

Escape*Velocity* Magazine

PUBLISHED BY THE SPACE COAST REGION, PORSCHE CLUB OF AMERICA

Seven Pages of Parade Charlotte
Horst Seibert on the 2009 Carrera
More Car Care Tips from Ralph
Zonefest 2008 at Mt. Dora
40th Anniversary Banquet
Sebring Drivers' Ed
Tech Corner





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Cover: Photo by Lois Roberts. This is the view we enjoyed for most of the day as Dave and Ginny O'Neal led us on a spirited tour of the North Carolina Mountains and the more sedate Blue Ridge Parkway. Get the whole story on page 25.

Space Coast Region had 14 members attending this year's 53rd PCA Parade in Charlotte, NC. The Space Coast Region was recognized as the winner of the 2007 Membership Factored Growth Contest. A Trophy was awarded for this outstanding achievement in competition with the 139 PCA Regions. I proudly accepted the Trophy on behalf of our Region from National Membership Chair Carolyn Ewbank in front of the 2,000+ Parade attendees. The Trophy was presented locally to our members at the 40th Anniversary Banquet. The Trophy is currently on display at Porsche of Melbourne. Please stop by to enjoy it.

The Space Coast Region 40th Anniversary celebration was a wonderful sharing of Porsche enthusiasm across the decades. Attendance was high with over 100 members, eight Past Presidents covering 15 of our 40 years, and two founding members. Remarks from special guests Rueben Ledesma, PCA National Treasurer, and Jennifer Barrows, Florida/Zone 12 Representative, emphasized the Region's achievements and bright future. The attendees put faces to the names and enlivened stories from the past. The Past Presidents were honored with 40th Anniversary Steins and each relayed a heartfelt message to the assembled guests. From the smiles on the faces it was clear that the members who have been involved have created lasting friendships and cherished memories. For a Porsche aficionado and a Porsche Club fanatic, a better time could not have been imagined.

Here are a few highlight events to be aware of: The September South Region Drive and Vero Beach Lunch is very popular and Ralph is sure to lead us down some unknown roads. There will be another drive in October to the Oktoberfest PCA Club Race in Daytona. The best way to enjoy Oktoberfest is to volunteer. Check out the website



at (www.pcadaytonarace.com). Admission is free and as a volunteer you will be well taken care of while participating up close with the race cars and drivers. Our Oktoberfest Picnic will be at Kiwanis Park on Merritt Island. Oktoberfest will include a cleanliness and originality concours with judging in several classes and for the first time, a simple swap meet. If you have some Porsche stuff (books, memorabilia, parts, etc.) that is in need of a new home, why not offer it to your Space Coast Region friends first. There will be two Drivers Ed weekends in the near future—Gold Coast and Suncoast Regions at Sebring in September, and Citrus Region at Roebing Road near Savanna in October. You can learn

more about Drivers Ed participation with several feature articles in this issue. Check out the back cover of this **Escape Velocity** for more events and details.

And so the club rolls on with a mix of social, leisure driving, performance driving, car showing, and Porsche technical events. Region information is made available by way of our website (spc.pca.org), email distribution, an online forum, direct digitally printed postcards and the celebrated **Escape Velocity** Magazine. There are many opportunities for you to further your particular Porsche passion. See you at an event soon — but beware, you will be building friendships.

A Legend Lives On—the 2009 Carrera *Horst Siebert*



When I remember growing up in Germany, the Porsche Carrera 911 was the sports car to admire. The 30 years I lived in Germany I did not have the opportunity to drive these cars. After moving to the US, I began selling Porsches in 1995. My first sale was nothing less than a 1996 Porsche 993 twin turbo. Now if that doesn't get you going....I was a baby in the business then and growing up with Porsche has changed my life.

Every generation, every model year, I wonder, what's next? The evolution of a model and how can you make something so refined even better,

improve what's already great! Every year the same question, every year the same answer! Porsche does it again!

So what's new for Model year 2009? A lot of changes! The two biggest highlights are a brand new engine with DFI (direct fuel injection) which will give the Carrera more power—a gain of 20 horse power from 325 to 345 and the S model an increase of 30 hp from 355 to 385. The fuel consumption will be lower by 17%. I always wonder on that why we want to know how many miles we get per gallon? It really depends how we drive. How do we drive a sports car? Hmmmm?

A new 7 Speed automatic transmission called PDK (Porsche doppel Kupplung or double clutch). Combined with the option Sports Chrono package plus you will get Launch control. Just to give you an idea, put that 385 hp to 4,000 RPM, with your foot on the brakes, let go and you will be from 0 to 62 in 3.6 seconds. That's as fast as our current twin turbo

model for about \$30,000 to \$40,000 less.

My first drive in this awesome car, will be August 18th in Hershey, PA (how sweet it will be). I will share with you the next best Porsche after my return. I will have pictures and experiences first hand for you.

Our owner, Shay Rowe, has already tested the car in Spain and his review of the new car is just spectacular. I can't wait to feel it for myself. Please don't hesitate to call me with any questions. With the latest production cuts, I would highly recommend you to order your new car soon while they last or take advantage on our current inventory for an awesome deal.

I hope to hear from you all. Please call me at (321) 525-9030.

Auf wiedersehn, bis bald

Euer

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Space Coast Website Update

Jonathan Parker

Judging by your kind comments, many of you have already noticed that we've made quite a number of significant upgrades to the Space Coast Region's web site. If you haven't had an opportunity to visit our site recently, please do take the tour and let me know any thoughts and suggestions you might have for our next revision. To get to our site, just type the following in your browser (then save it in your favorites):

<http://spc.pca.org>

You'll find that upcoming event calendar information is much easier to find, and we've expanded the amount of information covered, as well. Hopefully you'll also find it more attractively displayed as we've incorporated our new Space Coast Region logo and lots more graphics. We've greatly enlarged our classified and sponsor sections.

Did you realize that we place every ad—both display and classified—in both the web page **and** in **Escape Velocity**. This enhancement gives our sponsoring advertisers a lot of extra mileage for their investment and doubles the exposure of member classifieds. I encourage you to take advantage of this personally. Remember, member classified ads are FREE!

We've also updated the "gear shop" with all the Space Coast apparel items that Porsche of Melbourne now inventories in their parts department. As always, we have a huge selection of event pictures for you to browse and download if you wish.

Perhaps the most dramatic change to our website was to substantially increase the page width in order to fit in all the new information. This change is only possible because

most Porsche Owners have very large high-resolution monitors. If you're having trouble viewing it with your TRS-80, PC-XT, or I-Phone, or if you have any other inputs or suggestions, let me know. I can be most easily reached by e-mail at

jparker@cfl.rr.com

By the way, any of you that are interested in Porsche discussion opportunities are welcome to join and participate in our group:

<http://autos.groups.yahoo.com/group/>



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The Florida Regions coordinate each year to host a Zone 12 multi-day weekend. Our Zonefest Memorial Day weekend is where we can spend quality time with our PCA friends from throughout Florida and surrounding Zones. This quality time includes socializing, driving, and competition. Every region has those few individuals who have risen to the top in their particular flavor of Porsche enthusiasm. Be it classic Porsche originality and cleanliness, team work in navigation and observation, car control in the autocross, or Porsche trivia for the tech quiz. Zonefest is where they put that expertise to the higher test. It's also where we sit in rocking chairs on the Lakeside Inn front veranda sipping on favorite afternoon drinks with our

friends.

The primary sponsor for this year's Zonefest was Porsche of Melbourne.

