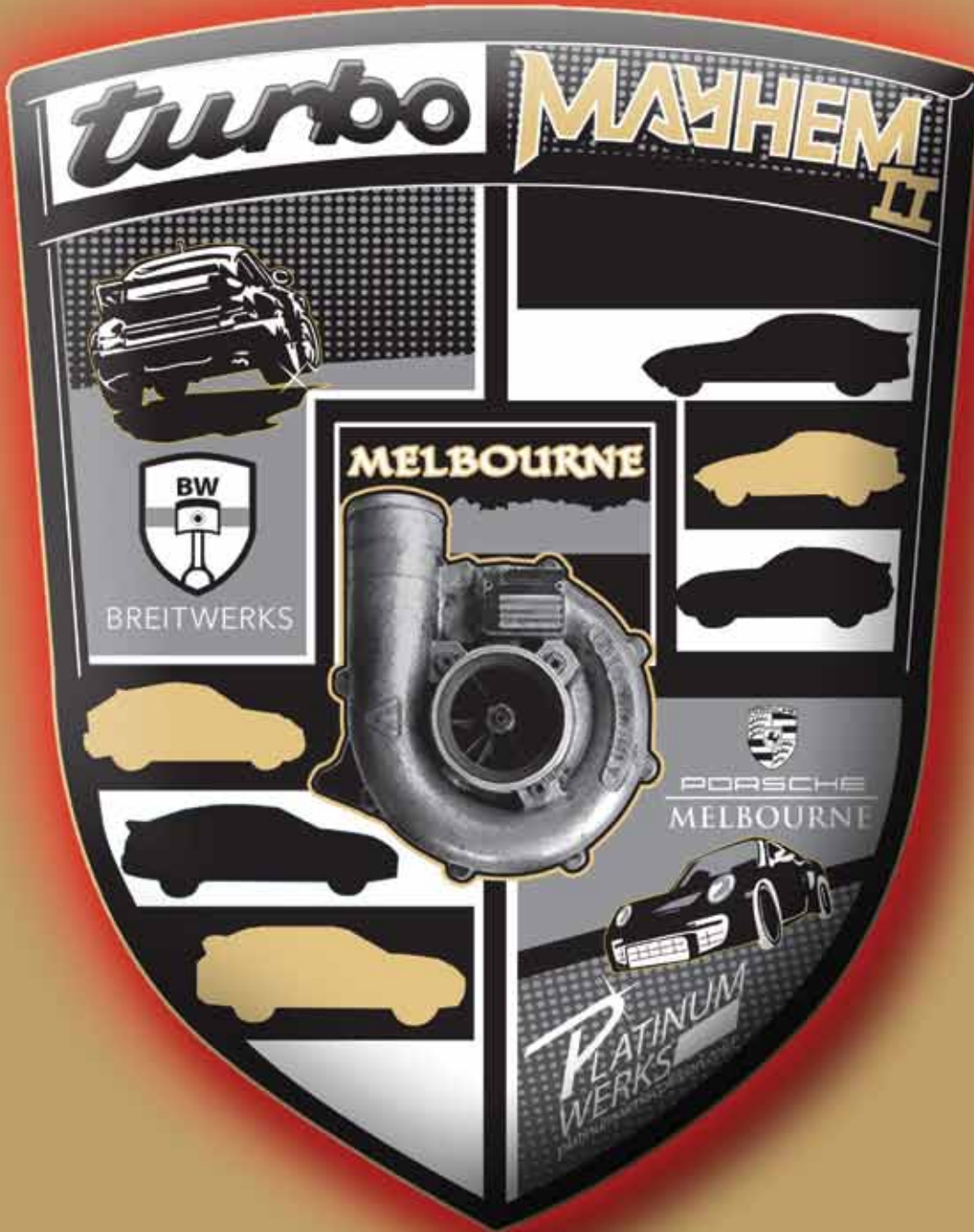




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MAGAZINE

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



Summer 2016 | Vol. 10 Issue 2

Targa 66 - Porsches & Polo - 356 Reunited - Turbo Mayhem II



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President's Column

Summer is heating up and so is our Club Calendar. Be sure to check out our website <http://spc.pca.org> for the most up to date event calendar. Events coming up for June include the LeMans breakfast, monthly Kaffeeklatches and of course ZoneFest 2016 at Sebring. Keep your calendar open for the Summer Banquet on August 13th at the Pelican Yacht Club.

I'd like to personally thank Jason Breitfeller and his family for planning and hosting another successful Turbo Mayhem event at his shop. We had a great turnout which exceeded 200 attendees. It was a fun event with many many beautiful Turbos. Great job Jason! Thanks also to everyone who brought their car to be on display.

We are so lucky to have Porsche of Melbourne as one of our sponsors. Shay Rowe and his staff are always ready to contribute to help make our events a success. If you missed the New 911 – Rollout, be sure to stop by Porsche of Melbourne and check out the new cars. The sales staff of Hans, Dylan, Hayley and Chris know their Porsches better than anyone.

Driver Education (DE) interest has been growing steadily in our club. This adventure can become addicting no matter what level you're at. You can improve your driving skills, and get a better understanding of vehicle dynamics and capabilities of your Porsche in a controlled environment. You'll come home with lots of stories to share and I guarantee have dreams of driving your car on the track. If you haven't tried it yet, consider trying it, you won't be disappointed. We will have some Auto X's starting soon as well.

I'd like to encourage all members to come out to the events. We want to see you and meet you! You'll get to know other members, maybe decide to volunteer for something, or enjoy just having a meal together and sharing our wonderful Porsches.

PCA is fueled by volunteers. Each and every one of you can and do make a difference!

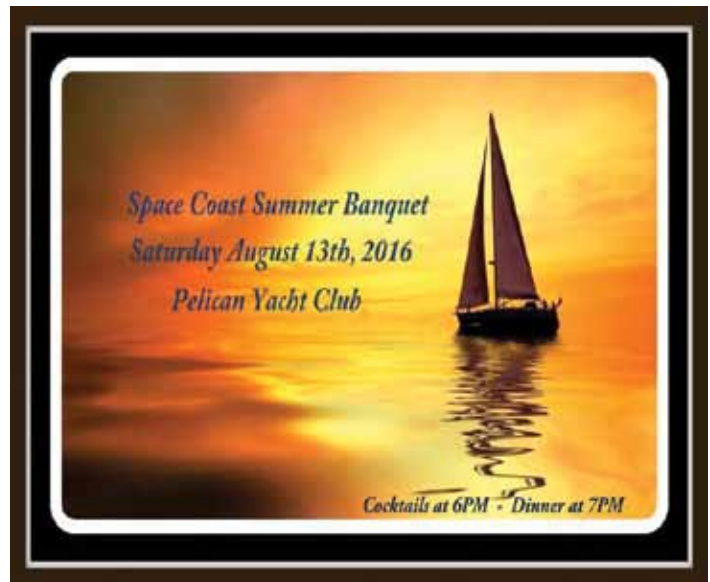
Scott Kee

On the Cover: Brandie Witmer designed an incredible logo for Turbo Mayhem II and John Proferes did our cover photo editing to bring it to life! Read more about the event on pages 32 and 33.

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

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From the Editors

Looks like it's going to be a busy summer. We're starting off with Zone Fest at Sebring over Memorial Day Weekend, Porsche Parade at Jay Peak, Vermont in June, and our Summer Banquet at the Pelican Yacht Club in August. Look to our calendar for a complete list of all of our fun activities.

Thank you to Porsche of Melbourne and our faithful advertisers, who help make **Escape Velocity** possible. Of course it wouldn't happen without our steadfast contributors who willingly come up with some great ideas, stories, and pictures.

If you have an idea for a club activity, please feel free to share it. It might just become a reality. Bring your ideas to our President or a board member, and we'll do it, BUT you need to be ready to help too. Ideas are plentiful, but we need people who want to help, to make them actually happen. Teamwork is what makes our club special.

Read all about our recent events in this issue. Turbo Mayhem was a big success. Jason Breitfeller did a fab job planning and executing a great day. He managed to get some knowledgeable speakers and beautiful Turbos to participate too.

Welcome to all our new members as our club continues to grow. Come out and join our Kaffeeklatches, and club events, you're guaranteed to meet some great people.

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!

