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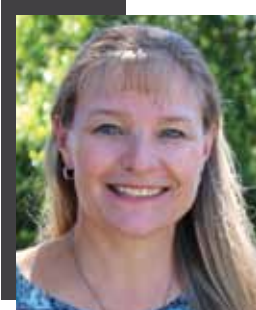


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PORSCHE



President's Column

Welcome to 2020 and having our club run by a new President! One might ask how a person becomes president when she sometimes gets a 968 mixed up with a 964. Well, as luck would have it, "It's Not Just the Cars it's the People" is PCA's slogan and when the elected President asks to swap roles because of unforeseen things in his personal life, that's what you do! The strength of Space Coast PCA is in our members. My husband, Steve, and I love Porsches and have been in this club for many years. I have celebrated birthdays, Thanksgivings, weddings, baby's births and even attended funerals with members of this club. We are extended family and I am committed to maintaining, if not improving the strength and cohesiveness of our group. Porsches have brought us together and our relationships keep us driving forward. That being said, if you have a question about the proper gap on your spark plug.....I have a guy on speed dial!

Please welcome the new faces we have on our leadership page: Sean Salthouse (South Region Coordinator), Bruce Hambidge (Safety & Badge Guy), Melissa Diaz (Social Media Chair) and Sally Jecmen (Social Chair). Volunteering can make your experience in this club that much better. We'd love to hear your ideas for events and welcome more volunteers. Many thanks to our outgoing President Carmen DeVito and all members of our leadership crew for keeping this club running on all cylinders! We are also so thankful for the great relationship our club has with Shay Rowe and Porsche Melbourne and Mark Pieloch and the American Muscle Car Museum.

We started 2020 strong with some great races and DE's in Daytona and Sebring. We hosted some Autocross events at the American Muscle Car Museum, including our Annual Porsche vs Corvette Challenge. We were even able to enjoy our Porsches and Planes event at the Warbird Museum before our nation's social distancing and self isolation became necessary to protect us all from the Coronavirus. We are now in a holding pattern for many future events and most of our events through the end of April have been cancelled. This virus is too contagious for us not to follow the safety measures set in place. We have to keep our members safe and limit gatherings of large groups of people. Happily, going for a drive in that beautiful Porsche of yours is allowed and encouraged to keep your sanity and inject a little happiness in your life! As soon as we can safely resume our normal club activities we will. Please watch your email or check out our website spc.pca.org for the latest information.

Get out and drive those cars!

Robin Hoffman

On the Cover: David Kelly's 1988 Porsche 928 S4. Photo by Ray Baldino.

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From the Editor

Well here we are, another year beginning....a new Decade!! **Escape Velocity** doesn't write itself, and I'd like to thank everyone who volunteered to write about their experiences and share them here for everyone to enjoy. It has been wonderful for me to meet some new faces and re-connect through our great Space Coast PCA with others. We have such a diversity of kind and generous members who are quick to jump in and lend a hand at events or who share their photos and fun. It just reiterates that saying it's not just the cars, it's the people who make our club great. If anyone has something to report or share, please email me. I'd love to hear your stories.

We're a quarter of the way into 2020, and what a fun time so far. The Porsches & Polo Charity Match turned out a big crowd, the weather and the company were great. Lots of racing stuff happened at Daytona and Sebring, if that's your passion. My husband Scott was a winner in his first IGT Race in February. It was an exciting event to watch, especially when you know people in the race! Way to go Scott! Look for more on that story in our next issue.

I hope you enjoy reading about all the fun activities we've had going on and hopefully it'll make you decide to come on out and meet some wonderful people! It might be hard to do as much as we'd like while dealing with the COVID-19 virus, but it won't last forever, and things will get back to normal with Club activities before we know it. It's very important for everyone to stay safe. How we survived while confined at home stories might be fun to share. Feel free to email me!

Thank you also to Shay Rowe and Porsche Melbourne and our Advertisers for their continuing support. All of you are what makes **EV** possible for our members to read and enjoy. We're so lucky to be able to enjoy some wonderful people and beautiful cars together.

Life's too short to drive a boring car. Happy Trails to All.

Sue Kee



EV Editor
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Got Something to Say?

Please send your Porsche stories and photos to Sue Kee at suekee.ev@gmail.com

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Membership Corner

by Vicki Hempel

We are 921 primary members and 423 affiliate members for a total membership of 1344. We have increased by 16 members since last quarter.

For the first time, my husband Bill and I had the opportunity to attend the Rolex 24 At DAYTONA. What a lineup of drivers consisting of IMSA regulars plus drivers from other racing disciplines such as Formula 1, IndyCar and NASCAR. The best viewing of the race was on the 3rd level of the grandstands going into turn 1. We were able to see the entire track. It was exciting exploring the speedway....having the chance to "walk the grid" before the start of the race and sign our

names on the track. We spent some time at the Porsche Corral and enjoyed the breakfast provided by Melbourne Porsche on Sunday.

If you have never experienced the Rolex 24.....definitely make time to attend the race next year!

Any questions or ideas you'd like to share? Feel free to contact me.

Vicki Hempel

Email: vickidog22@gmail.com

Mobile: 631.463.1095

Welcome to our New Members!

November 2019

Robert Anderson - 1985 911 Carrera

Mark Coleman - 2015 Macan S

John Long -

2018 Panamera 4 E-Hybrid

Renee Keller - 2013 911 Carrera

Anushka Ramial - 2019 Cayenne

John Zebedee -

2013 911 Carrera 4 Cabriolet

Alan Chapman - 2020 911 Carrera

Mara Hixon - 2016 Cayenne

Kelli Rehkopf - 2018 Macan

Donna Murray - 2018 Macan

Toni Houdyshell - 2018 Macan

Donna Kettner - 2019 Macan

Iheonu Oriaku - 2018 Panamera

Rosemarie Johnson - 2019 Cayenne

Leslie Lollada - 2011 Cayman

James Day - 2013 Boxster

Paul Torr - 2012 911 Carrera

Fernando Quintana - 2019 Cayenne

Michael Kolb - 2020 911 Carrera

Alexandra Lee - 2019 Macan

Thomas Barr - 2019 Macan

Carl Cutler - 2019 911 Carrera

Jeffrey Lee - 2017 911 Carrera

Stacey Sensor - 2008 911 Carrera

William Barry - 2017 Cayenne

Thomas Hayes - 2019 Cayenne

Jose Rivera Jimenz - 2020 911 Carrera

John Dwyer - 2020 Panamera

Colette Glencross - 2020 911 Carrera S

Rusty Rhymes - 2007 911 Carrera

Dave Holt - 2016 Cayenne

Ken Grudens - 1982 911 SC

Peter Coltune - 2001 911 Carrera

Richie Stanley - 2012 911 Carrera

John Acker - 2016 Boxster GTS

Transfers In:

Ned Scudder - San Diego -

2010 Cayman S

Michael Andersen - Florida Citrus -

1988 911 Carrera Cabriolet

Roger Graziano - Schattenbaum -

1999 Boxster

January 2020

Gordon Cohen -

2017 Cayenne S E-Hybrid

Danforth Leitner - 2019 Cayenne

Nicholas Melnick - 2019 Panamera

Jeffrey Knowels - 2020 Panamera

Michael Corcoran - 2018 Panamera

Rosalind M. Deasy - 2020 Panamera

Steven Paff - 2019 Macan

Michael Kabran - 2019 Macan

Lisa Kyle - 2018 Macan

George Rounsavall - 2020 Macan

Jeffrey Shuman - 2020 Macan

Shialine Payne - 2017 Macan

Demis Russu - 2017 Macan

Ronald Joaquim - 2020 911 Carrera

Angela Sherwell - 2020 911 Carrera

Ed Masterson - 2012 911 Carrera S

Jack Fritz - 2016 Boxster

William A. Scroggs - 2001 Boxster

Ida Albelo - 2019 718 Boxster S

Philip Maroney - 2016 Cayman

Egan Rzonca - 2017 Macan GTS

Andy Colgan -

2019 911 Carrera 4 GTS

Paul Bellas - 1999 911 Carrera

Gregory Jandzio - 2018 911 Targa 4

Timothy Sheehan -

2004 911 Carrera 4S

December 2019

Genie McGrane - 2008 Boxster

Edward C. Monoski -

2012 911 Carrera S

Nakul Bhakta - 2018 718 Cayman S

Richard Strelick - 2013 911 Carrera

James Burnett - 2001 911 Turbo

Tom Wright - 2014 911 Carrera

Paul Stanton - 2006 911 Carrera

Brooks Weiss -

2009 911 Carrera S Cabriolet

Jesus C. Garcia - 2016 Cayman GT4

Terri McKay - 2017 718 Boxster

Steve Evans - 2017 Macan

Crystal Matteucci - 2017 Macan

Waldermar Karwowski - 2019 Macan

Charles Croom - 2020 Macan

Lori Tedesco-Williams - 2019 Macan

Kim Riddle - 2020 Macan

Heather Weeks - 2017 Macan

Karen Bennett -

2019 Cayenne E-Hybrid

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

Details – Details – Details

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

Space Coast Events

Due to the COVID-19 virus, event cancellations are happening on a daily basis. Please refer to the most up to date calendar on our Space Coast Website spc.pca.org. Or stay tuned for E-Blasts sent out from both our club and PCA Zone President Lisa Lewis.

Name Badges

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

PCA Juniors

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

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

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

KaffeeKlatch (Cars and Coffee)

We continue to have 3 informal get-togethers each month 9am to 11am to enjoy breakfast, coffee and our biggest passion – Porsches! Let's hope we can continue with the Kaffeeklatches. Please note they are subject to not happen due to health restrictions. One in Daytona, Melbourne and Vero Beach. Come out to one or all – it's always a good time! No pre-registration needed, just show up.

Save the Date Zone Fest

Memorial Day May 23 – 24- 25

Celebration! Driving Events, tours, dinners, trophies, AX, concours and more

Autocross Events for 2020

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

Please note all dates are subject to change

April 25 – Autocross School

May 24 – Porsche Zone Fest AX

September 19 – Optional Make Up Day

October 3 – Porsche AX #5

November 14 – Porsche AX #6



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The Roar Before the 24 at Daytona

Article by Sue Kee
Photos by Jeff Dorman

Saturday, January 4th, Scott Kee led a group of 18 Space Coasters and their beautiful Porsches to the Roar Before the Rolex 24.

The Roar Before kicks off the racing season at the DAYTONA International Speedway, on January 3rd through the 5th as part of the three-day practice which serves as the final dress rehearsal before the Rolex 24 At DAYTONA. Some of the of the world's top drivers take to the track to shake off the rust and hit the track for practice and qualifying as well as the debut of several new sports cars.

This year's Roar Before began on Friday, the start of the IMSA 2020 Season, and turned out to be a beautiful day with lots of cars to see up close and personal. Saturday came and the weather turned snotty until early afternoon, and Sunday was back to being beautiful again. The weather didn't deter the fun that was had by those who attended. There were some new cars and lots of race favorites.



The all-new 2020 Corvette



Balancing on the weigh bridge

This event is very family friendly. The Boy Scouts and Girl Scouts were treated to two nights of camping and scouting activities at the track, and we all enjoyed plenty of time with friends and families, hob knobbing with the racers.

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In the Porsche garage

There were Fan Forums with IMSA's top drivers speaking to the public, signing autographs, and driving their cars on the track preparing for the Rolex on January 25th and 26th. It's one of the few events where everyone has insider access to the garages and Race Teams while they work on their fabulous cars. It's the perfect venue leading up to the world famous Rolex 24!



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Taycan Turbo S Review

Article and photos by Carmen DeVito

I just took a test drive in the new Taycan Turbo S...wait, give me a minute to compose myself. I wanted to not like this car. But after driving it, I must admit, it is a true Porsche and sets a new bar for performance sedans and frankly many sports cars. Even at 5000 pounds it handles better than it should, stops and starts better than it should. First when you approach the car you realize it looks like a wider and longer sports car with four doors, not family sedan. Compared to a Honda Accord at a traffic light I felt like I was next to an SUV due to the difference in height alone. Okay, I was in sport plus mode which automatically drops the ride height and firms the ride and enhances the throttle response. Still this is not a Prius in any mode and that's a good thing. The car feels surefooted and can I say nimble? Newer Porsches always give the driver the sense of stability and confidence and this big sedan delivers. The turning radius at 38ft is less than the Tesla S and is amazing for this size automobile. On the road you can feel the weight around you but just touch the gas, no accelerator and it feels like a much lighter car.

The performance is the real news here. I did a launch control start that amazed me. I am used to a GT3RS that does 0-60 in 2.9 secs but the Taycan launched from start to 60 in 2.6 secs with an initial shove. Ok, sure an EV can go fast from a dead stop but truth be told I only use launch control at autocrosses, otherwise it's a neat parlor trick. I am interested in handling, transient response and feel of the controls. Porsche didn't disappoint. In typical Porsche fashion they got the inputs right. The steering is weighted like a Porsche sports car, not over assisted at speed or heavy when parking. It is quick enough to

allow for quick in town cornering but not darty on the highway. I am sure the rear wheel steering which I am used to on my RS is working its magic with the steering to make the wheel base feel smaller on slow turns and more stable on I-95. The regenerative braking which helps recharge the batteries while you drive also have the largest Brembo brakes I have ever seen and 10 piston calipers for fast braking. Foot pressure and transition from regen to traditional braking is seamless and familiar feeling. I pushed the Taycan through some twisty roads, and the car just stuck. The suspension is sedan smooth, acceleration is hyper car instant, and the interior is luxury car quiet in a package with sports car like grip and tenacity.

Not much has been said about the electronics in the car but Porsche has taken another leap forward here and it deserves its own article. The center console has two touch screen displays that are interactive meaning the main display we are used to seeing can be accessed by touch but can also be controlled by a smaller touch pad lower on the console. It's like having a laptop instead of an iPad in the car and the integration with Nav and recharging station locations is excellent for planning long trips. The most impressive piece of new tech was the self driving feature InnoDrive. I set the max speed at 60mph, waited for the system to acquire targets (left and right road lines) and the steering wheel light to tell me it was driving and I was amazed at the cars ability to track the road, traffic, and stop lights. It also optimizes for performance or fuel economy based on the driving mode you select. A pretty impressive car for a first effort in the EV realm. If I was looking for a 4 passenger sedan this would be top of my list.



Kaffeeklatsch Report

Photos by David Kelly and Cindy Hambidge

I'd love to publish more Melbourne Kaffeeklatsch pictures, but we need some members to send me a few pictures each month. Please email me photos suekee.ev@gmail.com I would greatly appreciate it. Thanks!!



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The 2020 Rolex 24 at Daytona

Article and photos by Tom Kirk

Three months. That's how long it had been between the end of 2019 IMSA racing series with the Petite LeMans at Road Atlanta in October and the start of the 2020 season on January 25-26 with the Rolex 24 at Daytona. New cars, new teams and spectacular racing greeted the record crowd there.

To the casual observer, the Porsche 911 RSR looked very similar to how it looked last year. But according to Porsche GT motorsport boss Pascal Zurlinden "95 percent of the car is new" in relation to its predecessor, which sealed the 2018/19 WEC manufacturers' title as well as victory in the Le Mans 24 Hours last year. Here are a few specs of this mid-engine masterpiece:

Displacement 4.0 liters
 Power 510 hp
 Weight 2,740 lbs

When watching and listening to this car as it raced around the track, it sounded differently than it did last year; not quite as shrill as it sounded before. The front of the car had new aerodynamic features that looked boss. All this performance and excellent driving by Nick Tandy placed his 911 RSR first on the grid in the GTLM class with a record time of 1:42:207. Those of us who have driven our Porsches at Daytona know just how fast this is! Tandy's teammate, Laurens Vanthoor, qualified second in GTLM. Porsche was 1 and 2 in the GTLM class to start the race.

