxster with a rare factory aerokit, 911s from every generation including a desirable 1973 RS, a 914-6, and even a 2005 Cayenne S which sold for \$15K. While the main attraction was the Porsches, the car that really caught my attention was a 1986 Mercedes 560SL with



1988 Slantnose Cab



1960 356B Roadster 1600S

Car	Condition	Estimate (\$K)	Sale/High Bid (\$K)
1973 911 S blue	2-restored	\$ 140	\$ 200
1973 911 RS	2-restored	\$ 450	\$ 500 not sold
1988 Slantnose Cab	3-original	\$ 50	\$ 60
1960 356B Roadster 1600S	1-restored	\$ 160	\$ 150 not sold
1964 356C Coupe	2-restored	\$ 65	\$ 58 not sold
86 560SL	1-like new!	\$ 30	\$ 84



1964 356C Coupe (and British friend)

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96 Hours at the Sebring 48 Hrs

Article by Jon Dickinson

Photos by Jon Dickinson and Terry Miller

Sebring? Isn't a town with an old racetrack? For those that don't know, the 48 Hours of Sebring is a long-standing action-filled professionally-run four day PCA Porsche-only event in sleepy Sebring, FL. No one races for 48 hours. However, there is nearly twice that many hours of races, DE training, paddock walking, vendor visiting, and a charity banquet to keep you busy. As a new PCA member, I was invited by Space Coast North Coast Region Coordinator Terry Miller to tag along and experience it for the first time.



Sebring shrouded in fog

In my silver 2014 Cayman and Terry in his red 2014 Cayman, we zipped down to Sebring in occasional waves of rain Thursday afternoon. Surprisingly, I saw only one other Porsche - going the opposite direction.

At Sebring, we checked into the track-side hotel Chateau Elan located next to turn 7. The hotel is finishing up renovations and looks completely brand new. Boasting vintage black and white racetrack photos in the hallways and in the guest room, the hotel also sports a fitness room, and outside pool, a very nice bar and restaurant. Much of the time it is full of racers and/or their families. Staying at the Chateau makes the whole Sebring experience that much better.



What a photo op!

Then Terry showed me the lay of the track land (the pits, the paddock, observation places, etc.). On the second floor of the race building was a sponsor-supported hospitality suite. This year the sponsor was Reeves Motorsports and not only did they provided a nicely furnished "shelter" (warm when it's cold and damp outside, air-conditioned when it got hot outside later in the weekend!) but also complementary hats, munchies, drinks, as well as displaying some of their crafted products.

Friday and Saturday mornings dawned quiet with thick fog. Chateau guests are treated to an included extensive hot breakfast (complete with views of turn 7) and by the time we had finished eating, the racers were warming up on the track. There were 911's of all years and flavors, 944's, Boxsters, Caymans, even a real 935 and it's loud twin turbos!



Under caution in the corners

Evenings usually means an off-site "watering hole" where Terry says many of the race teams go. Also customary is sitting at the Chateau's outdoor patio watching night time practice as the cars brake hard for turn 7 and either negotiate the hard right hairpin or occasionally fly past it and drive the former portion of the track eventually getting back on course.

Heavy rains making deep puddles on the uneven concrete track combined with the painted 61st Sebring banner and checkered start-finish line, race cars would often go quiet crossing the line and then rev loud once passed. In front of the stands we witnessed one driver loose control and take the car's front end right off when it hit the wall. Later, another driver will crash near turn 1, and there will be a multiple car crash Saturday afternoon just past turn 17. It's sad to see the broken Porsches when they are taken away.



Checkers or wreckers

A highlight for me was the Saturday noon charity drive. For a (very small) donation, you get to drive your car a few laps around the historic racetrack! As I was lining up in the staging area before turn 17, a fellow in a non-Porsche SUV (the drive is open to any brand) rolled his window down and asked if I could get my Cayman in front of him when we started - he didn't want to be following and video recording a Audi he was behind. I maneuvered around him and once we got around turn 17 and sped up, I never saw the guy in the SUV again. (Sorry!) On the last of three laps I saw a 911 come up from behind. I would lose him in the turns but see him catch up along the straights. I was still grinning from ear-to-ear when I caught up with Terry afterward.

