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SPACE COAST REGION
PORSCHE CLUB OF AMERICA

2020/2



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PORSCHE



President's Column

Hello again! As we start to peek out of our front doors and start club activities again, I must say it is good to see you! The Coronavirus has caused much contraction in our economy, activities and membership in the Porsche Club. However, Space Coast's membership numbers are up – 919 in January to 940 as I write this. We are looking forward to keeping everyone engaged and happy to have made the decision to join/stay with this great club! Since we have had to stay home more, PCA has kicked up the number of virtual activities offered. PCAHQ YouTube channel is in full operation with 21,400 subscribers, TechTactics Live Events and Sim Racing for those missing DE's and Club Sport Racing. Check it out!

Porsche activities outside of your home are slowly resuming again. Some racetracks have opened again and are hosting DE's. We have been able to reschedule Zonefest at the American Muscle Car Museum for Memorial Day weekend 2021 and our Autocross Series will resume in the fall as previously scheduled. We have restarted our Kaffeeklatsches and have had a wonderful time reconnecting with Porsche friends. I am shocked to see how many people went out and bought a Porsche during the Pandemic! Bring 'em out and let's drive! Our "Dog Days of Summer" Gimmick Rally in August will be limited to 25 cars right now to abide by our local guidelines of limiting groups to less than 50. We remain social distancing and minimizing contact to protect us all from the Coronavirus. You will notice a difference in the way we operate events and you will see much more hand sanitizer, wipes and people wearing facemasks. This virus is too nasty for us not to follow the safety measures set in place. We must keep our members safe and limit gatherings of large groups of people.

Many thanks to our **EV**Editor Sue Kee for finding content during this slow time of activities and all of our members who are being so patient! I am also so thankful for the great relationship our club has with Shay Rowe and Porsche Melbourne and Mark Pieloch and the American Muscle Car Museum.

Happily, going for a drive in that beautiful Porsche of yours is allowed and encouraged to keep your sanity and inject a little happiness in your life! As soon as we can safely resume ALL of our normal club activities we will. Please watch your email or check out our website spc.pca.org for the latest information.

Get out and drive those cars!

Robin Hoffman

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On the Cover: One of Porsche's finest, the 2014 911 Turbo. Photo by Ray Baldino.



From the Editor

Plans for everything have been put on hold due to the COVID-19 pandemic. It's been hard for us all to shelter in place and cancel all our normal club activities, especially Zone Fest. But it feels really good to do some charity work for our community before the pandemic hit. Thanks to Ken Marshall, Carmen DeVito, Craig Barrie and their Team for arranging the Porsche vs Corvette Challenge which generated \$1000 for Charity. Good work guys! The same is true for helping out the Valiant Air Command Museum, arranged by Terry Miller and Tom Etter. That also greatly helped that special non-profit.

Welcome to all our new members. Please come out and meet some new friends. The easiest is to attend a KaffeeKlatch held monthly in all three regions, Daytona, Melbourne and Vero Beach. You just have to show up and check out all the beautiful Porsches out for an airing with their owners and enjoy a cup of coffee at Bold Cup or Panera if you're in the mood.

With Phase II starting here in our part of Florida, I'm sure we're all looking forward to seeing each other at KaffeeKlatches and a super fun Gimmick Rally coming up very soon. Autocrosses will soon follow. Stay tuned for other events which may be added as well. We do have to keep in mind that we must abide by the rules of social distancing and keep the group meeting numbers to no more than 50. It might be a slow start towards getting back to normal, but we're going to get there!

A huge thank you to all those Space Coasters who helped with **Escape Velocity** this issue by sharing their experiences and photos and taking the time to write about them. I couldn't do it without you. Anytime you might have a fun idea for the Club, please email me and maybe we can make it happen. I love to hear your stories and experiences too and share them with everyone.

Please don't forget to please support our advertisers! They are up and running and open for business. Most have never missed a beat and are ready and waiting and there for you. Slowly we're getting back together and facing our issues together. We're super lucky to have the support of Porsche Melbourne with our club events. Their staff is excellent, knowledgeable, and happy to have you stop by and check out the new and used cars and answer any Porsche questions you might have.

Let's get out there and make it happen! Life's too short to drive a boring car. Happy Trails to All.

Sue Kee



EV Editor
Sue Kee
suekee.ev@gmail.com
321.431.6429

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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President
Robin Hoffman
robinchoffman@hotmail.com
321.543.9205



Vice President
Jurgen Schwanitz
928s@att.net
772.643.5162



Secretary
Cindy Hambidge
hambidgec@bellsouth.net
321.298.0830



Treasurer
Robert DeVries
rdevries@
firstwavefinancial.com
321.773.7773



Immediate Past President
Carmen DeVito
csdred997tt@gmail.com
610.314.8851



North Region Coordinator
Terry Miller
TMiller@valenciacollege.edu
386.689.0296



South Region Coordinator
Sean Salthouse
seanwsalthouse@gmail.com
772.501.6644



Membership Chair
Vicki Hempel
vickidog22@gmail.com
631.463.1095



Social Chair
Sally Jecmen
touchlightsal@yahoo.com
321.537.3605



Events Chair
Scott Kee
dskee@cfl.rr.com
321.431.6428



**Safety Chair/
Insurance/Badges**
Bruce Hambidge
hambidgeb@bellsouth.net
321.505.7107



**Dealer Liaison/
DE/AutoX Co-Chair**
Ken Marshall
kmarshall1@cfl.rr.com
321.750.2096



DE/AutoX Co-Chair
Craig Barrie
cnbarrie@gmail.com
954.614.2591



Touring Chair
Steve "Wojo" Wojcicki
wojo@cfl.rr.com
321.454.7612



Tech Chair
Rob Van Name
robertv8890@att.net
321.243.3393



Charity Chair
Rachel Henry
rachelnhsh@gmail.com
772.913.2533



Webmaster
Jeff Dorman
jeff.dorman@gmail.com
321.412.5613



**Concours Chair/
Historian**
Steve Hoffman
steve1rob2@aol.com
321.652.4654



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Ron Menck
rmenck@icloud.com
321.243.5356



Social Media Chair
Melissa Diaz
Diaz0627@hotmail.com
321.663.9550



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Membership Corner

by Vicki Hempel

We are 932 primary members and 428 affiliate members for a total membership of 1,360. We have increased by 16 members since last quarter.

We hope you all are staying safe and healthy during the COVID-19 pandemic. To protect us all, most of the events in the last few months had to be canceled to adhere to our nations social distancing and self isolation. Things are improving day by day and we all are adjusting to

the “new normal”. The club is figuring out the best way to stay safe but still be social. As things continue to improve, events will again be planned (Zonefest is being planned for Memorial Day weekend in the Melbourne area next year) and we will continue to enjoy what we all love.....our Porsches and our PCA friends!

You can visit our website spc.pca.org for the latest information.

Welcome to our New Members!

February 2020

John Gumpel -
2012 911 Carrera Cabriolet
Mark Chung - 2009 911 Turbo
Kim Ricketts - 2013 Boxster S
Jeanne Heffernan - 2019 911 Carrera
Karen Osiniak - 2017 Panamera
James Schwiering - 2019 Cayenne
Michael Monteverde - 2017 Macan
Armany Aziz Waseef - 2019 Macan
Susan Eedel - 2013 911 Carrera
James Connor - 2019 Cayenne E-Hybrid
George Hennings - 2020 Macan
James Myles - 2020 Macan
Guy Arcuri Jr - 1999 Boxster
Richard Knapp - 2020 911 Carrera
Jared East - 2000 Boxster
Anthony J Lacey - 2000 Boxster S
Dave Trexler - 2019 718 Boxster S
Michael Lira - 2016 Cayman
Victoria Baldoni - (No Car Info)
Beverly Claire Walters - (No Car Info)
Scott Tobey - 2017 911 Turbo
Lee McFarland - 1982 928

Dennis Manelski - 2020 Macan
Gary Kitchell - 2019 Macan
Sigrid Griffitt - 2019 Macan
Peter Presland-Byrne - 2020 Macan S
Brenda Rollins - 2020 Macan
Michel Furtado-Araujo - 2020 Macan
Rebecca Sheive - 2016 Panamera
Patricia Gross - 2020 Cayenne
Cynthia Huston - 2020 Cayenne
Burton Tremaine - 2020 Cayenne
Lieselotte Pietruszewicz - 2016 Macan S
Robert Hong - 2019 Cayenne