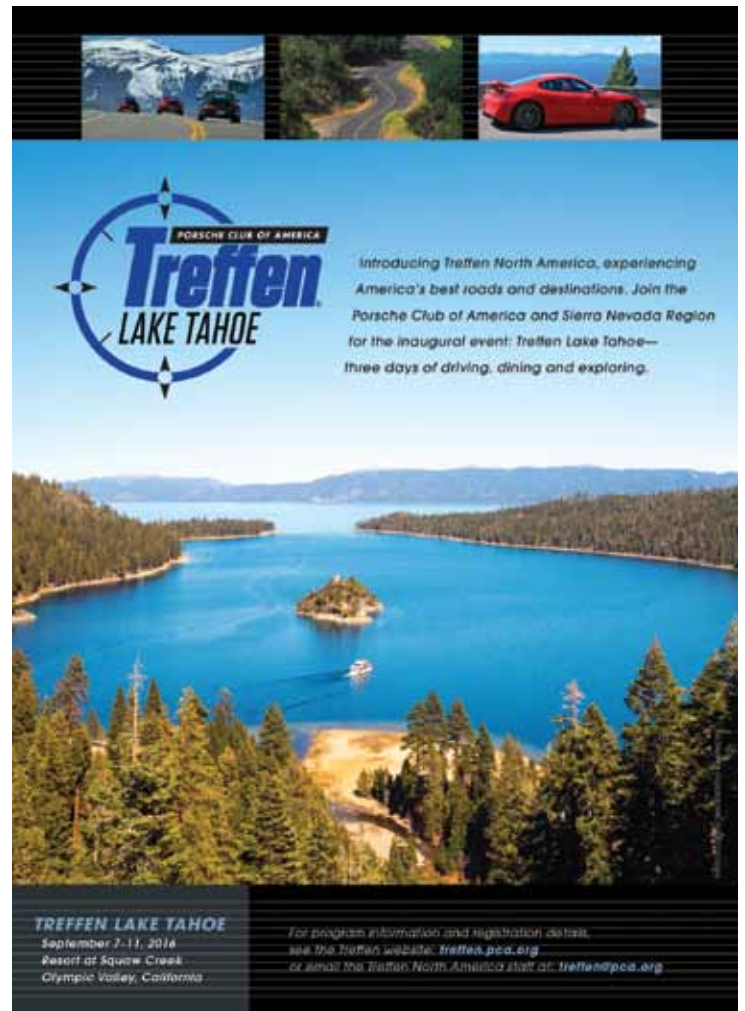
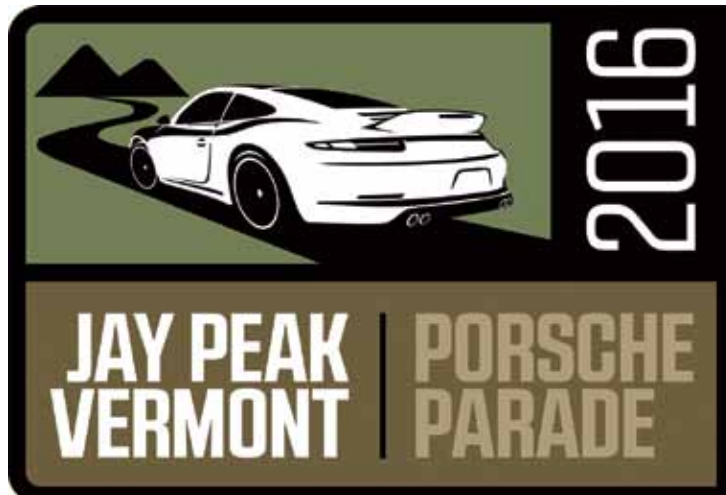
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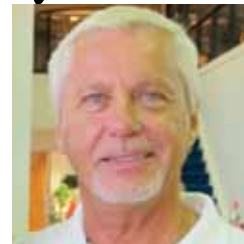
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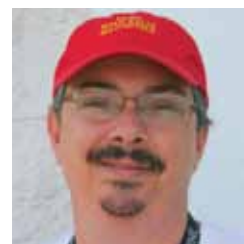
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Membership Corner

by Brian Reinert

As of 1 May, 2016, our Space Coast Region is home to 647 primary members! Including affiliate members, we total 1,004!

At one of our recent gatherings, a few members asked about location demographics of our membership. National PCA provides us with monthly reports in Excel format. Performing a little sorting and adding a few count formulas provides us the below snapshots:

Membership by Florida County

Brevard	373
Indian River	127
Volusia	122
Dade	1
Orange	4
Osceola	3
Seminole	3
Outside Florida	14

(including 2 Army Post Office addresses. It appears that we have two members serving overseas!)

Note Space Coast Region is comprised of Brevard, Indian River, and Volusia counties.

Please join me in extending a warm welcome to our newest members listed here.

Welcome to our New Members!

February 2016

Christine Pacariem, 2016 Macan S
Martin Dandridge, 2016 Cayenne
Michael Halsted, 2013 911 Carrera
Bary Bertiger, 2016 911 Carrera
Gene Tweedy, 2008 911 Carrera
Glenn Matchett, 2012 911 Carrera
Donald DeSchinckel, 2016 Cayman S
Leslie Halsted, 2016 Panamera
David & Rhonda Norris, 2016 Cayenne
David Prewitt, 2014 Boxster
Xavier Santamaria, 2013 Cayenne
Jason Collins, 1988 911 Carrera Targa
Mongo Hodges, 2000 Boxster S
Tim Hutker, 2012 Cayman R
Joseph Nimey, 2014 911 Carrera
Lynn Brunner, 2016 Cayman GTS
Valerie Charroux, 2014 Boxster
Christopher Deri, 2013 911 Carrera
Sam Wyman, 1994 968 Cabriolet
Brad Tepper, 2003 911 Carrera
Austin Lilly, 1997 Boxster
Humayun Jamidar, 2016 Macan S
Billy Wiers & John Fahrner-Wiers,
2016 Panamera
Terry Crowley, 2016 Cayenne

Andrew Fritze, 2000 986 Boxster
John Smith, 2016 Cayenne
Bobby Tampa, 1988 944 Turbo S
Kirk Johnson,
2009 911 Carrera 4S Cabriolet
Michael Shook, 2014 Cayman
Frank & Connie Gutcher, 2009 Cayman S
Will Greene, 2013 911 Carrera S
Susan Stewart, 2016 Cayenne
Thomas Soyk, 2016 911 Carrera
Jason & Candice Holland,
2016 911 Carrera
Joseph Diegidio, 2012 Cayenne
Summit Shah, 2016 911 Carrera
Jason Dahdah,
1987 Porsche 944s ITS Race Car

April 2016

Frank Bottigieri, 2016 Boxster
Robert Hartung, 2015 Cayenne
Roger Buurma,
2001 911 Carrera 4 Cabriolet
Thomas Neidinger,
2003 911 Carrera Cabriolet
Don Hudson, 1999 Boxster
Richard Hamilton, 2002 911 Carrera

March 2016

John Lawson, 2016 Cayenne
John Young, 2014 911 Carrera

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News from National

Article and photos submitted by
Tom Gorsuch, National Vice President

PCA Club Racing is celebrating its 25th anniversary in 2016. Our club features 32 sanctioned races per year enjoyed by more than 2,000 licensed racers, more than any other single-make racing organization in the world. PCA Club Racing was established around guiding principles that remain true today. In summary, they provide a class for all Porsche sports cars; fun, safe and clean racing; with uniform organization and operation. The racing includes everything from Cup Cars and Porsche prototypes to Spec Boxsters and the 944 Cup.

Icing on the 2016 birthday cake is the debut of the PCA Cayman GT4 Clubsport Trophy East series sponsored by Pirelli. This GT4CS series highlights the spirit of PCA racing at six major road racing venues east of the Rocky Mountains. The inaugural GT4CS race was held by Peachstate Region at Road Atlanta the first weekend of April. We had 20 GT4CS racers on hand to kick off the series. Porsche flew the racecar engineering principals to Atlanta to support the activities. We were able to interact directly with chassis engineer Holger Bartels who had managed the testing and tuning program for the racecar utilizing Porsche team drivers and major tracks throughout Europe. Holger had just completed the tuning program for the celebrated 911R and was beginning his next project for the next 911 Cup. There was a lot to talk about.

Zone 12 is fortunate to hold bookends on the Club Race season. The 48 Hours of Sebring in February is the first race of the year and also PCA's largest. Zone 12 has hosted the Club Racing awards banquet at the Sebring race for the last few years which helps bring top talent to the event. The Oktoberfest race at Daytona, hosted by Zone 12 on October 21-23, is the last race on the GT4 Clubsport calendar. We are expecting a large racer



Porsche GT4 Clubsport
VIPs at Road Atlanta

turnout this year and the committee is organizing a multitude of spectator activities including autocross, Porsche shine & show, and group drives from all surrounding regions. The autocross will be part of our 2016 Zone 12 autocross challenge. This will be the largest PCA event in the Space Coast Region this year and offers us premium opportunity to volunteer—to be close to the action. Stay tuned for details.

The national staff is busy preparing for the 61st Porsche Parade being held this year at the Jay Peak Resort in upper Vermont. This remote mountain destination offers beautiful touring roads and we haven't forgotten the big four competitions—concours, autocross, rallies and SAT style tech quiz. The first event to sell out all days was the Ben & Jerry's tour which is almost as popular as our beer and wine tastings. We do have our priorities. There are still a few condo accommodations available if you haven't already registered.

You can learn more at www.pca.org/club-racing and <http://2016parade@pca.org>. For twitter fans, follow me @joinPCA and follow the GT4 racing @CaymanGT4CSEast.



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Confessions of a Porsche Wife

Article and photos by Kate Breifeller

I have a dirty secret I need to admit! When I first met my husband Jason, I thought Porsches were....gasp....ugly! I had always liked the flat noses of Lamborghinis or Ferraris and thought that Porsches looked a lot like deranged frogs! I truly wish I had a camera the first time I told Jason my opinion. The look of horror on his face was priceless! In fact, though he never said it out loud, I think it was almost a deal breaker for him. Luckily, we were able to overcome the obstacle!



Needs just a little work

Jason hoped to bring me around by getting my feet wet with a 914. Now, many people probably know what a 914 looks like, however, as a newbie to the Porsche world I had no idea! So when my darling new husband assured me that it didn't have the "scary" bug eyes that I didn't like, and that it was more like a 928, which I did like, I believed him. I was a lot more naïve in those days!

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One day Jason came home bursting with excitement because he had spotted a 914 under a cover in our neighbor's garage, and that she was willing to sell it for a ridiculously low amount because it needed work. With my starry newlywed eyes how could I say no to his hopeful expression? Never fear, I have since learned to say no, and this occasion was a major reason why!



Happiness in a 914

Lets start by saying that a 914 looks NOTHING like a 928! It wasn't until I had helped push the car (still under cover) down the street to our house---the fact it didn't even run should have been my first red flag that I had been misled—and Jason triumphantly whipped off the cover that I got my first look at the hideous machine!

Without too much effort Jason got the car running, and despite my misgivings he convinced me to go for a ride in his new toy. That's how I found myself on I-95 with no seat belt and watching the asphalt beneath me rush by through the large holes in the floor pan. Needless to say, I refused to ride again until I no longer had to worry about falling through the floor.

Jason was determined to make this an autocross car and set out to make his dream come true. After several weekends trying to fix it himself and copious amounts of POR-15 dripped on the garage floor and somehow my kitchen sink, he decided that maybe he needed a professional. Which meant that I had to drive Jason and my huge pregnant belly to drop him off in sketchy areas of Cocoa where he had found another "deal". We even traveled to Cleveland Ga. to talk with Jake Raby, the 914 guru, at his facility. I was less than enthused, but I will admit the barbeque place we found in the mountains made the trip worthwhile for me.