While we are on the GTLM class, I should also mention Corvette. This would be the first race for their new C8.R race car. These new cars gathered the biggest crowds at the fan walk on pit lane before the

race. There was a lot of excitement and anticipation about how these cars would do. The two Corvettes qualified third and fourth, right behind the two Porsche RSRs and just ahead of BMW and Ferrari. Very impressive!



Fan walk mayhem

Back to Porsche. The GTD class, in which the Porsche 911 GT3R competes, is the largest IMSA class with 18 cars entering the race vs. only 7 cars in the GTLM class. More manufactures and a broader range of cars were represented: Porsche, Lamborghini, Lexus, Aston Martin, Acura, Ferrari, Mercedes, Audi and BMW. Porsche came ready for battle, qualifying first in the GTD class with the number 9 Porsche 911 of Pfaff Motorsports driven by Zacharie Robichon. Porsche qualified number one in both GT classes! Woo hoo!

The prototype cars look like rocket ships on wheels. New DPI regulations are rumored for 2021, but the 2020 cars are pretty much

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911 RSR, notice the exhaust

the same as last year. Most of the DPi cars have big V8 engines. But it was the turbo charged V6 in the Mazda prototype that took the pole position for the race with a qualifying time of 1:33:711. That is SCREAMING fast!

The LMP2 prototype cars are more of a spec class. All of them in this race used an ORECA chassis and were powered by the same 4-liter V8 engine. Ben Keating qualified first in this class. But what is even more impressive is that he was also on the driver team of the number 74 Riley Motorsports Mercedes-AMG GT3 in the GTD class. That's right. He drove with two different teams in two different classes over the course of this 24-hour race!

The weather was chamber of commerce perfect; clear blue skies with a little chill in the air. Not like last year that was ended prematurely because of the dangerous conditions caused by torrential downpours. The green flag waved to start the race at 1:40 Saturday afternoon. The next 24 hours would push drivers, crews and machines to their limits.

It used to be that a 24-hour endurance race started out fast, then settled into maintenance laps necessary to help assure the cars would survive for a final sprint to the end in the last two or three hours of the race. Not anymore. Car reliability has so improved and competition has become so fierce that this race is more like a 24-hour sprint with lap times at or near qualifying times, lap after lap after lap. A poor pit stop or mechanical problem mid race can doom your results.

The GTLM starting order was Porsche, Porsche, Corvette, Corvette, BMW, BMW, Ferrari. For a long time, the Porsches and Corvettes were swapping positions. But by the time the sun rose on Sunday morning, the number 4 Corvette had been sidelined due to mechanical problems and the number 24 BMW M8GTE of Team RLL was challenging for the lead. And they succeeded by finishing first in GTLM followed by the two Porsche RSRs in second and third place. The best finishing Corvette number 3 finished fourth ahead of the other BMW car and the Ferrari. Not bad for its debut race.

The GTD class was won by a pair of Lamborghinis that finished first and second, followed by Audi. The best finishing Porsche in GTD was the Wright Motorsports number 16 car in fourth. The DPi prototype class was won again by the number 10 Konica Minolta Cadillac of Wayne Taylor Racing. This was their second overall win in a row and third time in the last four years. The LMP2 prototype class was won by the number 81 Dragonspeed ORECA. Ben Keating finished second in LMP2 and 11th in GTD.

I think it amazing that after driving like stink for 24 hours the first place BMW M8 and the second place Porsche RSR were separated by only 14 seconds in the GTLM class. 14 seconds after 24 hours! The prefect weather and low number of cautions contributed to a new total lap record of 833 laps traveled in this 24-hour race. That's 2,965.48 miles at break neck speed. One for the record books indeed.



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HPDE - Tech Session at Zotz Racing

Article by Scott Kee
Photos by Sue Kee

You're new to High Performance Driver Education or you want to get more out of your continued participation in HPDE events. You're not sure what to expect, what's required, how they are run, how safe (or unsafe) they are, and what it will do your precious car. Or you're not sure how to take the next step in safely improving your driving skills and preparing your car. You have a million questions and very few answers.



Race cars welcomed us

Those questions were answered and more at the High Performance Drivers' Education (HPDE) Tech Session provided by at Zotz Racing on January 11th. Kevin Duffy from 924S944.com presented an excellent beginner's briefing called "A Day in the Life of an HPDE Participant" for the novice HPDE drivers and in parallel Ron Zitza, Owner of Zotz Racing, Pro Racer and Professional Coach, presented an in-depth advanced class aimed at improving experienced drivers.

Among others, here are some of the very basic questions that were discussed in the novice session:

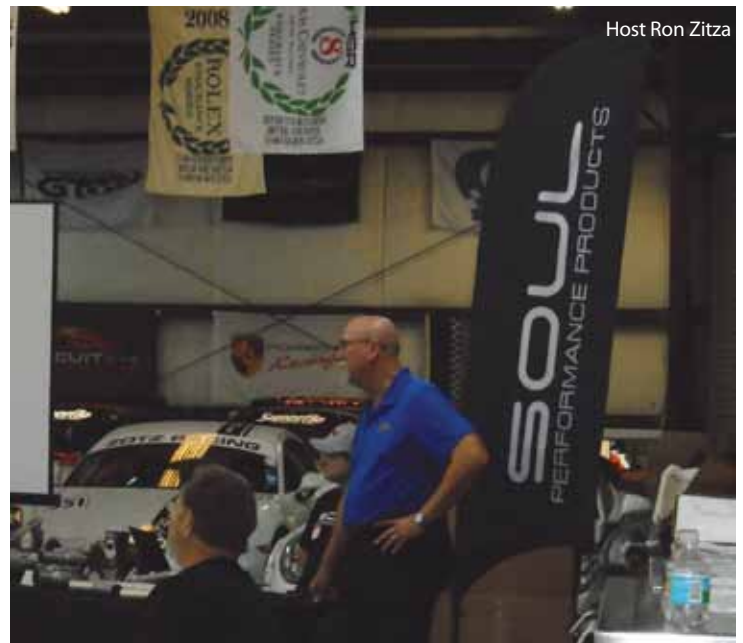
- What are HPDE events like?
- What will HPDE do to my car?
- How to I prepare my car for an HPDE event?
- What safety equipment will I need to acquire?
- How much instruction is provided at these events?
- How safe are HPDE events?
- If I damage my car, will my insurance cover it? Other insurance?
- How do I choose an HPDE event?
- What will it realistically cost for an HPDE weekend?

Ron Zitza started the advanced session by answering our questions and helping us with making critical decisions while driving on the track. He examined brake application and brake points, turn in and track out, as well as appropriate speeds through different turn apexes of interest on local racetracks we all drive. Afterwards Eric Zitza lead a session on the use of Race Keeper data logger to get the most value from a data logger in improving your driving skills. He demonstrated both seldom used features as well as the new features that Race Keeper has added to increase the information available to the driver.

I can safely say from personal experience, a ten-minute discussion with Ron about driving on Sebring, is invaluable towards learning how to drive safely and navigate your lap around the seventeen turns of that track. Without a doubt it's made me think more about my own driving and to be a better driver.



Hands on learning



Host Ron Zitza

There were representatives of Suncoast PCA, Space Coast PCA, Chin Track Days, Race Keeper, Numericracing and Soul Exhaust on hand to help you with specific questions and concerns about their products. Discovery Parts was onsite with their trailer stocked with everything the HPDE driver needs and prices were discounted specially for this event.

It was a fun event, with a nice lunch afterwards too. Where else can you get hands on experience talks from Ron Zitza himself. Just talking to and asking questions of Ron will make you think and become a better driver.