April 2020

Robert Ritter - 2020 Macan
David Patrick - 2001 Boxster S
Chandler Gingras - 2019 718 Boxster
Gordon Siljestrom - 2018 Macan
Robert Pfaff - 2016 911 Carrera

Transfers In:

Eugene Zorovich-Gold Coast-
1997 911 Carrera S

March 2020

Lee Strong - 2007 Cayman
Lawrence Root -
2004 911 Carrera Cabriolet
Cardwell Hannabass - 2007 911 Carrera
Don Broyles - 2006 911 Carrera S
Matthew Weber -
2015 911 Turbo S Cabriolet
Daniel Rizzardi - 2018 Macan S
John Temkin - 2010 911 Carrera
Bennett Ryberg - 1984 944
Neil Moore - 1989 944 S2
Gino Butto -
2006 911 Carrera S Cabriolet
Jose Gonzalez -
2020 911 Carrera 4S Cabriolet
Gerald Hull -
2020 911 Carrera Cabriolet
Joshua Soto - 2015 911 Carrera
Douglas Hyde - 2015 Boxster
Alejandro Perez - 2020 911 Carrera
Christopher Cockle - 2017 Macan



Be entertained and informed: subscribe to PCAHQ on YouTube

From “The White Collection” to “Intermediate shaft and IMS bearing explained,” there’s no shortage of content on the PCAHQ YouTube Channel. Sit back and watch cinematic mini-documentaries, track tests, tech, or DIY videos — there are nearly 300 to choose from!

BE SURE TO SUBSCRIBE TO OUR CHANNEL TODAY @PCAHQ or [YouTube.com/user/PCAHQ](https://www.youtube.com/user/PCAHQ)



PORSCHE CLUB OF AMERICA

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.

Space Coast Events

Dog Days of Summer Gimmick Rally - August 22

Rally will begin and end at F. Burton Smith Park. Breakfast and lunch will be provided. Cost is \$50 per car. This includes both the driver and a navigator.

8:30 am - Check-in

9:00 am – Rally School Class – tips & tricks on how to win!

10:00 am – First Car Out

1:00 pm – Rally is complete – This is the deadline – LUNCH

1:30 pm – Awards

Register on ClubRegistration.net

Autocross Events for 2020

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

Sept 19 – Porsche AX @ AMCM – 7:30 am

Oct. 3 – Porsche AX @ AMCM – 7:30 am

Nov. 14 – Porsche AX @AMCM – 7:30 am

Please refer to the most up to date calendar on our Space Coast Website spc.pca.org. Please note all dates are subject to change. Stay tuned to E-Blasts.

PCA Juniors

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

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

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

KaffeeKlatch (Cars and Coffee)

We continue to have 3 informal get-togethers each month 9am to 11am to enjoy breakfast, coffee and our biggest passion – Porsches! Please join us at any or all the Kaffeeklatches.

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.

July 4 – KK - Melbourne Avenues of Viera Bold Cup

July 12 – KK - Vero Panera

July 19 – KK - Daytona @ Jayson's Corner in New Smyrna

- Melbourne KK is the first Saturday of the month
- Vero KK is the Second Sunday of the month
- Daytona KK is the Third Sunday of the month

Name Badges

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

PCA Event Participant COVID-19 Guidelines

In all things PCA does, first and foremost is the health and safety of our members, sponsors and communities. Take steps to protect yourself and others.

- Stay home if you are sick (refunds will be given)
- Stay home if you have been in contact with someone in the last two weeks who has been sick
- Bring your own Personal Protective Equipment (PPE) including masks, gloves, hand sanitizer
- Practice social distancing of at least 6 feet
- Wear your face mask in the presence of others
- Physical contact is discouraged; please refrain from shaking hands, fist bumps and hugs
- Wash your hands frequently with soap and water
- Refrain from touching your eyes, nose and mouth
- Use best judgement and common sense regarding your fellow members' good health.

—2019—

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—2019—

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Charity on the Spacecoast

Our Porsche vs Corvette Challenge in February brought smiles to many of our members and our Club's generosity was very appreciated! We are looking forward to more ways to give back now that we are restarting our events.



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PCA members make a difference in their community!

Porsche Club of America Regions create fantastic opportunities to give back and support many different aspects of their communities.

Every year across Porsche Club of America, members are making a difference with many amazing, heartwarming, and thoughtful acts of kindness. PCA is continually collecting stories of member's community contributions, and publishing articles for all to read in an effort to highlight what our club is doing and inspire other regions to help in their own way.

READ ALL OF THE HEART-WARMING MEMBER STORIES: <https://www.pca.org/members-making-difference>
OR SUBMIT YOUR REGION'S CONTRIBUTION: <https://www.pca.org/contact-members-making-difference>



PORSCHE CLUB OF AMERICA

Social Distancing in the Time of

COVID-19 grounded our Club activities since mid-March. Below are some stories how some of our members have coped during the Pandemic.

“Wearing a mask at home is NOW highly recommended not so much to stop COVID-19 but to stop eating. Did you know if you keep a glass of wine in each hand, you can’t accidentally touch your face? EVERYONE PLEASE STAY SAFE, HEALTHY AND BE THE BEST YOU CAN TO PEOPLE!”

- **Craig Barrie**

I swear my fridge just said, “What the hell do you want now?” For the first time ever, I had to replace the fridge light bulb. Yes, times have changed. We are Porsche people and we need our driving fixes but we first have to drive through this VIRUS.

Lynda was flying home each weekend from Sioux Falls, SD where she is acting CEO of the Orthopedic Institute a medical job that has turned itself into a war zone. One week she worked 107 hours, the week before 94 hours and it seems like it’ll last forever. So, we decided it was best that I did the traveling (she was terribly concerned about me traveling) but after a few weeks I wanted to visit and be with her, and it has worked out perfect. Luckily I’ve been able to work for Statement from here and that goes on as normal. Boating is still the open environment in which you have freedom, fresh air and can enjoy with other people.



The weather is turning nice in Sioux Falls and we decided to buy bikes and go ride the wooded trails. It’s good exercise and better to be outside. Not a Porsche, but we’ve been biking on the trails and, yes, we both crashed a little. Damn rocks and tree branches always in the way, where’s the Yellow Flag?

South Dakota is beautiful, historical, and the bank here was actually held up by the Dillinger Gang complete with a few remaining bullet holes! Coronavirus has turned us into a dog’s life roaming the house all day looking for food. We are told “NO” if we get too close to a stranger and we really get excited about a CAR RIDE!

- **Craig & Lynda Barrie**

We have mostly been staying home aside from working and trips to the store. We have gone out for a few drives around the county in Lil’ Blue while the weather was good. That was after some car repairs for us. First we had the clutch and flywheel replaced in Lil’ Blue and then the ignition switch a couple of weeks later. After that we had to have the rotors turned, battery and alternator replaced in our SUV. We have been doing our part to stimulate the economy!

We have had a few Zoom meetings with family over the past several weeks. It has been nice to be able to connect with them during this time and not miss Mother’s Day and birthdays. We’re ready to get back to seeing our Space Coast Porsche friends!

- **Cindy & Bruce Hambidge**

The guys and I have been doing drives together around the area maybe once a week, when the boredom and need to go



driving in our Porsches have yelled loudly. Keeping social distance by each driving their individual cars, we’ve exercised our Porsches by just driving around and checking out some new areas and lots of curvy roads. A win win for both drivers and cars.

- **Carmen DeVito**

Some of us have had some shelter in place project. I’ve been re-building my Jaguar.



Here’s a photo of my project in progress. It helps me stay sane. Hope to see you all at the soonest opportunity. Stay safe and keep well everyone.

- **Bill Berman**

We took off to North Carolina to social distance and drive the Tail of the Dragon!



- **Ron Menck and Nancy Tupper**

I’m just happy to be back on the track after such a long break!



- **Steve Johnson**

I’ve purchased a new 2020 Panamera from Dylan at Porsche Melbourne and have been hosting the Captain and Crew from the ship I sailed with around the Bahamas earlier this year. They’ve been stranded here due to the COVID virus for the last 80 days, unable to



return to France. Captain Jean Louis, is also a fellow Porsche owner and car enthusiast, owing a beautiful green aircooled 911, and driving for Datsun back in the early 70’s. It’s been quite an adventure sharing the whole COVID experience with them. I’m anxiously

COVID-19

awaiting getting back to the track and Auto Crossing with the Club and introducing Jean Louis to everyone.