Should have bought stock in POR-15

Centerlock Wheel Systems

Article and photos by Scott Hansen

On March 26, 2016 the skies were a bit overcast, but that didn't stop the Porsche faithful from attending our monthly Kaffeklatsch at the Melbourne Panera and then head to Jason Breitfeller's BreitWerks shop for a course in centerlock best practices. Dr. Roxanne Guy supplied the car...her beautiful white GT3 with centerlock wheels. And "professor" Brian Reinert supplied the expertise, which he gained first hand from Porsche factory technicians. Those in attendance were not disappointed.



Centerlock attendees

The current configuration of the Porsche centerlock hub/wheel system has been a standard feature on the GT2, GT3, 997/991 GTS and the 997/991 Turbo S, with the system being offered as an option on a variety of other models. Opinions vary with regard to the actual or perceived benefits of the system over the more conventional (at least for street vehicles) 5 lug configuration. Faster tire changes? Lower un-sprung weight? Jason and Brian assert that the jury is still out on those benefits. A really unique feature that pays homage to the proven benefits of centerlock systems used on the track? There's no debate on this point. Porsche centerlock wheels are unique and can trace their heritage back to the earliest racing Porsches.



Porsche wheelhubs, beautiful

But debating the pros and cons of Porsche centerlock wheels was not the point of this gathering. The point was to experience, up close and personal, the proper way to remove and reinstall the centerlock wheel, and even more importantly, the proper way to maintain the hub/nut components for maximum life, reliability and safety.

Jason pointed out that while the whole process of removing and reinstalling a centerlock

wheel can appear to be somewhat daunting at first glance, it's actually quite straight forward once you know how to do it. Brian was more than happy to prove the point. With a very impressive 5 foot long torque wrench in hand, Brian demonstrated the ease with which the centerlock nut can be removed, noting points of caution along the way necessary to avoid inadvertent damage to brake rotors, etc. The centerlock nut requires in excess of 440 pound feet of torque to work properly and to be safe, so even with "WrenchZilla", Brian had to put his back into it to break the nut lose.

Much of Brian's demonstration focused on the steps necessary to "rebuild" the nut assembly, which Porsche recommends after 3 removal/installation cycles. Again, it may sound daunting when you read about it, but with some patience, and tips provided by Brian, it's really quite straight forward. Whether rebuilding or simply reinstalling the centerlock nut, Brian took special care to discuss the absolute importance of using the proper Anti-Seizing Grease (Castrol Molub-Alloy™), which is available through Porsche.

With a freshly rebuilt nut, and just the right amount of Molub-Alloy paste, Brian reinstalled the wheel and centerlock nut with ease. He demonstrated the proper method for torquing the nut to ensure optimal seating of the rim. He also demonstrated the proper technique for ensuring that the locking mechanism is properly engaged for maximum safety.



Brian's race-proven centerlocks

Thanks to Brian and Jason for demonstrating the precision, functionality and... yes, beauty, of Porsche's centerlock system. They proved that with a bit of education, a little silver paste on your finger, and a great big wrench, anybody can become a centerlock aficionado.

Resources:

- Jason Breitfeller has uploaded an instructional video covering centerlock maintenance to his BreitWerks website at <http://www.breitwerks.com/blogs/76.blog>. It's definitely worth watching if you plan to work on your own centerlock system.
- Scott Hansen recommends the Rennline Porsche Centerlock Wheel Alignment tool at <http://www.rennline.com/Centerlock-Wheel-Alignment-Tool/productinfo/T06/>. This clever device makes removing/installing the wheel a snap, while mitigating the risk of damaging your break rotors by being caught off guard by the weight of the wheel/tire when pulling it off.



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Porsches at the Smyrna Yacht Club

Article by Ron McCall
Photos by Ron & Libby McCall

On April 7, 2016, Porsche of Melbourne Certified Brand Ambassador Dylan Kotoulis, Space Coast Region President Scott Kee and EV Co-Editor Sue Kee, travelled to New Smyrna Beach to make a presentation to 35 Smyrna Yacht Club Porsche-owning members and guests.

There were 16 Porsches at the event, the oldest being a like-new 1989 Forest Green 911, and the newest was the recently unveiled 2017 911 Carrera 4S, type 991.2, which Dylan brought up from Porsche of Melbourne for the event. We had our own private unveiling, unfortunately without the wonderful acrobatic performers that were at the Porsche

of Melbourne event. There were Boxsters, a Cayenne, a Macan S, Targas, a Turbo Cabriolet and a Turbo S Cabriolet, and a beautiful 50th Anniversary Edition, which had been signed by Porsche race car legend Hurley Haywood and Wolfgang Porsche himself.

After the impromptu car show, Dylan explained the history of Porsche and the development and evolution of the world's most iconic sports car, the Porsche 911. The presentation included some unique videos, including one of the Paris-Dakar Rally won by a Porsche 959. Be sure and ask Dylan the next time you are at Porsche of Melbourne to have him show you these videos. It was an informative and interesting presentation and was enjoyed by all of the members and guests. At the end of the presentation, Dylan surprised the audience with a door prize of a gift certificate for the 911 Driving Experience at the new Porsche Experience Center, in Atlanta, Georgia. The member who won the door prize has a Macan S on order, but I suspect after attending the driving experience, there maybe a new 911 in his future!

Dylan allowed me to take the new 911 out for a spin. It was an exhilarating experience. Hans Peter Porsche once told me at a Porsche Parade to buy the latest model Porsche you can afford because the technology improves every year. With this new 991.2, Hans Peter's advice could not be more appropriate. The new 991.2 represents the latest in technology and innovation, including a mode switch on the steering wheel, derived from the 918 Spyder, where you can choose any of the Sport modes without your hands leaving the steering wheel. There is also a Sport Response button in the center of the mode switch that primes the engine and transmission for the fastest possible unleashing of power for a period of 20 seconds. Neat stuff!!!



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Photo by Ray Baldino

Porsche of Melbourne's Sales Team

Photo by Ray Baldino

Porsche of Melbourne (POM) has a very knowledgeable and active Sales Team, which consists of Hans Hoelzlwimmer, Dylan Kotoulis, Hayley Kerr, and Chris Huck. Before becoming a salesperson at Porsche of Melbourne, you must complete an extensive sales training program, and learn all about the beautiful cars you'll be selling. After completing "Ignition Training" they took more training to become "Brand Ambassadors." The entire sales team considers themselves part of a small family and enjoy working and socializing together.

Hans Hoelzlwimmer has been with POM the longest, at 15 years. Hans is from Bavaria, Germany. His current favorite is the 2017 911 Carrera 4S Coupe. Hans was also an avid skier until he moved to Florida. Now it's enjoying the backyard and a good Rum.

Dylan Kotoulis is a 7 year veteran of POM. Hailing from Pennsylvania, he's married to Katie and has two boys, Ethan and Blake. Dylan loves cars and has been a Porsche enthusiast since he was 3 years old and his dad gave him a radio controlled 935 Turbo. He enjoys his family at POM and loves meeting so many interesting people.

Hayley Kerr, recently married in January, has been with POM for 4 years. Her dad has been the key to her interest in Porsches. He's owned many for years. Haley's first experience with Porsches was at age 13, when her dad bought a 1996 911 Silver Twin Turbo. She's the proud owner of a 2016 Cayenne SE Hybrid, and a 2016



Cayman S. Working in the Porsche world, has allowed her to meet a lot of wonderful people and drive some equally wonderful cars.

Chris Huck, is the newest member of the sales team, a self-proclaimed Porscheholic and hails from San Diego. He's also a Brand Ambassador and has been here 2 years. He's married and has had 6 Porsches, 914, 944, 968 Cab, 2 Boxsters and now a 1997 911 Cab. He's been a PCA member, web site editor, and driving instructor, also helped bring the California Festival of Speed to Fontana for the first 10 years.

Shay Rowe is very proud of his sales team, and the fact that they are all Brand Ambassadors. They are all a credit to help make Porsche of Melbourne the ultimate dealership for us. Stop by Porsche of Melbourne anytime and let any one of the Sales Team show you some beautiful Porsches.

Please let a Space Coast PCA board member know when you buy a Porsche from our Porsche of Melbourne as our club receives a bonus!



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Project Zelda: The Art of Obtaining and Protecting Perfect Paint

Article and photos by Ralph Fritsche

Welcome to the first of a two part series that will investigate the current state of the art in new car paint protection. This article comes about because after 30 years there is finally another new Porsche in the Fritsche family. “Zelda” is a 2016 Cayman GT4.



Say hello to Zelda

Anyone who knows me knows that I am mildly fanatical when it comes to maintaining the condition and appearance of the cars I own. So along with the excitement of buying a new Porsche came a certain amount of trepidation as to what to do to ensure that the cars’ paint finish was protected and maintained to the highest standards right from the start.

Unfortunately, this was no easy task. The automotive detailing industry has become big business with many manufactures competing for a share of the market. As is often the case, product hype and expectations don’t always match reality. Wading through it all can be confusing and difficult.

The science of paint protection has evolved significantly over the last 40 years. When it comes to protecting and preserving a cars finish most people’s ideas are based on where they entered the following timeline. Forty years ago, it was all about waxes with a few familiar brand names available at any automotive parts store. These early consumer waxes were a compromise as they provided a sparkling shine to reward your sweat equity and also cleaned the paint. Polishes or mild abrasives were included as part of the formula. Over time as products evolved, waxing and polishing eventually became separate operations.

About 20 years ago, consumers now identified as “enthusiasts” could buy their own polishers along with specially formulated carnuba waxes, glazes and polishing products. While the results you could now achieve were far better than in the past, the skills, techniques, and number of products required increased along with the cost to acquire them all. Then 15 years ago sealants appeared on the scene. Unlike waxes, which are generally formulations containing naturally occurring carnuba wax, sealants are comprised of synthetic polymers that link together at a chemical level to provide durable protection that easily outlasts most waxes. Sealants do not provide the visual warmth and depth of waxes but their extended durability, gloss and ease of application and removal have made them extremely popular.