Many Spacecoasters in attendance

Member Spotlight

Melissa & Juan Diaz

Our love for Porsche came about through our son as he was chosen for the Porsche technician internship with Porsche Atlanta where he studied for 6 months. He brought his love of Porsche to our home in explaining the detail and expertise that goes into the build of any of the Porsche models. We acquired a used Cayman S that became a father and son project as they wanted to take it to the track and see how it performed in addition to taking it to several events as we joined PCA that year. The father and son project continued from there where they acquired a used 911 base model.



My husband's patience in online searching brought another Porsche into the family this time one for me, a used Cayenne S. The Cayenne is extremely special to me as we are the second owners of a tricked out model that was kept in new condition. This was the second used Porsche that we purchase with the help of Brian Cheney from Porsche of South Orlando.



We started our membership with the Citrus Region as we live in Orlando however we moved over to the Space Coast Region after attending several events and making many great friends who fell in love with us and our granddaughter Amelia. We have shared our love of cars with her attending many events with us. Anytime we are at an event she looks at the Porsche's and says "fast car". Some of our favorite events have been tours at the American Muscle Car Museum and the Sunrise to Sunset rally with Amelia. We love to travel especially if there is something car related to visit or attend. We love the partnership that Space Coast has with the community as well as with many different charities. Our continued love for Porsche will always be in our hearts.



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December Autocross Summary

Article by Carmen DeVito
Photos by Destination Brevard

The first autocross of the 2020 season was held in December and saw 42 people competing across 15 classes for top honors. We also had 6 special guests from BMWCCA running in FUN class. Ken Marshall created a very balanced course that had places for high power cars to shine and sections where the lower powered mid-engine handlers had an advantage.



In Ladies class Cindy Hambidge took first place in her Boxster S against a three competitor field! In stock classes, John Buckley was alone in the 986 Boxster class while Larry Hughes was first of three in the 987/981 base Boxster/Cayman class. Richard Fickes led a field of 5 competitors in the 987/981 Boxster S/Cayman S class while Jonathan Krauser brought home the 996 series 911 class. Jurgen Schwanitz was solo competitor in class with his 991 Carrera while always fast Bob

Layman took on 6 competitors in the most diverse S11 class comprised of 991 S/GTS, 996Turbo, and his Cayman GTS. Bob was also 3rd fastest overall! George Krivo was solo in GT3 class and a 10 ten driver. Steve Sedaros took top time in the heavy hitter RS/991Turbo class and finished 4th fastest overall behind Bob Layman. Brian Lally ran uncontested in his Panamera, while Bruce Kraemer took top honors in his Panamera against two very quick SUVs.



The production car class allows modifications from stock so these are the faster cars. Greg Clifford shows us 911s of any age can always compete even if they were born in the mid 70's. We would love to see more come out and challenge him! John Donlon ran uncontested in his 996C4, while Dave Micca battled Barry Sloan to take first in the Boxster/Cayman S class. Glenn Matchett ran his Macan uncontested in Prod 17 class. The BMW group ran in non-points FUN class with Ken Marshall and Carmen DeVito. Their best finish was Gary Meridith (5th OA) in an M3. Fastest time of day was an unlikely shootout between Ken Marshall in his GT3 and Carmen DeVito in wife Sue's stock 981 Boxster. When the concrete dust had settled, the mid-engine Boxster carried the day showing given the right course any Porsche can take a top time of day.



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Tech Spotlight

Big Brake Kit Install

Article and photos by Rob Van Name

This article describes my installation of the Vision Motorsports big brake kit for the Cayman and the Boxster <https://www.visionmotorsports.com>. The advantages of this kit are ease of pad change, wide selection of pad choices, no need to replace the 986/987 wheel bearing carriers and improved braking. Installation was straight forward, removing the stock calipers and rotors and replacing them with the new 350 mm AP rotors and 2004 GT3 6 piston calipers followed by a brake bleed. The kit consists of two new AP rotors, two new 2004 GT3 front calipers, two spacers and four adapter bolts shown in the following photos. You will have to supply the rest of the brake hardware kit and brake pads.



This kit uses adapter bolts and spacers to allow the big calipers to fit on the Cayman wheel bearing carrier as shown here. The offset bolts installed:



Offset bolts and spacer installed:



Since the new caliper sits outward away from the wheel bearing carrier I used some washers and a longer bolt to attach the brake pipe to the wheel bearing carrier. Use of a GT3 brake pipe which is longer would not solve the problem. About 5/8" of washers were used to fill the space so the brake line was not bent.

Part numbers of interest:

Brake hardware kit: 99635195930
Stock pads: 99635194800
Pagid yellow RS 29 pads: 2707-RS29
Component weights:
AP rotor 21 lbs each
GT3 Calipers and pads 12.5 lbs each
Stock Cayman rotor 13.5 lbs each
Stock Cayman calipers and pads 7 lbs each
With the wheels installed you can only get to the outer bleed screws as the new calipers are so large with the wheel installed.
Caliper attaching nuts torque to 63 ft/lbs
Rotor attaching screw torque 7.5 fl/lbs



Vision assembles the rotors onto the hats in their shop, you can have fixed or floating. For mixed street/track use they recommend fixed. The new brakes are quiet and stop strongly. I bought my own stock pads, spring kit and Pagid RS-29 pads for the track. The stock parts I mail ordered and the RS-29 track pads from Vivid Racing. Based on Diver Dog's comments I bought a set of titanium brake shields from Hard Brakes.

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PORSCHE

Confessions of a Porsche Wife

Article and photos by Kathy Payne

Dates in our early courtship always included Porsche club functions and we still have awesome friends from those long ago days. So, I would posit that the PEOPLE contribute the bulk of my enjoyment with Porsches. Now that doesn't mean I don't appreciate the iconic lines, the sheer fun of driving them, or the feeling I always get from the attention of being behind the wheel! I should point out that BL (Before Lee) I would not have been able to tell you what a Porsche was, much less be able to point one out. So, it's Lee I have to thank for (this and so much more) introducing them to me.

When we met, Lee was driving his first Porsche bought while he was still in college. It was a used 1966 912 - orange with black interior. I have fond memories of him coming over to my house, and hearing that very distinctive sound as he approached. We are now on Porsche number eleven, and the 912 still holds a special place in my heart.



As we continued to date over the next three freakin' years (the man couldn't make a decision), he sold the 912 and bought a yellow 911E. Just before we were married, he became president of what was then Cape Canaveral Region of PCA, and I was secretary.

Not long after we were married, Lee accepted a position with the Army at Red River Army Depot in Texarkana, Texas. The Porsche story in this is that we only had the 911E at the time. We had little furniture and other belongings, so Lee rented a Ryder truck, found a ramp on Cocoa Beach that was the right height, and backed the Porsche inside. We packed everything we owned in and around the car, including a mattress on top. Not thinking that a Porsche suspension would bounce much while riding in a truck, we put many of our smaller houseplants under the front end for the trip. Imagine our surprise when we opened the door and shards of pottery and a bucket of dirt poured out. When we were all packed and ready to go, I asked Lee how we were going to get the Porsche out of the truck in Texas? He said if there was a ramp here, there would be one there - and so there was. In Texas, we enjoyed numerous events with the Ark-La-Tex Region.

Lee's next assignment was to Redstone Arsenal in Huntsville, Alabama. We sold the 911E in Texas, and bought another Porsche - a 1974 911. We became members of Heart O'Dixie Region PCA, and Lee produced the newsletter for some time. We loved Huntsville, and made great friends, but we wanted to come home. After three years, we transferred to the Naval Training Equipment Center in Orlando.

Tiring of the Orlando traffic we bought a piece of property on the Indian River in Rockledge and built our dream home in 1985. Since then we have enjoyed a series of Porsches, including our first 356. My last few working years I drove a 1992 Porsche 968. It was a red six-speed blast that I absolutely loved. It rattled like a tin can with a marble in it, but it was fast and I didn't have to worry about every little rock ding.