- Sharon Reimer

Just waiting for racing to start back up in September. Pressure is on as I finished First, Second, and two Thirds in my last four races.



- Terry Miller

We've been busy exercising our new white Boxster Spyder and drove to the "Windemere Super Cars and Coffee" at the end of May. We're loving starting to get out of the house and looking forward to seeing everyone.



- Melissa and Juan Diaz

Brian Reinert and I have spent the last 2 months planning our next Gimmick Rally routes for the Space Coast – Get ready, the next rally will truly be evil!!



- David O'Neal

COVID lockdown didn't affect my life as it might have others. I still slept late, ate breakfast, and got ready for the day which included golf league two or three times a week at Suntree Country Club. Now for the

things I wouldn't normally do unless the COVID lockdown:

1. Cooked more often, many times tacos of varying flavors. Discovered Paul Newman's frozen pizzas are pretty good.
2. Pressure wash the driveway and patios
3. Spring clean closets
4. Spring clean kitchen cabinets
5. Got rid of about 500lbs of stuff I never used
6. Bought stuff on Amazon that I will probably never use
7. Repaired two 400 day clocks
8. Change batteries in fire alarms
9. Cleaned out the barn. It's worth visiting now and using as a man shed.
10. Started and tested the home generator and other seldom used items
11. Walk the dog more often
12. Help wash a pig that a lady got as a pet because she got stir crazy during COVID lockdown
13. Replaced wheels and tires on a utility trailer then painted it
14. Took spirited weekend drives through the back roads of Florida with fellow SPC members



-Ron Menck

I started off my COVID vacation at an Air BnB in West Palm Beach. The officials were still "iffy" as to what to do, so I simply enjoyed my vacation at someone's lovely lush, tropical house with my dog Buddy.

After I came home, I worked onsite at my job as a Logistics Manager for our Robotics contract at L3Harris for the first few days until our Executives gave us direction to work from home if at all possible. It was a little adjustment, but it's working out just fine! I'm enjoying the beautiful nature views outside my window while I work (we have a lot of wildlife near where I live in Malabar). Buddy's very happy to have me by his side 24/7.



I've been taking Buddy and an occasional friend on joyrides in my 2009 Boxster on Saturdays—going down scenic roads and stopping off with a picnic in the park. So glad to be back in the car that I love so much.

Looking forward to when we can do more things with the Porsche club.

- Sally Jecmen

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Member Spotlight

Sean Salthouse

South Region Coordinator

I am honored to be the new South Region Coordinator for our Space Coast Region. I took over from David Kelly. I am originally from Connecticut and moved to Florida in 1994. I've been a devoted Porsche fan since I was a kid. From my adolescence, I was surrounded and excited by being around the atmosphere of Porsche, and from an early age, dreamed of owning one. My dad's friends were amateur racers, and I'd spend a great deal of time at the racetrack, admiring these beautiful German engineered vehicles.



Sean's 1992 968

I still remember the first Porsche I drove, a 1977 Porsche 911 RSR, and it was love at first drive. I finally achieved my dream of being a Porsche owner for the first time 15 years ago, when I bought a gold 1985 Porsche 944. This car was also my first introduction to the Porsche Club of America, attending events around the South Florida area. I loved taking my family to the numerous events, and as a result it became a great bonding experience and an outlet to meet lots of new people, who also loved Porsches.

In 2006 my wife Lisa and I, daughter Cheyenne and son Aiden moved to Vero Beach for a new job transfer, and we all love the area. Today, I currently am the proud owner of a black 1992 Porsche 968. It's one of the 3,400 968's that entered the United States.

Some of my favorite events are driving on Sebring and IMSA Racing events along with the many Space Coast Club events. I am excited to be able to be a part of and give back to the legacy of Porsche which I fell in love with so many years ago.



Sean's first Porsche, a 1985 944





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Porsche Melbourne

Porsches and Planes at the Warbird Museum

Article by Sue Kee

Photos by Robin Hoffman

March 15th dawned to a beautiful day and ready for our Space Coast PCA group to descend on the Valiant Warbird Museum in Titusville for our Third Annual Trip there. Tom Etter, our guide and fellow Space Coaster, along with Terry Miller had everything set up for us. He arranged to have a selection of planes pulled out for us to view and provide photo ops and had a group of guides ready to lead us around for a tour of several hangars full of vintage airplanes from WWI, WWII and Vietnam.

The museum was founded in 1977 by a group aviation enthusiasts, veterans, and pilots. The Valiant Air Command, Inc. has grown over the past 43 years from a handful of aircraft to a continually expanding collection of over 50 historic warbirds from the beginnings of aviation to the present day. They are dedicated to the preservation of, education about and commemoration of warbirds from all eras and the men and women who flew, maintained and fought in them.

It's located at Space Coast Regional Airport in Titusville and will astonish both young and old visitors with world class aircraft restorations and the exceptional collection of military aircraft some of which you can only find there. Unfortunately, due to the COVID-19 virus, the museum is closed at the present time, but not to worry. They are planning lots of fun things for 2021!

This event was the last event we were able to enjoy together before the order to "Shelter in Place" was announced for the COVID-19 virus. It's always popular not only for our Club, but it provides the Museum



Hot planes and hot wheels

with the donations from our \$20/car fee from the club. We had over 50 Porsches arrive for the drive there from our North, South and Middle regions.

The museum folks were kind enough to set up tables and coolers for us to sit together in one of the hangars and share a meal and enjoy the event. After the tours and picture taking, we had pizza and drinks for lunch for all the attendees as well as the museum personnel. We also had a "People's Choice Award" with all the cars that made the trip there. This year Jack Ohlrich was the winner of that award with his brand new shiny 2020 992 Carrera S that he had just won in the National Porsche Raffle.

A great time was had by all.



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Young pilots on patrol



People's Choice winner Jack Ohlrich



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Corona, Corona...who knew???

by Stan and Loretta Bowers

Corona Extra is a pale lager produced in Mexico. It is one of the top-selling beers worldwide. Corona is commonly served with a wedge of lime or lemon in the neck of the bottle to add tartness and flavor. Up until a couple of months ago this is all anyone knew about "Corona". Now it is a common household word that has affected all of us in ways we never imagined. We have been forced to "social distance", close businesses and hoard toilet paper.

One business that has not closed is Porsche of Melbourne (POM). During this time of high stress and lack of any place to go, we had to take our 2017 Macan to POM for a recall service visit. While there we talked with Dylan Kotoulis about a 2020 Macan that was on the lot with Adaptive Cruise Control (ACC). ACC is hard to find on Macans. Some people don't care for it but we, for one, like it. On long trips it's nice to be able to have some assistance with maintaining speed and a safe distance from the vehicle in front of you. While waiting for our service work we took it for a test drive, going south along US1 to Rib City in Grant. We stopped in (although it is take out only) for a couple of BBQ sandwiches which we enjoyed in their parking lot while talking over the merits of the new Macan. Although very similar to our 2017, it did have some improvements and a much more sophisticated PCM.

Upon returning we talked with Dylan about buying the car. We had asked friends, who had been discussing buying a Macan, about buying our car, and as it turned out, Dylan was able to work out a deal which



resulted in trading our vehicle and our friends buying our trade in. It was a "win-win" for everyone. We and our friends returned the next day and we drove off in our "new" cars, smiling from ear to ear!

Porsche adaptive cruise control with Porsche Active Safe (PAS)

The system uses a radar sensor in the front to monitor the road up to 650 feet ahead. If the vehicle in front continues to slow down, adaptive cruise control will keep on reducing your speed, right down to a halt if necessary.

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Danny Baker
Executive Director

Tech Spotlight

Front Brake Rotor and Pad Change

Article and photos by Rob Van Name

This article describes the steps to replace the front rotors, brake pads, pad springs and wear indicators on my 2015 Cayenne Diesel. My car is approaching 49,000 miles and I have some free time on my hands.....

I've read it is recommended that the rotors be replaced at the same time as the pads especially if you can feel a wear lip on the outer edge of the rotor. YMMV. Check that your brake master cylinder is not too full. If it is full extract some brake fluid because when you push the caliper pistons in it might over flow. Do not get any brake fluid on painted surfaces.

