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2018/2



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## President's Column

Our 50th Anniversary is now in full swing and only a few remaining. We kicked off with an autocross in March featuring professional racecar driver, 5 time SCCA Champion, Motor Trend magazine test driver, Melbourne High grad, and all around nice guy, Randy Pobst. To top it off Mark Pieloch opened the American Muscle Car Museum and gave us a guided tour! Thanks Mark and Randy, you made the first event a hard one to top!

Shay Rowe and Porsche of Melbourne sponsored our Kick-Off Gala event hosting 120+ members for dinner at the dealership for an outstanding night where we honored our past presidents. I was surprised to receive a commemorative gavel along with all those presidents present, thanking them and continuing a past tradition of passing a gavel to the incoming president. I was reminded that a car club is as strong as the many friendships and lasting relationships that are built along the way. Thanks to our past presidents for their leadership, all who attended and Shay for being a great sponsor.

The next day 40+ brave souls woke early enough to be tortured by our evil rally masters in an Orbit of the Space Coast Rally. There were a few texts passed indicating participants were experiencing just what the rally masters wanted. However, based on the post rally discussions everyone had a great time even if they didn't get all the answers or totally agree with rule 1: The rally master is always right!

Our third competition event required a different type of driving. The Charity Porsches and Putters golf Tournament brought out many members to Cocoa Beach Country Club. A few made straight, long drives and came close to winning a new Boxster S at the Hole in One challenge. Alas, no one won the prize sponsored by Porsche of Melbourne.

The Concours at Vero Beach was well represented and sponsored by South Coordinator, Jurgen Schwanitz and his company, ACT Computers. It turned out to be a great day, and Jurgen provided breakfast as well as a simulator for everyone to try their luck at driving on a race course. Thank you Jurgen and ACT Computers.

Special thanks goes to the Board of Directors and all the committee chairs who donate their time and energy to make the events I listed happen. You will want to check out this strong leadership team on our web site [SPC.PCA.org](http://SPC.PCA.org) or here in this issue of **EV** and please give a word of thanks to our board anytime you see them. They put in long hours to make this club run on all cylinders and they do it for you.

*Porsche is life, everything before and after is just waiting.*  
- Steve McQueen (paraphrased)

### Carmen DeVito

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

## In This Issue

From the Editor	page 4
Our Officials	page 5
Membership Corner	page 6
Keeping the Pedal to the Metal	page 7
Werks Reunion	page 8
Kaffeeklatsch Report	page 9
50th Anniversary Gala	page 10
Honoring Past Presidents	page 11
Porsches and Planes	page 12-13
Drive and Dine to Captain Hiram	page 14
12 Hours of Sebring	page 15
John O'Steen - A Racing Life	page 16-17
It Takes a Special Woman	page 18
50 Year Love Affair	page 19
The 2018 Mitty	page 23
Cape Canaveral PCA	page 24
"It's not just the cars... "	page 25
50th Gimmick Rally	page 26
Charity Spotlight	page 27
Space Coast Classifieds	page 28
Advertiser Spotlight	page 29
Tech Spotlight	page 30
50th Autocross	page 31-33
Member Meeting	page 34
Confessions of a Porsche Wife	page 35
50th Concours	page 36-37
Coming Attractions	page 38

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# From the Editors

Hard to believe 2018 and our 50th Anniversary Year is half over! I know we both have had a great time planning and attending the 50th Events. The bonus has been meeting many new people joining the club as well as current members trying out some new things. If you haven't finished filling out your 50th Anniversary Challenge Trophy, there's still time to earn pieces. We're looking forward to the Daytona 50th Banquet, and receiving the Commemorative Anniversary Binder, which will hold all four issues of 2018 **Escape Velocity**. A few should be available after the Banquet, if you want your own piece of Space Coast PCA history. In addition to the 50th Events, we always have lots of activities planned. Watch the calendar here in **EV** as well as the Postcard and Website for dates and times. So, come on out and enjoy all the fun.

It's been a great pleasure and honor to meet and talk to so many of our Club's original members. It was incredible to see so many past presidents attend the Gala. The majority of them still drive Porsches and are still involved in the club. They've all been so kind and excited to share their many wonderful stories and memories that tell about what the Club did in the early days. They've shared memorabilia, newsletters and pictures to tell their stories about all the activities they did in years past. Lots of fun and life long friendships were formed. Friendships that have lasted years. We hope you enjoy their stories in all of the 2018 issues.

We all love driving our Porsches and that happily brings us together and makes us realize that we have that same opportunity to share experiences with old friends and make new friends too. Remember this is your Club, so come on out and let's have fun and enjoy events with each other.

Remember it's not just the Cars, it's the People who make our Club Great.

*Sue Kee Robin Hoffman*



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# Membership Corner

by Glenn Matchett

We are 778 primary members and 368 affiliate members for a total membership of 1146. We have increased by 32 members since the last quarter.

We are wrapping up our 50th anniversary festivities with the June 9 banquet at the Daytona 500 Club with special guest Vic Elford. The party will continue after the banquet at the Fairfield hotel, and the next morning will be a special kaffeeklatsch where you can eat breakfast at the hotel in the conference room which overlooks the parking area where our Porsches will be.

If you are a new member, or recently transferred in from another region, check out the event calendar on our website, pick an event, come on out and share your Porsche passion with us. I frequently attend autocross and Melbourne kaffeeklatsch — I always enjoy meeting new members and checking out their Porsches. If you have any questions or ideas you'd like to share, feel free to contact me via the Space Coast PCA website contact form.

**Glenn Matchett**

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## Welcome to our New Members!

### February 2018

Mickey Donofrio – 2002 911 Carrera Cabriolet

Marc Cobb – 1983 944

Joseph Jones – 2018 718 Boxster

Stephanie Hill – 2017 Macan

Linda Reese – 2018 Macan

Robert Johnson – 1985 911 Carrera Cabriolet

Matthew Mahoney – 2018 Macan

Shannon Kabran – 2018 Macan

Tim Dwight – 2018 718 Boxster

Samuel Parmarter – 2017 Macan

Hermann Bach – 2017 718 Boxster

Bradley Cody – 2013 911 Carrera

Patrick McDougal – 2018 911 Carrera

Floyd Jillson – 2018 911 Carrera

Cecil Venters – 2016 Cayenne

William Jarvis – 2012 Cayenne

Stephanie Filippi-Brown – 2018 Cayenne

Sheila Griffin – 2018 Cayenne

Simon Iribarren – 2018 Cayenne

Soayma Perdomo – 2018 Cayenne

Hermann Schiefner – 2018 Macan

### March 2018

Jim Jensen – 2015 Cayenne

Connie Kahler – 2017 718 Boxster

Diane Pennay – 2016 Macan Turbo

Dennis Weisend – 2013 911 Carrera

Dan Statter – 1998 Boxster

Joseph McClure – 2018 Macan

Robert Moser – 2018 Panamera

John Rodgers – 2018 Macan

Jeroen Reidel – 1984 928S

James Roberts – 2017 Cayman S

### April 2018

Keith Casagrande – 2015 Boxster S

John McConnell – 2016 Cayman GT4

John Martin – 2018 911 Carrera

Jim Cole – 2005 Boxster

Clark Brown – 2014 Cayman

Don Huggard – 2008 911 Carrera

Michael Milesic – 2017 Boxster

### Transfers In:

John & Faith Parker – Green Mountain Region –  
2018 Macan GTS

Peter Whidden & Misha Immormino – Chicago Region –  
2002 Boxster S

Dennis Byrne – Northeast Region – 1984 911 Carrera

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# Porsche as a Culture at Werks Reunion

Article by Jackson Hall  
Photo by Autumnne Hall

“Why is my alarm going off at 4:30AM on a Friday?” I begrudgingly asked myself as I quickly hit snooze. This feeling of dread was quickly replaced by a huge wave of ecstasy and excitement as I awoken from my hotel near Amelia Island. For this is the morning before my first major gathering of Porches and Porsche nerds alike-Werks Reunion.

Quickly, I got ready and hurried down to greet my 1993 968 (who’s been affectionately named Hope) in the hotel parking lot. It felt like only minutes had passed since I put in my information and entered my car into the “judged” field for the event all those weeks before. Upon arriving at the venue I was eagerly greeted by volunteers who directed me to park in between a pristine 924 Turbo and a very tastefully modified 944 Turbo. Getting out of the car I had to make zero effort to meet my temporary neighbors for the day, they both came and introduced



As far as the eye can see



Every car is a star!

themselves almost immediately. With a mutual respect and admiration for these cars, an instant connection was made just with a simple greeting and exchange of words about our cherished possessions.

As much as Werks Reunion was a celebration of Porsches past and present, it was equally as much an event about the people who cherish Porsche in its 70 years of history. Behind the brilliant field of conda green, guards red, and minerva blue was a huge community and culture devoted to preserving and loving these machines. Every individual I encountered offered a different story and perspective about how they began to love Porsche and what brought them to Amelia

Island that day. Everyone there had a shared passion, and was eager to get to know my side of that. This is what Werks Reunion was all about I quickly concluded. It’s a summation of Porsche culture in one event. Porsches of all types were there, everything from 356s and 911s, to Porsche racecars and tribute cars. And Porsche lovers of all types to go with those gorgeous automobiles- owners, mechanics, admirers, and historians. But most of all, people who actually say “Porsche” the correct way...