In 2007 we attended a Space Coast BBQ and technical session at the 356 shop of Kirk Stowers, opening, up a whole new sub-set of Porsche lovers and greatly expanding our Porsche family circle. Lee knew Kirk from PCA, but hadn't seen him in quite a while. By the time we left that shop, Lee was begging Kirk to find him a 356 to restore, provided he could work along with Kirk and learn. Kirk agreed and it wasn't long before they were on their way to Gary Kempton's (GK Restorations) in Tallahassee to pick up a 1959 Cabriolet. They started on the restoration, and just as it came out of the paint shop and ready for assembly, a German fellow visiting the shop, made Lee an offer he couldn't refuse.



After the Cabriolet Lee purchased a 1960 Roadster from California. It still had original paint, but needed restoration. Half way through the restoration, Kirk was diagnosed with cancer, and sadly, soon passed away. Buster Venable took over the existing projects and Kirk's business, and ultimately completed the restoration of the Roadster. It was beautiful, winning its Class at the 2014 Winter Park Concours, and the People's Choice Award at the 2015 Space Coast Oktoberfest. It is meaningful to have our name on the Kirk Stowers Trophy. Our most recent restoration project is the 1959 356A Convertible D Super. He has promised this is our last 356 restoration project.

For me it has always been the people. From the very early days to the present, we have made so many good friends over the years in the Porsche community, and meet more all the time. As a Porsche wife of 44 years, I wouldn't change a thing.



Space Coast Classifieds

FOR SALE: 1986 911 Carrera Turbo



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

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

FOR SALE: 2005 911 Carrera S



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FOR SALE: 2009 Boxster S



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48 Hours of Sebring

Article and photos by David Kelly

The 48 Hours at Sebring is brought to us through a joint effort of the Suncoast and Gold Coast Regions. Held on Friday and Saturday January 31st and February 1st, it is typically PCA's largest race event. The race is the on-going vision of the co-chairs to continue to enhance your experience whether you are a driver, volunteer or PCA member. Since the beginning 26 years ago, PCA is happy to welcome all to the Club Race weekend. Their goal is to make your experience at the 48 Hours at Sebring the greatest racing experience possible.



The infield was full of beautiful Porsches, colorful tractor trailers, and a host of vendors with flags flying displaying their wares. The Grids were full of GT3 Cup Cars, GT3RS's, and a surprising number of GT2RS's, in addition to other 911's, 944's, 968's, and Boxsters. The Paddock was full of race teams and support vendors from end-to-end and there was a steady stream of race cars moving to the Grid throughout both days. There were five Run Groups comprising the field of racers for Practice sessions on Friday, Sprint Races on Saturday, and two Run Groups for the Enduro Race on Sunday.



There was lots to see on the track and as you walked through the Paddock. One of the highlights was the presence of Porsche Cars North America with an array of Porsche race cars on display, the most notable of which was one of their limited production GT2RS Club Sport race cars. It was #190 out of 200 cars produced worldwide and it was a beauty! It was race-ready; all you needed was the cash to take it home. There were other things to see as well, such as the raised Rally-based "Dakar-like" red 911 with multiple headlights and mud flaps, or all the variations of GT3RS's, GT2RS's, and GT4's in the Paddock this year. I've never seen so many in one place in any of the prior years.

A steady rain fell throughout Saturday, but that did not stop the action on the track and in the Paddock. Racing continued uninterrupted


with full Grids throughout the day with plenty to see in the Paddock as well. More photos can also be viewed at spc.pca.org on the Space Coast website.



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Advertiser Spotlight

Chris Huck - Porsche Melbourne

My first exposure to Porsche was when I was 7 years old. My US Navy dad had taken us to Morocco for two years. TV options in 1970 were limited but I loved Speed Racer cartoons. So when we moved back to San Diego and in with my grandfather, the 912 in his garage was really exciting to me!

I ended up joining the Navy myself. Met and wed my wife, Jennifer, who was also Navy and we ended up taking orders to Guam. She went to work every day at the Navy Hospital and I "worked" as a scuba instructor. Fun three years!

We moved back to San Diego in 1996 and I saw an advertisement in the newspaper (that's how we did it back then!) for a sales job at Porsche of San Diego. I started on January 14th, 1997, the same day the first Boxster showed up there. A year later I acquired a Guards Red 968 Cabriolet. I got very active with PCA SDR. Went to most every Autocross and most of the social events. I helped bring the first PCA website to the region and served on the board. I helped Betty Joe Turner bring Panorama magazine content to the PCA national website and helped judge the region websites too. I helped bring PCA Club Racing to Southern California and served as sponsor coordinator for the California Festival of Speed for about 12 years.

My involvement with PCA was noticed by PCNA and I was fortunate to be asked to help with Carrera GT sales at a driving event at California Speedway. I was rewarded with a trip to Leipzig to experience the Carrera GT there with clients. Porsche salespeople are fortunate to participate in training events at some pretty special locations - Barber Motorsports Park is amazing, so too is Laguna Seca. But nothing will top a private tour seeing the Carrera GT being hand built and then driving GT3, Turbo, C4S, Carrera S and then (upon my request) a Boxster S at Leipzig before an amazing ride along in the Carrera GT.

I moved to Melbourne about 6 years ago. I love the relaxed vibe, lack of traffic and slower pace here. I live on the river and love watching the boats, birds, dolphins and occasional manatee in my "backyard." What do I miss? SoCal roads! Twists and turns and tires squealing are rare in Melbourne!

I have had quite a few Porsches over the years - 944, 968 Cab, 914, two Boxsters, a 993 Cab and a Macan. In between I had a 300Z, Z06 and an M3. My 993 is my favorite of all. I sold it to a friend back in



1998. I was surprised when it got delivered back to the dealership in exchange for a check about ten years ago. Turns out his wife got in in the divorce. As I had just turned in my leased Boxster that morning, I bought it immediately. I thought it would be a short term ownership but I love the "vintage," solid, mechanical feel. Rowing through the gears is a real pleasure. It is fast enough to be fun but not so fast that I have to be cautious pushing it. And it really makes me aware of how far Porsches have come in the last 20 years.

If you'd like to hear more about what we are up to, feel free to get in touch or stop by Porsche of Melbourne. I look forward to hearing from you, Chris Huck (619) 339-3537. Porsche Sales since 1997.

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PORSCHE

The Gathering of the Faithful

A Weekend Away with the 356 Florida Owners Group

Article and photos by Robin Hoffman

Members of the 356 Florida Owners Group (FOG) are my kind of people. They spend much time and money on their beautiful Porsches returning them to their splendor of the 1950's and 60's and then they DRIVE THEM!! They even have a yearly Driving Contest where their miles driven are tally'ed and recorded. The results were announced at this year's Gathering of the Faithful at Crystal River in early February. Dennis Brunotte, the contest's recorder reported that thirty-four participants accumulated nearly 112,000 miles as a group in 2019. Eleven drivers spun the odometers of their 356s for 4,000 miles or more, and they were recognized at the award dinner. Impressive! The 1963 B-super Eurocab my husband and I brought was fresh out of a full restoration from his shop, 356 Unlimited, and we rolled 100 miles on her odometer during the group drive on Friday afternoon. We hope to see her owner, Otto Mueller, turn hundreds more this coming year.



356s galore!

Despite fears of gale force winds, rain and bad weather during the 3 day event we lucked out with a fair amount of sunshine. Alan Winer reports a record number of attendees for this year's event with 97 people on the drive tour and lunch, about 60 cars on the lawn for the Concours and 116 people registered for the banquet. A bonus event this year was the "All You Can Eat Ice Cream Social" at the beach and it was a huge hit with 87 people selecting from six flavors. Rumor has it that the record for a single person was seven ice cream servings!



Let's ride

I am so happy to get to know this segment of Porsche owners not only because they drive their cars instead of keeping them as garage queens, but because they also include their family in the fun. I expect that a quarter of the people coming to this event brought their dog or dogs with them! And, yes, often the pups ride in the classic cars with them! Happily, when our daughter and her boyfriend showed up for the concours and ice cream social they were welcomed with open arms (even though they were 2 legged family members!).



Canines and cars

Next year we hope drive to the event and avoid the drama of losing a trailer wheel bearing on the way to Crystal River and then almost losing the whole wheel on the way home! We really should have driven the car!