That brings us to today and paint coatings, which are the latest evolution of the technology that originally gave us sealants. The big advancement with paint coatings is that they are generally considered to be permanent. In other words, they won’t eventually wear off like waxes and sealants. They need to be purposely removed.

Paint coatings are available from a variety of vendors and come in different price ranges depending on whether they are entry level formulas suitable for consumer application or high end formulas available only for aftermarket application through select, “licensed” professional detailers. With their promise of durability and scratch resistance as well as their high profit margin, paint coatings are the darling of many of today’s professional detailers.

As I began to consider paint coatings as an option for Zelda going forward, I knew that I had to understand their compatibility with Paint Protection Films (PPF) commonly referred to as “clear bra”. For more info on PPF I would refer you to the January 2016 issue of Panorama and the excellent article “Film at Eleven”. PPF was the biggest innovation in paint protection since the original car bra of the early 1980’s. It’s development evolved on a parallel but independent path alongside of waxes and sealants. While I know that the use of PPF can still evoke controversy in some circles, most bad experiences can be traced to the use of early films and/or unskilled installers. The fact is that with today’s thinner and less durable paints, paint chips remain the real enemy and when it comes to paint chips PPF is the only way to effectively prevent or minimize them.

With my PPF decision decided long before the car arrived and knowing that selecting the right installer was key to obtaining a great result, I selected Ryan Burroughs of Auto Paint Guard in Tampa (<http://www.autopaintguard.com/>) to do the work. Tampa is a long way to travel but Ryan is a master craftsman and there is no one more capable.

The biggest question that remained for me was whether or not incorporating PPF on my car would wind up driving the paint protection option I chose. It was clear I needed expert advice. For that, who better to go to, than a friend I have known for years, Space Coast’s own Concours guru Alfred Marino. Alfred’s focus has always been on the preservation and protection of classic Porsches. After Alfred listened to my concerns, he decided that we should engage a team of experts who specialized in paint coatings.

We needed to know what approach made the most sense for a new car that would hopefully some day become an old classic. Which waxes, sealants and paint coatings should we use? It would be up to Alfred’s hand picked team of experts to help us decide.....



The author with Alfred Marino

Ahead in Part 2: The team is gathered and a decision is reached. Stay tuned to learn about the process, after care and lessons to apply to any daily driver Porsche.

Kaffeeklatsch Report

Photos by David Kelly and Pat Willingham

South Region - Jurgen Schwanitz

The Vero Kaffeeklatsch is my favorite event every month. Just a low key meeting with friends who share the passion of owning and maintaining a Porsche.

We've had PCA member turn-outs as high as twenty-seven members this last quarter, with an excellent mix of Porsche cars as well. One highlight was a newly restored Sunbeam Tiger. We also had a very rare slant nose 911 Turbo, and lots of other great 911's, Boxsters and Cayenne's and a very nice 356. Sadly my 928 is back in the shop with electrical problems, I hope I have it back for the next meeting.



Newly restored Sunbeam Tiger



911 Slant Nose Turbo



Nice 356



Porsches always draw a crowd

If you are in the Vero area I highly recommend attending one of our meetings. Have a question about your Porsche? This



This way for the fun

would be the place to get answers from other PCA members, and of course have a great breakfast from Panera.

Mid-Region - Turbo Don Silverzahn

Christmas in March - Twelve Porsches met at Lowes in Rockledge and headed up to Christmas Park for some socializing and picture taking. It is always a fun group ride to Christmas and the perfect weather made it a great drive. Afterwards we headed via the back roads to Route 192 and lunch at the Red Robin adjacent to the Melbourne Mall. The meals were great and the French Fries were unlimited so we all left stuffed! A great time was had by all and we will definitely repeat this drive again.



Coffee and cars



The Hoffman's restored 356 Coupe

On March 26, after a hearty breakfast at Panera on Wickham Road, thanks to the hospitality of Jason Breitfeller, we adjourned to Breitwerks and learned about Center Lock Wheels. Quite interesting, although an expensive wrench is a requirement.

North Region - Milt Weisman

Our March 20th KK became a luncheon instead of breakfast. It was held at Jerry's

Tiki Bar in Ponce Inlet. It turned out to be a beautiful day with approximately 20 Porsches and their owners in attendance. But they weren't all Porsches...there was an Alfa Romeo 4C owned by Bob Bagwell and one motorcycle driven by Lou Verdiales. Lunch was served outdoors under Tiki Huts. The food was delicious and the company was outstanding. Please come and join us at future KK's. Our usual north region meeting place is at Panera by the Speedway. Come on out and you'll meet some great people and see their equally great Porsches.



Lunch is served...



...under the Tiki Huts...



...talking Porsches



Charity Spotlight

Article by Carole Marshall

The first 2016 Charity event “Polo & Porsches” on February 13th at the Windsor Charity Polo Cup in Vero Beach, netted \$2,000. This amount was included in the grand total amount raised: \$250,000. This was split evenly between the Alzheimer’s Association and the Alzheimer and Parkinson Association of Indian River County. They noted that 1,200 people attended the event and many of them commented that our Concours was one of the highlights of the event.

We have identified the Children’s Advocacy Center of Brevard (CACB) as the recipient of the proceeds from the 2017 calendar. The bidding for being in the calendar starts at \$250 with a guaranteed spot for \$500. We have a few months purchased already, so we urge those who want to be seen in their existing “ole faithful” cars or brand new hot cars, to secure a month for this very worthwhile charity. Donna Linden will be collecting the checks. For those who are not familiar with the CACB, it is a non-profit “one stop center” serving the most seriously sexually and physically abused and severely neglected children for 20 years. The Center collaborates with the Department of Children and Families, Child Protection Team, Office of the State Attorney, the Brevard County Sheriff’s office, other municipal law enforcement agencies and mental health professionals. For more information on this organization, you can visit their website at www.cacbrevard.org.

Please let us know if you have any charities you would like the club to support. Your input greatly appreciated. Our contact information is listed on page 5.



At the Charity breakfast



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Polo and Porsches for Charity

Article by Tom Kirk

Photos by Susan Silverzahn

What is one of the oldest team sports, played on a field nine-times the size of a football field where team patrons routinely hire and play alongside the sport's top professionals? Polo of course, darling!



Porsche of Melbourne champagne lunch

On the beautifully clear Saturday morning of February 13th, several dozen members of our PCA club met at Porsche of Melbourne for a continental breakfast before heading down to watch and participate in the polo match held at the Windsor Club in Vero Beach. Porsche of Melbourne not only provided breakfast, but was also the luxury car sponsor of the event, got us all free admission and served us lunch and champagne. Thank you to Shay Rowe and his team for their generosity! A \$50 donation to Windsor Charitable Foundation was collected from each car, and with over 34 cars pre-registered, our Space Coast Porsche Club raised \$2,000 for the Foundation. The proceeds went jointly to the Alzheimer's Association and locally to the Alzheimer's and Parkinson Association of Indian River County.



Polo + Porsches = FUN

As our long parade of Porsches made its way down A1A, I was very happy to be finally attending my first polo match. It was all very exciting. I was to learn some new vocabulary - chukkas – one of six, 7-minute time intervals that comprise a polo match; knock in – when the ball is place back into play after being hit out of bounds. We all were excited to observe the highly skilled horsemanship of the polo



Shay and the boys!



A great event...



...look at all the smiles!

players and then invited to participate in the divot stamping ritual where spectators are asked to go out onto the field to help replace the mounds of earth (divots) that are torn up by the horses' hooves.

Each person attending the polo match was invited to vote for their favorite Porsche for our People's Choice Award. We had quite an assortment from which to choose, from



That ball's mine



These bobts are made for divot stamping

early model 356s to mid and late model 911s, Cayennes and Macans, Boxsters and Caymans. When the votes were counted, the Conda Green 1970 Porsche 911T owned by Sam Zimmerman won first place. The classic lines of this beautiful, early 911 stole the show.



The People's Choice Award winner

Polo and Porsches was a spectacular event with the beautiful weather and surrounding, charitable fund raising, comradery of our members and the graciousness of our hosts. Who could ask for more?



Horsepower on display



On the field of battle



Targa 66 and the Wilson Collection

Article by Tom Kirk
Photos by David Kelly

Targa Sixty Six was started in 1991 by the famous race car driver, Brian Redman, for owners of vintage and modern high performance and collector cars who do not necessarily wish to race them, but who like to drive at speed under controlled conditions, in the company of others with like interests.

This year's event was held on Saturday, February 20th. About forty Space Coast Porsches left the Sam's Club parking lot at 7:00 am for the drive down to Palm Beach International Raceway (PBIR). We picked up another ten cars at the rest stop on I-95 near Vero Beach. But before we were to arrive at PBIR we were in for a special treat: a private tour of the Wilson Collection.

Mr. Wilson is collector and driver of a warehouse of some very special cars. His immaculate storage facility, nestled in a discrete warehouse development, consisted of three very large rooms. A European Vintage room contained dozens of automotive jewels including Jaguars, Lotuses, Porsches, Austin Healys, Mercedes and more. The second room contained examples of American muscle. And the third room (the race room) was full of vintage race cars. We were lucky also to have Alfred Marino come along on the tour and explain the history of many of the cars. He is a wealth of knowledge on Porsches, not to mention his expertise on how to care for our beautiful Porsches!

In the race room was the Ford GT40 that won Le Mans in 1966. In the parking lot on a trailer was the Ferrari that it beat! It was on a trailer because it was on the way to PBIR to participate in Targa 66, where we watched it being driven!! Is that cool or what? Ford first beat Ferrari in 1966 with a 1-2-3 finish. The Ford and Ferrari at the Wilson Collection were from that race!

We took the five-mile drive from the Wilson Collection to PBIR and were greeted by a large throng of people: vintage race cars and their teams, spectators and several hundred people there to run a 5k around the perimeter of the tract. It was carnival-like. A very big thank you to Turbo Don Silverzahn and Brian and James Redman. The Redmans are personal friends of Turbo Don and very generously arranged free tickets to all members of our group for the event, and a special parking area. Now fifty cars strong, our Space Coast caravan dominated the car club parking area.

