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SPACE COAST REGION
PORSCHE CLUB OF AMERICA
2018/4



2018 - Celebrating 50 Years

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PORSCHE



President's Column

As you read this our 50th Anniversary year will be a memory. The fall season saw us finish up our Autocross series with events 5 and 6. Congratulations to all the yearend class trophy winners! At the second annual Porsche vs Corvette Challenge autocross, Team Porsche, aka The Fabulous 12, took home the trophy for a second consecutive year. Congrats guys! Next year we are hosts and are looking for some fast women drivers to add to the team! Come on out to the next autocross January 12, 2019! During the summer we moved the central Kaffeeklatsch (Cars and Coffee) to the Avenues of Viera. Our new parking spot near Bold Cup and Panera seems to be a hit and attendance is up. If you haven't come out before, this new location is a good reason to do so. OktoberFast was a huge success and a fun time was had driving Daytona Speedway and auto-crossing the cart track. We held our first ever Charity event for Wabasso School at the American Muscle Car Museum with a fantastic turnout from our region and other regions of Zone 12. Thanks to all for your support of this great institution. The next day we participated in a United Way car show with our friends from Cape Kennedy Corvette Club. Our own Oktoberfest came off without rain and flooding this year! We had a significant uptick in attendance and saw some awesome Porsches, both old and new come out and shine. Thanks go to Steve and Robin Hoffman, David O'Neal, and Lynn Perez for planning, running and cooking this excellent event! If you missed it, mark your calendars for next year!

Speaking of 2019, the big news is Parade during July 21-28 at the Boca Raton Resort (Waldorf Astoria). It is a week packed with Porsche events that people from all over the country return to every year. Get event information at the Zone 12 website!

Thanks go to Shay Rowe and Porsche of Melbourne for sponsoring many of our events and Mark Pieloch for allowing us to use AMCM and Ed and Jerry for all their help. Special thanks goes to the Board of Directors and all the committee chairs. They put in long hours to make this club run on all cylinders and they do it for you.

Wishing you all a wonderful Holiday Season and a great New Year!

Carmen DeVito

On the Cover: John and Lynda Hodgson's 1968 Yellow Targa.
Photo by Ray Baldino.

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From the Editors

Our Space Coast Golden Anniversary year is over, and it's been fun looking back at the last 50 years for us. We hope you enjoyed reading it as much as we enjoyed putting the stories together. It's been a blast from years past, hearing about fun stories and happenings early members had and we can all look forward to even more great events and the continuing future of our club.

This year has been busy with lots of activities that we hope everyone enjoyed. Robin Hoffman has announced this is her final year helping with the editing of **Escape Velocity**, although thankfully she'll continue to be a contributor supporting **EV**. Robin will be taking on the role of Secretary for the Club as well as being a new Grandma and planning three family weddings in 2019. So, we're looking for Robin's replacement, someone who enjoys the activities of the club and enjoys reporting on those events. Remember if you have an idea that sounds interesting or have taken a fun trip in your Porsche, or just want to help please email suekee.ev@gmail.com.

Plans are already in the works for the Third Annual Porsches and Putters Golf Tournament next April. Auto Cross dates are already confirmed for the American Muscle Car Museum, and some great Drive and Dines are planned, so stay tuned for those events. We are fortunate to have two great race tracks, Daytona and Sebring, so close for members to enjoy driving and racing events. Remember the most up to date calendar of events is on our website at spc.pca.org.

This past year has been a great Charity year with lots of giving back to the community for our Club. Let's make sure we continue with that. It's never too late to volunteer to help with any of the events next year, we always need lots of extra hands to make all the events a success, please don't be shy, just step up and volunteer. It takes a village sometimes to get things done. It's been a pleasant surprise how many new friends and memories we've made through volunteering.

Thank you to all our contributors who shared their travels and experiences. It's been wonderful to see all the places you all went and the fun you had. This is your club and sharing adventures is part of what makes us all unique and special, not to mention some great ideas to try out. Also, a big thank you to Porsche of Melbourne and Shay Rowe and our **EV** advertisers. We couldn't have this magazine without all of you.

Sue Kee Robin Hoffman



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Got Something to Say?

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

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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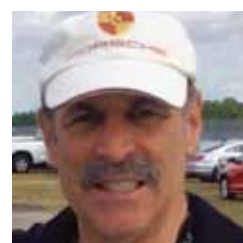
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Membership Corner

by Glenn Matchett

We are 844 primary members and 383 affiliate members for a total membership of 1227. We have increased by 27 members since the last quarter.

My favorite part of being Membership Chair is meeting new members. When I see them at their fourth event and their enthusiasm has gone even higher, that puts a smile on my face. At the concours, I talked with a couple that I had seen the previous weekend while working the parade laps registration table at Daytona Speedway. They told me

how much fun they had driving their Porsche on the track, and that they couldn't wait to do it again next year. That's what we like to hear!

If you have any questions or ideas you'd like to share, feel free to contact me.

Glenn Matchett

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Welcome to our New Members!

August 2018

Stephen Ziehm – 2016 Panamera S E-Hybrid
Christian Morin – 2013 911 Carrera 4S
Mickey Mills – 2013 Boxster
Ronald Gabor – 2018 911 Carrera
Jonathan Rahill – 2018 911 Carrera
Patricia Alexander – 2018 Macan
Kim Anderson – 2018 Macan
Alicia Jackson – 2018 Macan
Raymond Spetz – 2018 Macan
Jennifer Tennity – 2018 Macan
Pamela Scheiffer – 2018 Panamera Turbo
DeWayne Carpenter – 2018 Panamera
Eric Young – 2018 Cayenne
Rodney Honeycutt – 2018 Cayman
Mildred Timme – 2018 Cayenne
Catherine Sbrilli – 2018 Cayenne
Steven Althoff – 2010 911 Turbo Cabriolet
John Murphy – 2006 Boxster
William Suddath – 2013 911 Carrera Cabriolet
William Staples – 2018 Panamera
Michael Davison – 2018 Panamera
Bruce Kraemer – 2018 Panamera
Olivia Pitten – 2018 Macan
Sherrie Douglas – 2018 Macan
Gregg Fusto – 2018 911 Carrera
William Stillwell – 2018 Boxster

September 2018

Ralph Pallmer – 2005 Boxster S
John Fitzgibbons – 1976 914
Christopher and Emily Rehkop – 1984 911 Carrera

October 2018

Knut Hulbert – 2019 911 Carrera T
Randall Stump – 2008 911 Carrera 4 Cabriolet
Jonathan Krauser – 2001 911
Dan Waller – 1996 911 Turbo
Safe Albuainain – 2018 Macan
Robert Beckner – 2015 Cayman
Gretchen Ward – 2018 Macan
Joel McKinzie – 2018 Cayman
Markand Patel – 2018 Macan
Carlos Felix – 2018 Macan
Debra Gutches – 2015 Macan S
Jason Hungerbuhler – 2018 Macan
Frank Thrasher – 2017 911 Carrera
Joshua Bessette – 2018 911 Carrera
Frederic Bondesen – 2019 Cayman
Rodney and Gretchen Dixon
Michael Willis – 2018 Cayman
Thomas Haskins Jacobs – 2001 911 Carrera
Tommy Kiefer – 2009 911 Carrera S Cabriolet
Bruce Thompson – 1996 911 Carrera
Derek and Stacy Mueller – 1984 911 Targa
Bill Deller – 2019 911 Targa
Colton Lubbe – 2007 Cayman S

Transfers In:

Stephen Lambert – Florida Citrus Region – 2002 Boxster S
Peter Van Lancker – Northeast Region – 1971 911E



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Keeping the Pedal to the Metal

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.

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! 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.

Name Badges

If you are interested in having your own Space Coast PCA name badge – contact Glenn Matchett (Membership Chair) and he'll order one for you and your co-member. Pick it up at a future event!

PCA Juniors

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>.

Tech Session at Porsche of Melbourne

March 23rd – 9am at the dealership

Come learn about car coatings and ways to best protect your Porsche. As always, they are generous with the coffee and bagels in the morning!

Porsche Parade in Boca Raton

July 21st to 27th

Come to a week long Porsche extravaganza just a few hours from home! It is a wonderful event that brings people from all over North America together to enjoy our Porsches!! Concours, autocross, TSD Rally, Gimmick Rally, Banquets, 5K Run and more!

Spring Autocross Events

At the American Muscle Car Museum

February 9th, March 30th, April 27th, May 18th

Our Autocrosses at the AMCM facilities are fantastic! Expect our usual fun and challenging course with approximately 60 second runs. Sponsored by Porsche of Melbourne. This year we are using ClubReg to register and pay for each autocross. Register on ClubRegistration.net.

Autocross Training Basics

At the American Muscle Car Museum – January 12th

New to autocross? Come join us for an on course, in your car, with instructor, training session. It will be a low stress, untimed event with specific training stations designed to get you started on a fun, successful autocross season! This is for new and novice (less than 4 AX) autocross drivers only and there will be no charge for this event. Register on ClubRegistration.net.

Driver's Education - DE's

These are driving events focused on developing high performance driving skills for all drivers. DE's are a wonderful way to improve your driving skills on a racetrack with the help of an instructor. These are PCA sponsored events at Sebring, Daytona, Palm Beach International Raceway and Roebing Road.

DE Tech/Info Session

At Zotz Racing in Orlando – January 12th

Every question you have ever had about DE's will be answered! Tech session will be split into a beginner DE and advanced DE discussion groups. Zotz will be providing lunch so please register for an accurate lunch count. We will have a drive leaving Lowes at 7:30am for those interested.

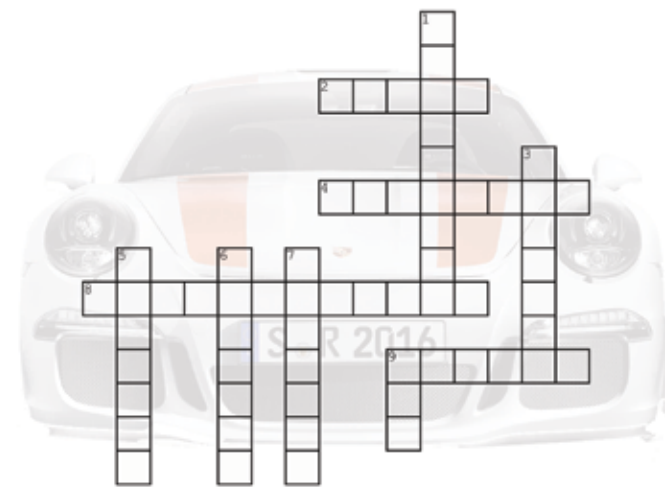
Bok Tower and Gardens Drive and Dine

January 19th

Meet at the Sam's Club parking lot on US 192 at 9am for a beautiful drive together to see a Florida treasure! Check out the details on spc.pca.org/calendar. Please RSVP to Wojo at wojo@cfl.rr.com.