I ended up taking home a Sponsors Choice Award for my 968, which was the cherry on top of a rich day of loving and learning about Porsche and Porsche people.

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The author with his Sponsors Choice Award

I would like to acknowledge and thank my favorite Porsche people though; my mother, Autumnne Hall (who’s to blame for my wild obsession with these cars), and my boss at Breitwerks (the shop I apprentice at), Jason Breitfeller. He took me in on a whim and continues to further my respect and knowledge for Porsches.

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**Edward Jones**  
MAKING SENSE OF INVESTING

# Kaffeeklatsch Report

Photos by David Kelly, Pat Willingham,  
Jurgen Schwanitz and Sue Kee

Our monthly Kaffeeklatsch's (Cars and Coffee) continue to grow. We meet in Daytona, Melbourne and Vero Beach each month. Please check the calendar on-line at [SPC.PCA](http://SPC.PCA) or on facebook Space Coast PCA. Pick any or all dates to enjoy a morning visiting with Porsche enthusiasts. We have been meeting at local Panera Restaurants but like alternate venues for us all to get together at as well. If you'd like to get involved, or have another venue idea, please shoot me an email at [suekee.ev@gmail.com](mailto:suekee.ev@gmail.com). No need to RSVP – just show up and enjoy the morning with us!



# 50th Anniversary Gala at Porsche of Melbourne

Article and photos by Steve Hoffman

We have a lot to celebrate this year. Happy 50th Anniversary Space Coast PCA! Our region was chartered in February 1968, one week after Porsche's legendary 1-2-3 finish at the 24 Hours of Daytona. In 1968 the space race was in high gear; NASA launched Apollo 8 – the first manned spacecraft to orbit the moon – and “The Cape” stood as the

undisputed epicenter of aerospace science and engineering. Our Club's name was changed to Space Coast Region in 1986. For 50 years our region has thrived at this juncture of speed and technology. Space Coast PCA is one of the fastest growing regions in North America and has quadrupled in size in the past ten years.

Thanks to Shay Rowe and Porsche of Melbourne, 125 or so Space Coast PCA members were treated to a lovely evening of food, spirits and laughter. Shelby Goode unveiled his original painting of Vic Elford that will be auctioned off at the Daytona Banquet on June 9th. We enjoyed one another's company and reveled in the fact that our local chapter of the PCA has been around for 50 Years. Thirteen of our 29 past presidents were in attendance. Past Presidents were honored with Ceremonial Gavel as tokens of our appreciation.



Shay Rowe addressing the crowd



Shay Rowe with some current SCPCA officials

Special thanks go to the staff members/guests from Porsche of Melbourne; they enhance our ownership experience on a daily basis. We also thank the dealership for its financial support of our events; the growth our club has achieved would not have been possible without the commitment of Shay Rowe.



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# Honoring our Past Presidents



The Space Coast Region of the PCA includes over 1,000 Porsche enthusiasts as members and affiliates who live along the east coast of Florida extending from Daytona Beach in the north through Vero Beach in the south. The Space Coast Region, initially Cape Canaveral Region, is one of PCA's oldest chapters. At the regional level, PCA is an entirely volunteer organization driven by Porsche enthusiasm. The Space Coast Region owes its existence today to the character of club members of the last 50 years. The following is a list of Space Coast Region Past Presidents. Each President often served for years in other officer and volunteer positions leading up to and following their most active role and led a team of worthy officers. We salute our Past Presidents and honor their fine efforts that are our legacy.

1968	Bob Nelson	1985	Stella K. Murdock	2002	Greg Lowdermilk
1969	Jack C. Conrad	1986	Don Miller	2003-2004	Steve Dagley
1970-1971	Jon Brooker	1987	Steve Dagley	2005-2006	Guillermo Gutierrez
1972	Roy Ferry	1988-1989	Jim Halloran	2007-2008	Tom Gorsuch
1973-1974	Howell O. Hilton	1990-1991	Vincent S. Lamb	2009-2010	Ralph Fritsche
1975	Stella K. Murdock	1992	Steve Dagley	2011	David O'Neal
1976	Lee M. Payne	1993	Ron Golden	2012-2013	Steve Hoffman
1977-1978	Stella K. Murdock	1994-1995	John Stephens	2014-2015	Lou Linden
1979-1980	John (Mick) Kennedy	1996	Steve Dagley	2016-2017	Scott Kee
1981	John A. Murdock	1997-1998	John Rower	2018	Carmen DeVito
1982-1983	Dee Kindl	1999-2000	Kirk E. Stowers		
1984	Dan Cleary	2001	Jack Chandler		



**Past Presidents:** L to R Front – Tom Gorsuch, Hal Hilton, Lou Linden, Carmen DeVito, Mick Kennedy  
L to R Back – Lee Payne, Jack Chandler, David O'Neal, Jack Conrad, Dan Cleary, Scott Kee, Steve Hoffman, Ralph Fritsche



# Porsches and Planes Return to the War Bird Museum

Article by Terry Miller

Photos by Pat Willingham and Jackson Hall

Looking back on sequels over the years, or better yet, repeat events, whether they be movies, music, or even Porsches and Planes, most have agreed that it is often difficult to equal or better that original event. Our club has visited the War Bird Museum multiple times in the last 50 years as it is one of the great things “in our own back yard” and our visit in 2017 was awesome.

Porsches and Planes, the Sequel, was not a one hit wonder. Most of that credit goes to Tom Etter and the rest of the great folks at the War Bird Museum in Titusville as well many other volunteers in our Space Coast Region who stepped up and helped make our sequel this year even bigger and better than our recent trip.

Members from our entire region from Daytona to Vero Beach participated. The northern end of our club, a contingent of about 18 cars, was led by Milt Weisman and met in New Smyrna. They started out the trip with a fun run through the Merritt Island National Wildlife Preserve to exercise the Porsche engines and ended up at the Museum. Our southern end was led by Tom Kirk, who treated everyone in that group to a scenic drive to the event. Thanks to both Milt and Tom for taking the time to gather everyone and lead the way this year.



On the flight line

For the bigger and better this year we were given our own very large hanger with some very special planes waiting for us inside as well and a beautiful place to eat with tables, complete with table cloths and center pieces. We could eat, relax and talk in a great environment of 15 iconic Porsches that were parked inside among the special planes. A great team of very knowledgeable tour guides were ready to take us in small groups to all the hangers and planes inside and outside which were of course surrounded by 56 wonderful Porsches as we were able to park all around the planes. After the tours, all returned to the “hanger” to eat and well just “hang out” among the Porsches and Planes. Thanks to Ken and Tim Marshall with Glover Oil Company as pizza and drinks were provided to all. While many club members helped set up, Robin Hoffman, Scott and Sue Kee as well as Carmen and Sue DeVito came loaded with all the supporting tents, shirts, stamps and other goodies which also made this a better sequel. Please check out all the great photos here and on our web site.



Volunteers make the event

Will Porsches and Planes be at least a Trilogy? Well I hope so as next year's Porsches and Planes event is already being planned with some great additional features for even more fun.

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Porsches and planes and people!

## The Past is Not Forgotten

This year, the Navy version of an F-4 was a centerpiece for photo opportunities with our Porsches. The Air Force used this plane as one of its major work horses during the Vietnam War. The “older” picture (right) is of me, a 19 year old (scared but could not show it) airman a very long way from home, during his first combat tour doing a required war task of refueling in flight of an F-4, providing air support for the troops fighting on the ground. While taking pictures of the F-4, a PCA member heard me speak of refueling them. He was serving at the same time and I may have fueled up his plane! Small world.

While I, as do so many others who served (and are serving), have our “moments” to deal with, let me say again this year as well as last year being surrounded by great people and great Porsches among the “war planes” helps heal and allows me to continue to see a new perspective of life, fun times with many good friends... and for this I am grateful.

The author refueling an F-4 over Vietnam



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# Drive & Dine to Captain Hiram's

Article by Steve Wojcicki  
Photos by David Kelly

Our first Drive and Dine for 2018 took place on March 3. The weather cooperated as we enjoyed a terrific Spring day for our drive south to Captain Hiram's, on the shore of the Indian River. We had our largest turnout ever for a Drive and Dine: 28 cars and 48 people. Craig and Lynda Barrie joined our drive in Grant; and Jurgen and Rachel Schwanitz met our group at Captain Hiram's. Jorge Hoffman and Miguel Mateos decided to drive their Ferraris. I understand a Ferrari is just an average looking sports car made somewhere in Italy, but we decided in the spirit of camaraderie and benevolence to let them participate anyway.