For a contribution of \$35 for charity, we were invited to drive on the race track during the lunch break. The first fifteen minutes were follow the leader parade laps, while the last fifteen minutes were a little more spirited. It was fun to be on track with all the P cars. You can see a video of our charity track run on our website spc.pca.org taken by Susan Silverzahn.

It was a great day with perfect weather, beautiful cars, fun with friends and money raised for charity. Who could ask for more?



Vintage racing machines everywhere you look



Fifty Space Coasters' Porsches filled the car club parking



Our Targa Sixty Six hosts James and Brian Redman



All lined up, ready to roll



In the race room



The Vintage European room

Amelia Island Concours- Not Just Another Car Show

Article by Bill Ball

Having been to the Amelia Island Concours once a few years before, I was on the fence about going again this year. Frankly, I find most car shows to be static and pretty dull. However, Magdi Bishara offered to give people from PCA a ride, so I took him up on it, and I certainly didn't regret it. As soon as we entered the field, looking down a long, double row of pre-World War 2 Rolls Royces, I was abruptly reminded that this is no ordinary car show. Mag and I had lost track of each other before we even got that far when he turned left to look at a Tucker and I turned right to look at a Bugatti Type 25. We didn't find each other again until many hours later when we re-convened for a shockingly expensive cafeteria-style lunch on the back patio of the Ritz-Carlton Hotel.

Highlights of the Concours for me:

The 1930 Rolls-Royce Phantom II from the Nethercutt collection. This car has an astoundingly long hood line and bodywork painted to resemble wicker. It would be a co-winner of best in show along with the 1952 Pegaso Z-102 from the Louwman Museum,



another standout, in butterscotch with redwall tires no less!

The collection of trophy-winning race cars with their trophies, included Luigi Chinetti's 1949 Le Mans-winning Ferrari 166 MM Barchetta, one of Al Unser's Indy winners with the Borg-Warner trophy, and on down the line from the Vanderbilt Cup to the Harley J. Earl (Daytona 500) Trophy. The soldier guarding each glass-cased trophy and winning car combo probably wasn't necessary, but certainly added to the spectacle.

Many unique cars were present, for some reason I found the aircraft-inspired Avion Voisin C7 Chastness especially entrancing. Then there was the Bizzarini class, with all three 5300 Spyders, including the prototype.

My favorite part of this event is watching the winning cars driving up the crowded fairway

for their awards and back while startled spectators dive out of the way. You just don't see four Lamborghini Miura's cruising together very often these days, or a Group B rally car snorting along the golf course cart path at near idle.

Of course there were many celebrities to be seen from the car world roaming the event and judging cars. But it's really the cars that are the stars at this Concours.

The Porsche attracting the most attention was Janis Joplin's custom-painted 356. Oh Lord, won't you buy me a...uh, well, any one of the 300 cars at the Concours would do just fine!







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

Member Spotlight - Perry Stewart

50 plus years of Porsche ownership

I was born and raised in Northern Utah and my formative years were as a WWII member of the Neighborhood "Kid's Army Group" preparing to defend against any Japanese invasion and finish off "the Nazis" as needed. My father was in the automobile business since the 1930's. I learned the business from "the bottom up" starting with Showroom Window Cleaning, Parts Department "Gopher", Wash and Grease Rack, before learning financial accounting basics from my mother.

After graduating from Utah State with a degree in Mathematics and an ROTC Commission, I was trained as a Nuclear Weapons Officer and assigned to a Nuclear Weapons Unit in Muenster (Babenhausen) Germany.

As a Bachelor Junior Officer, we were quartered in an old Stone 1800's era German Barracks building and soon the talk among my fellow Junior Officers was of buying a European Sports Car. My love for Porsches came years later. After a late evening at the Wiesbaden Air Force Officer's Club, we drove by the VW Dealer Showroom and in the corner sat a 1961 Porsche 356 Super 90 Coupe in Ivory with Red Interior. As I "panted" with my Dinkelacker Beer breath on the window, I was smitten. The next morning I excused myself from duty, raced back to Weisbaden and became the owner of my first Porsche.

I immersed myself in the Porsche driving experience of unique engine, transmission, and suspension noises (no radio for me). Even after 50 plus years of Porsche ownership, when I now can't remember what I had for breakfast, the thought of the Super 90's howl roaring up the Auto Strassen to Aschaffenburg brings vivid recall in my current Porsche of the feeling of a young man crossing the "Mile High" suspension bridge and dropping an M80 Artillery Simulator and listening to it explode halfway in midair to the valley floor below (strongly suggest NOT doing today!).

All too soon in life, the realities of the world closed in on me, and now married to my high school sweetheart, Mary Lou, and with a baby boy (now himself retired from the Air Force), I regrettably returned to Weisbaden



Perry and Mary Lou with their Basset Hound Tooper

and swapped the 356 Super 90 for a "more practical" Red VW Beetle with sunroof. Years later, I "rekindled" my deeply held infatuation with Porsche with the purchase of a 1970 Signal Orange 911T Coupe, the last of the Zenith carbureted versions. This was followed by a stunning 1972 Tangerine (Blood Orange) 911T Targa which would stand out visually apart from every other car in a three mile string of vehicles on the highway. I was positive someone gave all Police Departments a Desk Magnet which lit up when I was within 10 miles of their location.

This was followed by a 1975 25th 911S Anniversary Coupe in Silver (I loved the cloth seat pattern, the opening front quarter wings, the rear opening window, and no radio or AC...one of my favorites), a 1976 914 2.0 in Silver, a 1984 944 Coupe (no Sunroof) in White, a 1988 911S Coupe in Blue/Grey Metallic, a 1997 (993) S Coupe

in Guards Red, a 1959 356 Convertible D Replica in Ivory, a 1996 911 Cabrio in Basalt Black, a 2007 Cayman S in Atlas Grey, and of course our current 2002 Boxster in Red, and my "Bucket List" 2010 911 Turbo Cabrio in GT Silver with Carrera Red Interior. As Perry Porsche answered when asked about the Best Porsche, he always answered "the next one to come along".

As far as other hobbies, we have enjoyed traveling to Europe in years past but unfortunately age and health have restricted our mobility. Model building tissue and balsa airplanes in WWII led to my current building and collection of diecast and resin car models which currently consists of some 1400 primarily 1:43 and 1:18 scale Porsche, Ferrari, and Mercedes models.

Advice from a 50 year Porsche owner: enjoy the variety of activities in PCA and volunteer to serve to make it even better. Participate in the driving events particularly when younger, as you get older, the socialization, tech sessions, and casual driving activities will continue to spike your enjoyment.



Perry and his collection of diecasts



Tech Column

Motor Oil, it's the lifeblood of your engine

Article by Jason Breitfeller

Lifeblood is defined as: the indispensable factor or influence that gives something its strength and vitality. Does motor oil really do this? You bet it does!

Motor oil wasn't born of necessity, it was discovered by accident! In 1866, the American physician, Dr. John Ellis, was experimenting with the medicinal value of crude oil. Once he realized the stability of oil in high temperatures and demanding conditions he completely gave up medicine and founded the Continuous Oil Refining Company. Today we know that company as Valvoline. Interesting stuff.

Motor oil has five major functions

If any one of these functions are not met, you will be the unhappy owner of a poorly performing Porsche.

Lubricating – Motor oil is responsible for reducing the amount of friction that occurs inside of your engine. There are a lot of metal parts that spin and slide across one another while your engine is running. All of those metal parts need to last a long time. Friction is the enemy of longevity and this is where the famous ZDDP discussion typically breaks down any comprehensive discussion of motor oil. So, we are going to stick to the fact that oil lubricates these metal surfaces to reduce the friction and make the parts work in harmony for as long as possible.

Cooling – Based on air-cooled aircraft engine data, oil accounts for 40% of the cooling that occurs in an air-cooled engine. Porsche engines even squirt oil at the bottom of the piston face to help cool this area since each and every explosion in that cylinder can raise the temperature to 1300°. The oil is also circulated through the cylinder heads where the inferno like exhaust gas is routed to your tailpipe. Fortunately, we have oil coolers that transfer this heat to a medium, either water or air depending on the vehicle, that lets the motor oil cool down and do the job over and over again as you are driving.

Protecting – Believe it or not, motor oil acts as a corrosion inhibitor for your engine. If you have ever seen the inside of an engine that has sat for some time without oil, it is not a pretty sight. Flash rust happens within minutes in our humid, Florida environment. From there it just gets worse! Magnesium pieces will literally start to turn into a crumbly white powder without a protective coating of oil. Now you understand why people talk about the need to turn an engine over a few times when it is going to be sitting for long periods. In addition, the act of burning gasoline creates extremely corrosive sulphuric acid fumes. Without the special neutralizers in motor oil, these acidic fumes would eat your engine from inside out.

Cleaning – If you've ever seen an engine that hasn't had regular oil changes, you know that it is full of tars, gunk and grease. Motor oil contains solvents that break down this gunk and ensure a nice clean operating environment. The motor oil also will encapsulate tiny particles of carbon, a by-product of combustion, and any miniscule metal particles that have separated from their parent part. The oil encapsulated particles then travel through an oil filter where they are captured and held until your next regularly scheduled oil change.

Sealing – Believe it or not, motor oil helps to create a seal. You may find that hard to believe since most Porsche owners are usually wiping oil off of the garage floor. However, think about how a piston

ring works. It doesn't create a perfect seal with a cylinder wall. How could it? The piston has to slide up and down the cylinder in order to do its' job. So that miniscule clearance that remains, is blocked by oil every time a cylinder fires and the exploding gases expand to pound down on the piston and those piston rings. Motor oil also helps to create a seal for the

rotary seals in your engine where the crankshaft passes through to attach to a front pulley and the rear flywheel. Improper oil can cause all of these sealing functions to work less efficiently. That's one of the reasons we find oil on the floor instead of it staying in the motor.