Before you know it, Sunday had arrived and it was time to leave. Driving home, I pondered how fast the four days of total Porsche immersion went and that it was free because of my PCA membership! What a deal! Hope to see you there next year!



Going my way?

Zone 12 Autocross Challenge

Article and photos by Scott Kee and Galina Jecmen

On Saturday, February 1, central Florida was unfortunately covered by a thick layer of fog. As a result, no one from our club showed up at Sam's Club at 8:00 to lead the drive to Sebring, FL. I set out alone in the fog for an easy but slow drive to the middle of the state. By the time I arrived at Sebring, it was a sunny and warm day.

The early morning weather impacted more than just the Space Coasters. Only 50 of the 84 registrants actually participated. The event was held at the skid pad area at the Sebring International Raceway. It was

great performance for her first autocross and she is looking forward to the next one. I think we've gained another autocross junky.

In spite of the foggy start to the day, it turned out to be perfect weather for an autocross. The course was great and everyone had a fun time. Hopefully the morning weather will be better

**Class Winner
in her first
autocross!**

next time so that we can have a larger Space Coast contingent. It really was a fun day!



Sally crossing the finish line



Sally Jecmen and daughter Galina, just before Sally's first autocross

again organized by Steve and Dottie Kidd from the Gold Coast Region, and sponsored by Bert Smith Porsche. All participants received a 2014 48 Hours at Sebring Auto X Challenge tee shirt as part of their registration fee. The course was very similar to the one used at last February's Zone 12 Autocross Challenge. Everyone got 5 runs to post their best time.

There were only 3 members representing the Space Coast Region, Tom Gorsuch, new member Sally Jecmen and myself. The Space Coast Region highlight was Sally's first place finish in the Stock Novice Ladies Class with a best time of 47.339 seconds. Sally is so new a PCA member that her 2008 black Boxster still has temporary tags. It was a

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981 Spare Tire DIY

Article and photos by Tom Etter

When we purchased our 2006 Cayman S, it had no spare tire/jack/tools and I considered that unacceptable. I mounted a spare tire system based on the 2004 Boxster configuration. It was aimed at the worst case situation: in mountains, out of cell tower range, at night, on a week-end, far from a tire store with Michelin PS2 tires, and a cut sidewall. I also added the same system to my 2009 911. I wrote an article for Escape Velocity and Excellence publications and answered many emails resulting from the articles. I considered these applications a success. Those earlier solutions were the basis for my goal for future applications as to usefulness and appearance.



With our purchase of a 2014 Cayman S to replace my 2006, I found it wasn't just going to be a simple swap to move my spare over to the new car. A lip at the bottom of the trunk's aft wall forces the bottom of a spare tire outward wasting space. The four studs found in the bulkhead/floor of the 997/987s are lacking for use as tie-down restraints. Also, the new specs for a spare call for a different tire/wheel design. Both spares will fit the 2014 Cayman, even one with 20" wheels. The old tire was 4.5" w x 25.5" and the new tire collapsed is 7" w x 20.5". The old tire uses space more efficiently. Both wheels have jacks and tools inside the wheel.

Going to the new system was going to cost over \$1500 but I figured I'd sell my old one to off-set some of the cost and get the correct system and new rubber. I ordered the kit and would figure out how to mount it when it arrived. The only way I could figure to use all the components fitting in the trunk (with the lid fitting) was to lay them out and check the fit. I did not like the results: The foam spacer takes up most of the room, components are not tied down, and one has to use much stuffing to keep the wheel from shifting. It was not as elegant, safe or efficient as my 997/987 installation. There were no instructions on installation with the items. It is hoped that the back-ordered CD has useful information.

I decided the system must be secured to protect the lid from damage. I didn't want to give up the two side containers nor drill any holes (especially near the plastic gas tank). After much study I decided to do away with the side pods and use their anchors for tie-downs and still use the foam spacer. It took up most of the room in the trunk and looked tacky and I lost the neat side pods. It did not require that I drill any holes and was secure for bumpy roads. I decided to re-think it and get rid of the foam. I was able to return the spacer.