Space Coast PCA Crossword Puzzle



Across

2. Type of headlight
4. Ferdinand Porsche nationality
8. Location of Porsche factory
9. First electric Porsche

Down

1. Early model of car
3. Spanish - race
5. Panamera 'wagon'
6. 24 hour race France
7. Feature race track slows cars
9. Monitors tyre pressure



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The Ins and Outs of Ceramic Coating

by Dylan Kotoulis and Simon Iribarren,
Porsche of Melbourne

Over the last several years caring for automotive finishes has gone through a revolution. I still remember the days waxing my Dad's black 1974 Chevy Caprice. I used his favorite can of Rally Wax and a few terry cloth towels. Getting a shine was hard work. The towels would end up with a black tint from polishing off the paint and oxidation. This was not only a great bonding experience for my Dad and I, it also sparked my passion for truly caring about my cars.

A few years later, my dad sold the Chevy and brought home our first car with a clear coat finish. No longer did the towels turn color, and my Dad's

interest in waxing cars waned (pun intended). A common myth, at the time, was clear coat paint didn't need to be waxed as frequently. It probably made sense, as waxing a car didn't quite restore a shine like it did on older lacquer finishes. For years after, protecting a car's finish was basically the same. Most modern-finish car owners wash their car, put on a coat of wax and wait until the water stops beading. Unfortunately, all was not well.

For true car-care enthusiasts, clear coat paint has proved more challenging to maintain. With our Florida climate, the love bugs, salt spray and the myriad of contaminants we encounter, a slow degradation of the clear coat is almost inevitable. This means every time we wax our cars, it never looks as good as the time before. This led to more swirls, more bug stains, and more imperfections. From our eyes, waxing was necessary, but it wasn't protecting the car for long enough and it wasn't restoring the shine.

In just the last few years, ceramic coatings have been offered for automotive finishes. Ceramic coatings utilize nanotechnology to fill in microscopic imperfections and seal the finish with a smooth hydrophobic surface. Unlike waxes and sealants before, a ceramic



coating is permanent. It takes a fair amount of time, preparation, and skill to apply correctly. Once applied, the barrier it creates between the surface and the paint is unmatched in terms of gloss and durability.

Shay Rowe began to notice many of our guests had ceramic coatings applied and generally were very pleased with the results. He also noticed that for clients that did proper research, used great products, and had professional installation, the results were superb. In early 2017, Shay decided to meet with the highest rated companies and find the best to offer as a service to our customers.

Shay decided on Feynlab Ceramics, and began ceramic applications in the Spring. He chose Feynlab because their product is American made and engineered. Feynlab is not a re-branded formula from another company. They also offer the best customer support, which is key to satisfaction. Before we could begin work on customer cars, Shay also invested heavily in our facility to give the technicians the cleanest facility to work from. Feynlab works closely with our technicians, visiting frequently for training and inspection to ensure the best results.

We are only offering Feynlab's premier product, "Self Heal Plus". For painted surfaces, their technology is self healing. Minor scratches and swirls will quickly fill back in and return to its original gloss. Perhaps one of the biggest benefits is the ease in removing brake dust from ceramic coated wheels. Their ceramics can also be applied to glass, brake calipers, rubber, plastic and trim. Feynlab Ceramic can be applied to all years of clear coat finishes. Proper preparation for older finishes ensures like showroom results. For new cars, ceramic adds a level of depth and gloss to the paint that surpasses the factory shine.

If you are considering applying ceramic protection to your car and would like to learn more, please stop by and see us. We will gladly take you on a tour of our facility and help you with making the best decision for your ride. I know my Dad would have been very happy if he could have had it applied to his cars many years ago.

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Porsche of Melbourne

Kaffeeklatsch Report

Photos by David Kelly, Pat Willingham and Robin Hoffman

In addition to having lots of good coffee at Bold Cup Coffee in the Avenues of Viera, and lots of great Porsche talks in Vero Beach, there has been a good turn-out of SPC members and great Porsche cars too. The North End arranged for a trip to BGB Motorsports during their KK. We had over 30 cars (from 914s to 2018 911s, plus a Ferrari and a classic Thunderbird) meet at Panera's for breakfast, then we left about 10:30 to drive to BGB. Once there, John Tecce showed us around his shop and explained some of the modifications he makes to the cars. Fun time.



Space Coast Charity Over the Years

by Elaine Christine

Our Club has been very fortunate to have members that want to get involved in charity functions for the Club, and it all started while Tom Gorsuch was president with wife Elaine Christine asking for donations for the Brevard Women's Center at a club function and continued with Lois Roberts who helped on the board supporting the Center soliciting donations for this worthwhile organization. Elaine and Lois wanted our Club to give back to the community. Both Jack and Lois Roberts were instrumental in getting us all involved every Christmas with **Toys for Tots**, and collected and delivered the toys for that each year with the help of Donna Edwards from Porsche of Melbourne. Tom and Elaine, along with Shay Rowe, Ray Baldino and Jack and Lois Roberts came up with the idea of a member calendar and auctioned off months for charity funds. The calendar has been going strong for 6 years now, funds distributed locally. PCA recognized our Club's charitable endeavors and we were voted Region of the Year in 2009, plus winning several other national awards after that.

This year our charity events have been very successful! Our first 2018 event was **Porsches and Putters Golf Tournament**, which benefitted the Brevard Schools Foundation

Mindfulness organization, at the Cocoa Beach Country Club. Lots of members showed up to play golf for that worthwhile event.

This year our summer banquet proceeds benefitted **Charlene's Dream**, a local cancer foundation for women, with the tireless help of Eliani and Bill Berman and friends that included a visit to the facility along with a nice drive to a lunch.

Thank you to all who participated and to Terry Miller for coordinating those Parade Laps at **OctoberFast** at Daytona Speedway with a nice donation to Breast Cancer Research. Fantastic food, folks and their Porsches were highlights of the **Oktoberfest** picnic at Burton Smith Park. We are so grateful to those who brought non-perishable food and a special thank you to Carmen and Sue DeVito for delivering the goodies to the Food Pantry.

Rachel Schwanitz and her committee, worked tirelessly to put together the charity event at the American Muscle Car Museum which benefitted the **Wabasso School**. A big thanks to Mark Pieloch who opened up his beautiful American Muscle Car Museum to accommodate this event. See article on this event on page 32.



This year will be the sixth year for the **Space Coast Porsche Charity Calendar**, and we honor Shay Rowe at Porsche of Melbourne who sponsors the printing, and master photographer Ray Baldino, who donates his time and hard at work scheduling and shooting photos of members and their Porsches. The beneficiary of the calendar this year is the Women's Center of Brevard. Everyone who attends the Holiday Party on December 15, 2018 will receive a 2019 Calendar!

Charity begins at home and our Space Coast Club has been that home for many worthwhile causes. Let's all keep up and continue the good works that has grown through the years.



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Life Back Into Perspective Again

Article and photos by Terry Miller

One mother said to me "Thank You for making a special day in her child's life" to which my reply with tears in my eyes was, "No, thank you and your child for making my day and placing my life back into perspective." - Terry Miller



signs: Thumbs up go faster, Thumbs down slow down and an arm out the window is I'm going to throw up! There is even a special shirt (100 mpg club) awarded and signed by the driver when 100 mph or more is obtained.



There are often moments in life each year that hold special meaning for all of us. The one that means the most to me, is the yearly "Kids Racing For Life". This special event is held each September at the famous Sebring International Raceway put on by PBOC (Porsche/ BMW Owners Club) and Zoeller Ministries. While we have "sprint races" as well as a DE for all levels each day, this event is not all about us or our cars as much as it's about kids" with cancer and their families. PBOC provides three days of fun, excitement, love, hope, compassion and joy for the kids as they are truly "Racing For Life."

The goal is to be able to provide a 3-day escape from all the realities of living with and fighting cancer as it a "fun" race for the kids. These are kids who are in this *race for life* far too early and through no fault of their own, see the world around them in ways that no "kid" should see or experience. Each day this great and famous track is used for an hour and a half to provide an unforgettable experience for the kids. The racers and instructors volunteer to take all the kids out for a ride on the track for 3 to 4 laps. They are all buckled in with a helmet and neck brace. The speed is up to the child with 3 simple

Anyone who is a solo DE driver or Instructor can participate as a volunteer driver in this event and everyone can a sponsor of a child and family. Let's have a bigger Space Coast presence next year for this wonderful event. Visit Kids Racing For Life <http://www.kidsracingforlife.com> for more information.

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Danny Baker
Executive Director

Rennsport Reunion 2018

Article and photos by Sue Kee and Victor Varela

The Porsche Rennsport Reunion 2018 was held September 27-30 at the WeatherTech Raceway Laguna Seca in Salinas, California. More than 81,000 attended Porsche Rennsport Reunion VI and enjoyed 350 Porsche race cars battle on the 2.238-mile, 11-turn road course on the Monterey Peninsula.



Rennsport Reunion VI was the culmination of this year's global celebrations of the 70th anniversary of the first Porsche sports car. Seven decades of Porsche models were a sight to behold — from the blistering-fast 919 Hybrid Evo to bright-red Porsche tractors from the early days. The original 356 No. 1 Roadster was on display at and, appropriately, Dr. Wolfgang Porsche, Chairman of the Supervisory Board of Porsche AG and son of Ferdinand "Ferry" Porsche, took her for a spin around the track!



"Every Porsche car has a soul, and Rennsport has its own soul thanks to the emotional response of enthusiasts who come from around the world," said Klaus Zellmer, President and CEO of Porsche Cars North America. "We are deeply grateful to the champion drivers and brilliant engineers behind more than 30,000 Porsche motorsports victories so far – who help us develop on the track what we bring to the street. Celebrating this heritage together with the extended Porsche family of fans made Rennsport Reunion VI the biggest and best yet, and the most thrilling."

Approximately 50 legendary drivers (including our own John O'Steen), 500 historic car, 350 cars in competition, and the full Porsche Factory Team were in attendance at Porsche Rennsport Reunion 2018. In addition, 1,600 Porsche cars were on display in the Porsche Club of America corral.