What is the best motor oil for your engine? There are literally thousands of opinions on the Internet that will joyfully drive you crazy. Your car's owner's manual has a specific recommendation for the type of oil your engine prefers. After all, the same people that designed your engine also wrote the owner's manual. In our climate, the air-cooled Porsche's generally prefer 15w50 and the late model, water cooled cars are typically 0w40. I would be remiss if I didn't mention that the people in Weissach (that's where the design engineering is done by Porsche) have developed two versions of "Porsche specific" oils for the variety of air-cooled classics that you can choose from.

Regardless of what oil you use, regular oil changes with a brand name oil of the weight your owner's manual recommends are the best thing you can do for the health of your engine.

For more information, check out these links:

http://www.valvolineurope.com/english/get_to_know_us

<http://www.aviationpros.com/article/10386623/lubrication-101-piston-engine-oil-its-functions-types-and-characteristics>

<http://www.porsche.com/international/accessoriesandservice/classic/motoroil-faq/>



Hot Pits at the 12 hours of Sebring

Article by Tom Kirk
 Photos by David Kelly and Tom Kirk

Where do 12 hours of auto racing put more stress and strain on drivers and their machines than 24 hours any place else? Sebring!

The 64th running of the 12 Hours of Sebring was held on Saturday, March 19th. This was the second stop of the 2016 International Motor Sports Association (IMSA) WeatherTech Sports Car Championship that began with the Rolex 24 at Daytona.

A small, but dedicated, group of Space Coasters left Melbourne for Sebring at 6:30 am to be sure we got there in time for the Fan Grid Walk. This is where all the cars are lined up on the starting grid with their support teams, and often their drivers, standing nearby. At 9:15 fans are allowed onto the track to view and mingle with auto racing royalty. It is one of my favorite parts of the day!



Fan Grid Walk

But I am getting ahead of myself. Our first stop was the Porsche parking coral and the Porsche Platz where we registered under the big tent staffed by Zone 12 volunteers. Under the tent were beverages, snacks, posters, live TV feed of the race, seating areas, and more. Many thanks to everyone who worked so hard to make us feel comfortable and welcome. We got there just in time for a raffle drawing. It was for a guided hot pit tour where the lucky winners would be escorted by IMSA staff through the hot pit areas. Both Steve Wojo and myself won hot pit passes. What are the odds?



Porsche Platz



Wojo in the hot pits

I have been to Sebring dozens of times as a spectator and a driver, but had never seen the hot pits of a professional race in action. To say I was excited would be an understatement. While we were waiting for our tour to begin, we were fitted with headsets to both muffle the track noise and to hear the narration provided by our IMSA tour guide. After being given some do's and don'ts we were lead to racing's inner sanctum that is the active hot pits.

The sights and smells of this area was transfixing: racing crews ready to pounce over the pit wall when their car came in for a pit stop, and others taking a nap; engineers focused on telemetry information on computer screens and team managers in communication with their drivers; the smells of hot rubber and burned racing fuel. We got

to stand at the pit wall and watch the Porsche GTLM cars number 911 and 912 come in for their first pit stops and driver changes.




Driver change, box, box, this lap!

Then the rain came, first lightly, then so hard the race was red flagged (stopped). The last time this race was stopped for weather was 1995. Around 3:00 we decided to head home and watch the conclusion of the race from the comfort of our dry homes.



Did someone say rain?

Rain came and went over the rest of the race making it very difficult for teams to decide whether to run rain tires or slicks. In the end the prototype class was won by Pipo Derani, the 22-year-old Brazilian who also won the Rolex 24. The GTLM Porsche number 911 came in third in its class. A Porsche 911 GT3 R came in fourth. Another great race on the iconic Sebring Race Track.




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Reunited with a Beloved 356

The lure of a Porsche 356 is strong. They were the first Porsches manufactured and to 356 fanatics, the history of a car is as interesting as the car itself. The lineage of one 356 shows just how small and interconnected our world can be. Porsche's have touched many lives over the years.

Richard "Dick" Doty was a Logistics Engineer living in the LA area, Torrence, CA while working for Douglas Aerospace in 1964. Like a lot of Engineers, he had an appreciation for automobile design and became infatuated with the Porsche 356. He admired them for quite some time and he could no longer resist when the C model emerged with disc brakes and improved drivability. He ventured to the local dealer Vasek Polak in Manhattan Beach and made his purchase; a Coupe in classic Slate Gray with a Black interior. Since he planned to make it his daily driver and weekend getaway vehicle, he added a few other options including a luggage rack with the ski attachment kit. He proudly drove it home to his loving wife Mary Ann and their two young children Kim and Mark. As was common in those days, the neighbors all



The Beloved 356 C

weighed in on his proud purchase. You spent \$5400 on that little German car? Have you lost your mind?

It was clear from day one that this was Dick's baby and the kids had to give it a wide berth. He built a cardboard fortress around the car so no bikes or any other kids toys could ever get near it. In fact, Dick didn't even let Mary Ann drive the car, as she "clearly couldn't handle the stick shift". Dick had to travel from time to time with his job and while the cat's away, the mice will play. Kim and Mark say their Mom would take the car out now and then and they tell a great story where they decided to run out to Palm Springs one weekend. When the kids commented that they were going over 100 MPH she quickly replied,

"Don't tell your father", and another time when the car just simply stopped on the highway. Panic set in as this was way before cell phones and clearly they couldn't call Dad for help. Most would be embarrassed when the nice tow truck driver finally showed up and simply switched the tank over to reserve and fired it right up, but their Mom simply replied, "So that's what that little handle does".

In the late 1960's Dick got a job offer in Florida to help with America's Space Program. So the family loaded up their belongings in the moving truck, but there was no way Dick was going to ship his beloved Porsche. So, Mary Ann loaded the kids in the back seat and they set off on their trek. Kim and Mark say they spent as much time laying across the back seats while folded down as they did sitting up right. Mark says "I can still smell the burlap". They stared out the back window making faces at the cars behind them and getting the trucks to blow their horns like kids did in those days. It was quite the journey venturing across Route 66 and then turning south to start their new life. Dick drove the car to work for years and even had a few friends at work who shared his passion for Porsches. They would park next to each other in the Porsche area of what is now the Neil Armstrong building. In about 1976 the car started developing a brake problem, so Dick parked it until he could "get around to fixing it". Like many other things in life, that day never came. The car stayed covered in the garage for the rest of Dick's life. After his passing Kim and Mark took over his estate and didn't know what to do with the car. They were both raising young families and didn't have the means to bring the car back to life. Reluctantly, they sold the car to a friend of Kim's husband and that is where the story ends, or so it seemed.



The Doty family

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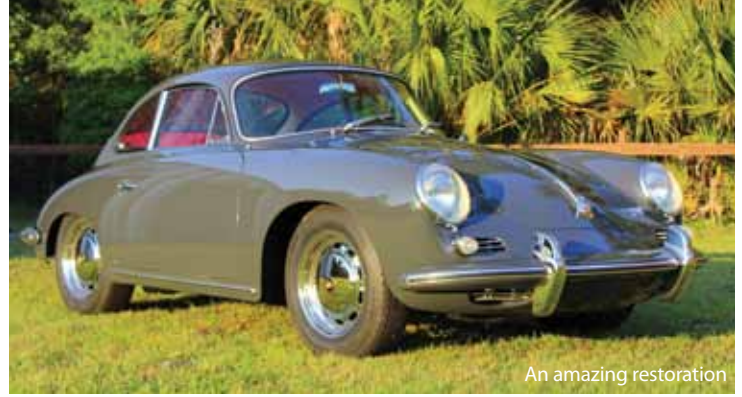
Edward Jones
MAKING SENSE OF INVESTING

Article by Steve Hoffman with input from Mark Doty and Kim Zirnfus (Doty)
Photos by Steve Hoffman and Kim Zirnfus (Doty)

I have owned about 15 different Porsches since my first in 1984, a 73 2.0 914. One of the few models I had never had the privilege to own was a 356. I had joined the 356 Florida Owners Group (FOG) years ago and was always looking for the right car. It was on my wish list and with prices getting a little crazy, I convinced my wife Robin that if we did not get one soon, we would probably never be able to afford one. She gave me the green light so I turned up the heat on my search. One of my routine stops was our own World Class 356 restoration facility in Melbourne, 356 Unlimited. I was good friends with the original owner, past Space Coast and FOG President Kirk Stowers, and we had come close on a couple cars but they were never right. Many of you are aware that we award the Kirk Stowers Trophy to the top 356 in our annual Oktoberfest Concours. When Kirk passed away, I continued the relationship with the new owner and one of Kirk's best friends Buster Venable. While admiring numerous 356s at the annual 356 FOG Gathering of the Faithful event Buster told me about a car kept right across from his shop in Melbourne. He said it had an interesting history and the owner was more into Volkswagens and would probably sell it.

I ventured down to Buster's shop to check out the C Coupe as soon as I could. When I got there another good friend FOG member and Space Coast Past President Lee Payne was there visiting. I didn't know it at the time but he was also there to look at the car and possibly purchase it. The car was at the body shop across the street. The body shop owner said it was the cleanest 356 he had ever worked on. He said the body and gaps were perfect. He recommended I save it from the current owner who was planning on turning it into a hot rod. I had never bought a car that was all in pieces before, but I was assured that all of the original equipment was there. When I saw the toolkit that was basically like new, with the Messko still in its case, the Pudenz pack in perfect shape, the Lachstift in Slate Gray in its original case, my excitement went through the roof! Then it got really interesting. As I looked at the original sales invoice, I saw the name Richard Doty. That is not a typical last name and one of the girls I work with had a maiden name of Doty. So I gave Kim a call and asked if her Dad had ever owned an old car. "Oh my gosh! You found the Porsche! Are you going to buy it?" She was in tears when I said that I hoped to. I checked with Lee to make sure he was OK with me pursuing the car. When he heard of the connection, he immediately was supportive and said that it was meant to be mine and the deal was struck. Over the next few days, Kim brought me items that went with the car and told me the stories about the car. I think she was more excited than me about the acquisition. She said neither her brother nor her were old enough to drive when the car was parked. I assured her they would both get that opportunity one day.