Among other things, this sponsorship enabled an invited special guest, Vic Elford. Vic spent the entire weekend mingling among the enthusiasts and was available to discuss any history we found the time to ask about. Victor Henry Elford was at the forefront of top-line Porsche racing in the '60s and '70s. Today it is understood that Porsche's production car racing program is exclusive to the 911. Well Vic is the one who was first successful with an overall victory while racing the 911, having won the Monte Carlo Rally in 1968. Several others had attempted 911 competitions in the few years preceding 1968 including several class wins but Vic was the first to successfully capitalize on the advantages of the 911 rear weight bias. Vic eventually documented the 911 techniques in his book, Porsche Performance Driving Handbook. He recently updated this book with a 2nd edition and includes insights on how to take best advantage of modern Porsche traction control systems. The cover of the 2nd edition is graced with Vic's current favorite, the Porsche Cay-



Grand Sponsor for Zonefest was our own Porsche of Melbourne!

man. No doubt if he were still racing he would be working on the factory to allow him to race this most balanced of Porsche production cars.

Vic was the first Porsche driver to win the Daytona 24 Hours overall, also in 1968 driving a 907LH, thereby beginning a legacy for Porsche in Florida. It is likely not coincidence that the Space Coast Region was founded within a month of that famous victory! He pioneered the famed 917 racecars and recorded many victories in these fastest to date yet pre ground effects cars. He set a lap record at Le Mans in a 917 Long Tail being the first driver ever to lap the famed circuit at over 150 MPH. He was one of the few professional drivers in the famed Steve McQueen movie "Le Mans". He has also raced successfully for other makes in World Championship Rallies, Formula 1, and CAN-AM; often times running multiple series in the same year. He was a close associate of Jim Hall in the early 1970s



Lakeside Inn's Veranda was a favorite gathering place

...continued

and assisted in ushering in ground effects with the leading edge Chaparral racecars. Vic has long been a significant ambassador for Porsche and holds many close friendships in and around Porsche. More recently Vic founded the Porsche Driving Experience in North America.

Vic was an honorary judge at the Saturday concours, participated in the rally, and offered Porsche performance driving pointers at the autocross. At the Sunday evening banquet, Vic related several stories from his racing legacy. One colorful story — during the 1971 Daytona 24 Hours, his Martini & Rossi 917 was doing close to 200 mph late at night when a rear tire blew out. He said he saw the wall “flash by at least 3 times” as he spun in near total darkness.

The demolished carcass of his 917 finally came to rest in the infield. Vic managed to get out of the car and ran — he knew not where, just ran. Seconds later, Mark Donohue in a Ferrari 512M hit the wall at the same point followed closely by a 911 which hit the debris on the bank and spun directly into what was left of Vic's 917. After extensive repairs, Mark Donohue managed to resume the race and finished third. Vic and the 911 driver were taken to the medical center. A very close call! To learn more you can pick up Vic's racing autobiography, “Reflections on a Golden Era in Motorsports”, from his website www.vicelford.com. There are many additional racing legacy gems to be found on his web-

site as well. Mention Zonefest to get an autographed copy and discount.

Contributing to our own Space Coast Region legacy, Lois Roberts brought home a 2nd place award in the ladies division tech quiz. Ryan Gorsuch placed 2nd in the 944/944T/968 division of the autocross. David O'Neal led a group of 6 cars across some new back roads to Mt Dora to view the Saturday concours. Horst and Mariela Seibert from Porsche of Melbourne spent the entire weekend with us and Horst was able to re-connect with many Porsche friends from all over Florida. Our photographer Blake Blakely was able to capture the concours in photos and in the process introduce his young nephew to the

back road driving pleasures of the 911. Vic Elford joined a dozen Spacecoasters for lunch and bench racing. Shay and Monica Rowe drove up in a beautiful white 911 Cab to celebrate Saturday afternoon and evening with us. Porsche of Melbourne had multiple cars on display and through their generosity have continued to expand their friendships throughout Florida.

I spent Monday morning at a Zone 12 Presidents' meeting where we had quality time with Manny Alban, national Secretary, and among other business, began planning for next year's multi-region events.

Is there such a thing as too much fun?



Famed Porsche Racer Vic Elford Joins Spacecoasters for Lunch



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What better place to start a car care series than with washing your car.

The process has evolved from being a relatively simple one with just some soap, a bucket, and a sponge to the complex with multiple wash and rinse buckets, water purifier systems, squeegees and an infinite list of products and accessories.

The approach that I use assumes that you keep your car clean on a regular basis. My goal is to clean the car without marring its finish, to get the job done quickly using minimum water, and to dry the car while removing as much "hidden" water as possible to prevent rust and corrosion.

Here's what you'll need to get started:

1. A **hose** with a quality rubberized protective nozzle
2. One good **5 gallon bucket** (or two if you want to save a little more time)
3. A **"Grit Guard"** (or two - more on this in a moment)
4. Several quality **micro-fiber mitts**
5. Several **micro-fiber towels**
6. **Car wash** solution
7. **Optima's "No Rinse" wash**
8. **Spray on wheel cleaner**
9. An electric **leaf blower**
10. **"FK-425" Quick Detailer** or equivalent
11. **Tire dressing**

The key to keeping a car clean is to clean it often (I recommend once or twice a week for a daily driver) as the longer dirt is allowed to remain and accumulate on a car's finish the quicker

the finish (wax, sealant etc.) will be compromised. It's always best to wash your car in the early morning or late afternoon to avoid direct sunlight and the Florida heat.

Clean the lower portion of the car and the wheels first. If you choose to use a spray-on wheel cleaner, spray directly onto a dry wheel and then rinse off within a minute or two. I tend to not use wheel cleaners because I don't allow my wheels to get that dirty and I try to avoid harsher products whenever possible. I always use one bucket for the lower portion of the car then clean it out and use a fresh bucket for the top.

Now that you have finished the lower portion of the car, it's time to bring out Optima's No Rinse wash. It's environmentally safe and uses special polymers that bond with your car's paint to protect it during the wash process. With "No Rinse" you really don't need to rinse off that top layer of dust or dirt. However, I still give my cars a quick rinse and add a little quality car wash to the mix just to provide some of the suds that "No Rinse" tends to lack.

Grit Guard fits in the bottom of a five gallon bucket and extracts grit from your wash mitt or sponge when you drag it across the top of it. The dirt settles at the bottom of the bucket so your wash water stays clean. Simple and another great way to eliminate the risk of marring your paint's finish.

For washing the car itself I use the "The Bone" by Cobra. It's a thick foam pad covered in fluffy, soft micro-fiber that is open-ended to form millions of tiny fingers. The fingers gently scrub the sur-

face of your vehicle to remove contaminants. The pile of the Bone is deep enough to allow loose grit to migrate into the fibers rather than be dragged across the paint surface. Always go lightly with minimum pressure and plenty of wash. Continue using the top down approach until the rest of the car is done.

Next, drying the car. I diverge from the mainstream here by using a leaf blower to remove the majority of the water on my cars. This provides two benefits. First, it minimizes the amount of direct contact with the painted surface and as a result reduces the potential for marring during the drying process. Second, it removes water that might pool in seams and gaps and otherwise take days to evaporate if your car goes straight from the wash to the garage.

When finished with the leaf blower, I always give my cars a quick light wipe with a quality quick detailer like Finish Kare's FK425 and a soft micro-fiber towel. FK 425 contains polymer resins, lubricants, anti-corrosive agents, UV Inhibitors and anti-static agents that provide additional protection and reduce dust attraction.

As a final step, use a quality tire dressing to give your car that "just left the showroom" look.

For more information about the products mentioned in this article please check out the following links:

<http://www.fk1usa.com/>

<http://www.autogeek.net/>



After he finishes with the cars, Ralph does a pretty thorough job on his garage.

Le Mans Started at 8AM at Porsche of Melbourne

As the picture below shows, Porsche finished 1 and 2 in the LMP2 Class, but fared less well in GT3. But the big story took place at the beginning of the race as Spacecoasters gathered to watch the start. This year we opted to skip the travel expense and hassles, though. After all, we'd been invited over to Shay and Monica's Porsche store to watch the start of the race on the big screen and enjoy a catered breakfast. And enjoy it we did! There was bacon and sausage, potatoes, eggs, rolls, fresh fruit, coffee, juice, and racin' on the big screen. It just doesn't get any better than this. Thanks Porsche of Melbourne, you've done it again.