Several of our Space Coast members made the trek to Monterey, John O'Steen, Ralph and Carole Fritsche, Steve and Robin Hoffman, Scott and Sue Kee, Chris Heinze, and Tom Gorsuch. The Hoffman's did the 3000+ mile drive each way in their 2009 Cayenne GTS. The weather was spectacular only second to the beautiful Porsches. One of the highlights was a tractor race with a Pink Pig Porsche Tractor in the mix. Steve and Robin were kind enough to invite us Kee's to a parade lap of Laguna Seca in their Cayenne. What a thrill, careening through the Corkscrew! The racing was exciting and the drivers and Porsches were all there in their garage spaces ready to be seen by all, up close and personal.



Rennsport only happens every three years, and not always at Laguna Seca. If you get a chance to attend, it's well worth the trip.



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Porsche vs Corvette Challenge 2018

Article by Ken Marshall
Photos by Ed Dedick

The second annual Porsche versus Corvette Challenge was held at the American Muscle Car Museum (AMCM) on September 30th, 2018. The Challenge format, if you recall, matched the top 12 drivers from the Cape Kennedy Corvette Club versus the top 12 drivers from the Space Coast Porsche club. The top 10 times from each club would be added together and the lowest total overall time is declared the winner. The Clubs would alternate home Team advantage, which meant that the host team designed the course.



Porsches and Corvettes...

The defending Space Coast Porsche Club champions were looking for a repeat, however we were put on notice last year that it would be a much more different course for 2018, and it was. The course was designed for higher power, was much more open, allowed for a much faster start, higher speeds on the back straight, and a very fast and long, no stop in the box, finish. We had a secret weapon though, as they forgot that Porsche's are fast too, and handle like a dream! We were also confident in our team. The Porsche Team ran a nice mix of GT3's, GT3 RS's, GTS Carreras and Caymans, Boxster S's and one base Boxster. The Corvettes consisted of Z06's, a ZR1, Grandspots, and other later models.



...ready to rumble

With a threat of rain later in the day, we competed with five runs instead of our usual ten runs each.


The Corvette Team brought in some new guns for this year, but in the end it didn't matter. The final result, Space Coast Porsche wins again! 56.7626 seconds versus 58.7438 seconds. We keep the trophy, and bragging rights for another year! Though closer than last year's 6+ second victory, the 2.6365 second margin was still decisive. Fastest

time of the day went to Porsche as Ken Marshall wheeled his GT3 RS to a 54.355, followed closely by Russ Karnap with a 54.366, and George Krivo with a 54.665. The top 3 Porsche drivers would have taken 1st place on the Corvette Team. Fastest Corvette was still a hot 54.957.

In truth, the event was a lot of fun, and we made and reinforced new friendships with the Corvette Team. They are a great bunch of folks with a shared passion and enjoyment of cars and driving. They are the only other car club that Mark allows to run AutoX at his museum, so that speaks volumes. Best of all, we raised \$1100 for The Pieloch Pet Adoption Center. Next year will be a bit different though as we plan to incorporate a couple of ladies on the Space Coast Team, to challenge some very fast Corvette ladies. Ladies, practice hard next year! We will need you!



Competing teams but all smiles!



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Member Spotlight

Rob and Maria Van Name

We moved to Florida in 1997 as a transfer from Long Island NY so I could work for Northrop Grumman in Melbourne. I spent most of my career in aerospace working on aircraft, radar and EW simulators. From the Melbourne site I supported the Joint STARS test aircraft, recurrent software testing, and mission/maintenance simulators. I retired in early 2013 after being made an offer I couldn't refuse. Maria worked in retail for many years. We have three grown children and three grandchildren spread about the US in California, Georgia and Indiana. When we arrived both sets of parents were living in Florida, in Boca Raton and in Vero Beach respectively. Over the years we helped them with their care with only my step mother surviving.

My history with Porsches began with a 1959 356A basket case that I bought from a college friend in 1967. It was a learning experience



to get it back together and running. By that point I was graduating from college and starting full time work so I bought a VW Fastback. The Porsche bug returned a few years later when I bought a well used 1966 second series 911. We found the 911 could carry one baby carriage, folded up. The melodious sound of the flat six could put my son to sleep when he was cranky. The arrival of our second child put an end to Porsche ownership. The Volvo era then ensued for the next 20 years until I helped my son buy his first car which was 1978 924. I learned to change the camshaft in about an hour.



In late 2010 the Porsche bug returned and I bought a 2007 base Cayman from Arlington VA which I drove home to Florida. At that point I joined the SPCA and enjoyed many club activities. I did a lot of work on the Cayman to get it track worthy. My adventures are documented on Planet-9 and the Cayman Register. As one learns the M97 engine in the mid engine platform needed some serious modification when running slicks. I did them all. I attended DEs and autocrosses with the car.



In 2012 I attended the Porsche Sport Driving School at Barber Motorsport track in Alabama. It was a lot of fun to drive other people's Porsches at speed on the track and receive instruction from luminaries such as Hurley Haywood. The Barber track is so smooth compared to Sebring. The next Porsche to come into our family was a 2015 Cayenne Diesel that Maria drives. It is a great highway and tow car. Regrettably, Porsche has abandoned diesel powered cars. The Cayenne was followed by our 2016 Boxster Spyder which is my favorite. I've only done some minor mods to the Spyder to ease maintenance tasks and keep leaves out of the air intakes and enjoy taking the Spyder on SPCA drives.

For the past several years I've enjoyed being the Space Coast Tech Chair. Hopefully members have been able to get something out of the articles I write for **EV**.

My other interests are club racing my J/30 sailboat with Melbourne Yacht Club, volunteering with Habitat for Humanity as an electrician, Ham radio and helping care for my sister-in-law. We have a Welsh terrier that keeps us busy too. This past fall we rented an RV and toured the eastern half of the US visiting grandchildren and relatives. We liked it a lot and next year we will try towing a travel trailer with the Cayenne.




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This is PCA’s slogan, but it truly is the theme of the PCA. Long time members tell us why they joined and have stayed with the PCA for decades.

“We are relatively new to the Porsche world and not super active as many of you are but we enjoy every minute with the people. From day one everyone could not have been more welcoming and helpful. This year’s Octoberfest was a good example. Anyone that was there knows it was pretty chilly and neither Anneliese or I were dressed for the weather. As you can see in the photo Anneliese and I are both wearing light jackets thanks to Robin Hoffman and David Kelly. That pretty much says it all. Thanks guys and gals!”



Nick and Anneliese Hess
PCA Members for 3 years

“My first car was a new 914 in 1973 and I have been a Porsche fan ever since! I am interested in anything that helps me get closer to the cars and the people who drive and design them. PCA helps me do this and I am happy to be able to share these experiences with my wife.”



Ralph and Carole Fritsche
PCA Members for over 20 years

“We like looking at all the racecars. Everybody is always nice. (Mom says she likes the 2 hours rest she gets when Dad brings the boys to the monthly Melbourne Kaffeeklatsch’s.)”



Payse and Slayton Springer
PCA Junior Members – since birth!

“Bruce and I are new members just learning about all the events available in PCA. We recently bought a beautiful little blue Porsche Boxster S for our 26th anniversary and fulfilled our lifelong dream of owning a Porsche. The very first event we attended was the 50th Anniversary dinner at the Daytona 500 Club! What an experience! We topped it off with sitting and visiting with Vic Elford the next morning!”



Cindy and Bruce Hambidge
PCA Members for almost a year

“Who knew purchasing a Porsche included not only a warranty but if you choose wisely (buy from Porsche of Melbourne!) it could also include membership in the Porsche Club of America. This club is a treasure chest filled with wonderful people, fun events, learning experiences and “spirited” driving! Our first year has been a blast! Thank you Space Coast Porsche Club!”



Sherry and Don Ling
PCA Members for 1 year

Our members join PCA because of the love of Porsches and they stay because of the friendships they make!

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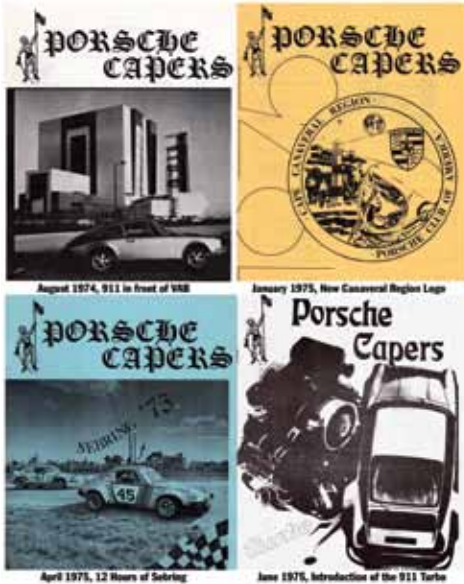
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Space Coast Region in the 3rd Millennium

by Tom Gorsuch
PCA National Vice President
Space Coast Region President 2007-2008

At the height of the Space Race in 1968, the Space Coast Region was founded as the Cape Canaveral Region. This was the same year that Porsche won 1st, 2nd and 3rd at the Daytona 24 hours—their first international endurance race outright win. A few years later, the Citrus Region was formed out of the Cape Canaveral Region after Disney World brought significant growth to the Orlando area. The original newsletter was called *Porsche Capers*.



Our region was renamed the Space Coast Region (SPC) in the 1980s. The newsletter at that time was *Fast Corners*, emphasizing our straight north-south and east-west roads.



The Porsche hobby along the space coast was supported by a technology-oriented population and a handful of independent Porsche shops. The Region had 235 primary members by 2005, which is about the time that Melbourne landed its first Porsche dealership.

Things really took off in 2006 with some major changes in the club. As membership chair, I had begun printing an events calendar on a quarterly postcard which improved communication and boosted participation. At the annual holiday party, Jack Roberts agreed to resurrect our newsletter. The newsletter was rebranded as **Escape Velocity** to draw connection to our space coast heritage. We held our first meeting with the new owner of Porsche of Melbourne, Shay Rowe, in December 2006. Shay was motivated to transform the dealership and the Region was well positioned to support him. The going-in impression was that PCA members drove old Porsches. I explained to Shay that every single member wanted to buy a new Porsche given the right circumstances—that he could not find a more loyal demographic. Shay took a chance on us.