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Porsche vs Corvette Challenge

Article by Ken Marshall

Photos by Andrew Mackay and Jerry Freye

February 8th dawned cool and clear as 24 drivers in their colorful Porsches and Corvettes assembled for the third time to decide who would win this year's annual Porsche vs Corvette AutoX Challenge at the American Muscle Car Museum.



The twelve fastest drivers from the Space Coast Porsche Club and the Cape Kennedy Corvette Club met to duke it out for AX bragging rights. Hats off to the Porsche Team that consisted of Ken Marshall, Carmen Devito, George Krivo, Rick Baz, Gary Lund, Bob Layman, Tim Marshall, Russ Karnap, Ron Menck, Craig Barrie, Steve "Wojo" Wojcicki and Cynthia Hambidge.

The event was divided into two heats with 6 Porsches and 6 Corvettes in each heat being allowed 7 runs to set their fastest time. The course was both fast and technical and approximately 60 seconds in duration. The top 10 fastest times from each team were averaged at the end of the day for the team score.

The results: Carmen Devito, GT3 RS, 2nd place, and George Krivo, GT3, 3rd place laid down a smoking 57.219 and 57.772 respectively, and on his last run of the day Ken Marshall and his GT3 took FTOD with a blistering 56.565! Five Porsche drivers ran in the 58 second range, just a blink of an eye behind the fastest Corvette, Jason

Brzozowski, with a 58.08, good for 4th place overall. They included Rick Baz, 58.118, 5th place, Gary Lund 58.134, 6th place, Bob Layman 58.541, 7th place, Tim Marshall 58.621, 8th place, and Russ Karnap 58.869 in 9th place. Those were very fast times and a testament to how competitive our Space Coast AX drivers have become. Ron Menck in his Turbo S ran a 59.714 time, good for 11th overall, followed by Craig Barrie, 61.36, 14th overall, Wojo Wojcicki, 63.155 18th overall, and Cyndi Hambidge with a 68.755, 23rd overall. Cyndi was adjusting to a new set of tires and unfortunately was disqualified when she had four wheels off on her second run of the day.

When the smoked cleared it was a 3-peat and a decisive victory for the Space Coast Porsche Team with a combined time of 58.49 seconds vs the Corvette Team's 61.758. Space Coast Porsche took 8 of the top ten times, with the Corvette team drivers placing 4th and 10th overall.



Many thanks to Mark Pieloch and his staff for continuing to support our AX efforts and letting us use his incredible facility, and to Shay Rowe, our AX sponsor, who graciously donated the awesome AX team shirts for the event. The Championship Trophies were presented to the AMCM and Porsche Melbourne and a charity donation check for \$1000 was presented to Mark Pieloch's Pet Adoption Center. It was another great effort from our Space Coast AX team and we look forward to next year's competition.

Third Annual Space Coast Porsche vs Cape Kennedy Corvette Club Autocross Challenge - 2020

Final Results												Team Average			
PCAR - Porsche												Team Average			
IT	PCAR	55P	Driver	Car Color	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Total	Diff.	Team Average	
1T	PCAR	55P	Ken Marshall	Silver	59.678+1	59.055	58.356+1	58.922	57.62	57.249	56.565	56.565	[-]0.654	56.565	
2T	PCAR	89	Carmen DeVito	2019 GT3RS	Red	59.698	58.620+1	60.754+DNF	57.219	57.348+1	57.930+2	57.194+1	57.219	0.654	57.219
3T	PCAR	127	George Krivo	2018 GT3	Black	61.485	60.783+1	60.512	58.335	58.479+1	57.772	57.031+1	57.772	0.553	57.772
4T	PCAR	61P	Rick Baz	996 Turbo	Black	57.908+2	59.253	58.027+1	57.776+1	59.347	58.363+2	58.118	58.118	0.346	58.118
5	PCAR	43P	Gary Lund	Cayman	Brown	63.699	60.685	59.720+1	59.65	59.398	58.842+1	58.134	58.134	0.016	58.134
6	PCAR	47	Bob Layman	Cayman GTS	Red	62.362+2	61.243	60.434	59.406	59.124	59.211+1	58.541	58.541	0.407	58.541
7	PCAR	22	Tim Marshall	987 Cayman S	Silver	59.715	59.430+2	58.813+1	59.838	59.097	59.02	58.621	58.621	0.08	58.621
8	PCAR	45	Russ Karnap	Cayman R	White	62.795	60.894	59.496	59.824	58.869	61.528	59.443	58.869	0.248	58.869
9	PCAR	321	Ron Menck	2019 991 Turbo	Black	67.51	62.954	62.728	62.305+1	60.296	60.425	59.714	59.714	0.845	59.714
10	PCAR	80	Craig Barrie	991 Carrera GTS	White/Black	64.096	62.321+1	62.717	61.789	70.447+1	61.545	61.36	61.36	1.646	61.36
11	PCAR	75	Steve Wojcicki (Wojo)	Cayman S	Cognac Met	65.211	63.997+1	63.389	62.778+1	63.174+1	63.155	63.029+1	63.155	1.795	58.493
12	PCAR	118	Cynthia Hambidge	987 Boxster S	Aqua Blue Met	66.755+1	189.862+DNF					68.755	5.6		
Final Results												Team Average			
VETTE - 'Corvette'												Team Average			
IT	VETTE	21	Driver	Car Color	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Total	Diff.	Team Average	
1T	VETTE	21	Jason Brzozowski	Corvette	Blue	59.850+DNF	58.088	58.921	58.343	50.740+DNF	58.852+1	54.272+DNF	58.088	[-]1.056	58.088
2T	VETTE	71	Tim Reardon	Corvette	Yellow	60.392+1	60.314+1	60.588	59.46	59.144	59.895+1	59.17	59.144	1.056	59.144
3T	VETTE	611	Kevin Charles	Corvette	Grey	64.646+2	63.58	61.793	60.738	61.542	59.75	61.691	59.75	0.606	59.75
4T	VETTE	61C	Bill Shearer	Corvette	Grey	66.346	62.816+1	64.878+1	62.027	61.178+2	61.183	60.780+1	61.183	1.433	61.183
5	VETTE	43C	Chris Moss	Corvette	Blue?	65.511+DNF	62.628+1	63.268+1	62.012+1	62.535	61.949	61.572	61.572	0.389	61.572
6	VETTE	17	Jim Patterson	Corvette	Red	65.409	63.572	63.598+1	62.388+1	63.147+DNF	62.386	62.669	62.386	0.814	62.386
7	VETTE	72	Tyrone Tice	Corvette	Black	67.646+DNF	67.41	65.505	65.388	63.011	63.562	62.755	62.755	0.369	62.755
8	VETTE	700	Zach Duns	Corvette	Black	67.868+DNF	64.69	65.166+DNF	64.499	64.939+2	63.429+1	63.773	63.773	1.018	63.773
9	VETTE	100	Roni Duns	Corvette	Black	70.371+DNF	68.756+DNF	67.316+1	67.315+1	64.771	65.636+1	64.454	64.454	0.681	64.454
10	VETTE	87	John Helm	Corvette	Red	66.099+DNF	67.368	64.475	66.002+DNF	65.011	66.136	64.919+1	64.475	0.021	64.475
11	VETTE	66	Charles Acton	Corvette	Red	65.312+2	63.510+2	64.447+DNF	62.938+1	139.384+DNF		64.938	0.463	61.758	
12	VETTE	55C	Steve Goodbread	Corvette	Blue	61.651+DNF	79.584+3	74.778+DNF				85.584	20.646		

Fastest Dog of the Day

Article and photos by Andrew Combes

Editor's Note: Andrew, from Canada, writes for *PROVINZ*, the Canadian PCA Newsletter.