Some of the most-skilled maneuvering took place at the buffet line



Porsche Finishes 1-2 in Class



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His and Hers Porsches

"Blake" Blakely

Two of the Space Coast Region's newest members are not new to the car addiction. Harry and Dee Ann Allen have owned several vintage cars, mostly the American variety. They currently own two Mustangs, a '66 Fastback and a '67 Coupe.

It so happens that Harry works for the company that prints **Escape Velocity**. His job is to take all the fun we have and turn it into a magazine. Watching us and looking at our cars proved to be too much temptation for Harry.

After spending hours on eBay, Harry and Dee Ann took the auto train to Amish country, where they picked up their first Porsche just a year ago -- a Guards Red '87 944 Turbo.

But the story doesn't end there. With the new car came the daily struggle over who would get to drive it. Harry realized Dee Ann needed one of her own. As they were planning a trip to the North Carolina Mountains, Harry happened to find an '88 924S near their destination. When Dee Ann learned this, she insisted they take a look. Meeting the seller (another female Por-

sche enthusiast) and seeing the car, Harry and Dee Ann knew they had found a great example of a 924S—and it even happened to be the same color as Harry's 944 Turbo. Harry got out of the way as Dee Ann quickly took over the negotiations. Luckily, they had driven their truck up with them and had the capability to tow their new family

member back home.

So, two vintage Porsches with close pedigrees find a good home. After trading car stories with Harry and Dee Ann, don't bet on these being their last!

By the way, if you're looking for a great printer, you can reach Harry at All-Service Graphics in Melbourne.



Dee Ann and her Guards Red 924S. That's Harry in the background.

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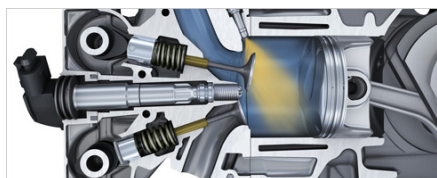
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As many of you know, Porsche has redesigned the 911 for the 2009 model year. While the exterior changes are minor, the redesign of the engine is complete. In addition to the new engine design, the Porsche Doppelkupplung (PDK) will be replacing the Tiptronic transmission. Interior enhancements round out the changes with an all new Porsche Communication Management (PCM) system.

The new engine's timing system has been simplified with the removal of the intermediate shaft. The oil pump is now electronically controlled. Internal parts have utilized new coatings to reduce friction. The intake and exhaust have been tuned for the new design. Fuel delivery now implements direct injection into the cylinders.



Direct injection is not new to Porsche, as it has been in the Cayenne since model year 2008. Porsche Direct Fuel Injection (DFI) allows higher specific output while lowering CO2 emissions and fuel consumption. In the 911, this translates into a 20bhp increase in the standard Carrera and 30 bhp in the Carrera S and allows Porsche to meet future emissions standards now.

Unlike the intake manifold injection system used to date, the fuel is injected directly into the combustion chamber at a pressure of up to 1,740 psi. The fuel jet rotates around its longitudinal axis, creating a finely atomized, cone-shaped cloud of fuel. This evaporates rapidly and in doing so also cools down the air in the combustion chamber, allowing more air to be drawn in. This permits higher compression (12.5:1) of the mixture, which is distributed more homogeneously in the cylinder. The interaction of air intake, fuel injection and ignition is balanced to achieve optimal combustion for the various engine operating and load states.

The new PDK option will convince enthusiasts of manual transmissions and Tiptronic S drivers alike. It combines high shift dynamics during acceleration with extremely good driving comfort, thanks to the gentle, automated gear changes. The principle is quite simple: Two transmissions with two clutches housed in one unit ensure that the next gear is already "preselected" for the gear change. Unlike in a manual transmission, the interruption of the power flow when changing gear is hardly noticeable with PDK. This innovation, which Porsche first tested in motor sports back in the 1980s on the Porsche 956, is the perfect choice if you value a sporty driving style, without having to sacrifice driving comfort.

Finally we cover some of the inte-

rior enhancements. Ventilated seats are now available. PCM now



features touch screen control. Bluetooth, XM, and IPOD integration are all now available. The system has been simplified for easier use; fewer functional buttons combined with touch screen make the system more intuitive.

On a side note, IPOD adapters are now available from Porsche for 987 Boxster, 997 Carrera, and Cayenne. Also available are Bluetooth adapters, however these are *not manufactured by Porsche*. Contact Andy Kinner in the Service department for more information on installing these.

Your hometown Porsche dealer is available Monday-Friday 7:30 until 5:00. Complimentary loaner vehicles are offered for your convenience. **PCA club members now receive 15% off service visits (not to be combined with other offers/ discounts).**

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MAY Driver's Ed at Sebring

John Faure

On May 31 a group of Space Coasters joined with the Suncoast region for a Driver's Education (DE) event at the Sebring International Raceway.



Originally a World War II bomber training base, Sebring is notorious for its wide open stretches of original (and now very bumpy) concrete runways. These wide areas form the longest straights and some of the fastest turns on the track, making it difficult to tell where the racing line is and subjecting the cars to a lot of punishment. Many teams planning to run Le Mans use the 12 Hours of Sebring as an endurance test for their cars. If a racecar can survive Sebring, there is a very good chance it will complete Le Mans, which is run on much smoother roads.

My wife Verena and I have attended many races at Sebring as spectators and we were really excited about the prospect of driving on the track ourselves. This would be our second DE and my wife had decided she would "retire" from performance driving after experiencing Sebring. We were driving our silver '03 911 and were joined by Kevin and Rita Brackett in their black 2007 Turbo. Other Space Coasters who attended included Mark Barettella ('95 C2), Jason Breitfeller ('85 930S), and Thomas Perkowski ('06 Carrera S). We stayed at the Chateau Elan Hotel, which is located on turn 7, a hairpin which proved to be one of my favorites, requiring hard braking and turning in just right to get

a good line. The hairpin is also a great place to watch a race because many of the off track excursions occur there.

The night before the event we claimed our pit box, which had a sign commemorating the 1959 12 Hours victory by Ferrari! For a racing fan this is a lot like playing baseball with your friends at Yankee Stadium. To prepare our car, we had to remove all loose items, check our tire pressures, wheel nut torque, and even remove our valve stem caps and wheel crest center caps.

At the driver's meeting, the rules of the event were explained and we met our instructors. My instructor, Don Stevens, brought a two way intercom system so we could talk easily. For safety reasons, drivers are divided into run groups by skill level, for safety reasons.

Don drove my car the first two laps, while I tried to concentrate on memorizing all the little landmarks I'd need to be aware of to put my car in the right place for each turn. This is especially challenging on the old runway sections because they are so wide and seem featureless at first, but Don pointed out the cracks, seams, and black spots on the runways which mark where you need to start turning, the apex of the turn, or where you want the car to be as you exit the turn. Then it was time for me to take the wheel, and I have to admit that for the first few laps I didn't see any of those mysterious marks he

had pointed out so carefully.

Sebring has 17 turns, the final two forming a 180 degree turn under a bridge that links the back straight and the front straight, both made of old runways. I realized that if I set it up right, I was accelerating as hard as I could while making the final turn onto the front straight.

Right on the edge of the outside of the turn is a tire wall, which you would really rather not leave your mark on. As you turn, a series of bumps causes your car to hop sideways as you accelerate. The faster you go the more pronounced this becomes. At the end of the day I had learned to trust that my Porsche would stick and I was pushing it faster each lap. My reward for taking a good line through the final turn was that I would have good speed all the way down the front straight, which was a total adrenaline rush!