You see we have all the right stuff. Blessed with a deep talent pool of willing volunteers, the Space Coast Region is at the center of sports car endurance racing with the Daytona International Speedway in our Region and Sebring just a few hours away. We take advantage of both for professional racing, Club Racing and Drivers Education events multiple times per year. Space Coast Region is part of Zone 12 (ten Regions in Florida and Puerto Rico) which is geographically the smallest Zone in PCA—with lots of opportunity to visit friends sponsoring PCA events in interesting destinations. The bi-annual Sunrise to Sunset Rally is a prime example where we fill the hours between an east coast sunrise and a west coast sunset with Porsche backroad trivial pursuit. And Porsche of Melbourne is recognized as one of the best dealerships in the country.

Our organization and enthusiasm was rewarded in 2007 with the PCA Factored Growth Award. We were helped by having Rennsport Reunion III in our Region at Daytona in November of that year. Many Space Coast Region members volunteered at

RR III to pull off this international happening of everything Porsche. The Space Coast Region has been a top ten growth region—growing faster than the national average for the past 12 years. Now we are over 800 primary members strong! The membership growth award was followed in 2009 with the Ferry Porsche Trophy for Region of the Year. Ralph Fritsche was SPC President in 2009 and well supported by David O'Neal's system for ensuring a balanced program of social, touring, technical, driving skill and competitive events. Something for anyone who loves Porsche and the people who drive them.



Jack Roberts was inspired to evolve **Escape Velocity** from a newsletter to a full magazine. Starting in 2008 our **EV** was printed with a heavier weight front and back cover and a first in PCA centerfold spread highlighting the latest Porsche models available at Porsche of Melbourne. The Space Coast Region was nationally recognized again in 2010 when Jack won the Paul Heinmiller Award for PCA's best overall newsletter. **EV** is a significant chronical of SPC events and activities. A series of dedicated **EV** editors have continued the tradition and are recognized on our website along with every **EV** from 2007 to present (<https://spc.pca.org/escape-velocity/>).

Likewise a series of dedicated Region Presidents and officers have continued the tradition of top Porsche owner engagement.



Sunrise to Sunset Rally 2011

We now have nearly 50 events every year from local Kaffeeklatchen to group participation in Zone and national events. The Space Coast Region, led by Lou and Donna Linden hosted the 2012 Zonefest multi-region, multi-event weekend in Vero Beach. Not one to rest on laurels, we co-hosted with the Citrus Region, the national event Escape to Magical Orlando in 2014. Scott and Sue Kee took a major role in making this event a success and they were rewarded with SPC President and **EV** Editor roles respectively. David O'Neal was our Zone 12 Representative during this time and led the multi-region team and national support organization through a magical Disney-Porsche experience.

All of this success meant that Space Coast Region talent was continually being tapped for PCA National roles. Following David O'Neal's tenure as Zone 12 Representative, David and Ginny O'Neal were called upon to create a new national, couples getaway weekend event which came to be known as Treffen North America. Steve Hoffman stepped up to be the PCA National Tech Chair. With a team of recognized Porsche technical experts, Steve is a Porsche community worldwide resource. Robin Hoffman ran multiple years of the PCA Parade Kids program—leading the way for our next generation enthusiasts. The Hoffman contributions both regionally and nationally brought them further recognition as the 2014 PCA Family of the Year—congratulated personally by Hans Peter Porsche at Parade. Porsche of Melbourne prospered in parallel with an unprecedented number of consecutive Premier Dealer awards. Shay Rowe spent several years on the Porsche Dealership Board of Regents where he helped champion how dealerships and PCA regions can prosper in partnership.



AX Challenge 2008

Our autocross program was restarted in 2008 with a Citrus Region hosted AX Challenge. AX enthusiasm, led by co-chairs Kenny Marshall and Craig Barrie, has grown to the point that we now have our own timing and safety equipment used regularly at American Muscle Car Museum facility AX events. The Space Coast Region public service component has grown as well during the last decade. We now typically raise on the order of \$10K annually for local charities that are hand chosen by our officers. We have created a charity calendar

of members and their Porsches with photography donated by Ray Baldino and printing donated by Porsche of Melbourne. Our charity program has been recognized several times over the past few years with PCA National Public Service awards for the efforts of Charity Co-Chairs Lois Roberts and Elaine Christine. Our webmaster Jeff Dorman has also received national recognition and graciously donates time to administer the Zone 12 website on the side.



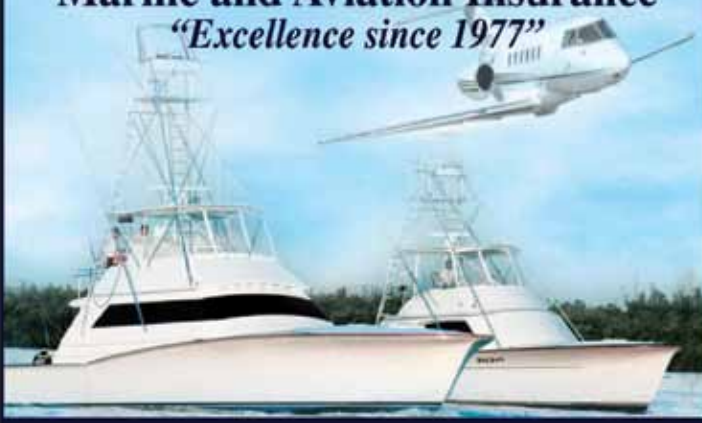
Porsche Corral Daytona 2008

We had an amazing year of 50th Anniversary celebrations led by current President Carmen DeVito and 50th Anniversary Chair Sue DeVito. The names highlighted throughout this retrospective are a small subset of what it takes to make it all happen—are mentioned in order to highlight how the Space Coast Region has emerged as one of the best in all of PCA. Space Coast Region membership offers tremendous opportunity to enjoy your Porsche among like-minded enthusiasts and friends. Your satisfaction will intensify through volunteering to help in any capacity. And while we honor the past, it is the future we look forward to. Each generation of volunteers and leaders bring new ideas and this creativity is the lifeblood of the PCA. I am proud to have been a part of it and I look forward to many more memories to come.

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Space Coast PCA - National Presence

by Steve Hoffman

Over the first 40 or so years of our region existence, we were a strong, small club nestled in our little slice of paradise here on the Space Coast. Then about 10 years ago a new member, Tom Gorsuch arrived on the scene and brought his leadership and vision to our club, eventually taking over as President of the region. He worked with new owner, Shay Rowe, of Porsche of Melbourne, establishing a relationship that is still thriving today. Primarily due to this relationship, our little club started to blossom. Since that relationship was established, our membership grew from approximately 200 primary members to roughly 850 today. Amazing growth by any standard. We were rewarded with the PCA National Membership Growth award in 2008. Because of this national recognition, Tom would be selected to lead the National Membership Committee sharing his knowledge



Tom Gorsuch, Bibendum and Steve Hoffman

An advertisement for Hagerty insurance. It features a red sports car driving on a winding road at dusk. The text "THIS SEARCH ENGINE RUNS ON GASOLINE" is overlaid on the image. Below the image is the Hagerty logo and text: "HAGERTY FOR PEOPLE WHO LOVE CARS Insurance. Valuation. Membership. DriveShare™". At the bottom, it says "Drive with us. 407-222-1540 | Don Swift | dswift@hagerty.com" and "Members of the Porsche Club of America receive a 5% discount* on collector insurance with Hagerty." There is also a small disclaimer at the very bottom of the ad.

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and experience across the country. Tom and Shay worked together to develop a video to share with other Porsche dealers on how to embrace the local PCA clubs to establish similar mutually beneficial relationships. This was step one of Tom's leadership run that would continue as National Treasurer, current National Vice President and future National President, of PCA.



David and Ginny O'Neal

Once PCA noticed the leadership ability of Tom, numerous other doors were opened for Space Coast region members. David O'Neal would follow up his region Presidency with a Zone 12 leadership position and then the PCA Treffen Chair. Ginny O'Neal would follow up her position as editor of **Escape Velocity (EV)** to be the Parade Awards Chair and then the PCA Treffen Facility Coordinator. Jack and Lois Roberts followed up their numerous region roles to run the Parade Goodie store for several years. Robin Hoffman, our current Vice President, was the Parade Kids Chair for five years and is still on the Parade Photo team. Steve Hoffman followed up his Presidency of the region as the current PCA National Tech Chair. Dan Cleary served as the National Boxster/Cayman Tech Focal and Lou Verdiales is currently the National Turbo Tech Focal.



Lois and Jack Roberts with Tori Hoffman

Once Tom helped get this quiet little region noticed, the flood gates have opened for a huge national presence by Space Coast members. Did I mention we also won the Region of the Year in 2010 and finished runner up in 2014, not to mention numerous other national awards for **EV**, our website, our charity work and even a "family of the year" win, all in the last 10 years. With Tom taking over as President next year, for a likely 4-year term, I think this influence will only get stronger. So, if you want to not only help lead our region, but dream of change on an even grander scale, you are in the right place. We are thought of as one of the strongest regions in the country and I expect this will only continue as we look towards our next 50 years.

HSR Fall Historics - Road Atlanta

Article and photos by Tom Kirk

September 20th to the 23rd at Road Atlanta marked the fourth of seven Historic Sportscar Racing (HSR) race weekends that comprise the 2018 WeatherTech Sprint Race series and the B.R.M Chronographs Endurance Challenge. This was a return trip for me and Priscilla (my 1995, type 993, Porsche 911) as the HSR season started there with The Mitty back in April of the year.

It had been a full two months since my last race in Canada with HSR at the Circuit Mont-Tremblant and I was eager to compete again. During this break, Priscilla's engine had been out and completely refreshed (head machining, rocker arm or two replaced, valve or two replaced, rod bearings replaced, etc.) as part of the preventative maintenance required every 40 hours on her high-performance 3.8 liter race engine.

Test day on Thursday began with short-shifting at less than full throttle for one lap, then stopping on the hot pits to be sure there were no problems with the new engine. This was followed by longer and longer sessions with more and more throttle until by the end of the day I was driving full speed for the entire thirty-minute test session. We were both ready for qualifying on the next day.



Ready to roll

Ron Zitza, my co-driver for the 90-minute enduro, drove in the first of three qualifying sessions to get a feel for how the car was performing and give me some data against which to compare my laps. He put down a fastest lap time of 1:34 for me to shoot for (my fastest lap on the test day was 1:37), but felt if we made some suspension adjustments that the car could be even faster. We stiffened the front suspension with a few clicks of increase compression dampening on the front shocks and I went out for the second qualifying session. While the car seems to steer better, she had lost some power in the afternoon heat and the left rear tire was spent. My fastest lap was 1:38; slower than I was on Thursday!