We met at our standard location: the Lowe's parking lot in Rockledge. After a quick driver's meeting, we departed at 9:45 a.m. and headed north on I-95 to SR 520. We drove west on 520 and turned south onto Nova Road. Approximately 7 miles later, we stopped at Deer Park Road to let the entire group of cars reunite. This was a great photo op. We continued on Deer Park Road, avoiding the

"Road Closed" signs and managed to do a little spirited driving. We eventually ended up on some back roads in the southern part of Brevard County enjoying the more rural countryside. Thankfully, we also managed to steer clear of the traffic jams around the Grant Seafood Festival. We arrived safely at Captain Hiram's at 11:20 a.m. and made our way into the Blackfins restaurant.

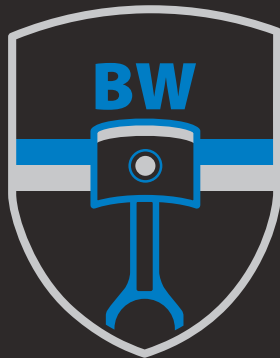
The staff at Blackfins was waiting and seated us promptly. The view out to the Indian River was picturesque. Everyone enjoyed good food, good drinks, and lively conversation. It turned out to be another great day for driving our Porsches (and Ferraris) and making new friends. Many thanks to Dave Kelly for taking some outstanding photos upon our arrival and during lunch at Captain Hiram's.



26 Porsches  
(and 2 Ferraris)



Lunch at Blackfins



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# 12 Hours of Sebring

Article by David Kelly and Sue Kee  
Photos by David Kelly

Saturday, March 17th, marked the 66th running of the "12 Hours of Sebring", the second race of the 2018 IMSA Racing Series. It was the resurgent Porsche factory team of Nick Tandy, Patrick Pilet and Frederic Makowiecki in the Porsche # 911, who took the win in the GTLM Class with the Porsche # 912, driven by Laurens Vanthoor, Earl Bamber, and Gianmaria Bruni, taking third to gain a place on the podium as well. A great showing for the Porsche Team in the face of very stiff competition from BMW, Ferrari, and Corvette. The 12 Hours of Sebring is one of the best sports car races in the world and one of the toughest endurance races.



GTLM Class winner



Porscheplatz

Sebring, if you've never been there, is a former WWII airfield for training B-17 combat crews. Runways were turned into race track. It is 3.7 miles long with 17 turns, where temperature can affect tire pressure, grip and engine temps. The 42 race cars drove to the grid for their warm up laps as the sun began to rise in the east. There were pre-dawn preparations by the race teams in the garages, parade laps, and the "Fan Walk" with the race cars on display along Pit Road, opening ceremonies with a parachute jump and the national anthem, some WWII flyovers and fireworks at the start of the race. The Porscheplatz for Porsche Club members

and Porsche owners was outstanding! It was set up and maintained by volunteers who did an excellent job of accommodating everyone who enjoyed the track-side amenities. It was surrounded by a completely full Porsche Corral where almost every model of Porsche could be found.



Great day of racing

The Sebring track is crazy bumpy, fast, and not always grippy, always demanding respect. Things got off to a rocky start on cold tires for the 10:40 AM start at the first turn when Car #2, Nissan, came into contact with #90, Cadillac and was out of the race. Excitement right from the get go!

It was a great race with some great PCA hospitality, and a spectacular result for Porsche and Porsche Owners. It's an annual event you don't want to miss.



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# John O'Steen - A Racing Life

by John O'Steen (as interviewed by Robin Hoffman)  
Photos provided by John O'Steen

**John O'Steen has had over 60 race wins, 7 SCCA Division titles and the 1981 E Production National Championship. He was elected to membership in the prestigious Road Racing Driver's Club in 1982.**

John began his racing career early – he bought a 1966 912 the day after he graduated from the University of Florida and drove it *fast* to his first job in Augusta, GA. He fell in love with Porsches after driving through the Tennessee mountains on his way to a friend's wedding. He started doing autocrosses with the Porsche Club in 1968 and has been a PCA member since 1969.

In 1968 John bought a stripped down 1959 Convertible D 356 on a trailer for \$1400 and took it to autocrosses and SCCA driver's schools. It was lightened and modified too much for SCCA regulations and couldn't be raced.

In 1969 he was able to buy a 1958 Speedster from a retiring doctor and won 2 races at Virginia International Raceway (VIR). He sold it a few years later to his cousin and then bought it back later after the car sat outside for 10 years. The late Kirk Stowers restored the Speedster to perfection and John still owns this car today.

John summarized his racing exploits as focusing on Porsche. He did drive other brands and prototypes from time to time including driving a Lola/Mazda at Le Mans and the factory 4 rotor GTO RX7 at Daytona and Sebring for two years. One of those years Brian Redman was his co-driver. He remembers the 70's as the most fun, although it's always more fun to win. As he says, "It was lower key back then plus we all got along and helped each other out."

John's connection with PCA runs deep. He met his wife, Judi, at a St. Louis PCA Christmas party in 1973 and she became very involved in motorsports too. She worked the timing and scoring for races. She was on his crew during their 1981 E Production National Championship and she is in the photo to prove it!

John has been in some crashes as well! One memorable wreck happened at Daytona Speedway when the right rear tire blew on his 935 and he crashed hard into the NASCAR Turn 3 wall at 200 MPH! As he was not the only one whose tires could not withstand the speed and force at this location and crashed, Goodyear recommended the "bus stop" chicane be added to the back straight before Turn 3 to slow the cars. In another incident, his car spun 90 degrees into the guardrail at Mosport Raceway when the rear wing flew off on the straight. After this wreck he drove the team's spare car the very next day despite being very sore! Thank Heavens for good safety equipment!



The 1984 962 in action



At the wheel of the 1984 962

John has placed in the prestigious Porsche Cup three times in his career – 15th in 1983, tied for 3rd in 1994 and 9th in 1999. The Porsche Cup is sponsored by the marque and honors the most outstanding private Porsche drivers of every season. He has been featured in racing magazines and other publications.

John spent several years driving full seasons while still working at Proctor & Gamble because of their understanding and flexible schedule and then 5 years working for Escort Radar Detectors. In 1991 he co-founded a catalog business called "Frontgate" and then had even more flexibility. From 2000-2008 he didn't go to a single race as watching races just isn't the same as driving in the race. Since then he has driven in a few Vintage events. His last race was in 2015 where he drove Larry Schumacher's 911 Cup Car at the Mid Ohio track. John took 2nd place by a bumper! With pride he tells me that Larry and he were the oldest racecar drivers out there!



On the podium at Le Mans in 1984

John is still active in the Space Coast PCA frequently coming out to the Vero Kaffeeklatsches and other club events. He has owned a LOT of Porsches over the years and currently drives his 2005 Carrera GT, 1958 Speedster, 1964 SC Cabriolet, and Cayman GT4. He says he has had a wonderful life with Porsches!



While everyone has a “I sold it too soon story”, John’s may be the most painful one I have heard. He bought a 1957 335S Ferrari (above) for \$2,000 and then sold it a few years later for \$4,375. The same car sold 2 years ago for a whopping \$36.5 MILLION DOLLARS!

### John O’Steen Racing Highlights

**1969** Began racing in SCCA - two wins in Porsche Speedster 84430 (which he still has today).

**1970-73, 1976-82** Began racing in SCCA National races. Over 50 race wins, 7 Division titles and the 1981 E Production National Championship.

**1972** Asked by David Helmick to co-drive his new 911 GT in IMSA. With no crew but David and me, we managed 3 podiums in 5 starts.

**1975** Driving a new 911RSR, and with an all volunteer crew, managed consistent top 5 finishes and 3 podiums. Ended up 5th in season points despite missing 3 races. Top 4 were Gregg, Haywood, Holbert and Stuck.

**1977** A couple of DNF’s in John Paul’s RSR before deciding to leave team. Last minute drive in Busby 935 at Mid-Ohio, finished 3rd.

**1983-84** Drove Akin/Coke 935 and 962. First in GTP at Sebring plus 4 other podiums in 1983. Finished 5th in season points, 15th in Porsche Cup. Mid pack finishes in 1984.

**1984** 1st in C2 class (3L prototype) in Le Mans 24hr. driving a Lola/Mazda.

**1986-96** Multiple Escort/Firehawk endurance wins in 944S, T and 968. Drove for Hurst, Kelly Moss, Hawk Motorsports and Brumos.

**1994** Drove Rohr Motorsports RSR in GT3 class. Multiple podiums and 3rd in season points. Tied for third in Porsche Cup.

**1998-99** Drove with Larry Schumacher in GT2 911. Several wins in ALMS and USRRC. Finished 2nd in 1998 ALMS points and was co-champion with Larry in the 1999 USRRC GT2 championship. Tied with Larry for 9th in Porsche Cup.