Eventually, I actually saw most of the landmarks and could feel the rhythm. Only a few cars passed me during the final session, and the whole experience generally left us with feelings of great accomplishment. As our skills grew, we found that our enjoyment kept pace, and we enjoyed each session a little more.

Verena surprised me at the end of the day by announcing that she was not ready to "retire" after all, and like me, was looking forward to doing it again.



Get Ready for Your 1st DE

Brian Reinert

OK--You've read about how much fun John & Verna had at the Sebring Drivers' Ed event in May. Are you ready to take your Porsche to the track? Ready to feel the acceleration? The lateral pull of the curves? And maybe the slamming power of your breaks – all in a safe, controlled environment? Then perhaps it's time for you to attend one of PCA's many Driver's Education (DE) events.

So were do you begin? First, you need a good helmet. Helmets must be a minimum rating of SA-2000. This means, no motorcycle helmets! You'll find vendors in Panorama offering a wide selection, starting around \$250. You must also be in the proper uniform! Long pants and long sleeved shirts are recommended. Material must be natural fabric. No synthetic fabrics allowed! Driving suits are not required. Shoes must be lace up type with canvas or leather uppers and

either a leather or textured sole.

Each car on the track is required to have a number. While white shoe polish will suffice, real numbers are much cooler. Numbers must be at least 8 inches tall and a contrasting color to the car. PCA rules require numbers on both sides of the car. Some regions require a number on the hood or on the trunk. This writer found it advantageous to purchase three sets of three different numbers. This assured number availability for the different regions hosting DE's. I suggest magnetic numbers as they do a great job and are reusable time after time. However, do tape down the leading edge of all numbers as you will find once you accelerate into the triple digits the wind can get under the magnetic numbers causing them to slide on your paint job.

The restraint system and seating in

the car must be the same for the passenger (or instructor) as it is for the driver.

All open top cars must have a fixed roll bar for protection. The factory roll bar in Boxsters meets this requirement. Please note the top of the driver's helmet must be under the line between the windshield and the roll bar. Convertible tops, Targa tops, and sunroofs must be in the closed position. Cabriolets without a supplemental roll bar must have a hard top installed.

You now have the needed equipment to register your Porsche for a DE. The next step in the process is the Technical Inspection of your car. So please check back with us as the next issue will take you through the inspection requirements.

Have a top down kind of day....

Space Coast Apparel at Porsche of Melbourne

Pat Wynter, Parts Manager at Porsche of Melbourne, reports brisk sales of Space Coast Region apparel which is inventoried and sold through his department.

"Club members are surprised at the variety and quality of items available and that everything is embroidered for long wear", Pat says. Select from the following:

- Men's Jackets (See Shay's at right)
- Ladies' Jackets (See Monica's)
- Men's & Ladies' Polos (See Lois')
- Baseball Caps
- Men's and Ladies' T-shirts
- Men's Dress Shirts

With the busy club calendar we have this summer, no well-dressed member should be without club "stuff".

Stop by and see Pat, or you may place your order by telephone:

(321) 956-0600

or by e-mail:

pwynter@porscheofmelbourne.com



Shay & Monica Rowe greet Lois Roberts at the Porsche Parts Dept Window



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40th Anniversary - PCA Space Coast Region

Dear Mr. Gorsuch,
Dear Porsche friends,
Ladies and Gentlemen,

The 40th anniversary of the PCA Space Coast Region is a very remarkable event in deed! This bears witness to the fact that a large number of very involved Presidents, as well as yourself, were able to keep members active and entertained with many captivating events over the years. This also added a lot to the permanent growth of the Space Coast Region in the East Central Florida Counties of Brevard, Indian River and Volusia.

On the occasion of your 40th anniversary, the Porsche Club Coordination would like to take this opportunity to thank the members, but also the Club management, for constantly spreading and preserving the world wide idea of Porsche Clubs. Through this have added so much to the high reputation of the name and the Porsche marques.

In closing we wish you success and continued development in the years to come and of course an enjoyable evening in the spirit of the Porsche Clubs.

With our best regards,

Dr. Ing. h.c. F. Porsche
Aktiengesellschaft
Porsche Club Coordination

Paul Gregor

SCR Salutes its Past Presidents

The Porsche Club of America has over 58,000 members. It is the largest such organization in the world. 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 40 years. The following is a list of Space Coast Region Past Presidents. Each President 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	1987	Steve Dagley
1969	Jack C. Conrad	1988-1989	Jim Halloran
1970-1971	Jon Brooker	1990-1991	Vincent S. Lamb
1972	Roy Ferry	1992	Steve Dagley
1973-1974	Howell O. Hilton	1993	Ron Golden
1975	Stella K. Murdock	1994-1995	John Stephens
1976	Lee M. Payne	1996	Steve Dagley
1977-1978	Stella K. Murdock	1997-1998	John Rower
1979-1980	John M. Kennedy	1999-2000	Kirk E. Stowers
1981	John A. Murdock	2001	Jack Chandler
1982-1983	Dee Kindl	2002	Greg Lowdermilk
1984	Dan Cleary	2003-2004	Steve Dagley
1985	Stella K. Murdock	2005-2006	Guillermo Gutierrez
1986	Don Miller	2007-2008	Thomas Gorsuch

Commemorative Steins Now Available

Space Coast Region President Tom Gorsuch and the other officers chose to commemorate our club's 40th anniversary by commissioning the creation of a very limited number of ceramic steins.

As you can see, our graphics artist created a design which incorporates all three logo versions used by our Region over the years. Beginning with the original logo of the Cape Canaveral Region, the design transitions through time with the addition of the Space Shuttle when we became the Space Coast Region, and the latest version which combines an early rocket, crossed finish flags over a traditional shield, and a unique font meant to give it a "Star Trek" look.

The steins were introduced to an obviously delighted membership at the anniversary banquet, where the region honored past presidents with steins full of German Schwartz beer

as gifts. Many more steins were purchased by members as both a memento of the evening and of the region's past 40 years of fellowship and fun. If the next forty pass by as quickly, these steins will soon be quite a collectors' item. As we go to press, only a few remain, and when those are gone, there simply won't

be any more.

To get one for your desk (or bar), set aside \$10 and find Region President Tom Gorsuch at our next event or e-mail him at

tgorsuch@cfl.rr.com.





Howell Hilton
1973, 1974

Lee Payne
1976

Dan Cleary
1984

Vince Lamb
1990, 1991

Kirk Stowers
1999, 2000

Jack Chandler
2001

Steve Dagley
1987, 1992, 1996
2003, 2004

Eight Past Presidents Appear at 40th Anniversary Banquet

Over 100 Space Coast Region members and guests gathered at the Eau Gallie Yacht Club on August 2nd to celebrate our 40th Anniversary.

Space Coast Region, initially Cape Canaveral Region, was chartered in February 1968, within a week of Porsche's first overall victory at the 24 Hours of Daytona - a legendary 1-2-3 finish. 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. Thus, the Region was formed at this juncture of speed and technology.

Special guest Ruben Ledesma, PCA's National Treasurer congratulated the Region for winning the 2007 Member-

ship Factored Growth Award and for establishing an exemplary dealer/club relationship, its mutually beneficial bond with Premier Dealer Porsche of Melbourne. The Membership Trophy was presented locally to the cheers of the celebrating crowd. PCA Zone 12 Representative Jennifer Barrows commended the Region for its multi-regional event participation including Rennsport Reunions, corrals at Daytona, Porscheplatz at Sebring, Florida's Zonefest in Mt. Dora, and as the launching point for the Sunrise to Sunset Rally featured in July's Panorama.

Eight Past Presidents (see photo above), governing 15 of the 40 years, and two founding members Frank Westphal and Neal Tompkins were in attendance. Each of the Past Presidents was presented with an Anniver-

sary Stein, a gift made possible by a donation from Dan's Workshop (see ad page 7). The remaining Limited Edition 40th Anniversary Steins are available for purchase by members (see page 21). A historic display spanned the four decades with issues of previous newsletters, a wide sampling of past event trophies, and papers documenting region history. The hospitality was wonderful, the banquet was superb, and the stories were of legend.