Tools needed:

- T30 (upper tie down) and T40 (lower tie down) torx bits for wear indicators and brake line tie downs
- T50 torx bit for rotor attachment bolts
- M14 triple square for caliper attachment bolts
- Assembly pins VW tool T10439 to hold caliper away from wheel bearing carrier
- Floor jack & stands
- 19 mm socket and breaker bar for lug bolts
- assembly pin for wheel removal/installation
- Torque wrench
- Brake cleaner
- Flat screw driver to release wear indicator connector

Here are the steps in rough order:

1. Loosen the front lug nuts
2. Safely raise the car and support it without the jack
3. Turn the wheel outward on the side you are working
4. Install a wheel assembly guide pin and then remove the wheel
5. Use a T30 and T40 torx bits to remove wear indicator and brake line tie down bolts
6. Use a flat screw driver to separate the wear indicator connector
7. Use M14 triple square to remove caliper attachment bolts
8. Insert both VW tool pieces into the caliper attachment bolt holes
9. Slide the caliper upward and away from the wheel hub
10. Push pistons back into the caliper using hand tools of your choice
11. Remove the old brake pads, pad springs and wear sensor
12. Clean up the inside of the caliper
13. Use a T50 torx bit to remove the rotor attachment bolt
14. Remove the old rotor
15. Clean up the face of the wheel hub where the rotor sits
16. Clean and install the new rotor. Make sure to put the correct rotor on the correct side
17. Use a T50 torx bit to install the rotor attachment bolt
18. Insert the new pad springs, pads and wear indicator into the caliper. They all go in from the inside of the caliper. You may have to force the pads outward to get the caliper and pads to slide onto the rotor
19. Slide the caliper back into position, remove both VW tool pieces from the caliper attachment bolt holes.
20. Torque new caliper attachment bolts first to 90 ft/lbs and then torque to 104 ft/lbs
21. Connect the wear indicator and reattach the wear indicator and brake line tie down bolts using T30 and T40 torx bits
22. Re-install the wheel and lower the car
23. Torque the wheel bolts to 116 ft/lbs
24. Lower the car
25. Repeat the above steps for the other front wheel
26. Pump the brake pedal to push the pads into position and restore pedal position

27. Test drive the car and perform an initial pad bed in with three hard stops

28. Avoid hard stops for the next 500 miles to let pads bed in

I was able to complete this job in an afternoon. The wear indicators were about to contact the rotor.

Verify that you are using the correct/latest parts for your car. The following parts were used for this job which is a 2015 Cayenne Diesel.

Caliper mounting bolt WHT-004-571(Qty 4)

Wear indicator 958 612 365 00 (Qty 2)

Caliper spring 970 351 959 01 (Qty 2)

Left front rotor 958 351 403 01

Right front rotor 958 351 404 01

Front brake pad set 971 698 151 E

Here is a photo of the left front caliper with wheel assembly guide pin installed. You can also see the top caliper M14 triple square bolt.



Here is a photo of the VW caliper guide pins:



Here is a photo of the wear sensor and brake line bracket loose. Turning the wheel outward gives you access to these two torx bolts.



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PORSCHE

How much do you know about Porsche?

by Pedro Bonilla

In the fall of 1950 the Austrian ex-pat and adoptive New Yorker Maximilian “Max” Hoffman became the first Porsche dealer in the US when he took delivery of two 1.1 liter 356 coupes and put them on display at his showroom on 430 Park Avenue. The fall of 2020 marks 70 years of Porsche in America.



To celebrate, here are 70 Porsche fun-facts that you can use to impress friends on trivia night.

1. The 1898 Lohner-Porsche Elektromobil was the first car in the world with brakes on all four wheels.
2. Prof. Ferdinand Porsche chauffeured Archduke Franz Ferdinand in a Lohner-Porsche in 1902.
3. In 1939 Prof. Ferdinand Porsche designed the Mercedes Benz Type 8 car to be the fastest car on earth with a projected top speed of 470 mph. Because of the political events at the time, the car never got to do its run.
4. During WWI, Prof. Ferdinand Porsche designed heavy transport vehicles: flatbed trailers with the wheels powered by individual hub-motors.
5. The very first 356 (356 #1 - prototype) was a mid-engined car. The rest of the production had a rear-engine layout.



6. Beutler Carrosserie turned closed 356s into open ones – completing its first custom cabriolet in 1947, three years before Porsche came to America and a full seven years before the 356 Speedster was introduced.
7. U.S. importer Max Hoffman displayed the first U.S. Porsches in his New York City showroom by late 1950.

8. In 1952, US auto maker Studebaker contracted Porsche to develop a new car and engine.

9. Hoffman conducted Porsche 356 test drives on Park Avenue, an accomplishment that could not be proficiently duplicated today.

10. Hoffman’s Porsche dealer showroom was designed by famous Architect Frank Lloyd Wright. It is now a modern office building with a Mercedes-Benz dealer on the street level. Hoffman also contracted Wright to build his home in Rye, NY.

11. In addition to importing the first Porsche models to the United States, Max Hoffman also raced Porsches. Several of Porsche’s initial U.S. racing victories can be attributed to him.

12. Hoffman is also credited for the birth of the Porsche Speedster, with the intention of producing a lower-cost Porsche to compete with the Austin Healey 100, Triumph TR-2 and MG models in the United States.

13. In 1952, Hollywood dealer John von Neumann wanted to race a Porsche, so he ordered a 356 without paint or upholstery to modify it himself.

14. The Porsche logo/crest was designed in the USA in 1952 by Dr. Ferry Porsche on his napkin as he sat opposite U.S. importer Max Hoffman in a New York restaurant.



15. In the original 356 Speedster, a tachometer was not standard, nor were padded seats, sun visors or heaters.

16. An exhibit at the Museum of Modern Art in 1953 featured 10 automobiles, including a 1952 Porsche 1500 Super.

17. The first Porsche to appear at the New York Auto Show was in 1954 and was called “a snappy Porsche roadster.”

18. The Porsche Club of America was founded in 1955, only five years after Porsche was introduced to the United States.

19. The word “Continental” appeared on the side of the 1955 Porsche Coupe and Cabriolet, but only in North America.


20. The Porsche of America Corporation was founded in 1956, taking over national representation of the brand from Max Hoffman.

21. The inaugural Porsche Parade took place in greater Washington D.C. on August 29, 1956.

22. The first appearance of a Porsche at the historic 12 Hours of Sebring endurance race was in 1956, piloted by Hans Herrmann.




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So you think you know about Porsche?

23. One of the first U.S. Porsche brochures in the 1950s featured a pair of woman's gloves on the cover with a set of Porsche keys. The tagline read: "The keys to miles of pleasure . . ."

24. British automotive weekly publication Autocar became the first outlet to test a Porsche in April 1956, a Porsche 356.

25. The first Porsche series-produced roadster was aptly named the America Roadster for its intentional distribution entirely within the United States. It was completely unpublicized in Europe and only 16 models were ever built.

26. The first vertical-drive German inline engine was displayed at the 1958 New York Auto Show along with several other "firsts", including the first diesel outboard motor.

27. Jean Behra drove the first single-seat Porsche race car in the 1958 Formula 2 race at Rheims, France.

28. The "D" in the 1959 "Speedster D" takes its name from the Drauz Factory of Heibronn.

29. The 1950s Porsche airplane engine (based on the 356 1.6 L) could power a helicopter when mounted vertically.

30. Rear seats, headlights, and higher bumpers were the prime accessories fitting a new Porsche in 1960. The starting price for one of these new models was a whopping \$3,400.

31. Porsche withdrew from the 12 Hours of Sebring endurance race in 1960 in protest over organizers requesting that the manufacturer use a particular brand of gasoline.

32. Porsche's production of diesel tractors peaked in 1960/61 with 150,000.

33. The first American citizen to win a Formula One Championship victory at a U.S. track while driving a Porsche was Dan Gurney in 1961.



Dan Gurney

34. Dan Gurney also won Porsche's first (and only) World Championship Grand Prix with a victory at Rouen, France in 1962.

35. The 911 was originally the 901, until Peugeot informed Porsche of its trademark rights on cars named with a "0" between two numbers.