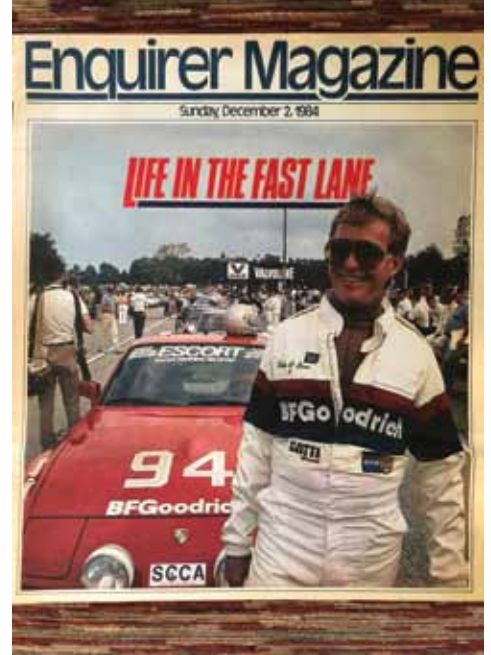
**2015** Drove in Larry Schumacher’s 911 Cup Car in Mid Ohio – 2nd place by a bumper!





John racing in the early years



Winning 1981 E Production National Championship



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# It Takes a Special Kind of Woman...

by Dee Kindl (as interviewed by Sue Kee and Robin Hoffman)  
Photos by Dan Cleary

Girls like fast cars too! Some women even know more about cars and can drive faster than their male counterparts. But we're not here to brag, just spotlight that women have always been a big component of our Space Coast PCA. While many of us prefer to have supporting roles in the club, Stella Murdock and Dee Kindl took on the Presidency.

Stella Murdock was the president of our club in 1975, 1977, 1978 and again in 1985. Her husband, John, took the helm in 1981. Sadly, they have both passed on, but they leave a legacy in the PCA and stories to be told! Stella was a fast autocrosser and took the first place ribbon at Parade in the Tech Quiz. Once, Dee made a \$10 bet that Stella would beat her husband, John in the autocross. She won that bet and John was so mad that he walked home!



Fred and Dee Kindl

The Murdocks owned an upholstery/interiors shop where they did excellent work and re-upholstered the Kindl's 1965 356 C in 1969. The beautiful red interior had become all cracked, split open and peeling after



Friendships forged in the PCA

introducing it to Florida's humidity after living 3 years in New Mexico. That event sparked the Kindls to join PCA and resulted in a 25+ year friendship!

Dee was our President in 1982 and 1983. During her time as President, we officially changed the name of our club to Space Coast PCA and received our current Charter.

The ladies would participate in the club's drives and used a CB Radio as a radar detector in the 1970's. On one drive to Daytona Speedway they were heading into a speed trap when they heard a trucker say, "Those little ladies aren't going to be so fast when the Smokies around the corner get them." Needless to say, they slowed it down. For a minute. When Dee spoke of driving on

the high banks of Daytona, her face lit up! These ladies knew how to have fun!

Having a Mom who drove a 1972 911T with very loud headers was a real advantage for the Kindl's teenage daughter Karen, as she could hear the car a mile away and knew when Mom was coming home! Dee recalls having many fun family times with their Porsches. Dee was ecstatic when her husband bought her a 1975 Silver Anniversary 911 for their Silver Anniversary! One of her very favorite events happened in 1986 when her whole family drove up to the Porsche Parade held in Portland, Maine. Dee in her Targa, her husband, Fred, in his 356 and their daughter, Karen, in her 911T, all attended Parade that year and proudly brought home a few trophies and ribbons.

Dee believes that Porsches need to be driven and sold their 356 after her husband passed away and after owning her 911 Targa for 30 years, sold it to Magic basketball player, Rashard Lewis.

Thank you Stella and Dee for your service! You make us girls proud!

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A photograph of a red TECNA welding machine on a black cart with wheels. The machine is positioned next to a white Porsche 911. The car's front end is visible, showing the headlight and bumper. The background is a workshop or garage setting with various tools and equipment.

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*Some girls chase boys, I pass them.*

# 50 Year Love Affair with Porsches

Article and photos by Dr. Daniel Bird

*Dan Bird has owned 14 Porsches, has been involved with Porsche for 55 years and a PCA and 356 Registry member for 40+ years. In fact, he is Member #155 in the 356 Registry, the largest 356 club in the world with nearly 8000 members!*

I bought my third Porsche, another four-cylinder 1965 Red 356 Cabriolet, in Fort Lauderdale while running a methadone treatment facility and drug abuse program. Both were interesting experiences, but I had more fun dealing with the Porsches. This was in the early 70's so we still were not aware of the value of A/C or 12 volts for cars. I had fold-in vents on the doors, and the trick was to unzip the rear cabriolet's rear window and get a gale-force wind when moving, albeit very warm wind in the summer! This cabriolet took me to a meeting at Pier 66, and I ran into a guy named Stan Perlman who said I should join the Porsche Club. At that first Goldcoast PCA meeting, I met some now long-time PCA members: Mike Tarter, Dennis DeFrancheski, Jack Refenning and Jerry Sutterfield. I realized that these guys knew what Porsches were all about. I was hooked and went to my first event—a multi-event weekend at Sebring's Harder Hall. It was concours, rally, and autocross. I really liked the people and they clearly were all good friends. They were very competitive but helped their fellow competitor when needed. I joined the PCA and have stayed a PCA member now for more than 40 years.



Harder Hall, Sebring, early 1970's, my red cab

This was SCCA time as IMSA had not really taken off as few could afford to race at that level then. We would drive to a track like Moroso or Sebring, let some air out of the tires, open the exhaust if we could, maybe change the carb jets and we were racers! At the end of the race, we reversed the process and drove home and then to work the next day. We all knew we were lucky to have even one of these cars. This Porsche lifestyle continued with making great friends, having fun, and watching IMSA take off.

Then Vintage Racing started with SVRA at an early 1970's meeting in Delray Beach, when a group of us got together and decided that banging our rare and increasingly valuable sport cars into others didn't seem like a good plan, so Sportscar Vintage Racing Association was born. We could race the old cars, but preserve them—gentlemen's polite rules.

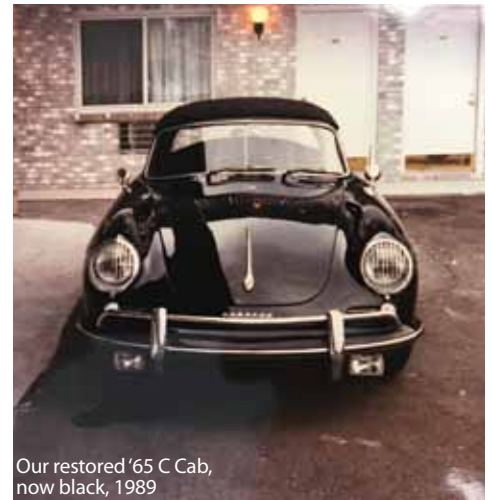


Porsche Parade Rally, Michigan, 30 years ago

After a bit more than a decade, I took a job teaching at Louisiana State University Medical School and sought out club members in the area. One of the early Porsche enthusiasts was Pistol Pete Maravich, a very famous professional basketball player. He had one of the few Turbos in Louisiana. Pistol Pete planned an informal event at which we would meet in New Orleans at the lake front of Lake Ponchartraine, and race over the 23-mile low causeway bridge to Covington, a city on the other side of the lake for brunch. Pete said it was all arranged and to follow his Turbo – 11 of us did. It was a very quick trip over the lake at speed, as much as my 356SC would give me (88 mph) but ahead of a 914! Of course, the 911s just sped away. As we slow cars started to catch up on the other side, I saw many blinking red lights and police cars. All the other Porsches were stopped except

myself and that slower 1.8 liter 914. We crept along and were almost through the gaggle of police and Porsches when someone yelled in a bull horn that we, too, were driving Porsches, were also guilty, and to stop. As you can imagine, they were not happy officers as Pete had only talked to a friend who was a state cop and no communication had occurred before now when his fellow officers were getting him on the phone. After many autographs by Pete, free tickets to the New Orleans Jazz basketball games, and a great deal of cash they let us go to the restaurant. However, no one had any money left, so Pistol Pete paid for all our meals with a New Orleans Jazz basketball team credit card!

After a fun number of years, tours up the Mississippi to Natchez, and other fine events, I returned to Michigan due to some family illness with my father. That is where and when the cars became even more important. During the winter, there was lots of time to work on them and time to think about using them in the four months of NO SNOW.



Our restored '65 C Cab, now black, 1989



356 National Holiday, 2002, somewhere near Asheville, NC. We are second car in line

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**PORSCHE**

# The Mitty - HSR First Race of the Season

by Tom Kirk

My first three racing experiences were all at Sebring, each with a different sanctioning body. First was Historic Sportscar Racing (HSR) at their last event of 2017 in November. Next was The 48 Hours at Sebring with PCA Club Racing in February. Followed by the Sebring Historics with the Sportscar Vintage Racing Association (SVRA) in March. Even though these were all at the same race track, they were very different in many ways, from the licensing process to actual on-track experiences. Based on this and 2018 event times and locations, I decided to focus my efforts on the 2018 HSR race series.