Current President Tom Gorsuch and the current officers have presided over the incredible growth in membership during the past two years and have offered at least two events per month to accommodate the varied interests of the membership. Space Coast Region has forty fast years behind it and an exciting future ahead.

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Lois and I have been planning to attend parade Charlotte since it was announced! Like many Floridians, we're transplants (in our case, from Oregon), and while we attended parade Portland in '06, this was to be our 1st east coast event. We were also very eager to let our Boxster stretch her legs on a real road trip while we took advantage of having two trunks.

We made the long, one-day trip into two by stopping over in Savannah, arriving at the Parade hotel in Charlotte early Saturday afternoon—along with the other two thousand attendees and another thousand Porsches! Quite a sight. Talk about organization—each event had a registration desk, and envelope of information for us, and a badly-needed backpack to carry it all around in. We hoisted our load and retreated to the bar.

There we opened the backpack and learned what having registered for everything really meant—we were scheduled to start out the evening with Zone 12 rep Jennifer Barrows and her husband Greg for an arrival pizza party, but in the morning the work would begin with a HUGE concours set in the streets of downtown Charlotte, Tours of the Penske shops, Wineries, and the Biltmore estate, an art show, a "goodie" store, a vendor area, breakfasts, lunches, autograph sessions, slot cars, both Gimmick and TSD Rallies, radio-controlled car races, semi-

Special Section—7 Pages of Coverage

nars (newsletter editing, membership, websites, Porsche racing, restoration, new technologies, 914s, 944s, Direct Injection, Fuel/Oil developments, Drivers' Ed, CPO Programs, Safety, Tires), an Autocross in the infield at Lowe's Motor Speedway, endless banquets



Don & Robin Grainger at one of the endless Banquets

and award presentations, even an ice cream social (although we were to "top off" our week drivin' the high-bank on the 4th of July at Lowes.)

Clearly, all this was much more than we could handle by ourselves. It was time to reconsider all this, but if we didn't attend each and every event, how could we possibly report on it in **Escape Velocity**? "Simple" said Lois, "we'll get volunteers!" More good advice. And so, let me introduce to you our guest contributors—each with a first-hand experience to share...

Concours—*Daniel & Neila Bird*

In February, Neila and I were discussing vacation possibilities. Remembering that Parade would be in Charlotte, I traded her an extra day in Asheville and a tour of Savannah and submitted our Parade entry.

I was anxious to compete in the Concours, but Neila lacked my enthusiasm. We had spent 110 hours preparing our car for the San Antonio Parade, then drove the car to Texas. By the time we arrived the car looked like it had never been cleaned. As our fellow Parade goers floated by on the river in the hotel spa, cocktails in hand, we launched into another session of prepping in the hotel parking lot. 38 hours of spent Q-tips and broken nails and by this time barely speaking to each other, we finally had our car placed for the concours, and it promptly rained!

So, we have not done many concours since - at least as a joint effort. I suggested that for the Charlotte Parade maybe we could just do the street or surface event - you know, drive there, wash the car, and that would be it. Don't expect anything except a clean car to drive off in the rally with. After much one-sided discussion, and my agreement to have the car cleaned by a car wash after we arrived in Charlotte, I convinced Neila the trip would be fun and since we wouldn't be taking lots of cleaning stuff, there would be plenty of space for her wardrobe! So off we drove to Savannah. We



Concours Judges give Dan Bird's car the "once-over"

Parade Charlotte

enjoyed a great meal in the famous "Pink House" which is very reminiscent of New Orleans. In fact, we enjoyed it so much that we made dinner reservations for our trip home.

About an hour from Charlotte, we stopped for fuel. As we turned onto the Interstate on ramp, I smelled gas when I accelerated to merge into traffic. But it quickly dissipated, so I blamed it on a full tank and on we went!

When we arrived at Parade, the staff directed us to the concours preparation area in the convention center, which was complete with A/C, electric power, a snack bar and indoor plumbing! Never have I seen any thing like this in prep, and this was our 8th Parade.

Due to a local water shortage, I had made arrangements with the owner of a nearby car wash to clean the car as I had promised Neila that we would do very little! At 10pm Friday night we picked up the clean car and took it back to the convention center.

On Saturday, we returned to the car to find lots of things the car wash had missed.....ugh! With some water from the john and a roll of paper towels, we went over the car a "little bit!"

Then it was off to tech. As most downtown Charlotte streets are one-way, there is always a city tour involved in getting anywhere, and after a several-block tour, we arrived directly across the street from the prep site! Everything

went fine with the tech inspection until they asked me to open the fuel door and...Oops! NO FUEL CAP! So that's where the gas smell came from. Fortunately, the volunteer in charge of tech was John Forbes. John had worked on my cars when I lived in Delray Beach, and he gave us our tech sticker with the promise that I would somehow have a cap before the competition.

At the Parade Welcome Tent, a gentleman told me he had a car like mine in his garage at home and we could go get the cap I needed. Off we went to his garage, where he refused any money, asking only that I send him a replacement cap when I returned home.

The concours began early the next morning, and after being placed, we noticed that the city tour had caused us to use the brakes a lot, resulting in lots of brake dust on the wheels and, of course, the sun revealed spots on the windows and the like. So, with our love bug kit, a spritzer bottle of water, and paper towels, we again went at the car with Neila telling me over and over the windows will not clean - all we have is water, and the white wheels looked worse with brake dust and water!

As we had been placed directly in front of a Marriott, in I went begging for some cleaner I could use on the wheels. The staff presented me with "Comet" which got the dust off and made the wheels really shine.

The concours judges arrived and asked to see the tech papers and questioned the note that no fuel cap was present. We opened that lid and, Viola! There it was, no loss in points! Back in the front, they asked me to remove the spare tire so that they could inspect the floor and tools...and I had failed to check or clean either! One judge watched as I struggled with the tire and asked if I had experienced difficulty getting it out of the car previously? I fessed up that it had never been out and, although we finally succeeded in breaking it loose from the trunk floor, the amused judges looking on speculated that we might find a dead rat in there as well.

We lost only minimal points, and all had a good laugh. As the judging ended, the head judge inquired as to who had done the inside and the windows and what we had cleaned the glass with. She told

Neila that she had never seen glass this clean! To my surprise, she even wrote "EXCELLENT GLASS" on the scoring sheet. Needless to say, I again owed Neila "Big!" While we have been fortunate enough to win some things in the past, this judge's comment was a big deal, and we thought would certainly be the highlight of the event for us. But, after we started back to the car to lock it up, a friend from Chicago told us we had won our class!

Not having planned to be competitive in the concours, we hadn't bought concours banquet tickets. We hustled around and acquired the tickets from a dentist who had won his class, but subsequently learned that he'd been awarded points for driving to the event when he had actually trailered his car. He reported the error and was dropped to 7th place, so he took his family out to dinner and sold us his tickets. That night at the awards banquet his ethics and honesty were rewarded with a standing ovation, while he ate pizza down the street.

We had been very fortunate and enjoyed quite an experience. Next year, we'll be at Parade Colorado, hopefully in our 356! We'll enter the Concours again, too - Oops, better check with Neila on that...

Gimmick Rally—David O'Neal

Continental Tire staged the initial driving activity in this year's Porsche Parade: *The 2008 Fun Pun Bugaboo Run*. Space Coasters Jim & Judy Gibson and Don & Robin Grainger joined Ginny and I for this event. The "gimmick" for this rally was that clues were provided to rallyists in a series of puns and riddles placed on a scoring sheet. The route instructions were listed on a separate sheet and, once the transit stage ended and rally commenced, there was only a single point of correlation between the two sheets.