36. At the end of its production in 1965, Porsche 356 models were being produced exclusively for the American market.

37. 1966 was the first full production year for the 900 series Porsches and one-half was shipped to the United States, while one-quarter stayed in West Germany.

38. The 907 prototype, developed in winter 1966/67, was the first Porsche to go faster than 300 km/hr (186 mph).

39. In 1967, a Targa version of the popular-selling 911 model was introduced. It included a stainless-steel rollbar to provide a solution to suspicions that the United States would outlaw open-top convertibles.

40. Porsche's 914/4 model was sold as the "VW-Porsche" in Europe but only had the Porsche crest in the United States.



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41. More than 100 dealerships marked the increasing popularity of Porsche models in the United States by opening simultaneously on November 1, 1969.

42. The 1970 Porsche 914 was initially ruled as unsafe for driving in the United States because it lacked proper side marker lights on its front end.

43. The first twenty five (25) 917 racecars were called Secretary Cars because they were literally assembled by secretaries and anyone with a pulse at the factory. Porsche needed to build enough 917s in a short amount of time to satisfy the FIA homologation inspectors. They did it, and the rest is history.



44. The first ever Porsche “drivers’ school”, a precursor to the current Porsche Sport Driving School, was conducted on May 29, 1971 at Mitchell Field, Long Island, NY.

45. The 1975 Silver Anniversary limited edition was built in both coupe and Targa body form, painted in diamond-silver metallic and individually numbered.

46. For the 1976 912E, “E” stands for Einspritzung, meaning “fuel injection,” because the car had Bosch L-Jetronic fuel injection.

47. The 924/944 water-cooled Porsche models were designed by an American, Tony Lapine.

48. The first few Porsche 924 Turbos to come to the United States had black and white-checked flag fabric on the seat inserts and door panels.

49. Porsche partnered briefly with Indianapolis 500 racing in 1980 for the first time in its long motorsports history on the Formula One racing circuit.

50. The Interscope Porsche, developed for racing in the Indianapolis 500 race in 1980,

was originally unveiled at a press conference at Tavern on the Green restaurant in New York City.

51. The enduring success of the 911 model is owed to American CEO Peter Schutz, who in 1980, after seeing the proposed end of production in 1981 on a chart, extended the line with a marker and told Helmuth Bott to “make it happen.”



52. It is largely believed that Peter Schutz was selected as CEO of Porsche from 1981 to 1986 because as an American, it was hoped that he would revive dwindling U.S. sales of the 911.

53. The success at the 24 Hours of LeMans in 1981 is due to combining chassis from three 936 models with experimental engines developed for U.S. Indy Car racing.

54. Porsche began promoting vacation delivery in 1982: order the car in the United States, take delivery in Europe, drive around the continent and return the car to the factory to have it shipped home.

55. The Porsche 928 in the film Risky Business is actually a total of four cars ranging in years from 1979-1981. Each car had different options such as interior colors, wheel designs and even paint colors. The production crew had to be very careful about which part of the cars they filmed to make it look like only one vehicle was used in the movie.

56. Al Holbert set a FIA international class speed record while driving a stock 928 S4 at the Bonneville Salt Flats in 1986. His speed: 171.110 mph.

57. The 959 was the most technologically advanced supercar of its generation. A 200 mph, all wheel drive, turbo powered Porsche which won its class at the 24 hours of Le Mans and also won the overall first place in the grueling Paris to Dakar Rally. Because Porsche didn’t provide the USDOT with four 959s for crash testing, the car was never certified by the NHTSA for street use in the US. In 2001



with the passage of the “Show & Display”, the crash test requirements were removed and US imports of 959s were allowed.

58. Porsche 911 engines were air-cooled for an astounding 34 years before switching to a water-cooled format in 1998 to meet increasingly stringent environmental rules and Porsche’s desire to provide more power while reducing fuel consumption.

59. In 1992 it took 125 hours to build a Porsche 911. By 1994 the factory was down to 80 hours, thus reducing the cost of the cars.

60. The Porsche 911 RS entered the United States in 1993. The “RS” stands for “Rennsport,” German for “race sport” or racing. It had no sunroof, A/C, backseat or power steering.

61. Porsche was the first auto manufacturer to make passenger air bags available, optional or standard.

62. The names for both the 911 Carrera and the Panamera came from Mexico’s historic Carrera Panamericana race, where Porsche scored many victories.

63. Notable past and current American celebrities who are or were Porsche enthusiasts include James Dean, Paul Newman, Steve McQueen, Ralph Lauren, Jerry Seinfeld, Jay Leno, and Patrick Dempsey.

64. Only 1,270 units of the V10, 612HP Carrera GT were built between 2004 and 2006. 604 of them were sold in the USA. The original production run had been established at 1,500 units but new airbag regulations in the US stopped the run a bit short.

65. In 2013 Porsche established a record at the famed Nürburgring by setting the fastest lap ever by a production car (on street-legal tires) of 6:57:00, with the 918 Hybrid Supercar.

66. The 800-volt technology used in the all electric 2020 Taycan was developed by Porsche for the 919 Hybrid Racecar.

67. Porsche was the last major manufacturer to enter Formula-E (all electric formula cars). After 30 years Porsche has returned to single-seater racing.

68. Porsche now offers a Club Sport Package for each one of its GT cars: GT2, GT3, and GT4.

69. It is estimated that over 70% of all Porsches ever built are still running today.

70. The correct pronunciation of Porsche is “Porsch-eh.”

For more information on Porsche trivia, facts and more, please visit my website www.PedrosGarage.com.

Happy Porsche’ing,
Pedro

Confessions of a Porsche Wife: Social Distancing Times

Article and photos by Trina Gorsuch

Welcome to 2020 - all events are canceled. Currently, weeks into this new normal of *social distancing*, we find ourselves really missing the comradery of our PCA Family. The old saying, “you don’t know a good thing until it’s gone” comes to mind as we sit, wait, and dream of the day we can corral together again. I am grateful we have the ability to stay pretty well connected through our PCA social media, website, emails, and newsletter updates. Shout out to my hubby Ryan who posts for the @SpaceCoastPCA Instagram page! If you haven’t checked it out yet – you should! He works hard to keep followers engaged with new Porsche content and pics as we continue to stay home, *even when I’d rather he spend his free time doing the laundry*, I know it’s important both for the Club and for his mental health. All in all, we’re definitely looking forward to the next time we can all come together – for real.

One Friday night, we spent a good portion of our time listening to the familiar sound of racing as we watched the PCA Sim Racing broadcast at Sebring. There’s a new Club race you can watch every Friday night where 80 PCA member racers from Regions all over North America participate. It’s really cool, I encourage you to tune in to one of them.

This past weekend, our family of four decided to do our own “Drive and Dine” event in our Cayenne. We loaded up Summer (our 18 month old) and Cody (our 5 month old)



At the peach farm



AWD stroller?

in their car seats and set off for a nice drive westbound on I-92. We may have argued over whether to take the double stroller or not and I lost. Ryan loves that the Cayenne can easily fit that beast-of-a-stroller in the trunk with room to spare. I guess if it fits then why not, right?

As we passed I-95, Ryan shifted into Sport Mode and stepped on the gas, saying “Bye Felicia” to all our pent-up worries and fears. There’s something about hitting the open road that is so therapeutic. After passing a few empty grass fields and cow pastures in which Summer called out “moooo”, we turned left down old country Deer Park Road. As we cruised along the gravel dirt, we were reminded of the Porsche SUV Off-Road Driving Tour that we, along with a few of our Space Coast Club members, experienced at the Boca Raton Porsche Parade 2019. The good news for me was that we didn’t get stuck in the mud this time!

As we arrived at the Deer Park Peach Farm, we were surprised to see how many other families had the same bright idea. Since it was a narrow one-way road out to the grove we had to move to the side a few times to let cars pass by. I was yelling, “Don’t hit the branches! Don’t scratch the car! Don’t fall into that ditch!” as my hubby rolled his eyes at me. Clearly, *he knows how to drive his car and how much clearance he has*. I decided it was best I close my eyes until we park and pray there’s no scratch at the end of this outing, because I’ll never hear the end of it.

Thankfully we walked away from our “Drive” without a scratch and had a wonderful time picking peaches and taking 1000 pictures of our cute babies as they looked around. My favorite moment was hearing our baby Cody laughing loudly as we pushed his stroller through the dunes of grass, bouncing him up and down. I think he’s going to love autocross someday.