Saturday morning was the final qualifying session. The best qualifying lap sets the grid for the first sprint race on Saturday afternoon. With fresh Pirelli slicks on the car, a stiffened front sway bar (in addition to the stiffer compression dampening) and cool morning air I drove multiple 1:34 laps, going as fast as Ron had the prior morning!

This qualifying performance placed me about mid-pack on the grid of the first sprint race, behind a few 996 and 997 Cup cars and ahead of a 993 turbo and a couple of stock cars. My starts have improved greatly over this my rookie season. I passed a 996 Cup car on the way to turn 1, only to be repassed down the long back straight. I held my position through the race, finishing on the podium in 3rd place in my group 10 and 1st in my class.

Sunday morning at 8:00 am was my second sprint race. Cool temperatures and increasing confidence contributed to my hope of achieving a 1:33 lap time. My sprint race finish from Saturday put me a little further up the grid on Sunday. I again started well, holding off my competitors. I chased a faster car for the entire race, but could not get close enough to pass. While unable to achieve a 1:33 lap time, I again drove multiple 1:34 laps, finishing on the podium 2nd in group and 1st in class.

My last race was Sunday at noon; a 90-minute enduro that included two mandatory 5-minute pit stops. Priscilla is part of the Historic group in the B.R.M Endurance Challenge and shares the track with prototypes, 996 and 997 Cup cars in these multi-group endurance races.

Our plan was for me to start this race and drive for about 60 minutes, watching for a double-yellow flag that we could use to our advantage by pitting at that time. At about 30 minutes I was getting tired. At 50 minutes with no double-yellow flags I was exhausted, came in for our first pit stop and turned the driving over to Ron. Ron drove for about 10 minutes and came in for the second pit stop that must be completed before the last 15 minutes of the race.

As Ron drove down pit lane after this final pit stop he noticed he had no brakes! They had boiled while sitting still during the pit stop. He drove the car carefully around the track for the remaining laps for the brakes to cool down sufficiently to partially work. As a result, we finished on the podium 1st in the Historic group and 1st in class, instead of a DNF.

Our success at the Fall Historics added to my points lead in the Historic B.R.M Chronographs Endurance Challenge and in the WeatherTech Sprint Series for group 10 as we head to the next race at Savannah in October, followed by Daytona and Sebring in November.

Thanks go to Eric Zitza and Nick Self of Zotz Racing for superb car preparation and track side support. And to my coach and enduro co-driver Ron Zitza for his encouragement, collaboration and direction.

On to Savannah. Wish me luck!



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PORSCHE

DE Dreaming at Sebring

Article by Cindy Hambidge
Photo by David Kelly

Sebring.... It's a place we've heard stories about. A place where the racing legends stand tall. My husband and I went to see Sebring to see what a DE is all about and had a fantastic time! Glenn Matchett, membership chair, was our fearless tour guide for the weekend and boy were we happy to have him lead the way.

We chose a balcony room at the Chateau Elan that overlooked the hairpin turn. It was awesome, because we could hear the cars roaring around the turn and had a wonderful view of Porsches, McLarens, Corvettes and BMWs speeding into turn 7 and whipping around the bends.

Later Friday afternoon Glenn led the way through the raceway gate, where we signed the obligatory waivers, and then registered at the tower base. We observed the cars going through tech inspection, learned about how to enter the hot pits for orientation laps, enjoyed the Friday night pizza social, and Glenn showed us where to find the shady and breezy places to stand. We met so many friendly people at the track and later had a delicious dinner at the hotel restaurant.

On Saturday we got up early and attended the 8 am drivers meeting at the tower base and saw the student/instructor pairings. I can certainly understand the need for orientation laps, Sebring is a very large and complicated track!

We spent some time hanging out in the pit stalls with Terry Miller and his great group of friends. Taking at least a hundred pictures of all the fabulous cars. Later we watched with sheer exhilaration as the Pink group (advanced solo) came thundering around turn 17 and accelerated down the straightaway toward turn 1 with their engines wide open in a deafening roar. This put a huge smile on my face. And Saturday brought our first opportunity to actually drive on the track, albeit very slowly compared to the actual DE drivers as we were doing Parade Laps! I got in line in my Boxster S with Milt Weisman riding along to show me the driving line and give basic instructions while Bruce rode with Glenn in his 911 behind me with the GoPro camera on his front tow hook to properly record this historical event.

On Sunday morning Bruce and I spent more time in the cold pits admiring all the cars and



Glenn and Cindy Hambidge

talking to the drivers and instructors. We attended a blue group (advanced student) classroom session. It was beneficial to hear the chief track instructor talk about traffic management, and leaving the driving line to pass another car.

I was very impressed with the instructors at the DE. They graciously give so much time and energy to the students and event and truly make it a wonderful experience. All along the cold pits we stopped and talked to instructors who were so welcoming and encouraging. I hope to have a chance to come back as a participant someday and experience the true thrill of really driving my little blue Boxster at Sebring.



This is the day the Lord has made, Let us rejoice! Psalm 118:24



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Gale and David Kempf



Jason Kempf

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David and Jason have been buying, restoring and collecting cars since the late 80s. One of David's favorite cars is his 2007 911 Turbo in a rare paint to sample color.



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Space Coast Classifieds

FOR SALE: 1986 911 Carrera Turbo



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FOR SALE: 2005 911 Carrera S



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FOR SALE: 1995 911 Carrera



Engine was resealed by Porsche of Melbourne 2000 miles ago. Tiptronic. Interior and exterior in excellent condition. Always garaged and covered. 106K miles, \$49,900. For more

information call or text Vic Hooper at (321) 427-0718.

FOR SALE: 1980 928



Mechanically restored. Needs a Porsche collector to finish the restoration. \$15,000 or best offer. Located in South Daytona. Call Greg Petro at (386) 756-6764 or email him at gpp32119@yahoo.com.



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Tech Spotlight

Brake and Clutch Fluid Flush on 981 Cayman

Article and photos by Rob Van Name

This article describes my method for brake and clutch fluid flush on my 981. For a 991 the steps are similar. Porsche requires that the brake fluid be replaced every two years using DOT 4 fluid. This fluid absorbs water that can lead to corrosion of brake valves and ABS equipment. For those of us with manual transmissions it will also be time to flush the clutch fluid. The master cylinder reservoir feeds the brakes and the clutch. Regrettably when most shops flush the brake fluid they neglect to flush the clutch unless you specifically ask. I used the Porsche DOT 4 fluid shown here:



When tracking my Cayman I used Castrol SRF fluid that I changed once a year.

On the left is the hand vacuum pump and fluid container I use to suck all the old fluid out of the master cylinder. In the middle is the Motive power bleeder I use to drive fresh fluid into the master cylinder. It has the adapter that screws onto our master cylinder reservoir. The power bleeder can be used wet or dry. You can either fill it with fresh brake fluid or leave it dry to force the new brake fluid through the system. Just be careful not to let the reservoir run dry! On the right side is the catch bottle to collect the old fluid from the bleeder screws.



Here is a photo of one of my front calipers and you can see the outer bleeder screw and its rubber cover.



Here is a photo of my rear caliper and the inner bleeder screw.



Once you take off the cover here is the master cylinder. The red and black wiring is for my trickle charger connection.



- Safely raise your car and remove the wheels. You can do this one wheel at a time if you like.
- Open the hood and access the master cylinder. It is on the driver's side and you'll need to lift the cover up or off. Take care not to spill brake fluid on your paint. I put a fender cover on the LHS fender and a rag around the master cylinder.
- Remove the cap and the screen in the master cylinder reservoir. The screen can be worried out with long nose pliers.
- Using the hand vacuum pump remove as much of the old brake fluid from the reservoir as you can. There is no point in pumping old fluid from the reservoir through the system.
- Replace the master cylinder screen and fill the reservoir or the power bleeder with fresh brake fluid as you see fit.
- Pressurize the power bleeder by pumping the handle to about 10 - 20 PSI as shown on the gauge.
- Starting from the right rear outer bleeder screw use an 11 mm box wrench and the catch bottle to remove the old fluid. Some folks also pump the brake pedal at this time if you've replaced any parts like a caliper, etc. When the fluid runs clear torque the bleeder screw to 126 in/lbs and re-install the rubber cap. Now would be a good time to clean your wheels....
- Repeat the process on the right rear inner brake bleeder.
- Move to the left rear caliper and repeat the fluid removal from the outer bleeder screw and then the inner bleeder screw.

• Check the power bleeder has 10-20 PSI pressure and the fluid reservoir has plenty of fluid in it.

• Now move to the right front outer bleeder screw and then the right front inner bleeder screw to remove the old fluid from this caliper.

• Finally move to the left front outer bleeder screw and then the right front inner bleeder screw to remove the old fluid from this caliper.

• Check the power bleeder has 10-20 PSI pressure and the fluid reservoir has plenty of fluid in it.

• For those with a clutch slave cylinder access this slave cylinder by raising the rear of the car on a 981. The bleeder for the 981 6 speed trans axle is 11 mm and has a rubber cap on it. It is very tight in there on the LHS. I loosened the bleeder with a socket and let the fluid come out. After this episode I found the shortened 11 mm box wrench which is a better way to go. Be gentle with the plastic bleeder. On my Cayman the bleeder screw was not sold separately from the slave cylinder. Ask me how I know this.... Lower the car after flushing the clutch.

• Remove the power bleeder and check that the master cylinder fluid level is reading full.

• Check that your brake pedal feels like it did before you started this escapade. If not some air has gotten in so you'll want to bleed the brakes using the pedal and an able assistant. When using the brake pedal to bleed the brakes put a small block of wood behind the brake pedal so you don't fully depress the brake pedal. This helps prevent the seal in the master cylinder from going over the untraveled portion of the bore which may have corrosion in it.

• Re-install the wheels and lower the car.

• Torque the lug nuts to 118 ft/lbs (981).

• Record the date and mileage of the brake fluid change in your Porsche maintenance booklet for posterity. I also put a label under the hood with the date of the brake/clutch fluid change.

• Properly dispose of the old brake fluid. The recycling center off of 524 will take it.

Here is a collection of wrenches that can be used to open the clutch slave cylinder bleeder screw. I used a 11 mm socket to loosen and tighten it before I found the shortened box wrench. The one on the left is from ECS Tuning. The small wrench on the left is used to torque the flexible head gear wrench.