Continental's corporate office in suburban Charlotte was copiously staffed with knowledgeable workers wearing yellow shirts that guided 188 registered cars into their appropriate run group staging areas. Inside, a substantial full breakfast was served to 370+ participants before the rally instructions were distributed to the various driving



Daniel Bird and his 1st Place Plaque

Special Section

teams. Once those sheets were in hand, the couples attempted to decipher the clues in the cleverly worded questions. For example, *"On a humble structure you'll see this sign that harkens back to the early 1900's. A monolithic monopolistic giant, that when broken into pieces spawned an even greater purveyor of hydrocarbons."* Answer: An Esso sign painted on the side of an old barn, of course.

A critical decision point came half way through the rally: turn left (the hard way) and answer only three more questions (worth three points each) OR turn right (the easy way) and answer eight additional one-point questions. The die was cast – we took the easy way – and (as we found out later) mathematically eliminated ourselves from any chance of winning the rally, as four teams posted perfect scores of 20 points on the hard course. Ten others finished one point behind, three of those with perfect scores of 19 on the easy course. We could have posted a perfect score on the easy course with a little more patience; nonetheless, our score of 17 placed us tied for 28th along with 18 others. The Gibson's score of 16 placed them in the top third (tied for 47th) and the Grainger's 12 points showed that they had a lot of fun exploring the Mecklenburg County countryside. All in all, the rally was a funderful, punderful, wonderful day.

Winery Tour—*Perry Stewart*

This all day tour took us by bus to four different Vineyards in the Yadkin Valley. We were fortunate to have Tour Guides from the Hurricane Region who were not only knowledgeable wine aficionados but 928 Enthusiasts who tried to reeducate us with delightful commentary on the attributes of the widely perceived "Money Pit" of Porsches.

We had the opportunity to visit a full range of winery operations in North Carolina. From the "Mom and Pop" Hanover Park in a century plus old farmhouse run by a couple of former artists and teachers fueled on pure passion to the opulent "Money No Object" Richard Childress (of NASCAR fame) operation housed in a sprawling Italianate Villa. The latter complete with European decor tasting room, exquisite gift shop, private dining and event areas, and internationally known Wine-

maker with full staff smartly outfitted in business attire. In between were the family-oriented winery Westbend and the relatively new strictly commercial operation of Haylen.

At each stop we had the opportunity to sample a variety of about a dozen or so Whites and Reds starting with traditional Chardonnays thru flavor-able Pinot Grigio's to some rather exotic blends of Cabernet Sauvignon, Cabernet Franc, Merlot, and Petite Verdot. The exotic blends eliciting a definite "Yes or No" (no in between) had intense flavors of raspberry, chocolate, and tobacco. We also got a complimentary wine glass at each



stop and had a wonderful boxed lunch while sitting on the manicured lawn and landscape of the Childress Winery.

It was an opportunity to not only experience the beautiful "two lane" North Carolina countryside but learn about the growth of winemaking at all levels of entrepreneurial enterprise. Now I wonder if I should make an offer on that 1985 928S with 108K miles, new torque tube, timing belt and other "major" parts for \$5K that's been in the local paper for about a year...Or did I have one sip too many?

Jack & Dave's Most Excellent Adventure—*David O'Neal*

Although the Parade offered several structured driving activities including two rallies, an AX and DE, none were staged in the nearby Appalachian Mountains. But joined by fellow driving enthusiast Jack Roberts and our intrepid navigators Ginny and Lois, we made a quick day-trip to sample some of best driving roads offered. Tuesday morning, we slipped onto I-85 westbound and joined the

Cherokee Foothills Scenic Highway, which runs along the escarpment between North and South Carolina.

After a stop to lash down loose items in the cabins, we immediately began the climb up US-276 through Caesar's Head State Park which was coincidentally the first stage of the inaugural Rock 'n' Croc Rally featured in September's *Panorama*. At Brevard, we elected to defer lunch for more driving and slipped westward to join NC-215 a.k.a. "Thunder Road" for a brisk run up to the Blue Ridge Parkway.

At the top, I hopped out of the Targa 4S and asked, "Did those roads put a smile on your face?" Uncharacteristically lost for a clever quip, Jack simply smiled and nodded.

Upon entering the Parkway, we surveyed the scenery, rode through a couple of tunnels, enjoyed the 30-degree cooler temperatures from a mile high; the Roberts' reveled with the Boxster's top down. After another couple of stops along the manicured roadway, including a photo stop at the BRP's highest point (6,053



feet) and we descended to exit the Parkway at Balsam Gap. There, Jack and Lois proceeded to nearby Cherokee, while Ginny and I headed to meet her family in Waynesville.

Ridin' the Gold Rush—*Judy Gibson*

Charlotte's compact but interesting downtown, replete with numerous restaurants, cafes, and interesting attractions made it a great place to explore for a change of pace during Parade. The Gold Rush Circulator, a free transit service whose vehicles resemble historic streetcars, has routes along both Tryon and Trade, the main north-south and east-west downtown streets. Riding the Gold Rush provided a great way to get a feel for the city and its citizenry, and the op-

Parade Charlotte

portunity to hop on and off at various sites. Wonderful places to visit include the Blumenthal Performing Arts Center, The Discovery Science Center, a walking tour of the Fourth Ward (houses and parks built by the city's wealthiest leaders in the 1880s to 1930s), the Mint Museum and Art, and the Mint Museum of Craft and Design. The latter provided a fabulous display of talent of the area and shouldn't be missed should you visit Charlotte. Southern hospitality was evident everywhere, from restaurants and shops where you felt completely welcomed, to people on the street who were most willing to give directions, share history, and even walk you to where you wanted to go. A truly lovely city to visit!

Autocross—*Tom & Ryan Gorsuch*

Parade is social and Parade is competitive. One of our favorite competitive events is the national autocross. Our first Parade autocross was in 2005 at the Hershey PCA 50th Anniversary. We had a lot of fun and a lot to learn. We placed last and next to last, Ryan beating me by a fraction of a second on his last run utilizing that youthful determination. Since then we have worked hard at understanding autocross technique, the rules for car classes, and practicing at every PCA or SCCA autocross we could make. I must admit that even though I get more practice time in, the gap between us is getting larger in his favor.

The Parade autocross is a big affair. This year there were over 300 Porsches participating. The advantage of this is that your run group will be narrowly defined by cars very similar. At the local level our car class typically includes cars with more horsepower and years of production improvements – our early 944 having to run against 944 Turbos and 968s. The Parade autocross is also about competing against some very serious autocrossers in each class. The disadvantage of the size of the event is that it will be a long day and only a few runs available to prove your stuff. Best get it right on the first run. We took it serious enough that Ryan transported autocross specific wheels and tires to Charlotte in the back of his 944, thereby requiring that the girlfriend stay home. The Charlotte Parade autocross was held on the infield course of the Lowe's Motor Speedway. For those of you who have not had the opportunity to visit,



Tom Gorsuch (or Ryan) Using all the track at the Autocross

think of the infield section of the Daytona Speedway with some elevation changes and you will get the idea. It was a much faster, longer, and technical course than we are used to and which required 2nd and 3rd gear shifting. In fact, Drivers Ed track day training was more useful than the typical tight 2nd gear autocross courses we run the rest of the year. Our 944 was hitting about 80MPH on the bend, cresting the hill that was the finish timing gate. I'm sure the modified cars, the GT3s, and the new Turbos were running over 100MPH at that point.