I turned the car over to Buster at 356 Unlimited to have the restoration professionally done. We have similar connections around the country but I believed his knowledge of 356s was paramount to ensure a very high end restoration. Most of the parts were in great shape so most only needed cleaning up, others needed a little paint, re-chrome or re-plate. Walt Watson at Competition Engineering went through the engine, Autos International did the interior, and Carburetor Rescue freshened up the carbs and distributor. The only change we made from the original car was switching the interior to red from the original black. I kept all of the original black pieces and sourced new ones in red, so it could easily be returned to the factory configuration. Buster and his staff did a fabulous job with the car. I went by every week, "helping" and making decisions along the way. It took almost one year to the day to complete the restoration. The car turned out spectacular! I might even have a car worthy of winning the Kirk Stowers



An amazing restoration



Kim and Mark reunited with Dad's 356

Trophy! October 8th, this years' Okoberfest date, is circled on the calendar!

One week after I got the car back was our annual Turbo Mayhem event. Jason Breitfeller asked me if I wanted the car to be one of the featured cars. It is not a Turbo, but if it wasn't for the 356, there wouldn't be a Porsche



Gorgeous interior

Turbo. It was quite a coming out party and it received high praise from everyone in attendance. Kim and Mark Doty were there and it was the first time they had seen the car since they sold it almost 10 years earlier. They were immediately taken back to their youth, and shared many stories about their Dad's "other" baby. Pictures were taken, tears were shed and they finally got to drive their Dad's car. Reunited after all these years!

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Launch Party for the New 911

Article and photos by Robin Hoffman

On April 2nd Porsche of Melbourne treated members of the Space Coast PCA to a wonderful evening of food, drink, entertainment and of course the unveiling of another beautiful Porsche. A stunning Black 991 Generation 2 Coupe was unveiled through a haze of fog and strobe lights. Shay Rowe gave away 2 "Porsche Experiences" in Atlanta GA, where the lucky recipients will have the opportunity to drive a variety of Porsches on their track! Party goers were able to see the progression of 911's through time thanks to seven Space Coast members who brought cars to display. They ranged from Jim and Karen Georgeff's classic 1968 Bahama Yellow Coupe to Tom Kirk's stunning 2015 Speed Yellow GT3.

The biggest news about the Type 991, Gen 2 is its engine. They're all Turbos now! The 2017 911 Carrera is based on the 991 platform, introduced in 2012. Just the third all-new foundation in the 911's 51 years. The 991 was lengthened and re-proportioned to increase interior space and move more mass forward of its rear wheels. It continues into Gen 2

with updated standard adaptive suspension, optional rear steering, a revised PDK transmission and a turbocharged engines across the line. Purists have weighed in on the new rear deck opening slats which now run vertical, similar to the 356, versus the traditional horizontal styling. It was required to get the necessary air flow to the engine. The debate will go on, but I for one like it.

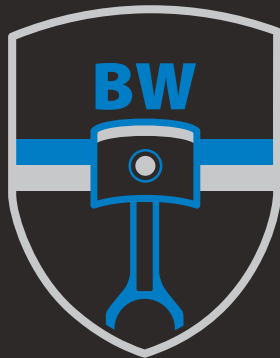
Thanks to the great people at Porsche of Melbourne for another superb Launch Party!



The Hoffmans, next generation



Shay unveils the new 911



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Porsche Book Review

Review compiled by Steve Hoffman

Porsche 911 Red Book by Patrick Paternie & Peter Bodensteiner

The *Porsche 911 Red Book* provides all of the critical information enthusiasts need and offers it in a convenient, portable package that can be carried to concours, auctions, club events, or anywhere that quick reference to accurate data is required. Potential buyers, collectors, historians, and armchair enthusiasts crave all the details that, in sum, make up the 911's DNA.

From the first 911 of 1964 to today's technologically advanced, class-leading sports car, *Porsche 911 Red Book* offers all the data and detail desired by 911 fans. It provides an in-depth look at all the 911 versions including the Turbos, GT cars, and the limited-production specials that have collectively forged the 911 legend over the past 50-plus years.

As statement to the value of this book for a Porsche fanatic, the second edition is out of print and they're asking over \$300 a copy right now! We will take orders for *Porsche 911 Red Book* (\$12.50) and the *Porsche Turbo* (\$30) which was spotlighted in Spring **EV**, at the Summer Banquet for 50% off of the retail price. Email RobinCHoffman@hotmail.com to be included in order.



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Danny Baker
Executive Director

Competition Report

Article by Ken Marshall and Craig Barrie
Photos by Susan DeVito

After a great 2 year run the Space Coast Autocross competition has been put on hold for most of 2016. Unfortunately, the Eastern Florida State College (EFSC) facility is no longer an option due to restrictions placed on the college by their insurance provider. College officials courteously met with Space Coast PCA directors to personally inform us of the new restrictions, and to express their regrets. Bad news for our Autocross program as we have been searching in vain for alternate venues at which to stage our events.

There are some potential opportunities on the horizon for new locations. Valkaria Airport has agreed to allow us to host one event per year as a sharing agreement with the SCCA and Corvette Club groups. Not enough to



Carmen DeVito making a move

stage a series, but at least it is something. We are also looking at a possibility at TICO Airport and have scheduled meetings with airport staff on May 5th. Hopefully by the time you read this we will have some positive news to report.

In the meantime you can still get your Autocross fix by attending the Citrus Region PCA Autocross events. Check their website (<http://flc.pca.org/>) for additional dates, as well as the Martin Sports Car Club at (<http://www.martinscc.org/>). The Zone 12 Zonefest activities also include an autocross!

On the DE front we have had increased participation at events and have seen several well deserved promotions. Craig Barrie was promoted to an Instructor, and Scott Kee, Carmen DeVito, and Steve Sedaros were promoted to the solo run group. Sue Kee was promoted to the advanced run group. Carmen in his beautiful blue 2015 GT3 is already laying down some impressive Sebring lap times. Steve Sedaros also just took delivery of a new red 2015 GT3. New club member Mitch



Craig Barrie chasing Tom Kirk

Rosenberg has been bit by the DE fever and has joined the DE crowd with his new black GT-3 Turbo. Tom Kirk continues to get faster and faster; he's a force to be reckoned with. It's great to see the enthusiasm in the ever expanding DE crowd. Most of the Space Coast Crew hangs out at Sebring in the paddock at Craig and Lynda Barrie's trailer, and it's a lot of fun to bench race and cheer on our fellow Space Coaster's between heats. If you haven't given DE events a try yet come out and join in the fun! DE or Driver's Education is a great opportunity to drive your Porsche on a real race track and learn the limits and features of your car with your own personal, seasoned Instructor to show you how to drive safely and have a ton of fun.



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Wheels and Keels

Article and photos by David Kelly

The “Wheels & Keels” Car and Boat show is held annually at the Moorings Yacht & Country Club in Vero Beach, with the proceeds going to benefit local charitable organizations. Entries typically range from vintage classic American and European cars through current high performance models of every marque. The cars are normally



Early 356 coupe

displayed along the fairway of the Moorings Golf Course, with the boats viewed in the water at the adjacent Yacht Club Marina. Overnight rain this year necessitated a change of venue for the automobiles to the nearby St. Edwards School parking lot. The inclement weather also adversely affected the number of cars on display, but there were still many interesting ones in the mix of new, older, and vintage automobiles.

One of the main sponsors for the event was Porsche of Melbourne, and they were there with a full complement of new Porsche models, including a 911 Turbo and a beautiful Cayman GT4. McLaren of Palm Beach was also there with two brightly painted McLaren's for the crowd to see. Another sponsor was “WireWheels.com”



Timeless style

of Vero Beach, a well-known locally owned racing team and dealer for British sports and racing cars. They brought a rare Lola prototype race car which had won the P2 Class at the “24 Hours of Daytona” Race in 2003 and the “12 Hours of Sebring” Race in 2004. They brought a beautiful silver Lotus street machine as well.



911 Targa

There were vintage Porsche's, including two 356's and an early 911 Targa, along with a couple of modern Porsches (one of them a Turbo) on display.



Cayman GT4


It was definitely an interesting mix of unusual cars and something that you may want to mark on your calendar for next year. If you wish to see photos of all of the cars at the show, please visit the Space Coast Region website and look under “Event Photos” for the link.

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So Whatever Happened to Dexter and the Crew at TGP Racing?

Article by Terry Miller
Photos by AWOL (Eric Tillotson)

Dexter (canine co-owner) with Lou and Terry at TGP (Two Guys and a Porsche) Racing are doing great. Dexter is now 68.4 lbs of wonderful dog, Terry is getting more horsepower for the team by losing weight and Lou is always finding us more speed and better handling through his great mechanical wisdom.

As we have been on this adventure for three and a half years and since many of you are new to our great club I will give you a brief history.

The Deal: I can get a track car if my wife can have a new Boxer puppy and the back yard fenced in.

The Find: A 1986 Red 994 Turbo PCA 944 Cup Car and of course Dexter as a 7 week old puppy.

TGP Racing: Two Guys and a Porsche Racing was formed to race in the PCA 944 Cup Series. The two guys involved are Lou Verdailes (The Turbo Whisperer), and of course myself with this new race car.



Dexter guarding his investment

We have taken our time along the way as this was to be a fun relaxing adventure. We have learned the car and the racetracks and after about 50 track events both areas are about ready. Our times are strong so we should not be dead last each time and should have some fun competition. Our passing skills and car control have improved by just practice, practice, and practice and of course all the situations which you can't really practice until it happens and you hope all



Under the Sebring bridge



Tackling the corners

your practice and past instructors have your reflexes ready. Rain and puddles or rivers at some tracks are a challenge at speed on the high banks with no real windshield wipers working. We have learned new driving lines, as well as passing techniques to get by 911's and even a 911 GT or RS that just do not in any way want a little old 944 Turbo to pass them (yes I did make the passes and have the video to prove it). Lou and I both have reflex stories from turn one at Sebring; for Lou it was when the steering wheel came off and for me it was finding out I had lost the brakes somewhere along the way. In both situations we both found out how fast our great car, with Lou's set up, could handle turn one. After my session another driver in a nice 911 Turbo asked me how was it that I could take turn 13 without braking as he was behind me and saw no brake lights! I told him it wasn't planned and I had to make due with some new lines and skills.