BGB Motorsports: Project 991.2 Carrera GTS

Article and photos by Terry Miller

Two months ago, John Tecce and his great staff were kind enough to open up the doors at BGB Motorsports on a Sunday morning as 30 Porsche's and 45 Porsche enthusiasts were treated to some very wonderful things in the Porsche world. While all that they do at BGB is done right and to perfection, the best way to put it is "BGB puts forth a great effort and with great pride to adapt to the ever changing performance landscape that is Porsche." This was clearly shown in the championships they won with IMSA as well as taking Cayman's and creating GT-4's before Porsche ever did just to name a few. So, what is the latest and greatest project that John, Hector, Wray and the rest of the crew are working on?



Project 991.2 Carrera GTS!

BGB purchased a nice, low mileage, yellow, 991.2 Carrera GTS from Porsche of Melbourne. John wanted to see for himself that for around \$5,500 dollars in parts and labor, the new line of turbocharged 911 Carrera's with the new 3.0 liter twin turbo engines can see triple digit



increases in horsepower and torque from simple bolt-on parts (ECU flash, exhaust and intake upgrades). YES, YES, and YES were the reactions after 3 trips to the Dyno on a hot summer day that certified 500 hp and 500 lbs/ft torque. BGB added AMS Performance intercoolers and a center 3rd radiator, and then it was time to focus on the track upgrades for the typical track day/Drivers Ed attendee such as safety, brakes and suspension. John flushed the brake fluid and installed stainless braided brake lines, upgraded to Brembo RE-10 trackpads and installed additional brake cooling found only on the GT3/GT4 models. Then the suspension was upgraded by adding H&R sleeves that turn stock PASM shocks into coil overs and a DSC Sport controller so they could then tune the shocks. The car can be lowered or raised to any ride height and was also able to be perfectly corner balanced. Weighing in at 3,400 lbs and making the kind of power it does, then it was easy to see why the brakes needed additional cooling. The suspension was upgraded with all bushings going to monoball bits from Taret

Engineering as well as GT3 sway bars and adjustable drop links. As safety is always an important part of BGB's philosophy, a 4 point harness bar, 6 point Schroth belts and factory 911 euro carbon fiber bucket seats were installed. Finally a set of 20" Pirelli Trofeo R tires were put on for maximum grip and brake zones and for the corners.

Next, was testing not only at the Circuit of the Americas but also Daytona to see how the "experiment" would work. Can a comfy non-GT style 911 Carrera run with the "big dogs"? Boy did it ever! Each session generated more buzz as passing a GT3 or a GT3RS became common and created a waiting line of drivers wanting to know how what looked like a bone stock 911 Carrera could do what it did to them. John has spent years racing naturally aspirated cars which require high revving engines, and now with his new project all that work is at 4K RPM. It's no wonder that the landscape of international GT racing is going towards turbocharged cars.

I have had the privilege and pleasure of knowing John and all the great folks at BGB, for many years and what they do is beyond wonderful. It is beauty, creativity, performance, handling, safety and perfection with all things Porsche. In regards to PROJECT 991.2 GTS, John allowed me to experience this great creation for several days while they were starting the transformation of my Cayman to a GT4. While John told me to "test" it, I would not really test it as it was his car, but what I can tell you, it is "Something WONDERFUL" happened that will never be forgotten in those four special Porsche days in my life. It is all you could ask for and more and all I could do was smile. If you want to experience that same smile, the car is currently listed for sale on Rennlist, BGB's web site as well as the PCA's classified section. Thanks John, and to all the great folks at BGB Motorsports for all that you do.

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OctoberFast 2018 Daytona International Speedway

Article by Terry Miller

Photos by David Dowling and Robin Hoffman

Even though OctoberFast is over again for another year, I sit here and smile for a number of great reasons, most importantly for me, it's in our own backyard. Thank you to Zone 12, Citrus, Crown, Sun Coast and Space Coast Region PCA Clubs who put on a terrific OctoberFast this year. This event has so much to do and see and experience and takes place at the world renowned Daytona International Speedway. I was so grateful to get to know some of the many people who attended, event staff, drivers and volunteers and be able to trade Porsche stories and share this great event. So many club members were on hand to volunteer with our hospitality tent and sign people up for the parade laps, work at Track Grid, and the Auto Cross, or just direct traffic. Thank you all for your help and participation.



Terry Miller in action

If you haven't been to a PCA OctoberFast, you must put it on your bucket list for next year. The event is free to enter, see, hear and experience for spectators. You can check out the view from the top of the 500 Club, visit the racers in their garages, and sit in the stands and cheer them on. There were bleachers that you could sit right next to Turns 3-4-5 and feel the rumble from the cars on the track, not to mention the spectacular up-front view. This event never fails to impress and guarantees fun for all. Except for a little rain on Friday, the weather co-operated and the rest of the weekend was sunny and breezy.



Attacking the corner

There were over 150 Porsches racing on the High Banks and infield and also participating in a DE (Driver's Education) on this great track from morning til night for three full days. In addition to all of that, Gold Coast hosted the Zone 12 Auto Cross Challenge on the infield Cart Track on Saturday. If cones on the Auto Cross course confuse you, the cart track is really something special. Those participating could watch the cars on the track speeding along and drive the course at the same time. Congratulations Space Coaster Austin Lily for his first place win!



Parade laps for a great cause

At noon each day, there were parade laps on the track (minus the high banks) including the infield for all to enjoy for only a donation to Breast Cancer Research. How great that you could say you "Drove Daytona!" The parade laps raised over \$2000 for Breast Cancer Research. That's a win/win for all!

If you missed it this year, make a note to watch for OctoberFast next year. It will be at Daytona again, so be sure to place this one of a kind Porsche event on your calendar.

An advertisement for Ruddick's Detail. The ad features the company logo, which includes a starburst and the text "RUDDICK'S DETAIL". Below the logo, it lists services: "AUTOS • RV'S • CYCLES", "Paint Correction Specialists", "Certified Beeds HD Ceramic Coatings Installers", and "Full Interior & Exterior Care". It also mentions "LICENSED & INSURED" and "Mobile Detailing Service". The ad provides contact information: "We are specialists in Perfection, Preservation, & Professionalism", "CONTACT US", "321.607.1606", "info@RuddicksDetail.com", and "www.RuddicksDetail.com". There are social media icons for Instagram and Facebook. At the bottom, there is a logo for "beeds" with the text "BEEDS HD CERAMIC PAINT TREATMENT".

Arizona Route 66 Porsche Driving Experience

Article and photos by Steve and Sue Wojcicki

One of the new and lesser known activities sponsored by Porsche Cars North America (PCNA) is the Porsche Travel Experience. My wife Sue and I took advantage of this opportunity and had a wonderful one-week driving vacation through northern Arizona. The entire week was meticulously planned by our PCNA Travel Team hosts. They took care of all hotels, baggage, meals, photos/videos, side trips/excursions, and most important of all – our 911s. We definitely got our kicks on Route 66.

Our journey began on Thursday, Oct 18, when we checked in at the Andaz Resort in Scottsdale, Arizona. It's a beautiful resort located in the heart of Scottsdale with manicured landscaping, a huge pool area and a top notch restaurant and bar. We attended a welcome dinner that evening where we met all the other participants. It turned out that a total of 13 people signed up for this event. It was a diverse and fun group that included one couple from Toronto, a single driver from Australia, and others from California, New York, Texas and Florida.

Our first day of driving began when we were introduced to our 911s. Our PCNA hosts provided all the cars; they assigned a different 911 to us on each day. PCNA had four 911 Turbos (coupes and a Cabriolet), a Targa 4S, and a 911 Carrera 4 GTS. Sue and I were assigned a red 911 Turbo Cabriolet on our first day, sweet! We made our way out of Scottsdale onto some twisty two-lane roads and stopped in Payson, Arizona at the Buffalo Bar and Grill for lunch. After lunch, we hopped back in our cars and continued on some very nice roads for our first overnight stop in Winslow, Arizona. We stayed at the historic La

Posada Hotel situated on the original Route 66. We enjoyed a great dinner at the hotel before settling down for the night.

After breakfast the following morning, we walked a few blocks down to the famous corner where “we were standing on the corner in Winslow, Arizona, such a fine sight to see.” However, I never did see “a girl, my Lord, in a flatbed Ford slowing down to take a look at me.” (Apologies to The Eagles.) Our PCNA hosts took lots of pictures to preserve the memories. We walked back to our hotel, checked out and prepared for our second day of driving. I was happy to see I had been assigned a chalk colored Targa 4S. And I noticed that it had been wiped down and had a full tank of gas. I asked our PCNA hosts about this service and they stated that much like the tooth fairy, they have “fuel fairies” that take care of all the Porsches while we're sleeping.

We departed La Posada, drove west a short distance on I-40 before exiting onto some scenic two lane roads. Our first stop was at the Sunset Crater Volcano; the lava fields here are very impressive. We continued on and made our second stop at the Wupatki Indian Ruins. These ruins were occupied by the ancient Pueblo people more than 1000 years ago. It's hard to imagine how they thrived, let alone survived in this harsh environment. We left the ruins and drove ahead to the east entrance of the Grand Canyon. Our PCNA hosts had arranged a picnic lunch for us at this lookout area; very nice. We visited the Desert View Watchtower lookout to take in our first expansive views of the Grand Canyon. Pictures don't do it any justice; you need to see it for yourself. We then made our way to the Grand Hotel.



Get your kicks...



Steve and Sue at the Grand Canyon

On our third day of driving, I was assigned a silver 911 Turbo coupe. We departed the Grand Canyon and headed south to Humphreys Peak. At 12,637 feet above sea level, it's the highest point in Arizona. We drove to the Snowbowl ski area adjacent to Humphreys Peak. We were at approximately 8500' elevation and saw plenty of snow and aspen trees turning to their golden yellow fall color. We left the Peak behind us and made our way to Sedona and checked into the Amara Kimpton Resort. After a quick lunch, there were more optional drives outside Sedona, spa appointments, or just relaxing down time.

I started off our next morning at 6:00 AM; this was our pickup time for a hot air balloon ride over Sedona. We drove to our designated launch point where the balloonists checked the weather. The winds were favorable, so before 7:30 AM, I was aloft on my first hot air balloon ride. The scenery was spectacular as I watched the sunrise over the mountains surrounding Sedona. We stayed aloft approximately 90 minutes before landing on a dirt road 13 miles southwest of Sedona. Later that morning, Sue and I drove to Flagstaff in our red Carrera 4 GTS. We had lunch and dinner in Flagstaff with the rest of the group and were shuttled back to the Amara Resort.