The first HSR race of the season is called The Mitty, after the fictional character named Walter Mitty, who indulges in fantastic daydreams of personal triumphs. For more than 30 years The Mitty has been held at Road Atlanta, this year on April 27-29, and is the longest running vintage and historic race in the US.

This, like previous race weekends, started with a test day on Thursday. Zotz Racing did an excellent job repairing my previously damaged transmission and replacing my original steering column with a newer one for more precise control of the car. I was able to successfully test these improvements during the one test session I drove before it started raining. Since weather was forecasted to be clear for the rest of the weekend, and I did not expect to have to race in the rain, I parked the car for the rest of the test day.

Friday morning was clear and cool, around 47 degrees. My air-cooled, type 993 Porsche 911 loves cool air like that. In my first qualifying session I drove what I thought was a respectable 1:37 lap time. That was until Ron Zitz (multiple race winning driver, including the Rolex 24) laid down a 1:34 lap time that afternoon. We studied the data

recorded by the in-car Race Keeper system to find where he was faster. He was faster almost everywhere! Especially where I was over-slows heading into turns 1 and 6 and not carrying enough speed through the Esses. In Q3 on Saturday I applied this knowledge with firm resolve, but my best time was 1:38. My slowest yet!

My first sprint race was Saturday afternoon. My best recorded qualifying lap (set by Ron the day before) was used for my grid position, at about the middle of the field of twenty-seven cars, which consisted of thirteen 996 and 997 Cup cars, several BMW M3s, one Cayman and a Ferrari F430 Challenge car.

Starting is still a real challenge for me, but I am improving. I was able to hold my position from the green flag through the infield sections to turn 7. But two 996 Cup cars on my tail were able to pass and pull away from me down the back straight. By the end of this seven-lap sprint race I caught and re-passed both these cars, finishing 15th out of twenty-seven and 1st in class, with a best lap time of 1:36; two seconds faster than in qualifying that morning!

Sunday's racing for me started at 12:50 with a 60-minute, multi-group enduro, that included a five-minute mandatory pit stop. Unlike the single group sprint race (where lap times vary from 1:28 to 1:45), this thirty-five car enduro grid included prototypes that consistently run 1:15 lap times. Our strategy was for me to start the race and turn the driving over to Ron at about the thirty-minute mark. That is unless there is a double yellow flag within the first twenty minutes. In that case, I would decide if I would drive the whole race, depending on how I felt at the time.

I started well and was able to maintain my position in the sea of cars circulating the track. Then at about the fifteen-minute mark the



first double yellow flags came out. Everyone, including me, pitted for our mandatory five-minute pit stop. I felt good and decided to stay in the car to complete the enduro myself. This would be the first enduro, of the four enduros I have entered, that I would drive from green to checkered flags. When I did take the checkered flag I had driven 30 laps, finished 25th out of thirty-five and 1st in class, with a best lap of 1:35; now only one second behind Ron!

My last race was another seven-lap sprint on Sunday afternoon. By now, Pricilla and I were the only surviving competitors in my class. This meant all I to do was start and finish the race and I would win 1st in class. That almost didn't happen. In the second lap, a NASCAR spun in turn 7 just ahead of me. I was able to avoid hitting him but had to come to complete stop on track to do so. Not good! Fortunately, the other cars avoided hitting me too and I was able to rejoin the action unscathed. I finished 1st in class with best lap time of 1:36.

My performance at The Mitty garnered for me the most possible points available for that weekend with my three 1st in class finishes. My next event with HSR is at VIR June 1-3. Hopefully Pricilla and I can keep this kind of performance going.

Thanks go to my wife Cyndie for her love and trackside encouragement. Thanks also to HSR for organizing such a great event, and to the Zotz Racing family who prep, transport, coach and support me and Pricilla.



# Cape Canaveral Region PCA

by Hal Hilton (as interviewed by Robin Hoffman and Sue Kee)  
Photos by Perry West and Robin Hoffman

When our club was chartered in February 1968 we were named the Cape Canaveral Region. We started with a huge geographic region but relatively few members as we were just getting started. The Club back then was more like an extended family with weekends being spent at one another's homes having meetings, parties and working on Porsches. In 1969 Hal Hilton ordered a new 911T and joined PCA after moving to Titusville. Friendships were strong. Hal fondly remembers his friend of 30 years Jon Booker (President 1970-71) after meeting at a club event at the Orlando Porsche dealership. In 1976 he bought a beautiful 930 from Germany during one of his numerous trips to Europe. Hal was our Club's President in 1973 and 1974.



Early Club meeting in the front yard

In 1974 our region surrendered Seminole, Orange and Osceola counties to form the new Florida Citrus Region. Our region owes a debt of gratitude to Hal and his officers, Lou and Pat Schroeder, Stella and John Murdock and Roger MacMichael as they fought to keep Volusia County in our region. Hal told us about the mountains of red-tape and meetings all over the country to make this happen! Thank you Hal. We kept Daytona and continued the tradition of having the Porsche Corral during the 24 Hour Race where in 1975 "free beer and soup" were advertised in the newsletter. Happily, the current relationship between our Club and the Citrus Region has grown strong and supportive.



Driver's School at Daytona

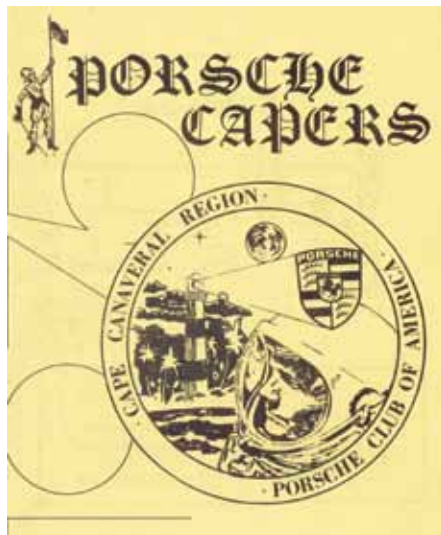


Porsche Corral at the 24 Hours of Daytona



Follow the leader

Spouses have always been involved in club activities and Hal's wife Jeanne was the newsletter editor for many years. Our original Club newsletter was called "Porsche Capers", typed out with an actual typewriter and mailed to members monthly. This newsletter was rich with information about events, drives, car care tips and how to best photograph your car. However, if you missed a meeting or made a less than stellar move, your name may appear! Hal penciled all of the sketches and drawings for the newsletter and he designed the Cape Canaveral Region logo that was used from 1975 to 1983.



The newsletter was personal, and members were often referred to by their first names. In the 3 years preceding their marriage in 1976, a love story unfolded between long time

members Lee Payne and his girlfriend Kathy Heizler. Lee quipped in his column "Payne's Paddock" that he was deemed unsuitable for marriage as his blood type was J & B instead of AB! However, after 42 years Lee and Kathy are still together, still drive their 2006 C4S 997 and 1959 356A and continue to be PCA members!

Hal's favorite autocross in the early days was a road course around the paved roads in Port St. John before the community was built. How much fun would that be?! Drives were planned to Tarpon Springs and as far as the Carolinas as a group and they would have an annual multi-regional "Winterhilfe". Driver's School at our local racetracks were also popular events from the beginning in our region. One memorable event happened in early 1976 when Don Robinson, a pilot, planned a drive to a grass strip in Oviedo to take people up in members' gliders. It was well attended and even some kids got to fly! Now that grass strip is a community of houses.



Who wants a glider ride?

In 1983 the Cape Canaveral Region was renamed the Space Coast Region of PCA while Dee Kindl was president and we received our current Charter. At that time, the majority of our members were located in the southern end of the county **and no current members were in the city of Cape Canaveral!** Club member and art teacher, Don Miller, helped design and produce the new PCA decal to go along with the new name "Space Coast PCA".



Jeanne and Hal Hilton

# “It’s not just the cars, it’s the people.”

*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.*



“Why did I join PCA? The feel of the steering wheel, the rumble of the engine, the comfort of the suspension. Best of all, it is Porsche.”  
- Mag Bishara, PCA member since 1977



“It is hard to believe the friendship and help I have received as a member of the PCA. It’s the spirit of PCA people - their rare attitude and friendship that make PCA special. I try to tell every Porsche owner who is not a PCA member that not joining our club means really missing out on something special.” - Jim Stephenson, PCA member since 1986

Once you become a Porsche owner, you may feel the need for MORE cars! Gerry Caron says he bought his first car in 1966, a 912 and since then has bought 10 more and has enjoyed being in the PCA for 40+ years. - Gerry Caron, PCA member since 1975



“After 40 great years with PCA and about 30 Porsches I have made some really great PCA friends. No other car club offers as much as PCA!” - Wayne Sandlin, PCA member since 1974

“I highly recommend using your Porsche as a family bonding tool, whether it is teaming up for a concours, rally, or using your Porsche for the ultimate experience on the race track.” - Gregory Lowdermilk, Past President 2002, PCA member since 1993



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

THEY SPEAK FOR THEMSELVES

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# 50th Anniversary Gimmick Rally

## Many Firsts

Article by Robert DeVries  
Photos by Robin Hoffman

After 13 years of owning two Porsches, my wife Jackie and I finally joined and started participating in Porsche club events. This time, Jackie and I together did our first ever Gimmick Rally.