Looking forward to a full season of racing in 2016 with races at Sebring, Road Atlanta and Barber Motorsports Park, Md-Ohio, Roebling and Daytona if all goes well. The adventure continues!

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A red Tecna welder is shown next to a white Porsche 944 Turbo. The welder has "TECNA" branding on it.

Turbo Mayhem II

Article by Jason Breitfeller
Photos by David Kelly

I never would have imagined that a Holiday Party discussion from a few years ago could have turned into what now seems like a cult following! Spacecoast PCA just finished up the Second Annual Turbo Mayhem event, hosted at BreitWerks, and it blew year one out of the water! The first year we had around 100 people show up. This year we more than doubled that! Not only was the crowd amazing, but this year we amped it up with better cars, better presentations, better raffle prizes and a better band. Oh, did I mention there was a food truck and a band?



Crowds of people

The People

Planning for Turbo Mayhem II (TMT) started the day after year one was complete. We knew right away we needed more help to really kick the event up a notch. Instead of a small group of people trying to do way too much, we enlisted the help of a planning committee to ensure that the event was a complete success. The committee members were Jason and Kate Breitfeller, Ralph Fritsche, Alex Hay, Robin and Steve Hoffman, Juli Kasse, Scott and Sue Kee, Ed Springer, and Turbo Don Silverzahn. The members worked tirelessly for months on end arranging everything from raffles to cars, to t-shirts and food trucks. This year we had Raul from Starbucks making handcrafted Espresso drinks to go with the Love Bugs Bakery donuts, and Nowhere to Rum as our band for post event festivities. The group really came together to ensure the event was a complete success. Hopefully other members will be encouraged to help next year!

The Cars

This year we reached out far and wide to ensure we had the best of the best on display. Not only was our static display full of Production Porsche Turbo cars from 1976 to Present, the Turbo Parking Lot contained some of the rarest and most beautiful Porsche's to come out of Stuttgart. There was even a special spot for Special Wishes Slant Nose Turbos and outlaw cars. In addition to the Turbo cars, we had an early 356 and a modern Carrera GT on display for everyone

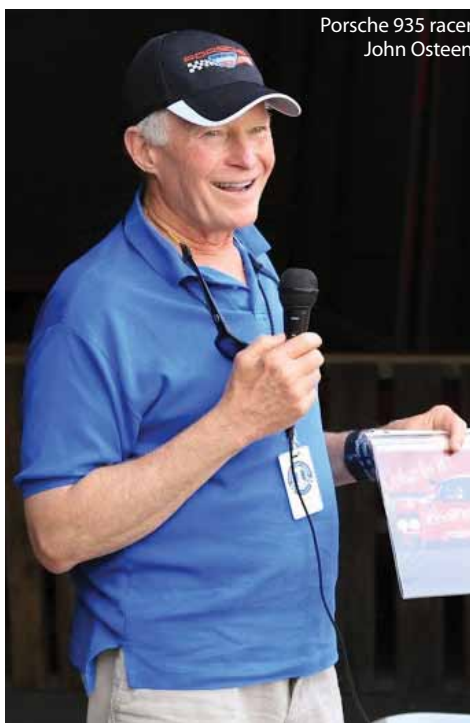


Plenty of Porsches

to photograph and enjoy (a few even got rides in the 356 and Carrera GT!!!). Hans Hoelzlwimmer, from Porsche of Melbourne, showed up in a brand new Miami Blue, 911 Turbo S. Many people posed with that technological wonder for some beautiful pictures. Hopefully she starts to show up at Space Coast events with her new owner soon! (Don't forget to navigate your way to the SCPCA website and see the beautiful array of pictures taken by David Kelly!)

The Presenters

One of the major goals of Turbo Mayhem will always be for people to walk away from the event with a better understanding of the technical side of turbocharging. In addition to the beautiful cars, the planning committee developed a program of events that ensured our event-goers would get to experience what makes a turbo, a turbo! This year we had a few special guests that told stories that excited and engaged the crowd. The morning started with our very own John Osteen, renowned Porsche racecar driver, walking us through what it was like to drive the early 935 turbo cars on the track.



Porsche 935 racer
John Osteen

Charlie Brown of Evergreen Turbo came all the way from Ocala to talk to our guests. Charlie brought an amazing display of dismantled turbochargers so everyone could see what's on the inside of those little hairdryer looking objects. Charlie has turned down invitations to speak at numerous events, including SEMA!! Turbo Mayhem was his **First** public presentation in over 30 years of building some of the best, forced induction hardware on the planet. We are extremely fortunate to have him as a part of our technical network!



Charlie Brown of
Evergreen Turbo

The infamous "Big Mike" from PlatinumWerks came out to teach us about the finer art of scratch repair. Turbo owner or not, anytime our babies get scratched it hurts our hearts a little bit. Big Mike showed us some secrets for ensuring we smile every time we see our P cars. Thanks to Porsche of Melbourne and Mr. Shay Rowe, we had a very special guest from Porsche Cars North America travel down from Atlanta. Many of our members recognized Mike Steele when he started talking about the latest generation of Porsche cars. Not only did Mike make the trip, he brought a special presentation and fielded questions from our guests for literally HOURS! We might have learned a few little secrets about the future of Mission E as he taught us the finer art of the amazing technology coming out of Weissach. Our very own Ralph Fritsche put his money where his mouth is by taking a challenge to



Fantastic turnout

install one of David Etter's Pad Keeper's on a 1985 930S in under seven minutes. Let the record reflect that without the help of his wife, Carole Fritsche, he would have lost that bet by 30 seconds! We rounded out the day by enjoying Alfred Marino's presentation on the proper application technique for the most amazing rubber trim restoration product currently in production, Solution Finish!!!

us has ever had a battery go flat in our cars, right? Haha! Advanced Discount Auto Parts raffled an extreme car wash package that will keep someone busy for months! One of my personal favorites was the three Pad Keeper's that David Etter provided for the raffle. Somehow those model specific Pad Keeper's ended up in the hands of people that owned the correct model cars. I feel like there might have been some horse trading going on out there in the crowd. Hank's Upholstery provided a custom embroidered stool and creeper that will certainly be a nice addition to the winner's garage. Last, but certainly not least, the epic, limited edition T-Shirts designed by Brandie Witmer of DeeDee Designs, were made possible by Chris Heinze of PlatinumWerks and David Bartman from Bartman Enterprises.



Food truck and a band



Our TMT hosts Kate and Jason Breitfeller



A turbo engine on the stand

The Sponsors

TMT took the raffle prizes to a whole new level this year thanks to our amazing sponsors! We are pretty sure that, thanks to Chris West, anyone who wanted a sample of Solution Finish for their weathered plastic and rubber, walked away with a bottle to try. Fabspeed sponsored the event by not only giving away a beautiful piece of wall art, but a \$250 gift certificate! I can't wait to see what Chuck Bethune does with that one!!! IPD, the plenum guys, raffled off a 50% gift certificate and educated our guests with a static display that showed the physics behind why their design works so well. Interstate Batteries gave away trickle charger... none of

The Future

It's going to take a lot to make TM III surpass this year. We need your help! Forward us ideas. Oh, and rumor has it that Charlie Brown is going to build a monster turbo charger to raffle off to one lucky winner. I know I'm excited, are you?



Is that the Batmobile?



Avoiding imperial entanglements not easy in this Porsche



Totally Turbo



Brand new 911 Turbo S

coming attractions

- June 11** Fun Drive to Jolly Gator Fish Camp, Meet at 9:30 am @ Sam's Club on 192
June 12 Kaffeeklatsch @ Vero Panera, 9 am
June 18 Le Mans Breakfast @ Eau Gallie Yacht Club 8:30 am
June 19-26 Porsche Parade @ Jay Peak, VT
June 25 Kaffeeklatsch @ Wickham Panera, 9 am
June 26 Kaffeeklatsch @ Daytona Panera, 9 am

July 10 Fun Drive & Meet Up w/Citrus to Fishlips – Meet up for drive TBD
July 15 Porsche Car Show @ Cocoa Beach Friday Fest, 6 pm – Minutemen Causeway
July 17 Kaffeeklatsch @ Vero Panera, 9 am
July 23 Kaffeeklatsch @ Wickham Panera, 9 am
July 24 Kaffeeklatsch @ Daytona Panera, 9 am
July 30 Zone 12 Visit to the Wilson Collection

Aug 13 Summer Banquet @ Pelican Yacht Club, Ft Pierce – Cocktails 6 pm – Dinner 7 pm
Aug 14 Kaffeeklatsch @ Vero Panera, 9 am
Aug 19 PCA Werks Reunion 2016 in Monterey, CA
Aug 21 Kaffeeklatsch @ Daytona Panera, 9 am
Aug 27 Kaffeeklatsch @ Wickham Panera, 9 am

Sept 7-11 PCA Treffen North America, Treffen Lake Tahoe, at the Resort at Squaw Creek
Sept 10 Space Coast & FL Citrus Concours Training @ Kelly's Detail in Longwood 8 am
Sept 11 Kaffeeklatsch @ Vero Panera, 9 am
Sept 17-18 Suncoast & Gold Coast DE @ Sebring
Sept 18 Kaffeeklatsch @ Daytona Panera, 9 am
Sept 24 Kaffeeklatsch @ Wickham Panera, 9 am

Save the Date: **October 8** Annual Space Coast Oktoberfest Concours & BBQ @ F Burton Smith
October 15-16 FL Citrus DE @ Roebing
October 22-23 Zone 12 OktoberFast Club Racing, DE & AX @ Daytona

SPC events shown in **blue**. Dates and times subject to change.
 Keep an eye out for additional drives and other events that are still
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