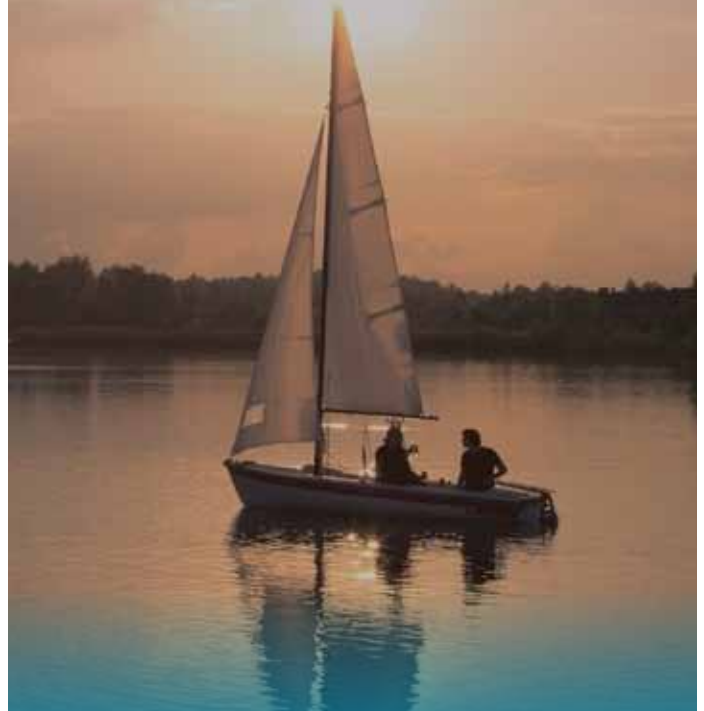
On our last day of driving, I was assigned another 911 Turbo coupe. We took another scenic drive with our first stop in Jerome, Arizona, an old mining town halfway up a mountain. It's very unique with restaurants, bars, shops and has a quirky character due to the hippies who resurrected the town back in the 60s. We departed Jerome and found some twisty roads on our way to Prescott. We had lunch at the Hassayampa Inn before beginning the final leg of our trip back to Scottsdale. I was sad to see this trip end when we arrived back at the Andaz Resort. I drove 900 miles in some of the best cars that Porsche makes through some of the prettiest sections of our country.

We had a farewell dinner at the Mission Restaurant in Old Scottsdale. It was so much fun discussing the adventures we had the past week and making new friends along the way. The Porsche Travel Team made this a truly memorable experience. And, as always, it not just about the cars, it's about the people.



A beautiful driving experience

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Inside the American Muscle Car Museum for Charity

Article by Rachel Schwanitz
Photos by Andrew McKay and Robin Hoffman

Words cannot express how thankful I am for PCA Zone 12's generosity at the American Muscle Car Museum fundraiser for the Wabasso School on November 10. We had 208 people attend this amazing event. They participated in raffles items, 50/50 and a live auction to raise about \$11,500 for the Wabasso School of Indian River County! People from the club were able to mingle with some of the Wabasso staff while enjoying light snacks and beverages in the lobby of the AMCM before owner Mark Pieloch opened the main doors to see his cars. During this time the Principal of the Wabasso School Rick Bartman talked about the school and the students who attend. Mark Pieloch was our auctioneer, raising an additional \$3000!

Mark then described what we all would see inside once he opened up the doors to the main showroom. His museum holds over 250 cars that range from classic 1950's to 1970's American muscle cars, to modern supercars like the awesome Porsche 918. Thank you again to everyone who attended, donated, and volunteered to make this fundraiser so successful! A special Thank You to Mark Pieloch for opening up his amazing museum to us!



Attendees getting...



...ready for the auction



The calm before the storm



The amazing AMCM



Wabasso School in the Charity Spotlight



The Ford wing of the AMCM



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Oktoberfest in November

Concours- BBQ-Swap Meet

Article by Robin Hoffman
Photos by David Kelly

Our annual Space Coast Region Concours, BBQ & Swap Meet at F. Burton Smith Park took place on Saturday, November 03, 2018. We had a large turn-out of Porsche Club members who enjoyed a beautiful fall day with great cars, great food, and great people!



Vintage Porsches mingling with...

Almost every Porsche model was on hand competing for honors in the concours, which was enhanced by a significant representation from the 356 Florida Owners Group (FOG) who brought a dozen beautiful 356's. From vintage classics to modern beauties and everything in-between; it was a sight to behold! Keeping with tradition, the 356 owners were all competing for the coveted "Kirk Stower's Memorial Trophy" in honor of our friend and long-time FOG and Space Coast member. It is especially meaningful since Kirk's widow Rosemary presents the trophy to the winner each year! Happily, John Osteen took home the honor this year; so appropriate as he and Kirk were very close friends!



Judging the many entries



Kirk Stower's Memorial Trophy presentation



...modern Porsches

Not everyone entered their car into the Concours; some came to sell their extra Porsche parts and memorabilia and others came to eat the authentic German bratwurst, potato salad and sauerkraut, but ALL strolled the concours field selecting their favorites for "People's Choice". A sign of how popular this event has become is evidenced by the fact that there were attendees not only from the Space Coast Region, but Suncoast, Gold Coast and Citrus Regions!



Swap meet



Food drive

Many thanks to all our volunteers, cooks and judges who planned, prepared, and put on this year's highly successful event! Extra special thanks to our event sponsors, 356 Unlimited and Hagerty's Insurance. If you missed it this year, be sure it is on your calendar for next year! It is one of our best events and I promise you will have a great time!



Beautiful trophies for the winners

356

- 1st – John Osteen
1958 Ruby Red Speedster
(Kirk Stowers Award Winner)
- 2nd – Alan and Janis Winer
1959 Fjord Green 356A
- 3rd – Terry Cohen
1956 Ruby Red Speedster

911 Air Cooled

- 1st – Rob and Pat Greenwood
1983 Alpine White 911 SC Cabriolet
- 2nd – Chris Heinze
1997 Riviera Blue 993 Turbo
- 3rd – Mark McKinnis
1986 Guards Red 930 Slant Nose Coupe

Sport Early

- 1st – David Kelly
1988 Guards Red 928S4 Coupe
- 2nd – Jurgen Schwanitz
1983 Slate Blue Metallic 928S Coupe
- 3rd – Nick Hess
1986 Guards Red 944 Coupe

911 Water Cooled

- 1st – Carmen DeVito
2019 Rubystar Red 911.2 GT3 RS
- 2nd – Lee Payne
2006 Atlas Gray 997 C45
- 3rd – Knut Hulvert
2019 White 911T

Sport Late

- 1st – Leonard Whitlock
2003 Arctic Silver Boxster S
- 2nd – Dan Simonson
2003 Seal Gray Boxster
- 3rd – Sherry Ling
2018 Sapphire Blue Cayman



People's Choice winner

People's Choice

- Chris Holman
1973 Olympic Blue 914

Best in Show

- Leonard Whitlock
2003 Arctic Silver Boxster S



50 Year Love Affair... with Porsches

Article and photos by Daniel Bird

I determined it was time to build a vintage race car for the newly formed Sportscar Vintage Racing Association (SVRA) which was actually the first vintage group formed. I got a 1957, 356 A coupe and had an extra hot rod 912 motor for just such a project. Completing this car in winter, we decided we needed another 911. With snow on the ground and Neila on spring break from teaching in Michigan, we headed to LA to look at a car there. Our plan was to get this car if we could deal with the color, head out the next day for the ride home taking a southern route then north via Nashville to Michigan for the remainder of our time off. As northerners, we wanted some sun and a tan to take back with us.



1957 356A coupe

Arriving in California, the car was a strange purple 1986 Turbo look 911 with dark brown leather, that had many speakers and a big stereo. The owner was Billy Simmons of ZZTop!! Also in the shop, which belonged to an LA Rams wide receiver named Rob Brown, who owned the shop, was a white 911. It was a beauty with a full turbo body, turbo, rear fender vents, side running boards and huge rare white powder coated racing 3 piece wheels that had to be put together on the tire. The tires were 11" wide fronts and 13" rears so the offset was beautiful, guaranteed to feel every bump in the road. It also had custom Recarro seats that were all power, high bolster and had speakers in each headrest. He changed the gauges at VDO to have a 10k tach, and 200MPH speedometer,



1976 911 Turbo flat tail

not normally done back in the 80's. He had added a big oil cooler and racing front spoiler of the day and the rear end sported a DP tail that stuck out 6" behind the rear bumper, not a wise move as we later learned. Had to have it.



What a stance!

Well, off we went in the newly purchased 911, to Scottsdale to stay at the Camel Back Marriott for two days and some sun. The ride was good after we figured out how to use the VDO cruise control he had installed, since we forgot to ask how to operate it! The trouble started when we proudly got in our new to us Porsche, only to find out we had no headlights, and after checking, no rear, or brake lights or blinkers! We called Rob Brown's shop and thankfully they said have the car towed to the Penske Porsche dealership and they would handle the fix.

We stayed by the pool, enjoying the warm sun, and before we knew it Friday morning had come, and Neila had to work Monday. Time to head home. Our only hope was almost non-stop driving, going north to Flagstaff and turning east toward the Continental Divide and over the mountains and on to Michigan. Seemed doable, at only 3100 miles. We were in t-shirts and shorts and 84 degrees when we left, and less than 2 hours later still south of Flagstaff, we had to stop to don our heavy coats, as it was snowing and Porsche heaters are-well... Porsche heaters on air-cooled cars.

Onward we plowed, to the climb into the mountains where the snow continued to get worse and worse and of course our 11" and 13" tires did not help much. While I have driven plenty in Michigan winters and snow, this was not my vehicle of choice! As we continued up to the Continental Divide, we were sliding along at 20-30mph and the State Police stopped us at the top saying the other side was impassable. They were not interested in Neila needing to be at work in

two days. We sat in a restaurant with others until finally a road grader came to lead the way and with State Police and us in line, we crept forward. When we got down to lower elevations and just snow, it almost seemed clear as we could scream in our new killer car at almost 50-60 mph.

We carried on not stopping except for fuel, food, and pit stops and arrived home 1 hour and 45 minutes ahead of Neila's work time Monday morning! As the saying goes, "There's No Place Like Home." In looking back, it was a great adventure, and I doubt I would do it again, but alas another Porsche may beckon from afar!