Summer and Cody Gorsuch

It wasn’t long after we had walked waaay out there that it started to rain. Now we had to make a mad dash for the car as we carried both babies, pushed a stroller, empty bucket, no peaches, and Summer yelling “rain!” After what seemed like a short distance race that I was not prepared for, we threw the kids and stroller back in the car as fast as we could (*so say 15-20 minutes*) as Ryan and I got thoroughly soaked with rain. We received many strange looks from people with older kids wondering why we had attempted such a feat with two little babies, but I didn’t care - we had a blast!

For the “Dine” portion of our family day, there was no fun location to go to where we could dine with friends. Instead we waited in a drive-thru, for 45 minutes, to pick up pre-ordered meals, from a Chick-Fil-A. One bite into our waffle fries and we agreed it was all worth it. It’s the little things.

We hope as you read this story in the comfort of your home, you continue to be safe and well. Looking forward to see you again real soon.

Advertiser Spotlight

Hagerty Insurance

Editors Note: I am so impressed by Hagerty's generosity to pay it forward and help those small businesses heavily affected by the COVID-19 Virus. Hagerty recently launched its "Restore the Roar" grant initiative to help jumpstart U.S.-based enthusiast vehicle restoration shops, specialty parts manufacturers and other related businesses negatively impacted by the COVID-19 economic decline.

This story begins with a Porsche in a snowbank

When CEO McKeel Hagerty was just 13 years old, he purchased his first car – a 1967 Porsche 911S. It was buried in a snowbank, in need of some serious love. As was tradition in his family, he worked with his father to restore the car – getting his hands dirty, making memories and accomplishing a rewarding task. Today, McKeel still owns the Porsche, driving it on the same northern Michigan roads as he did when he was a teenager.

At Hagerty, our love of cars runs deep. We believe driving is an essential part of who we are, and there's too much at stake to stop doing it. Things like heritage, community and a connection to something deeper. Things like restoring cars with your dad, and passing them on to your kids.

Hagerty has been providing specialty insurance to enthusiasts since 1984

When Frank and Louise Hagerty couldn't find good coverage for their prized wooden boats, they decided to start their own company from their basement. Beginning with their revolutionary Agreed Value antique boat coverage, Hagerty quickly expanded to offer specialty auto policies too.

Over the years a lot has changed: We've grown from a company of two employees to more than 1,300. And our coverage has expanded to include just about every kind of vehicle an enthusiast might own: boats, bikes, antique tractors, semitrucks, older cars, newer cars – the list goes on.

Today, Hagerty is the leader and expert in the industry. We proudly offer best-in-class insurance at the lowest price possible. We understand that automotive enthusiasts want to *use* their cars, which is why we have no fixed mileage requirements, and encourage members to get out and enjoy the ride. On top of that, we pride ourselves on fair and flexible benefits like

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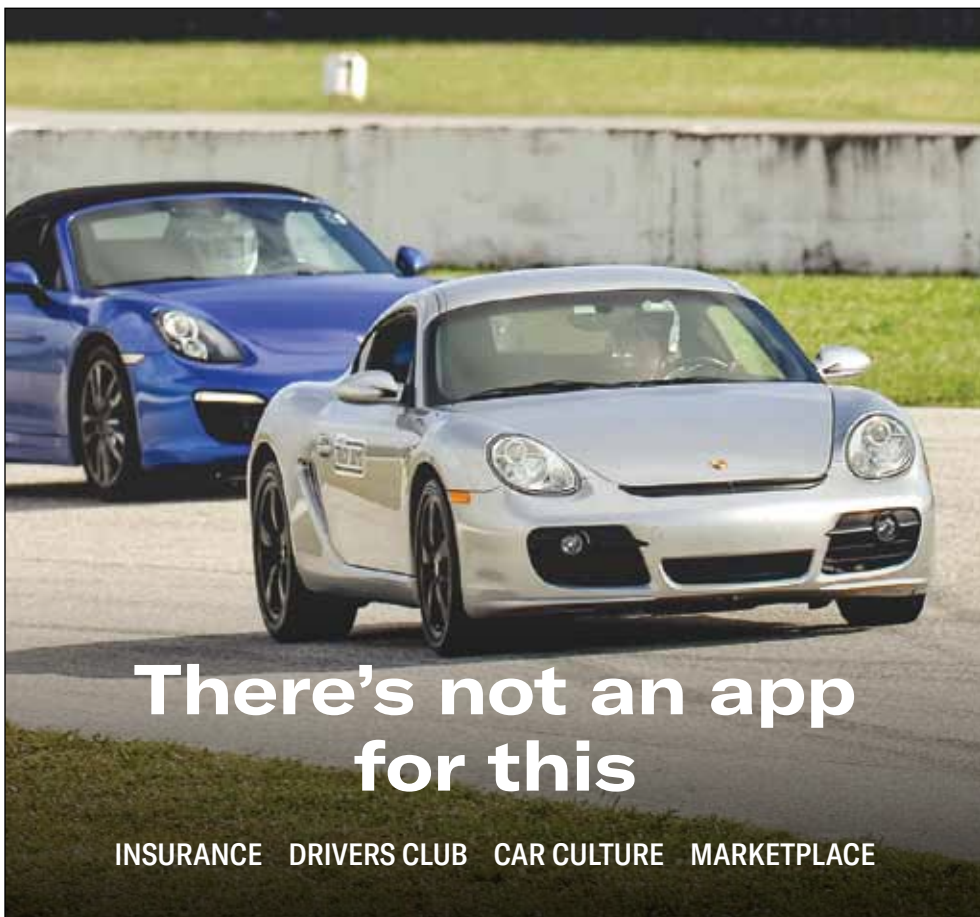
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At Hagerty, everything we do is about celebrating car culture and keeping it alive for generations to come. Along with providing unparalleled specialty insurance for enthusiast vehicles, we work tirelessly to put as many people behind the wheel as we can. Across the country, we host ride and drives, touring series and track days; get young people involved with our Youth Driving Experience and the RPM Foundation; and support organizations that share our vision, including hundreds of car clubs across the country.

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Breaking the Gimmick Rally Code

by Brian Reinert and David O'Neal

This dang virus is interrupting our rallies!

What is a rally one may ask? Rallies come in many varieties, including timed (racing), gymkhanas, time-speed-distance (TSD), poker runs, and many types of gimmick rallies that are similar to a scavenger hunt. In all cases, rallies involve a driver and a navigator which follow a set of instructions that define a route. Gimmick rallies are a fun way to get out and drive our Porsches, engage in a bit of competition, and discover some great driving roads in the countryside. This article presents some tips to be successful at rallying.

The “de facto” standards of successful rallying:

During a Rally, the navigators are in charge; they are the “boss”. The navigators are responsible for identifying the route directions, clues, and recording answers. The drivers’ primary responsibility is to lawfully and safely pilot their vehicles per the navigator’s instruction.

A driver’s secondary responsibility is to assist with clue recognition. Some important tools are needed to be successful in a gimmick rally, including a clip board, colored highlighter pens, writing pens and pencils; a calculator can also come in handy.

Tip: Many successful rallyists make necessary notations on the clue sheet and/or route directions and then later, after the drive, fill out the answer sheet.

The pre-drive meeting:

The Rally Masters (RM) are here to share important information and set the overall rules and objectives. But make no mistake, everything they say is a clue. Some can be very subtle.

Tip: Yes, this is a hint.

RM’s will announce time limits and line up procedures. They also explain any route issues such as bumps in the road to be mindful of and good lunch or bathroom stops. Acronyms are also used and identified. For example, the RM may state all clues are on the right side of the route – unless the clue is preceded by “SOL” meaning “sign on left”. Other common acronyms are “BSI” and “ESI” meaning “begin special instruction” and “end special instruction”. A special instruction “SI” may direct things like “make every available right turn” or “count all signs with purple lettering” until the instruction is ended. See why the highlighters and using the clue sheet for a scratch pad come in handy?

Tip: Successful rallyists pre-read the instructions thoroughly.

The departure:

Zero the trip odometer and note the departure time. As soon as receiving the clue sheet, whether at the pre-drive meeting or while lined up and in the car, both navigator and driver should read the materials to identify any potential route traps and preview the questions. Are there any patterns like a theme to the clues? How are the clues worded? Are there any special instructions? Any bonus questions? Knowing this information upfront helps to identify what to look for and is critical for success.