PCA Gimmick Rallies are like a scavenger hunt, but for Porsche-owning and participating adults. We follow a detailed route of directions which had clues for us to find objects along the way. Sounds pretty simple, right?

The Evil Rally Masters with one of their many victims



The night before the rally we attended the 50th Anniversary Gala. We were a bit intimidated by the stories we heard from the experienced rally drivers, who as married couples, competed as navigator and

driver in the rally. It seems a rally event can be a bit of a test, given the challenges of navigating, puzzles, competition, etc... But bravely we went forth.

On a beautiful Saturday morning, with our teenage daughter Ameila in tow, we rallied up with other Porsche club members at F. Burton Smith Park in Cocoa. Just to make it more interesting, the "Evil Rally Master Team" of David O'Neal and Brian Reinert, made this one with a "Jeopardy" theme. Yes, like Jeopardy on TV, where you are given the answer and we fill in the question, complete with a point value. The higher the point value, the more difficult the question. All we had to do was write down the right questions. What had we signed up for?



Amelia, Jackie and Robert DeVries

Leaving the park in intervals, we headed out. It all started to make sense once we got out on the road. Some clues were obvious, others more challenging, but all were fun to try to figure out. Often, we would pass or follow many other of the Porsches on the route. It was neat to see so many of our group all traveling together on the rally.

As for the testing nature of a rally on a relationship, my wife and I decided to get our 'miscommunication' out of the way early, so the rest of the day was relatively stress free. Smartly, we stopped early in the route for a snack. Nobody can solve puzzles when 'hangry'!

Another first for my wife and I? First Place! Out of 25 cars, somehow we novices were able to pull out a win. Guess there is something to this working together thing!



Gimmick Rally winners

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# Charity Spotlight

by Elaine Christine

It was the evening before the Porsches & Putters Charity Golf event. Bill Martin called and asked, "Are you going to cancel the tournament?" Wait. What? "No! Why?" I wondered. "The weather is going to be rainy with high winds and thunderstorms," Bill informed. Horrified, I replied without thinking, "I promise you it won't rain until the tournament is over. I'll see you tomorrow!" I hung up the phone, checked the weather channel, and had a one-way conversation with God.

Over forty golfers gathered for the shotgun start at 8:00 AM along with some dark clouds overhead, a tropical breeze, and balmy temperature in the 70s. Cocoa Beach Country Club was also celebrating their 50th Anniversary along with the Space Coast Region PCA. Many golfers aimed to win the 2018 Porsche Boxster prize for the Hole-In-One contest, courtesy of Premier Dealer Shay Rowe and Porsche of Melbourne. Hole witness volunteers reported that a few players got very close to the elusive pin!

As I was setting up the luncheon and waiting for Slow & Low to deliver the barbeque, a stranger walked into the 19th Hole Restaurant. "Can I help you?" I inquired. "No, my wife is in the Pro Shop buying some logo apparel. We grew up here and now we're back on vacation staying at the Ron Jon Resort. In Canaveral it poured rain, but it's nice here." I looked out the windows for a panoramic view and was relieved to see that the sun was shining. Amazing grace!



Everyone seemed to prefer the home-baked brownies and cupcakes over the Aldi's apple pie. The turkey went fast and two trays of beans were way too many, even though they were delicious. President of Space Coast Region Carmen DeVito welcomed everyone, thanking Porsche of Melbourne for their continued support and sharing news about the upcoming 50th Anniversary events. Over \$1,000 was raised for the children's charity, SAT7Education.org!

A round of applause and appreciation went to hole sponsors Ray Baldino of Baldino Studios, Jason Breitfeller at Breitwerks, Scott & Sue Kee, Roger Aumuller, and Ken Marshall with Glover Oil, Inc. Brian Birkholz at Allegra Printing donated a sponsor sign. We appreciated PCA National for the event subsidy which helped to pay for the luncheon, as well as Porsche Cars North America for the Porsche ball caps and very cool power banks to recharge our cell phones.

Gift certificates to the Pro Shop were awarded to contest winners. Closest to the pin went to Charlie Tisdell and Kendall Hedgecock. Longest drive went to D. Hillman and Randi Ann Sullivan. Third place team "It's In The Hole" won logo coasters for members Scott & Sue Kee, Roger Aumuller, and Gary Gibson. Second place team "Classy Shack" received logo mugs for members Jean Carney, Dee



Turner, Randi Ann Sullivan, and Kendall Hedgecock. First place team, "The 718 Cayman's" were each awarded a 50th Anniversary Challenge Trophy and a Pro Shop gift certificate for members Don Ling, Sherry Ling, Calvin Sierota, and Merritt Cogswell. The new champions will have their name engraved on the Challenge Trophy—congratulations!





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# Space Coast Classifieds

**FOR SALE:**  
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This hot rod is a narrow body 911 with a 930 Turbo drive train. All restoration work completed over the last two years. New paint, new interior, new suspension, new tires, all of the go fast goodies. Turbo power in a lightweight 911 chassis. This is a fun, good looking car!!! Sale Price: \$66,000. Call Jason at (321) 806-8664.

**FOR SALE:**  
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](mailto:gpp32119@yahoo.com).

**FOR SALE:**  
1996 911 Carrera



Car was featured on the August 2011 cover of Panorama with the Space Shuttle Atlantis. It has also won numerous region and zone level concours. Tiptronic transmission in Concours condition. Interior and exterior are near flawless as it has always been maintained at the highest level. Includes all manuals, tools, books, service records, etc. 78K miles, \$59,000. Call or text Steve Hoffman at (321) 652-4654.

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# Advertiser Spotlight

## The Werkshop

The Werkshop is the longest running advertiser with the Space Coast PCA. While his love affair with Porsches began in 1981, Dan Cleary opened the doors of the Werkshop in 1985. Back then it was known as Dan's Porshop but changed the name in 1990. The shop has moved four times in 33 years, but is still close to the original location at 7630 Industrial Road, West Melbourne. In 1985 Dan started with just a 1,000sq/ft. shop, but now it has grown into a 5,000sq/ft. *air conditioned* facility just minutes from the Melbourne Airport. Dan started as a one man shop and now has 3 employees: Trevor Baker (17+ years), Trevor's brother Jeff Baker (6 years) and Dan's son Chris Cleary.

The Werkshop only services Porsches. The shop performs everything from light maintenance; including oil changes, annual services and brake pads all the way to complete performance engines. Dan Cleary is one of our longest active PCA members having joined the PCA in 1982. Since then he has served in various officer positions

and was co-editor of the Canaveral Capers (the really old **Escape Velocity**). He was Vice President in 1983 and President of the Club in 1984. Driving in the "Brail Rally" and attending the Annual Space Coast Oktoberfest were a couple of his favorite memories. Our Oktoberfest began in 1993 with Ron Golden as President, so Dan has been to plenty!

Dan purchased his first Porsche in 1981. That car was a 1967 911, with a hot 2.2 liter S engine, black, and an RSR body kit. He's always been fascinated with the 930 Porsche, and has owned over twenty 930's in the past 25 years. Although it's hard to pick a favorite, the 930 makes the first cut for sure with Dan. Dan has generously offered to host a Tech Session this summer/fall at his shop to share some of his vast Porsche knowledge, providing us all an opportunity to learn something important about our cars. Stay tuned for that date!!

Thank you Dan for being a long time advertiser and supporter of our Club.



The Werkshop on Industrial Road, West Melbourne



A very busy garage



Dan presenting a Tech Session

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# Tech Spotlight

## Crankcase Fumes Direct Vent Modification

Article and photos by Rob Van Name

This article discusses a modification to prevent crankcase fumes from fouling your intake valves. The newer cars with direct injection no longer bathe the intake valves in fuel since the fuel is injected into the cylinder directly. The older cars with port injection squirt the fuel onto the intake valves and allow the cleaners in the fuel to dissolve the oily deposits from the crankcase fumes. I'll describe how this is done on a 981 Boxster. It is applicable to the Cayman also and ought to be applicable to the 991 but I haven't gone there.

The 981 has a plastic pipe that routes crankcase fumes from the air oil separator to the intake manifold. These oily fumes cause the build up on your intake valves eventually leading to loss of power. This mod removes the plastic pipe, plugs the connection to the intake plenum, routes the crankcase fumes through some hoses to a small oil separator and then to a filtered vent. The inspiration for this mod came from Rennlist member d00d with his post shown here: <https://rennlist.com/forums/gt4/932192-0q-pure-white-journal.html>

Here is a block diagram of this modification:



You will need to purchase a few parts to implement this modification as follows.