However, I decided to use the mounting studs for the original pod anchors in the corners of the trunk. This wouldn't allow the side pods to be used but still no holes would be drilled. I used gate latches that I could strap to, however, I found that the mounting studs are aluminum when I broke one off. I had to drill a hole and bolted a better anchor. The latches came out the existing trim holes. I tried it for a while but I didn't trust the wheel to be secure on strong bumps and felt the trunk lid was in danger. I added a strap to the side pod anchor mount.

I did not like my mounting. It was not elegant looking and one side still used the aluminum stud and I couldn't drill that corner due to the location of the ABS plumbing that I will not disturb. Looking behind the trunk aft bulkhead, I found room to drill and mount bolts without being near to the fuel tank. Once I drilled a hole in my initial attempt, it seems stupid not to drill two more that will work better. I just hated to drill it. Anyway, two holes with stainless steel bolts/washers/tie-downs were easy to install. I lived with this for a while hoping someone shows me a better way.



While driving our 911 on a two week trip around upstate NY for 3633 miles I got to thinking how to make the 2014 installation better. Knowing I had a spare on board was very reassuring though not sure what luggage would be replaced by a flat tire. My Wife assures me it would not be her body or her luggage. I felt going inside the front plastic fender liners would allow me to add two lower anchors. Over-kill, perhaps, but equal to my 987 installation. Where I wanted to put the anchors is prevented by double wall collision reinforcement. I do not want to drill the bottom of the tub or degrade the strength of the car. It is very gratifying to see the structure is so strong. The two lower anchors are not vital to my purposes; so I will rest for now on this issue.

An issue to be resolved is that the new spare comes with a fully enclosing cover (the old wheel is open at the back making it easy to install). If the new wheel is secured with a strap through the spokes, the cover cannot be installed fully: so looks tacky. An outside strap allows full use of the neat cover but is not as secure if one has a bad road bump (due to where my current anchors are located for positive holding). I installed the old spare for the moment as it looks better and is very secure. Both spare wheel systems allow a medium suitcase to be carried; so my Wife is happy. A positive to this current configuration is that the side containers can still be used as Porsche designed. I suspect this system will also fit in the 991 in a similar manner.

Another issue is the Porsche Fire Extinguisher I had installed under the driver's seat in my '06 Cayman must now be installed under the passenger seat. The parts from Germany will not fit my 14 way seat as too many parts are in the way. I am stumped on this at the moment. Any suggestions?



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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.

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.

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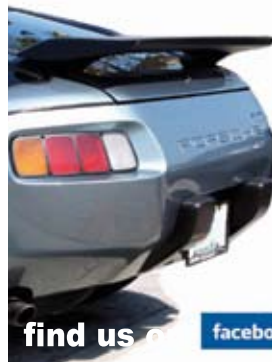
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- Feb 14** FLC DE Instructor's School @ Roebling
- 15-16** FLC DE @ Roebling Road
- 15** Polos and Porsches at Windsor
- 21-23** Targa Sixty-Six @ PBIR
- 22** Drive to Targa 66, Sam's MLB, 8am
- 22-23** GCR/SCR DE at Sebring

- Mar 1** Zonefest 2014 Registration Opens
- 7-9** Amelia Island Concours
- 14-15** Sebring Porscheplatz
- 14** 12 Hours of Sebring Drive, Sam's 6:30am
- 22** Kaffeeklatschen @ DB & VB Panera, 9am
- 23** Kaffeeklatschen @ Panera @ Wickham, 9am

- Apr 1** Porsche Parade Registration Opens
- 5-6** FCR DE @ Roebling
- 5** Tech Session at POM
- 12** FCR Open House/Swap Meet
- 13** Kaffeeklatschen @ DAB, IHB & VERO, Panera 9am
- 19** Kaffeeklatschen @ Panera @ Wickham 9am
- 20** EASTER
- 25-27** Sunrise to Sunset Rally
- 26** GCR DE at Homestead
- 29** Leadership Meeting - Time / Place TBD

Dates and times subject to change.

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