Tip: Even if handed the clue sheet(s) while waiting in line, pull up a few hundred feet, stop, and read carefully! Even if the time limit clock is running, formulate a strategy and plan of attack.



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Let's talk about the RM, Evil RM's Apprentice, and their tricks and traps. The RM's are very literal in their instructions; reading into a clue or a driving direction will often result in a misdirected response. Clues are written to be observed while driving at the posted speed limit. Time limits are always calculated to allow for the route to be driven at least 5 mph under the posted speed limit.

Some clues can be a riddle or pun such as "What is the price of corn?" This answer was "Buccaneer" which was the name of a condominium along the route. Other clues can be identification such as "The Pineapple House" - simply record the house number of the home with a pineapple. But not so fast.

Tip: *If the RM announced at the pre-drive meeting "it's the first clue that counts", this could be a trap.*

Along one rally route was a house that had well over 200 ceramic pineapples on the front porch - so many pineapples that it was almost comical. But the house just before it had one small pineapple on the porch next to the front door. The majority of scoresheets listed the wrong address - recall that the question was "The Pineapple House". Singular. Not "Pineapples". And the first one identifiable. Literal indeed.

One may be thinking of using a smart phone to identify clues. Well, your RM's delight in this potential trap as they too have smart phones. Generally, using smart phones is not necessary. RM's are clever enough to ask two or even three questions with answers in close proximity. Taking time to check a smart phone, let alone writing lengthy answers will surely create missing a clue.

Tip: *Always read two or three clues ahead.*

RM's spend considerable time on clue design. Like a mid-term exam, clues are designed to distinguish the "B" students from the "A" students. After all, a rally winner needs to be determined. This RM loves to run two classes, Novice and Expert, allowing rallying to be fun for everyone. Many times, the clues are the same, but Novice Class clues are embedded within the driving directions. Thus, navigators know the number of clues that occur before the next driving instruction. Miss one or two clues and a decision is made to proceed or go back and find the missing answers. In Expert Class, driving instructions and clues are provided typically in separate documents. Hmm.... That missed clue may be more than a turn or two behind.

The turn-in:

The answer sheet is also a literal document. Spelling counts. Neatness is important for clarity. Some riddles require answers that fill in a certain number of blanks - one for each word. Trying to jam too much information beyond what is requested specifically will result in partial credit.

Recently, a Sunrise to Sunset Rally was lost by failing to record one simple item on the scoresheet. The two answer sheets scored identically; both only missed six clues and answered all bonus questions correctly. However, the ending mileage of the rally drive was missing from one of the scoresheets - and that mileage (versus the official rally mileage) was used as the tie breaker. A PCA National Officer was the driver and a Rally Master's spouse was the navigator. Not to mention any names, but the team members that took second place rhyme with Rom Norsuch and Minny Bo'Neal. So yes, follow those directions.

The results:

Rally's typically end at a location with good food. After a meal (and hopefully some drinks) the RM's share the answers and present trophies to the winning teams. During the presentation, some teams

like to contest correctness of the official answers. But, this exercise is moot and a futile effort, as "the RM's are always right!"

Happily, the virus-induced restrictions are loosening and Space Coast Region plans to hold a local gimmick rally in August with a target of 2-hours of drive time and a 3-hour limit followed by lunch. Please keep an eye on the SPC calendar of events and we hope to see you at a rally soon.

Frequently Used Rally Abbreviations:


- L - Turn Left**
- R- Turn Right**
- CS - Continue Straight**
- SAP - Straight as Possible**
- T- Intersection shaped like a capital T when approached from the stem**
- SOL - Sign on left side of road**
- RM - Rally Master**
- RI- Route Instruction**
- SI - Special Instruction**
- TB- Tie Breaker**



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Rookie Racer

Article by Scott Kee
Photos by Sue Kee

It all started innocently enough on Sunday, December 2, 2012 at Brevard County Community College (BCCC) in Palm Bay when I showed up in my 2006 Boxster for a Florida Citrus Region run Autocross. I did not really know what I was getting myself into. Everyone said it was great fun, but no one said anything about a slippery slope. I certainly did not see the slippery slope I had just entered.

I was thoroughly enjoying autocross and improving, so after my tenth autocross I had the bright idea to try a Suncoast Florida Region High-Performance Driver's Education (HPDE or just DE) at Sebring on 10 May 2014. It seemed like a good idea and a few other Space Coasters, Ken Marshall, Craig Barrie, and Tom Kirk, were egging me on saying come on out, it's fun. They were right, it was FUN!! Great fun in fact! I was having so much fun that my wife, Sue, had to bring her 911 out to DE at Sebring too, and she was having great fun. Unnoticed by both Sue and myself, the slope just got steeper.

It didn't take me too long to realize that a newer Boxster S with a PDK would allow for more speed and fun, so I upgraded to a 2009 Boxster S, oops the slope got steeper. And faster we were! So much so that I would go home sore from just trying to hold myself in the seat during breaking and turning. Racing seats and a 6-point harness were shortly installed by Zotz Racing. Now being more comfortable in the car of course the suspension needed upgrading, then the brakes needed upgrading, then the..., then the See the slope getting steeper yet?

As I was now driving faster with the now highly modified "Street" Boxster thanks to the care and coaching of Ron and Eric Zitz at Zotz Racing, and I was having more "what if" thoughts when going over the Race Keeper data from my track sessions. I had both seen and heard of scenarios where parts and/or fluids are expelled from car immediately in front of a car on-track leaving the following driver with little to no room to escape when driving close to the car's limit. It was with "abundance of caution" that a true track car with safety features like a full cage, fuel cell and fire suppression system started to look appealing.

It was about this time that some of the race teams were starting to sell their 2016 Cayman GT4 Clubsports, the perfect track car for DE. And what a car! I thought that a factory stock street Porsche was a very good performer. Then we got our 2016 Cayman GT4 Clubsport. WOW!! Every time I would get a little (ok a lot) aggressive and think RUH OH, the car would just give me more performance to bail me out. Oh, and the slippery slope has almost become a cliff by now.

After becoming more comfortable driving the car and more reflection on that experience, I became more convinced that I couldn't live with myself if/when I sold the race car and could say that I never truly raced my race car. So off learning to race I went, which I think is about the point of leaving the slippery slope and going into free-fall.

Again, with the considerable help and tutelage of Zotz Racing, I started to become comfortable with the idea that I had enough skill to really try racing. After all, what could go wrong?

For those unfamiliar with driving on a racetrack, a DE is a controlled event with all passing taking place with the lead car giving a "point by" to the car who wants to make a pass. That is, the lead car points to the side that they want to be passed so that both cars know where the other car is going. Racing is a free-for-all. Drivers will put their car anywhere they think it might fit with little to no regard for the other cars. Pretty hard to practice before you actually race.



Zotz Racing pit crew standing by...



...to service the car and get back racing!

The stars just happened to align where I was starting to believe I was ready, and appropriately prepared for my first race at the 2019 Historic Sportscar Racing (HSR) Classic 24 Hours at Daytona and Daytona Historics event. Yes, my first race was at the iconic Daytona International Speedway. When it came time for that first race to start, it decided to rain just to add to the fun. And some fun it turned out to be!

Each race I was learning more and more about racing so began to feel more and more comfortable in the race environment, almost like I belonged. And it really was an accomplishment when you consider the cars I was on the track with. There were 2014/2015 era Corvette Daytona Prototypes (DP) cars, like Whelen and Visit Florida, that are REALLY FAST and older prototypes like Porsche 962 driven by Derek and Justin Bell.

I managed to spend three wonderful days racing at Daytona and most importantly I made it through the entire event without trading paint with another car or a wall. This was a very BIG thanks to the coaching of Ron Zitz, who also was my co-driver in the 60-minute Enduro race, and the Zotz Racing Team behind me. It truly was the thrill of a lifetime. This isn't where the slippery slope ends, but it's only the beginning of a new kind of fun for me, so stay tuned to another chapter of my Rookie Racing year because it was off to HSR at Sebring next.



Scott Kee and Ron Zitz.