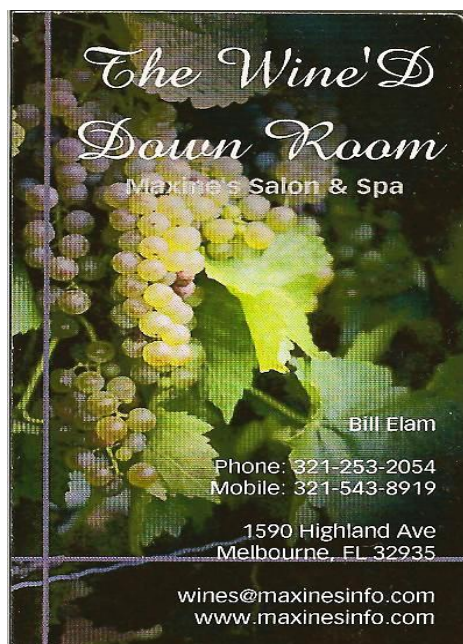
To summarize the results, our hard work is paying off with Ryan and I finishing 3rd and 4th in class respectively. His best time was an 83.4 seconds and I was over 1 second behind. Ryan received a trophy and I received a memento for our efforts.

We were definitely driving at or very near the limit for the entire thrilling run. The two cars that beat us were running much stickier tires and I'm sure that made the difference for at least one position. The fellow who won our class was a full 8 seconds in front of us and admitted to autocrossing twice a week, every week of the year! That's the kind of humbling benchmark you can expect to find at Parade. In other classes, the fastest stock production car on street tires (the same tires we were running) was Danny Shields from the Suncoast Region in a Boxster S turning in a phenomenal time of 72.1 seconds. The fastest time of the day was in a highly modified 914 turning a time of 67.8 seconds. So now we know what fast is.

Penske Shop Tour—*Tom Gorsuch*

It is no secret that I am a fan of Porsche sports car racing. One factor that heavily tipped the scales in favor of attending the 2008 Charlotte Parade (as if the scales weren't already biased to begin with) was the opportunity to tour the Penske Race Shop and to get an up-close and personal viewing of the championship winning Penske Porsche RS Spyders. Unfortunately no photos were allowed on this tour so we are going to have to rely on my description and your imagination to get the point across. We also visited the Hendricks Motorsports Shop. Both of these shops open their NASCAR areas and gift shops for public viewing.

We entered the Penske shop via the back door. The Porsche RS Spyders occupy the back side of the building far away from the public gift shop and NAS-



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CAR area. There the two Spyders, #6 and #7, were mostly disassembled. The race technicians had just received the sealed engines back from Porsche AG in Germany and were preparing to reassemble the cars for the following weekend's Lime Rock ALMS race. As trusted enthusiasts we were allowed what is best described as hands on access to the area. Not that everyone was touching everything but the technicians were very encouraging that we see what we had come for. For instance we could lift a braided fuel line or carbon fiber wing to see how heavy they were or pick up a unique tool to ask questions of its use. The engine block is bolted to the front chassis component and to the rear transmission which is bolted to the rear subframe. I have read many times how the engine and transmission are used as stressed members of the frame but now we are seeing exactly where they are bolted together and what size and types of bolts are used. It all looked simple enough but the winning detail is in the setting of the many fine adjustments observed throughout the assembly. We also were speaking directly to the race technicians and there were many questions about race weekend activities and even specific questions about specific races – like what happened at Sebring 2007 and equal praise for what they had accomplished there in 2008. Remember that Sebring 2008 was won by the Penske team with 12 hours of mistake free driving, 100% Porsche reliability, and flawless pit work.

From the Spyder area we toured the 18 wheelers which occupy the ALMS paddock. Many listed the time sitting in the driver's seat of the truck as a highlight of the tour. The multiple trucks house everything the team needs with impressive organization and cleanliness. We also spent some time sitting in Roger Penske's weekend office in the front of one of the trailers imagining what it must be like making those critical race weekend decisions while entertaining sponsors and discussing race strategy with the drivers.

The next stop was the Indy Car operation. As would be expected, we were not allowed such close access here. It was enlightening how similar the Indy Car chassis looked to an RS Spyder in its disassembled form. The final stop was the NASCAR shop which was

enormous compared to the other two shops. Here we were even further removed from the hands on, watching from an overhead balcony. Each NASCAR driver had something like 4 cars being prepared for the coming weekend race, the Pepsi Firecracker 400 in our hometown of Daytona. With car shape, chassis, and engine specifications highly controlled, the NASCAR teams search for the smallest details to give them an edge. Spying among teams would not be unheard of and with so many teams located in this general area, one can understand why we were kept at a distance. A highlight here was watching Sam Hornish talking with the technicians working on his car. The Hendricks Motorsports Shops, Museum, and gift shop were also impressive. If you are ever in this area and have any interest in motorsports, a tour of both of these facilities would be worth while. Unfortunately you won't get to see the Spyders or the Indy Cars as these were a special treat for our Parade enthusiast eyes only.

TSD Rally—*Tom & Ryan Gorsuch*

This years Parade TSD Rally was a real gem. We began not far from downtown Charlotte, somewhere west of Lake Norman. The roads were excellent—winding and hilly—adjectives not often used by Florida PCA rally reporters. Many of us Spacecoasters are familiar with the Gimmick Rally, where we follow sometimes purposefully vague instructions and answer questions about roadside observations. This is

the type of rally we typically run each year and the type of rally that is the Sunrise to Sunset Rally.

There is another type of Porsche Club rally and that is the Time Speed Distance Rally. The objective of the TSD Rally is to follow route instructions including stated driving speeds while negotiating through scenic back roads and everyday traffic situations. TSD Rallies come with their own dictionary of acronyms and instruction priority rules. The objective is to arrive at a series of checkpoints as close to the proper (as defined by sophisticated time distance rally equipment) time as possible. Your team receives one penalty point for each second early or late. It is different from the Gimmick Rally in that the focus is more purely on the driving. It is much harder to stage a TSD Rally and therefore they are harder to come by. We enjoy participating at Parade and taking advantage of the large volunteer effort that allows for this form of accurate driving. The best part was the relative seclusion from other traffic. Ryan and I ran the rally in the '79 930 taking advantage of the recently rebuilt air conditioning. Ryan and I have participated in one other TSD Rally before and we know from experience that we make a good team. Something about father and son that allows for efficient communication while enjoying team competition.

We ran in the unequipped class which included about 80 cars. Unfortunately we made two wrong turns in the 4 hours



Tom Gorsuch leads son Ryan through the Tail of the Dragon

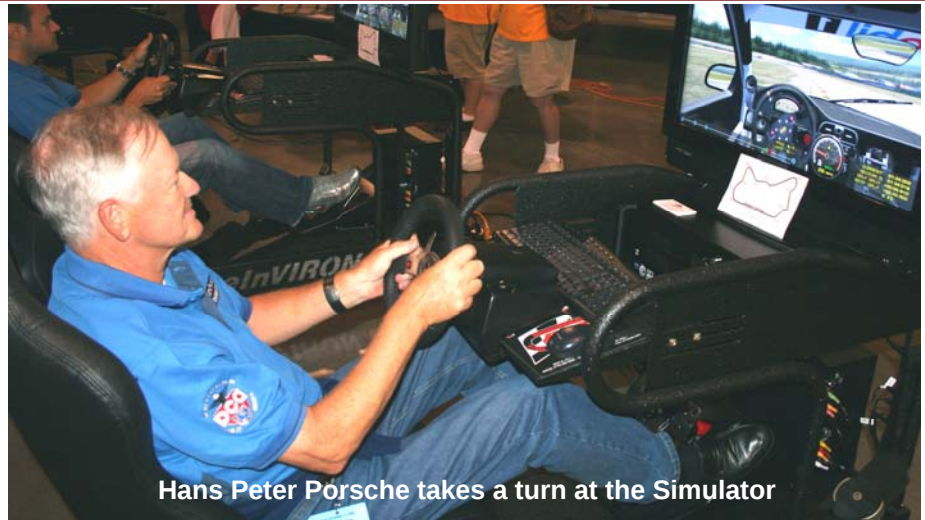
Parade Charlotte

of driving and arrived at two check-points late enough that we received the maximum penalty of 500 points for each of those mistakes. The winning score in unequipped class was 377 points, the equivalent of 47 seconds average time delay on each of the eight 20 mile sections of the route. The last trophy for 20th place was given to a team with 1,202 points. Our score was 2,200 points. You can imagine we spent some time discussing who was to blame for the two wrong turns. Still we did beat over half of the teams and we had a lot of fun doing it. Besides, the thrust of that Turbo pulling out of a bend and rising up from a valley while making up for lost time due to a previous missed turn is quite exhilarating.