There are some of you, I am quite certain, will have read Garth Stein's little masterpiece of a novel *The Art of Racing in the Rain* – an absolute classic for dog lovers everywhere. If you also happen to be one of those nut jobs like me that enjoys nothing more than tearing up the track in search of the perfect lap it can be profound. The story is told by Enzo, a dog belonging to aspiring professional race car driver Denny. Enzo is highly intelligent having fed himself on a diet rich in TV documentaries, he is wise, insightful and full of little aphorisms. The novel is narrated by Enzo, as on the eve of his death he reflects at length on his life. One of the passages from the book I found extremely poignant was when Denny took Enzo to work with him one day, strapped him into a race car and started hot lapping. Enzo was in his element and found deep satisfaction in learning exactly what his master did for a living and revelled in the talent on display. I lived that experience for real (if you ignore the 'professional' bit about the driver).

Ben, a border collie of unusual intelligence is my longtime companion animal. Ben became sick with cancer and I devoted my time to his welfare. That resulted in what was for me a very impromptu decision, I would load everything into the minivan and head out on a road trip with Ben; we both love road trips. No agenda, no itinerary, no time limit, just go. And that is exactly what we did for seven weeks.

I took Ben to the track at Mt. Tremblant. It is a beautiful and very lush setting for a race track among the high hills and lakes of this very attractive little ski region. I had joined a group of very good friends that enjoy the same track activities as me and joined their encampment in the paddock. Ben had met some of them before and just revelled in the attention lavished upon him. He was in great form and hammed up his 'cute factor' exponentially. A 'parade lap' event was scheduled for lunchtime, a chance for anyone to take their car on the track to experience the circuit at a sedate pace. I could not resist, Ben could experience at first hand what I find so enthralling. Of course my track car was not there, but I was given some very nice offers to take interesting cars, probably best was a friend's offer of his 911 Turbo S convertible. He was serious but the sun was very strong, it was hot and I feared Ben would be uncomfortable in those conditions. And so it was that among the Porsches and Corvettes and other high powered machinery at pit lane Ben sat ready for the experience in our humble minivan, complete with our bags, hanging clothes, cooler and other supplies.



Ben ready for the next adventure

I had never driven Tremblant before and so the first lap was taken at a smooth and steady pace, Ben fascinated at what was going by the windows. Somehow it seemed that the 'sedate' part of this little adventure had missed the attention of the other drivers and our minivan soon had a long stretch of clear track ahead with no traffic. Smooth beautiful empty track ahead, dry sunny day and I am only human. It was eye opening to see how quickly the humble minivan could be driven employing the techniques I have learned over the years. Ben hunkered down onto his bench seat and we made very surprising progress. Certainly surprising to the BMW M3 and the Corvette we found blocking our way!!

So there we were, undertaking in real life the adventure contemplated by Stein in his novel. It was an emotional moment for me and one I shall never, ever forget.

Back in the paddock Ben emerged from the van as a true hero, just another one of the guys that likes a little speed. He seemed just ecstatic and thoroughly enjoyed the attention bestowed upon him by all. Without any doubt he had earned the title "Fastest Dog of the Day."

POSTSCRIPT

Sadly, once we returned from our trip Ben's health deteriorated rapidly and on 18th September I had to say a final goodbye to my companion of 14 years. It had been a wonderful trip, a true life example of the benefits that can come from following up on an impulse. In the weeks that followed the visit to Mt. Tremblant we travelled 6,000km, visited 5 provinces, 4 US states and shared enough adventures to provide a lifetime of memories. Ben experienced his first flights in a Cessna and a Bell Jet Ranger, took a trip on a lobster boat and a Vietnam War era amphibious vehicle, saw the tall ships in Halifax and sat with me watching some fabulous sunsets from the Nova Scotia shores. Carpe diem never felt so good.



Ben and friends at Mt. Tremblant

Porsches and Polo

Article by Carmen DeVito
Photos by David Kelly

Windsor Charity Polo Club announced that Porsche, Mercedes and Audi of Melbourne was their Luxury Sponsor for the 2020 Windsor Charity Polo Cup. Beautiful Porsches, Mercedes and Audis were there for everyone to enjoy. A full complement of Space Coast Region Club Member Porsches arrived and created a dazzling display of automotive awe in front of the Weston Guest House. There were Vintage to the latest model Porsches participating in a Concours for People's Choice Awards for the top three Porsches.



This year's event will raise funds for the Boys & Girls Clubs of Indian River County, the Literacy Series of Indian River County and the Humane Society of Vero Beach & Indian River County. The net proceeds will be divided equally to support the charities respective causes.

We all had the pleasure of enjoying a world-class Polo match and areas for tailgating, gourmet concession stands, divot stomp, and more. Porsche Melbourne provided great hospitality with a sumptuous array of tastes and champagne for everyone to enjoy while watching excellent Polo played by some of the most notable players in the world.



It was a day of beautiful cars, great people, lots of fun and excellent Polo! The new Porsche Taycan Turbo S was the featured car of the event which opened with Shay Rowe, Owner and General Manager of Porsche Melbourne, driving the Taycan Turbo S while leading the Polo Teams onto the field to start play, as the Taycan sped away.

The people at Windsor were gracious hosts and were thrilled to see and experience firsthand all the Porsches on display. There were many stories traded of past and present Porsches as people browsed through the cars checking the small details and voting for their favorites. And.....the Polo was outstanding!

This event only happens every other year, so it's a one of a kind don't miss it next time for our Space Coast Region Members.



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Shay Rowe at the wheel of the Taycan Turbo S



I think the ball went this way



Let the Polo begin!



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Danny Baker
Executive Director

Drive to the Larry Wilson Car Collection and Brian Redman's Targa Sixty Six

Article by Sean Salthouse and David Kelly
Photos by David Kelly

If you like rare sports cars and rare race cars this was the Space Coast Region event for you! About 50 Porsches took the two hour drive on February 22nd, which stopped first at the Larry Wilson Collection which houses some of the most desirable and sought-after collector cars in the country. It's a living collection, in that it is constantly changing as various unique cars become available, and others are restored through an onsite fabrication shop. The cars are not in a static display, but rather regularly started and occasionally driven in various events, such as Brian Redman's Targa Sixty Six at Palm Beach International Raceway. You will no doubt find one of your favorites in the photos of the collection.



Larry Wilson Collection



Happy Space Coasters

Next was the short drive to Brian Redman's event Targa Sixty Six where Space Coast members were treated to observing rare and exotic race cars in action on the track and throughout the Paddock. Two rare Porsche 962's were present and on the track along with other high performance marques demonstrating their racing heritage and capabilities. There were plenty of historic racing 911's and 914's there as well, so there was something for anyone who is a Porsche fan. The highlight of the day for many of Space Coast members was the opportunity to take their own Porsches out on the track for an extended session of "spirited laps." There were many smiles as the cars came off the

track! There was much to see in the Paddock as well, and our members took full advantage of that to take photos and check out all the race cars. It was a great event with great people in two great venues. Many thanks to Don Silverzahn for planning and leading this Space Coast Region event and for making all the arrangements with the Wilson Collection and with Brian and James Redman for the Space Coast Region at Targa Sixty Six.




Classic race cars - awesome!



James and Brian Redman




Spirited laps



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Werks Reunion 2020

Article by Steve Hoffman
Photos by Robin Hoffman

Werks Reunion Amelia Island is a casual and comfortable Porsche car show.

Robin and I have entered a different judged car at every Werks Reunion that PCA has held since its inception four years ago and I must say this year had its highs and lows. Due to the growth of Werks, we were at a different facility than in prior years, but the Amelia River Golf Club was a great setting and fit the judged portion of the event perfectly. There were some issues, but I am sure it will be improved for next year. We arrived on Thursday to rainy weather so unloading our freshly restored 1970 Conda Green 911S Targa was deferred until Friday morning. Luckily, Friday and the rest of the weekend had perfect weather.