Autocross Report

by Ken Marshall and Craig Barrie

We are pleased to be able to resume our Autocross Season in September. Because of the COVID-19 Pandemic, we have needed to make some changes to how we run our Autocross program to ensure maximum safety for everyone. Please read the changes we have adopted below.



2020 Corona Virus Mitigation AutoX Plan

1. All registration will be done on-line with payment of \$50.00. Participant must bring their paid receipt and show at check-in. There will be no on-site registration. Waiver forms will be made available on-line at Clubregistration.net and must be printed, signed, and turned in at check in.
2. No spectators/children or fans will be allowed other than those associated with a Space Coast PCA member. Waiver must be signed at check in.
3. Participants will receive their credentials, i.e. wristbands, run group, work assignment, etc., in a plastic bag at the designated checkpoint at the AMCM entry location.
4. All drivers are responsible to tech their vehicles in accordance with a Tech checklist that must be signed and submitted at check in. All drivers must supply and affix their vehicle numbers. No tape will be provided. A cursory inspection will be conducted by a designated AX tech person.
5. Drivers will maintain at least one parking space between vehicles.
6. Space Coast PCA will not be providing drinks or food. All drivers must bring their own food and drinks.
7. Masks are recommended.
8. Drivers are encouraged to provide their own helmet. Sanitized loaner helmets with a disposable head sock will be available on a limited basis and will be used by only one participant for the duration of the event.

9. The Drivers Meeting will be held at the main tent. Social distancing rules will apply.

10. Instruction will be limited to only one instructor per student for the duration of the event. Drivers requiring instruction must be approved in advance.

11. Walkie Talkies will not be shared and shall be dedicated to one individual for the duration of the event.





12. Disinfectant wipes are recommended. Participants bring their own.

13. Results will be posted online.

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One Cool Shot by a Kid

Article and photos by Ron Zitza

I have so many racing stories inside my head that need to be shared—history of racing, of what it was then the men and machines, and a bygone era .

Like so many kids, where your parents go, you go, either willing or not. I was willing! My mom and dad were VERY involved in SCCA. (More stories on that later).

It was 1970 and I was a 12 year old kid at the Daytona 24 hours. My dad was the Daytona 24 hour Race Chairman, and my mom was the Chief Registrar for the event. My dad made sure I had a #16 pass, which gave me full access to the facility and track. Woo Hoo! Like any pre-teen boy I wanted to wander and explore, so I did!



One of my explorations on this weekend took me out to NASCAR turn 3. The specific location I was headed to was the blue flagging station. For those that do not know, the blue flagger is to wave the blue flag to warn slower cars that a faster car was approaching. For example during this event it could be a Porsche 2 liter 911 going 150 mph with a Porsche 917K traveling at well over 200 mph coming up behind. This was racing at Daytona before the Bus Stop chicane existed.



I saw the flagger and saw the stand, so I headed that way. When I got there I asked the flagger if I could join him and take a picture. They all knew my dad, so he said yes (score!). So, I climbed up and positioned myself under his feet. I think about it now, here I am, this 12 year old kid laying between the flaggers feet taking pictures during the Daytona 24 hour weekend!!

WOW! Never would happen today.



I was sure my heart was going to jump out of my chest! I started taking pictures using my camera which was, and is, slower than molasses. Taking a deep breath and taking my time, I aimed the camera down the back straight away and took my first picture. I missed the shot!! Dang it! They had flown by and were in NASCAR turn 4 when I looked up! Sigh... so I started to look further down the track and tried taking the pictures. Success! My patience paid off and



I got several shots that I can share with you. So much happiness for a 12 year old kid who loved racing!

To this day I do not remember the flagger, but I will remember that weekend forever. I wanted to be a driver in the Daytona 24 hours, and I did not know it then, but in 2000 I would win the Daytona 24 hours (AGT).



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Back to the Track

by Tom Kirk

With all the changes to our way of life caused by the economic shutdown and social distancing and thousands of people who are sick and dying, the inability for a track addict like me to enjoy lapping a racetrack certainly isn't one of the world's most pressing problems right now. However, having the opportunity to recently do so again made me realize how much I missed this and the people who make it happen.

After two months of complete shut-down of all High Performance Driving Education (DE) events, track management began allowing DE organizers to hold events again in late May, now with additional rules and procedures designed to help ensure the safety of all involved from the coronavirus.

After having several events cancel in March and April, I was able to attend the DE event run by Chin Track Days at Road Atlanta on May 23rd and 24th. This was my first trip back to Road Atlanta since watching the Petite LeMans in October 2019. It is always a thrill for me just entering the gates of a racetrack, any racetrack, even as a spectator. Knowing I would soon be driving again on this world-famous track was even more exciting.

With all the new COVID-19 rules and procedures I felt what newcomers to DE may also feel when coming to their first event ... somewhat confused about where to go and what do next.

The following is a brief list of some of the new procedures that were required:

- Electronically sign a COVID SAFE statement online before you arrive at the track.
- Before driving through the track entry gate, get your temperature taken at the ticket windows. If it is less than 100 degrees, get a wrist band for that day.
- Each day, after the first day, get your temperature taken at the entry gate and a new wrist band for that day.
- Put your tech form on your windshield under the wiper and drive through tech with your windows up.
- ALWAYS WEAR A MASK OR OTHER FACE COVERING WHEN IN THE PADDOCK!



The mask requirement was the one that gave everyone the most trouble. I first thought it meant that when you are walking around, or in a group of people, you should wear a mask or some other kind of face covering. I was wrong. It meant you must ALWAYS HAVE YOUR FACE COVERED WHEN IN THE PADDOCK. That means if you are sitting by yourself next to your car waiting for your turn to drive, you must be wearing a face covering. This was drilled home by the event organizers though repeated announcements on the PA system and personal visits by Chin officials.

Besides helping to keep everyone healthy, compliance with these new requirements was mandatory to have the event at all. We heard that lapping at a PCA DE event at Sebring that same weekend was suspended mid-event because of a lack of compliance with the face covering rule. Track owners and operators have a lot at stake by letting us use their facilities at this time and they are dead serious about what they require in order for that to occur.

I'm OK with that. The inconvenience of wearing a face covering, even when sitting by myself next to my car, is well worth it in order for me to enjoy one of the most fun and exciting experiences I have ever had in my life: driving my Porsche on a real racetrack and enjoying the camaraderie of fellow enthusiasts.

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coming attractions

Please note it is very difficult to plan coming attractions when events might be cancelled at a moment's notice due to the COVID-19 virus. Stay tuned to our SPC Website and E-Blasts for the most up to date information.

- July 4** Kaffeeklatsch @ Avenues of Viera – Bold Cup, 9 am
- July 12** Kaffeeklatsch @ Vero Panera, 9 am
- July 19** Kaffeeklatsch @ Jason's Corner, New Smyrna Beach, 9 am
- Aug 1** Kaffeeklatsch @ Avenues of Viera – Bold Cup, 9 am
- Aug 9** Kaffeeklatsch @ Vero Panera, 9 am
- Aug 16** Kaffeeklatsch @ Jason's Corner, New Smyrna Beach, 9 am
- Aug 22** Space Coast Gimmick Rally @ F. Burton Smith Park, 8:30 am
- Sept 5** Kaffeeklatsch @ Avenues of Viera – Bold Cup, 9 am
- Sept 12-13** Suncoast DE @ Sebring
- Sept 13** Kaffeeklatsch @ Vero Panera, 9 am
- Sept 19** PM Sponsored Autocross @ American Muscle Car Museum, 7 am
- Sept 20** Kaffeeklatsch @ Jason's Corner, New Smyrna Beach, 9 am
- Oct 3** PM Sponsored Autocross @ American Muscle Car Museum, 7 am
- Oct 3** Kaffeeklatsch @ Avenues of Viera – Bold Cup, 9 am
- Oct 10-11** Suncoast DE @ Sebring
- Oct 11** Kaffeeklatsch @ Vero Panera, 9 am
- Oct 18** Kaffeeklatsch @ Jason's Corner, New Smyrna Beach, 9 am
- Save the Date!**
- Nov 7** Space Coast Annual Oktoberfest, Concours & BBQ @ F. Burton Smith, 9 am
- Nov 14** PM Sponsored Autocross @ American Muscle Car Museum, 7 am
- Nov 28** Space Coast Holiday Party @ Eau Gallie Yacht Club, 6 pm

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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