As Spring was now approaching, and an impending move to Florida ahead, we had our 911, the 356 cabriolet and the 1957 race car done, plus a Suburban and trailer.

We attended Parade in Michigan in 1989 and made a deal with Morris R. from Fort Lauderdale, to sell all cars to him, since we were also selling our business in Michigan and moving back to Florida. Selling the race car was the **LARGEST SINGLE MISTAKE IN MY CAR LIFE!!!**



Off to Parade 1989

He picked the cars up Sunday and we departed Monday in the Suburban and a trailer full of furniture, driving non-stop to Delray where we had a home. Regretting the sale of the 356, I unhooked and went directly to Fort Lauderdale to try to get my 356 cab back. Alas, he claimed it had already been shipped to Germany! I will never forget that mistake.....

Skipping over lots of racing, concours and great friends in the Western Michigan Region of PCA and the joining of the 356 Registry. (I am member 155 of 8000 worldwide now), we have been back in FL since 1989. Fortunately, we still raise blueberries in Michigan and see PCA and 356 friends often and many visit us and of course the many Porsche related events continue to keep us together.

Space Coast PCA Our Future's So Bright, We Gotta Wear Shades

by Robin Hoffman

Looking back over the past 50 years, our Club has been successful bringing people together for great times with their Porsches. Over the years we have continued to improve upon events and new ideas have been generated. Every person who has been involved with our region over the past 50 years has influenced how we got to this point. Space Coast PCA is a strong and vibrant club and we hope to keep improving as we move forward!

On our Golden Anniversary, it has been fun to reminisce on the countless activities our Club members have done together: Driving, Rallying, Concours, DE's, Club Racing and Auto-crossing events to name a few. Members continue to help one another through Tech issues and we all anticipate the unveiling of a new Porsche model. But it still comes back to the friendships made and kept – sometimes for close to 50 years! We have a lot to be proud of!

Our Autocross Program has matured into a seamlessly run “Porsche Only Series”, with an astounding 7 events planned for 2019. The American Muscle Car Museum is the perfect location for both drivers and spectators to enjoy themselves. Having flush toilets on site is a wonderful upgrade too!

We have had a designated Charity coordinator for over 10 years. 2018 has been our most generous year as a club, with our members donating over \$20,000 to worthy causes and giving of themselves to



donate their time and services. Makes me proud to be a member of a club with such a big heart!

Our Space Coast Newsletter has gone from a single sheet of typed paper with members names and addresses hand written on the outside fold, to the glossy award-winning magazine it is now. We now have so many additional ways to communicate with our members – our award-winning Website, e-mail, event postcards, not to mention Facebook, Instagram and Twitter! Reaching members has never been easier!

Meetings have moved from members' homes to local restaurants to the Porsche dealership. PCA memberships are given to each person who buys a Porsche from Porsche of Melbourne (POM). This increases our membership and when our current members buy cars from POM, the club gets a referral bonus! Buying from POM supports our main club sponsor and strengthens our symbiotic relationship!

Over the years, our club has hosted some significant events, including Sonnefest, Winterhilfe Zonefest and Escape. In 2019 the 64th Annual Porsche Parade comes back to Florida! It will be in Boca Raton July 21-28th. What a great way to start our 51st year as a club! We hope you will come out and enjoy all this wonderful club has to offer!

Thank you past, current and future members and volunteers!

Our future's so bright, we gotta wear shades!

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Competition Report

Article by Ken Marshall
Photos by Don Ling and Ed Dedick

AutoX September 15, 2018

Hot, hot, hot! Not just the cars, but the weather, as we resumed the Space Coast Porsche Club's AutoX competition after the summer break. It still seemed like summer though to the 41 drivers that participated in the event. The challenging counterclockwise course featured two double loops with an average time of over 70 seconds and each driver got 5 runs in which to set their fastest time.

In the Ladies class Sara Morrison, in her Cayman S, had a decisive victory over her competition with a 75.353. In the S4 Boxster/Cayman class Gary Lund, 4th overall, laid down a very fast 68.41, to edge out Carmen DeVito, 6th overall, by a scant 5/100ths of a second. That was pretty darn close! Carmen was driving his wife Sue's car. The S5 Boxster S/Cayman S class, the largest of the event with 9 drivers, was won by Porsche of Melbourne's own Matt Jerozal, in his bright green 718 Cayman, who ran a quick 68.925. Newcomer Kenneth Adam in the S7, 996 Carrera class, won with a 73.639 and in S8 Willie Simon, 71.023, edged out Jurgen Schwanitz by 3/10ths of a second for the win. Another close race! The S9 class was won by Robert Layman in his Cayman GTS, with a fast 68.429. Craig Barrie, in his Carrera GTS, took top honors in the S10 class, putting down a quick 69.00 flat. The S11 class saw the fastest time of the day, a 66.54, run by Ken Marshall in his new 2016 GT3RS. This was an unusually full class with Steve Sedaros in his GT3 RS, 3rd fastest time of the day with a 67.21, George Krivo's beautiful,

brand new 2018 GT3, Dave Swartz in his new 2015 GT3, and Josh Bessette's 2018 Turbo. Nice cars guys! In S13, Bruce Kraemer took the win with a 79.972, in the battle of the big Panameras. These cars are amazingly quick and agile for their size and it was really fun to watch them run! Tim Marshall, running alone in the P16 class, took second fastest time of the day in his 2009 Cayman S with a smoking 67.082. In all, another great day of Space Coast Porsche Club AX at the American Muscle Car Museum!

AutoX October 20, 2018

The last AutoX of the year saw 37 drivers come out to exercise their Porsches at the awesome American Muscle Car Museum. The weather cooperated, and we had a beautiful warm and clear day in which to exercise our great cars. The course was counterclockwise, with two double loops, and measured just under 7/10ths of a mile in length and once again averaged over 70 seconds per run. The good news for participants was that they each got a record 6 runs in which to set their best times.

Robin Hoffman and her Boxster set the pace in the SL, Ladies division, with a commanding 72.258 run to take top honors in class. It has been great to see more participation in the ladies' class, and several of the women are now run neck and neck with the guys. Gary Lund, Cayman, topped the S4 class with a 68.654. Richard Fickes took the lead in the S5 Cayman S/Boxster class with a 69.16 followed closely by Don Cross, 69.975 in his Boxster S. Jurgen Schwanitz drove his beautiful red 911 Carrera to 1st place in the S8 class with a 68.688. Russ Karnap ripped off a 65.866 in his Cayman R to take the S9 class, which was also good enough for 4th place overall. Craig Barrie won the S10 class in his Carrera GTs with a quick 66.923, good for 7th overall. The S11 class saw a battle of GT3 RS's with Carmen DeVito, in his gorgeous new red 991.2 RS, with a blistering fast 63.936, taking fastest time of the day, edging out Ken Marshall, 2nd place overall, in his 991.1 GT3 RS by just over 1/10th of a second. I think it's a keeper Carmen! Brian Kraemer in his big, bad, Panamera took the win in the S13 class with a 71.586. Derek Mueller in his 1985 911 won the P8 class with an 85.281. Rounding out the field, Tim Marshall in his 2009 Cayman S, blazed his way to a hot 65.346 to win the P16 class and take 3rd place overall.

And that concludes the 2018 Space Coast Porsche Club AutoX season. What a great year it has been! Fun, but more importantly, safe. Lots of new faces, more participation in the ladies' class, and in the AutoX events in general, averaging 40 drivers per event this year.

We couldn't have done it without lots of help though. Many thanks to the hard-working volunteers that prepare, direct, work, and take down each and every event. They include Craig Barrie, Carmen DeVito, Ken and Tim Marshall, Steve "Wojo" Wojcicki, Jason Gilbert, Mike Foley, Tommy and Alice Prusaski, and Doug Dieruff, to name a few.

Thanks also to Shay Rowe, and Porsche of Melbourne for being our sponsor again this year! It's especially nice to see the POM team, not only supporting at the events, but joining in the AutoX fun.

Finally, a very special thanks to the generosity of American Muscle Car Museum (AMCM) owner, Mark Pieloch and staff Ed Dedick, Jerry Frye and Andrew McKay! Hope to see you next year!

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coming attractions

- January 5** Kaffeeklatsch @ Avenues of Viera Bold Cup, 9am
January 5 Drive to the Roar Before, Lowes, 9am
January 5-6 Roar Before the Rolex 24 Testing @ Daytona International Speedway
January 3-13 Mecum Auto Auction @ Kissimmee
January 12 Autocross Training Basics @ American Muscle Car Museum, 7:30 am
January 12 Drive to Zotz Racing @ Melbourne Lowes, 7:30 am
January 12 DE Tech Session for beginner & Advanced @ Zotz Racing, Orlando, 9am
January 13 Kaffeeklatsch @ Vero Panera, 9am
January 19 Drive & Dine to Bok Garden Tower
January 20 Kaffeeklatsch @ Daytona Panera, 9am
January 25-27 Rolex 24 Hospitality Tent @ Daytona International Speedway
January 26 Drive to the 57th Rolex 24, Lowes, 9am
February 1-3 48 Hours at Sebring Club Races & DE @ Sebring International Raceway
February 2 Drive to Zone 12 AX Challenge, Sam's, 6 am
February 2 Zone 12 AX Challenge @ Sebring International Raceway, Noon
February 2 Kaffeeklatsch @ Avenues of Viera Bold Cup
February 9 PoM Sponsored Autocross @ American Muscle Car Museum, 7:30 am
February 10 Kaffeeklatsch @ Vero Panera
February 17 Kaffeeklatsch @ Daytona Panera
February 22-24 Targa 66 @ PBIR
February 23-24 Suncoast DE @ Sebring
March 2 Kaffeeklatsch @ Avenues of Viera Bold Cup
March 8 Werks Reunion 2018 @ Amelia Island
March 8-10 Amelia Island Concours
March 10 Kaffeeklatsch @ Vero Panera
March 15 1st running of the WEC 1,000 Miles of Sebring
March 16 67th running of the 12 Hours of Sebring
March 16 Drive to 12 Hours of Sebring, Sam's, 6:30 am
March 17 Kaffeeklatsch @ Daytona Panera
March 23 Porsche Tech Session @ Porsche of Melbourne, 9 am
March 30 PoM Sponsored Autocross @ American Muscle Car Museum, 7:30 am

Save the Date:

- April 13** Wheels & Keels @ Vero Beach
April 20 Porsche & Putters @ Cocoa Beach Country Club
July 21-28 PCA Porsche Parade @ Boca Raton

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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