The Hoffman's
1970 911S Targa

Werks is not like most Concours. It's really about the provenance of the car, and every owner is interviewed. They are looking for special cars and the best examples are rewarded. The car needs to be well represented, but not spotless, as the expectation is that it's driven. With a fresh restoration and only 5 miles on the odometer, we did not really expect to win anything. It was about getting the car out there for all to be seen. Although we did not place in the actual show, we were rewarded for the quality of the car, by getting an invite to represent Werks as an "All Star" at the Amelia Concours on Sunday! What an honor and a treat it was to park on the grass on Sunday at the Ritz-Carlton!!



One of one
aqua marine

As part of our volunteering effort, Robin shuttled people back and forth from the



A field full of 914s

parking lot in her limousine golf cart while I helped park cars and was the head judge for the 914 class. You have no idea how hard it is to judge 24 cars all with great stories and try to decide what 3 cars deserve recognition. We split into two teams, selected our top 3 cars from each team and then narrowed it down further to the top 3. Eight cars could have easily taken home hardware. Another new thing this year was the categories had been reduced and the corporate awards eliminated. So, we had huge categories with minimal awards. Needless to say, some folks were not pleased that they brought their baby out and did not receive what they thought they deserved. Something to reevaluate next year.

Once the judging was over, we did get to spend some time looking over the amazing machinery on display. John Oates of the well-known rock duo Hall & Oates, along with his wife Aimee, were showcasing their

1984 911 Carrera. There were new Taycans in classic Porsche livery like the Pink Pig, Brumos and the 1970 Lemans winning car. I knew most of the 356 owners there and one of my customers got 2nd place and another got invited to the Sunday "All Star" event as well, so it was a banner weekend as far as I was concerned!

Werks Reunion grows each year and along with it some growing pains, but I am confident we will keep making adjustments to keep it a world class event. If you like seeing nothing but unique Porsches on display, good food, vendors focused on Porsche, and hanging out with a couple thousand people who share the same passion as you do, then this is the best place short of maybe a Parade or a Rennsport. And since the next Parade is in Palm Springs and Rennsport VII has not even been announced yet, you need to get to next years' Werks Reunion.

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Update on the Prize of a Lifetime

Article by Jack Ohlrich

Photos by Hayley Lim

I was the lucky winner of the PCA, Spring 2019 Member Only Raffle for a brand new 2020 Carrera S, Porsche's newest 911. I received the notice at the end of July (See **EV** Issue 3, 2019) that I was the lucky winner in this "Once in a Lifetime Prize" of a beautiful 992, twin turbocharged, 443 horsepower, 3.0 liter flat six, eight speed dual-clutch automatic transmission, from PCA. If you think you'll never win this super Porsche prize, think again, it happened to me.



All smiles from Elizabeth and Jack

Since then it's really been a very anxious couple of months. It was great to know I had won but I was missing that tangible thing to touch. Countless hours were spent deciding how to configure my new beautiful Porsche. After hundreds of configurations on-line, attempting to "build" my beautiful 992, I still had a real hard time narrowing it down. So many options and choices. I finally requested friends Dan and Geof, from Werkshop, fellow Porsche enthusiasts, to assist in the selection of what I might really want and also really need,



Jack driving his Prize of a Lifetime

and ended up with the car you now see today. I was totally unfamiliar with many of the wonderful features, so a BIG thanks to both of them for their help and also Porsche Melbourne.

The waiting was tough, but my beautiful Porsche did come on February 19th and what a day it was, one I'll never forget. Sounds dumb, but I check the garage every time I walk by the door to see if I'm dreaming and there it is... a 2020 Genetian blue and beautiful as ever: Porsche Carrera S... THANK YOU PCA you have made my day, hell you made my life! There are no words to describe how grateful I am to PCA and Porsche Melbourne for this wonderful gift.

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January Autocross

Article by Carmen DeVito
Photos by Destination Brevard

The second autocross in the Porsche Melbourne sponsored 2020 series was January 11 at American Muscle Car Museum. We saw 40 competitors take to the 60 second course on a perfect weather day for fastest time in their respective classes.



Stock class is for cars as delivered from the factory. Ladies Class saw Cindy Hambidge extend her points lead by taking first while John Buckley was solo competitor in the early Boxster class. Gary Lund was back to continue his domination of base Boxster/Cayman class hot from his series win in 2019 while Jimmy Strater is continuing to come on strong in the Cayman S class beating a strong field of 7 veteran drivers! That is not an easy feat. Jacob Martin was uncontested for a win in the 993 class as was Bill Ulmann driving his 996 Cab in his class. The perennial battle in S11 the 987/981 GTS/R/S class which sees a mix of 7 cars was won this day by Russ Karnap in his always fast Cayman R just beating arch rival Bob Layman by 0.861 seconds. These two battled all last year and only 2 points separated them, favoring Bob at year end.



Looks like another great competitive year in S11 for 2020. Returning to Space Coast competition and taking third behind Bob was Reis Barrie, home for a holiday visit. Reis was our first computer timing operator helping dad Craig get our program started. He hadn't autocrossed since leaving a few years ago but showed it's like riding a bike. The battle of the GT3s saw George Krivo edge out veteran racer Tom Kirk for first place. George is really making a mark with the GT3 and is a fast driver to watch in 2020. Doug Dieruff was uncontested in the GT3RS class as was Brian Lally in the Panamera class. Brian Kraemer beat Bruce Kraemer in the Panamera S/Turbo class but truly showed us how quick these cars can be by positioning his car 13th overall! Nice driving! The Production/modified car classes saw Greg Clifford uncontested in the 1972-77 911 class as was Glenn Matchett in the 991 S class and Jim Biddle in his Cayman. John Donlon won 996/997 Carrera class in his 997 C4. Dave Micca took a decided win in Boxster S/Cayman S class in his Lava Orange 987 Boxster S despite



only completing 2 runs due to a half shaft differential leak. Rick Baz, our only Mod class competitor is always fast coming in third overall in his beautiful black 996 Turbo. Fastest time of day went to Ken Marshall in his always fast and smooth GT Silver 2019 GT3 edging out Carmen DeVito in his Guards Red 2019 GT3RS.

Great driving by all!

An advertisement for Statement! Marine LLC. The top half features a speedboat with several people on board, with the text "THEY SPEAK FOR THEMSELVES STATEMENT!" in large, bold letters. The bottom half shows four outboard motors (two green, two blue) with the "STATEMENT!" logo. Contact information is provided at the bottom.

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coming attractions

Please note it is very difficult to plan coming attractions when events might be cancelled at a moment's notice due to the COVID-19 virus.

Here are the events that are scheduled through July. Be sure to stay tuned to our SPC Website and E-Blasts for the most up to date information.

- Apr 4** Kaffeeklatsch @ Avenues of Viera Bold Cup, 9am
- Apr 12** Kaffeeklatsch @ Vero Panera, 9am
- Apr 19** Kaffeeklatsch @ Daytona Panera, 9am
- Apr 25** PM Sponsored Autocross @ American Muscle Car Museum (AMCM), 7am

- May 2** Kaffeeklatsch @ Avenues of Viera Bold Cup, 9am
- May 10** Kaffeeklatsch @ Vero Panera, 9am
- May 16-17** Suncoast PC DE @ Sebring
- May 17** Kaffeeklatsch @ Daytona Panera, 9am
- May 22-25** 2020 Zone12 Zonifest Hosted by Space Coast Region and Sponsored by Porsche Melbourne and American Muscle Car Museum

- June 6** Kaffeeklatsch @ Avenues of Viera Bold Cup, 9am
- June 14** Kaffeeklatsch @ Vero Panera, 9am
- June 21** Kaffeeklatsch @ Daytona Panera, 9am
- June 21-27** 2020 PCA Porsche Parade, Palm Springs, CA

- July 4** Kaffeeklatsch @ Avenues of Viera Bold Cup, 9am
- July 12** Kaffeeklatsch @ Vero Panera, 9am
- July 19** Kaffeeklatsch @ Daytona Panera, 9am

We apologize for the inability to confirm any of the above events!

SPC events shown in blue. Dates and times subject to change. Keep an eye out for additional drives and other events that are still in the planning stages on our website calendar spc.pca.org.

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