### From ECS Tuning:

PCV hose 2524951

Vent cap 274329

### From JEGS:

Small air oil separator 52205

Small breather filter 028-770-136

Silicon hose 231-20455 (5 feet)

### From Lowes:

Qty 2- 1/2" MIP x 1/4" FIP brass adapters

Qty 2- 1/4" FIP both ends brass adapters

To begin this mod the engine cover must be removed in order to remove the existing pipe between the stock air oil separator and the intake plenum.

Here is the pipe you have to remove:



At the intake plenum install the ECS vent cap 274329. It snaps on as shown here:



Next the ECS PCV hose 2522951 must be trimmed to allow the JEGS 231-20455 silicon hose to fit over one end. The silicon hose is secured to the ECS PCV hose with a tie wrap. Here is a photo of this hose installed in the car. It is the middle of the three hoses pictured.



The other end of this silicon hose is routed down through the engine compartment to exit below the car. Those of us with manual transmissions should route this hose through the hydraulic clutch hard line to keep it away from the axle shaft.

Prepare the JEGS air oil separator with the adapters and teflon tape shown here:



From under the car connect the silicon hose to one side of the JEGS air oil separator and install the breather filter on the other side. Using tie wraps install it as shown here:



After about a year of driving a small amount of oil has collected in the reservoir of the JEGS air oil separator. This oil did not wind up on my intake valves. The JEGS air oil separator housing unscrews from the bottom for cleaning.



After completing the installation check that the new parts don't interfere with any moving parts and re-install the engine cover. The parts cost was under \$100.

# An Epic Autocross with Randy Pobst

Article by Ken Marshall and Craig Barrie  
Photo by Robin Hoffman

It was another cool, crisp morning on March 24th as the sun rose over the American Muscle Car Museum and a colorful parade of beautiful Porsches started rolling in. The reason, to compete in the first of two Space Coast Porsche Club 50th Anniversary AutoX events.

This was a truly epic event featuring as our special guest, professional racing driver Randy Pobst. Of course, as most of you know, Randy was a former Porsche factory racer, a two time 24 Hours of Daytona winner, and six-time National SCCA "Solo" AutoX champion. Randy has had over 90 wins during his exceptional racing career. You may also recognize him today as the fearless, world travelling, record setting, Motor Trend TV test driver, and author. ***What you may not know is that Randy, a former Brevard County resident, and graduate of Melbourne High School, began his racing career at an AutoX behind the old Montgomery Ward's shopping center just to the Southwest of Mel-Hi.*** Randy had an especially busy day. He ran as a participant, provided coaching and instruction to multiple drivers, and shared stories and insight freely. Just one of the guys! It was a genuine pleasure and honor to have Randy as our guest and refreshing to find that he is just as passionate about cars as we are.



Randy Pobst and friends, both human and vehicular

As if that wasn't enough, American Muscle Car Museum owner, Mark Pieloch, offered a surprise treat for participants and their guests at the conclusion of the AutoX. He generously conducted a personal guided tour of his museum after the event. Mark is not only one of the most knowledgeable car guys you will ever meet, he has a story for everyone of the 289 cars at his facility. He is a truly funny and entertaining host and had us all in stitches over some of his great stories. He is also an avid Porsche collector with a stunning assortment of rare and beautiful Porsches.

We can't say enough about the awesome support we get from Porsche of Melbourne owner, Shay Rowe, and his amazing POM staff. Shay and crew really went over the top for this 50th AutoX event, surprising us all by providing a beautiful 911 Carrera S for Randy to drive, in addition to a colorful static display of Porsche vehicles. Porsche of Melbourne Sales Manager Ed Ferrer, and Brand Ambassador Dylan Kotoulis joined in the fun and were on hand during the day to talk about anything Porsche and to answer questions. Thank you Porsche of Melbourne for your continued sponsorship!

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# 50th Anniversary Autocrosses

by Ken Marshall and Carmen DeVito

The first half of the 2018 Space Coast Region autocross season is in the record books. Thanks to Mark Pieloch, owner of the American Muscle Car Museum for his continued support and use of his facility. Also, thanks to Shay Rowe from Porsche of Melbourne for his continued sponsorship.



March 24th was our biggest event ever with 44 drivers participating. The largest class, with 7 drivers, was the Ladies division. The exciting course featured a new loop behind the maintenance facility and provided a challenging 74 second average run time for our Space Coast members. Each driver got 5 runs to establish their best times.



The battle for fastest time of the day (FTOD) in regular competition came down to Ken Marshall's 911 Turbo and Carmen DeVito's GT3 in the P13 class, and Randy Pobst in

his Porsche of Melbourne sponsored 911 Carrera S. These guys laid down some really fast times with less than 9/10ths of a seconds deciding the final outcome. At the end of the day cones made the difference. The final times, Ken, FTOD with a 65.153, Carmen 2nd with a 65.811 and Randy in 3rd with a 66.138. It had been years since Randy had run an AutoX, but he decided not to leave without making a statement. Borrowing Steve Sedaros' GT4 Randy wowed the crowd when he ran a final "Fun" run at a blistering 64.6 seconds!... Message received Randy! #Proforareason!!

On May 5th heavy rains and thunderstorms were forecast for the entire state and there was discussion up to late Friday evening regarding whether we should cancel the event. In the end we dodged the rainy bullet, the AutoX went off without a hitch, and 37 drivers showed up to join in the fun. The newly designed course averaged 68 seconds and provided some interesting challenges, incorporating a fast new loop in the North that got progressively tighter as it wound it's way to the finish line.

One of our primary goals for AutoX this year was to increase participation, especially in the ladies class, and this event was indeed a success, if measured by the 6 ladies that competed on Saturday. In fact, the trophy for most improved driver of the day would have to go to first time AutoX participant, Tori Hoffman, who knocked off a whopping 25 seconds from her initial run. Nice driving Tori. We've also seen an increase in the very



competitive S5, Cayman/Boxster class with 6 drivers challenging for the top spot and in the S9 class, also with 6 drivers.

In the class battles, some people extended their points standings in the May AutoX, while others let the weather forecast keep them away and slipped in the points race.

Uncontested in their respective class and extending their points leads were Tim Marshall (P16 - 2009 Cayman S) also 3rd overall at 58.49, Steve Sedaros (P12-2016 Cayman GT4), Jackson Hall (S01- 1993 968), Austin Lilly (S02- 1997 Boxster), John Buckley (S04- 2005 Boxster S), Jacob Martin (S09- 1995 C2), Adam Weiner (S11- 2018 Turbo), Greg Clifford (P06- 1977 911S), Robert Johnson (P08- 1985 Carrera). Please see our website [SPC.PCA.org](http://SPC.PCA.org) for a blow by blow of each autocross, official results and photos.

In all, a couple more safe, fun, and challenging Space Coast Porsche Club AutoX's. Thanks to all the volunteers who came early and stayed afterward to set up and clean up. Congratulations to all the drivers who came out and competed! Hope you had fun. Have a great, safe summer! We look forward to seeing you in September!





AutoX  
staffers with  
Randy Pobst



Spectators are  
always welcome



This flag never runs  
but it sure can AutoX



Sally Jecman loving  
her new Boxster



Porsches turn in quick



Jurgen Schwanitz's fast run



Jackson Hall's 968



Sara Morrison carving the cones



# Members Meeting

by Carmen DeVito

On March 29th an all members meeting was held at Porsche of Melbourne. This is a restart of the quarterly meetings we had a few years ago. It enables all members to come out, meet old friends, make new friends, and browse the new models at the dealership. As BoD members and committee chairs it gave us a chance to review the business of the club to the whole membership, so everyone heard about our financials (thanks, Robert DeVries) and scheduling of events. Chairpersons got to explain what they do and hopefully entice more members to come out and try their favorite events.

Ken Marshall, Autocross Co-Chairman, discussed how autocross is an excellent introduction to Porsche car and SUV handling. It is a safe low speed way to explore why Porsches are revered as the best handling cars available. SPC instructors are available at all events for novice owners who want to learn what their cars can do. Craig Barrie, DE Co-Chairman, talked about Drivers Education with a map of Sebring provided by Membership Chair Glenn Matchett. Craig discussed the importance of car and driver preparation for DE. He stressed that any well maintained Porsche is safe to put on the track. He stated that our instructors tailor their instruction to each person's experience and comfort level. He added they always focus on safety and driving improvement. Elaine Gorsuch, Charity Co-Chair, discussed Porsches and Putters Golf Tournament, an upcoming charity event. She invited members to come out, have fun, and raise money for SAT-7, a non-profit that educates 13 million refugee children. Robin Hoffman, VP, filled in for our Evil Rally Masters David O'Neal and Brian Rienert and talked about the upcoming "Orbit Around the Space Coast" Rally. She



invited all to come out and try Rallying as the Jeopardy format should be fun. Steve (Wojo) Wojcicki, D&D Chairman, talked about our many drive and dine events that he schedules and maps through scenic central Florida finishing at some of our better eating establishments, the last one being a fun drive to Captain Hiram's in Sebastian. Rob Van Name, Tech Chairman, announced he is working with Porsche of Melbourne to present another interesting and informative tech session at the dealership sometime in late June. I am not sure how the guys will top last year's removing an engine from a Panamera! Finally, Jurgen Schwanitz, South Area Director, gave a review of Concours events, especially focused on the upcoming 50th Anniversary Concours at Vero Beach. Perfect cars are not needed, we want to see your Porsches.

It was an informative and fun night for all. Thanks again to all the committee chairs for the hours and effort to bring us these events and to Shay Rowe, Sheryl and the Porsche of Melbourne team for making the event a great success. The next all members meetings will be sometime in July and then October so watch our calendar for the date.

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**Danny Baker**  
Executive Director

# Confessions of a Porsche Wife

by Trina Gorsuch

Over the years I have come to understand and accept that the love of Porsche runs through my husband's blood. He spent many childhood days on the track, participating in rallies, parades, concourses, and autocrosses. He's participated in DE's (Driver's Education) on how to maneuver and handle a sports car, doing things I would never consider doing. It's also clear that my husband sees the road differently than me. The road is an obstacle, challenging how fast he can get from Point A to Point B. So it shouldn't surprise me that when he drives, he puts the pedal to the metal, literally.

So how did I get here? There is no instruction manual for being a Porsche Wife, although in a few years I probably could write one. Here's a few facts that may be true when you have a Porsche-loving man by your side. He will name his car. He will talk about his car. He may even talk **to** his car. He will spend hours upon hours washing his car and waxing his car. He will turn back and look one last loving time every time he walks away from his car. He will watch videos about his car. He will have many pictures of his car, displayed on his desk at work, in his wallet, on the back of his business card, saved as his desktop screensaver, mounted on the refrigerator, or framed in your bedroom. One thing I know - he loves to drive his car!

I was excited recently to go to Sebring with Ryan to watch the races. After a morning full of timed races, we had the opportunity to do a parade lap for charity. For a small donation you can drive around the official Sebring International Raceway where famous racers have driven. Of course we signed up! We lined up in our cars and put the convertible top down. I was enjoying the calm breeze daydreaming how this would feel like a royal wedding processional where I could wave to onlookers as we drove by like celebrities. Then we got the green light to drive out on the track.

My dreams of waving like a princess were quickly shattered. My hair was blowing all over my face as I quickly snatched it up in a hair tie. We were not going slow! We were racing around the Sebring track, approaching each turn with flying speed followed by quick braking, turning hard, then accelerating just as fast! I held tight to the sides of my seat and prayed. I focused hard on the flashing brake lights in front of me, monitoring the space between us and our fellow thrill-seeking driver we were following. As I sat in the passenger seat clenching every muscle in my body with fear I look over at my husband only to see a permanent smile fixed upon his face. It was then I realized... I do not have the need... the need for speed.

There was an energy from the other drivers, revving their engines, eager to hit the gas hard. It wasn't long before I was regretting this decision. I told myself *it's not that bad, I can make it around the track once. It's almost over...* but when we got to the end, a man with a green flag waved us on to do it again. Looking at Ryan with panic I yelled, "we have to go around again?!" My heart sank. My stomach flipped. I felt my face go white. Maybe if I was wearing a helmet or I was not in a convertible I would have felt differently, hmmm, maybe not.

Lucky for me, as we started the third lap Ryan exited down pit lane and drove me the heck out of there. *My hero!* I was thrilled it was over. Then he asked, "so, lunch?" *How could he think about food right now?* Overall it was a great day, and I would encourage anyone to make the trip there for a race. At least you will be more prepared than I was if you decide to "parade" around the race track.



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# Space Coast PCA 50th Anniversary Concours

Article by Jurgen and Rachel Schwanitz  
Photos by David Kelly and Robin Hoffman

*So, I volunteered to host the 50th Anniversary Concours for our club and, boy, was I nervous about it. I have attended many many car shows throughout the years but never hosted one and, considering the importance of this event to our club, I really wanted to make sure it went well. I know I couldn't have done it without the dedicated help of my wife Rachel.*

The Concours officially opened to cars to arrive at 8am on Sunday morning at the beautiful Riverside Park in Vero Beach. What a perfect venue to display all the beautiful Porsches. We had a fantastic total of 36 Porsches participating in the Concours, quite a bit more than were originally signed up. We had modern 911's, Air cooled 911's, Boxsters, Caymans, 928's and 944's and even a beautiful 356 owned by Daniel Bird, all a part of the show.



Concours hosts Jurgen and Rachel Schwanitz with class winners Susan and Dave Meyer

We were a bit worried about the weather holding up considering the rainy forecast, but we had no rain and the sun was out, it could not have been a better day. Delicious Einstein Bagels were generously provided by ACT Computers with enough coffee to make everybody wake up including myself.



The VR driving simulator was a huge hit

A Porsche-themed Virtual Reality driving simulator, where members were able to see how fast they can drive a 911R around the Nürburgring Nordschleife, was also there to enjoy. We had some very fast drivers indeed finishing the track in about 9+ minutes. That was fun!

Judging started at 9am and was led by Steve Hoffman and his team of expert judges. The Awards ceremony was around noon, where lots of members were eager to get their hands on one of our classy 50th Anniversary Glass Trophies.

Great people, great cars, and good weather, combined with excellent planning by our Space Coast Region Officers and volunteers, made the 50th Anniversary Space Coast Region Concours a resounding success. Thanks to everyone who shined up their Porsches and brought them out to display.

There were lots of laughs and lots of fun, once again proving **“It's not just the cars, it's the people.”**





## 50th Concours Results May 2018

**People's Choice Award** - Riviera Blue 1995 993 Carrera, Henry Cabezas

### 356 Class

1st - Black 1959 Sunroof Coupe, Dr. Daniel & Neila Bird

### 911 Air Cooled Class

1st - Riviera Blue 1995 993 Carrera, Henry Cabezas  
 2nd - Bahama Yellow 1968 911, Jim & Karen Georgeff  
 3rd - Grand Prix White 1996 C4S, Dr. Daniel & Neila Bird

### 911 Modern Class

1st - Midnight Blue 2010 C4S, Dave & Susan Meyer  
 2nd - Sapphire Blue 2015 GT3, Carmen DeVito  
 3rd - Meteor Gray Metallic C4S 2011, Dr. Daniel & Neila Bird

### SUV Class

1st - Vulcan Gray 2017 Macan, Rachel Schwanitz

### Limited Production

1st - Wimbledon Green 1992 American Roadster, Dr. Daniel & Neila Bird

### Mid-Engine Class

1st - Sapphire Blue 2018 718, Sherry & Don Ling  
 2nd - Aqua Blue 2010 Cayman S, Ned Scupper  
 3rd - Silver 2016 Boxster Spyder, Rob VanName

### 928/944 Class

1st - Blue-metallic 1983 928S, Jurgen Schwanitz  
 2nd - Guards Red 1986 944, Nick Hess  
 3rd - India Red 1988 928S4, David Kelly

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# coming attractions

- June 3** Kaffeelatsch @ Vero Panera, 9 am
- June 9** 50th Anniversary Banquet at the 500 Club at Daytona Speedway
- June 10** Breakfast with Vic Elford @ Fairfield Inn, Daytona 9 am
- June 16** Le Mans Breakfast @ Porsche of Melbourne 8:30 am
- June 23** Kaffeeklatsch @ Wickham Panera, 9 am
- June 24** Kaffeelatsch @ Daytona Panera, 9 am
- July 7** Dine & Drive to The Swamp House – Check Website for Details
- July 8-14** Porsche Parade @ Lake of the Ozarks
- July 8** Kaffeeklatsch @ Vero Panera, 9 am
- July 15** Kaffeeklatsch @ Daytona Panera, 9 am
- July 26** All Member's Meeting @ Porsche of Melbourne, 7 pm
- July 28** Kaffeeklatsch @ Wickham Panera, 9 am
- Aug 12** Kaffeeklatsch @ Vero Panera, 9 am
- Aug 19** Kaffeeklatsch @ Daytona Panera, 9 am
- Aug 24** PCA Werks Reunion West 2018 @ Monterey, CA
- Aug 25** Kaffeeklatsch @ Wickham Panera, 9 am
- Sept 8** Autocross @ American Muscle Car Museum, 7:30 am
- Sept 9** Kaffeeklatsch @ Vero Panera, 9 am
- Sept 12-16** PCA Treffen North America, Banff
- Sept 15-16** Suncoast DE @ Sebring
- Sept 22** Kaffeeklatsch @ Wickham Panera, 9 am
- Sept 23** Kaffeeklatsch @ Daytona Panera, 9 am
- Sept 30** Porsche vs Corvette AX Challenge at American Muscle Car Museum
- Sept 27-30** Porsche Rennsport Reunion VI @ Laguna Seca

### Save the Dates:

- Nov 3** Space Coast Annual Oktoberfest, Concours & BBQ @ F. Burton Smith, 9 am
- Nov 10** Zone 12 Charity Event @ American Muscle Car Museum (hosted by SPC)
- Dec 22** Space Coast Holiday Party @ Eau Gallie Yacht Club

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](http://spc.pca.org).

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