Dan and Neila Bird from Space Coast also ran the TSD Rally but it seems they were more focused on the scenic tour part and their score does not need reporting. Just for reference, the winning equipped car (equipped with a custom rally computer mounted in the cockpit) accumulated a score of 53 points, the equivalent of 6.5 seconds average time error at each of the 8 check points.

Historic Display—*Jack Roberts*

We were fully prepared to yawn through this display—after all, we'd been to Rennsport II and III and toured the Collier Collection—we kinda figured we'd seen all that was worth see-



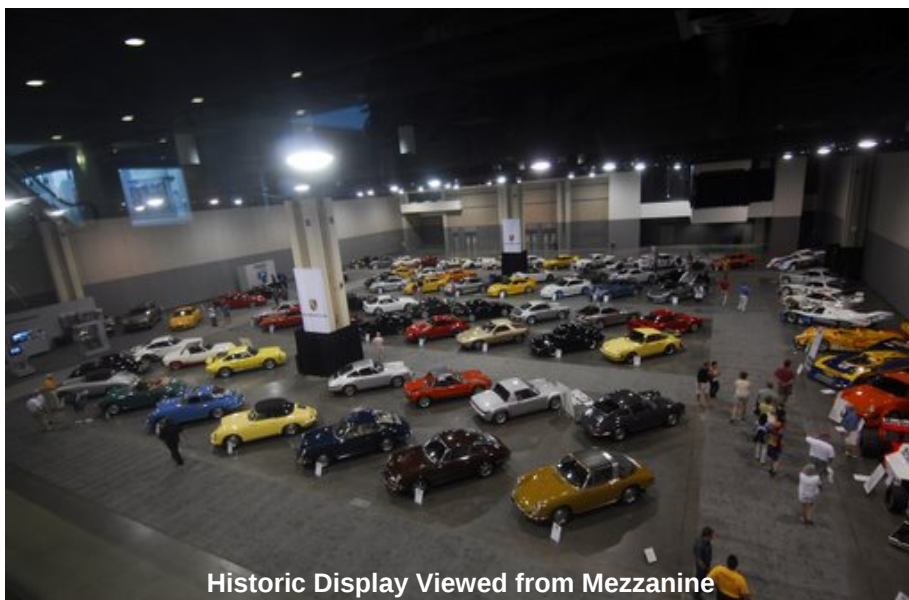
Hans Peter Porsche takes a turn at the Simulator

ing, but we were WRONG! for wandering around that same Convention Center floor was Hans Peter Porsche. We looked more closely and quickly regained our enthusiasm. We'll skip the rest of the 1,000 words and go directly to the pictures for your enjoyment...

Zone Challenge—*Tom Gorsuch*

A recent addition to the Parade activities is the Zone Challenge, a team competition between Zones. Our Zone 12 was the defending champion having won the beach party tug-of-war and placing well in sand sculpture and Frisbee toss at the 2007 San Diego Parade. This year's competition was held indoors and included a NASCAR-like tire change drill, an engine head valve

spring replacement, and head-to-head Porsche racing using computer simulators. Also competing was a team fielded by the PCA Executive Committee and which had recruited several Porsche AG and PCNA employees to support their cause, including Porsche Exec Committee team member Hans Peter Porsche (see above). Although we made a valiant effort, victory in the tire change event eluded us as we placed 5th, missing the final 4 by 1.2 seconds. We DNF'd with the valve spring change, failing to complete the exercise in the allowed time. A qualifying heat was held to determine our feature simulator race representative. 6 of our region's best competed, with Citrus' Greg Barrows coming out on top. No



Historic Display Viewed from Mezzanine

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Porsche of Melbourne

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doubt his PCA Club Racing experience was paying off. Greg finished 3rd in his feature race in what turned out to be quite exciting to watch with full in-cockpit view of the on-the-track bumping.

Overall, Zone 12 finished a distant 6th, well behind the 1st place team from Zone 1 (North East US, Maine to New York. Time to start working on our cheers for next year!

On the Hi-Bank—*Jack Roberts*

Feeling the need for speed, Lois and I had signed up for a Carolinas Region DE on the 4th of July at Charlotte's Lowe's Motor Speedway. By the time Friday rolled around, we felt the need for speed! We were up early to get the car tech'd, meet our instructor and attend the driver's meeting. Our instructor cautioned us to listen carefully during the meeting to cautions about transitioning from the infield (mostly flat) section of the 2.25 mile course to the high-bank section. We were warned to make that transition with two wheels at a time to avoid "torquing the car", which has been known to leave windshields littering the raceway...Gulp. We split into four run groups, so even though Lois and I were sharing our car, we had a break before our turns came. We moved to the infield bleachers just in time to see a 997 spin and crash straight into the wall! We later heard that the occurrence was the result of a foreign object in the tire rather than driver error, but suspect explaining the

damage to State Farm required just as much finesse. (Years ago, at our first DE, we were advised to carry \$300 in cash on us—in the event of damage resulting from an unplanned exit from the track, we'd want the tow truck to deliver the car first to a large tree, before calling our insurance company. Sounds like fraud, but is probably not uncommon.)

Our turn came (we each got four 30 minute sessions on the course) and we carefully transited to the banked section—nothing gradual about it either, one moment you're flat and the next it's like you're driving on the inside of a teacup. We made good speed on the banked sections, topping 130MPH, but by the end of the day we had barely enough energy to drive to our hotel. We were quite literally out by 6PM—no fireworks for us this year. I thought back to Derek Bell reminding us that in his day, driver teams at the 24 Heures Du Mans were composed of but two drivers! Then I remembered that I was young once, too.

We awakened the next morning to rain that followed us all the way home, including the stopover we made to visit friends in Hilton Head. That's summertime in Florida—Parade Colorado is probably a good idea. Thanks to all who contributed to this for sharing their memories of Parade. Come with us to Parade Colorado next year and make some of Porsche Parade memories of your own.



Lois Roberts stretches out their Boxster on the High Bank at Lowe's Motor Speedway



Spacecoasters at Parade included (from L-R) Jim & Judy Gibson, Don & Robin Grainger, Lois & Jack Roberts, Elaine & Tom Gorsuch. Not pictured are Dan & Neila Bird, David & Ginny O'Neal, Perry Stewart and Ryan Gorsuch.

Coming Region Events

Watch our website <http://spc.pca.org> for updates and more info.

Aug 17, **Barbeque at Stower's 356 Shop**, starts 10AM. BBQ Lunch at noon. Free opinions on favorite 356 colors. 2495 Jen Dr., N. Melbourne. \$10/pp. RSVP to Kirk by Aug 15 at kstowers@cfl.rr.com or call (321) 676-2590.

Sept 7, **Kaffee Klatsch**, 9AM at Panera Bread, Eau Gallie Blvd Indian Harbour Beach. Contact Ralph for info at ralph.f.fritzsche@nasa.gov.

Sept 20-21, **Gold Coast and Suncoast Region DE at Sebring**, <http://register.pca.org>

Sept 27, **South Region Drive and Vero Beach Lunch**, Leave Porsche of Melbourne at 9AM, waterfront lunch in Vero Beach. Lunch reservations require you to RSVP to ralph.f.fritzsche@nasa.gov

Oct 10-12, **Oktoberfest PCA Club Race in Daytona**. Caravan details to follow. Info and volunteer at www.pcadaytonarace.com.

Oct 14-15, **Group Participation, Porsche Sport Driving School**, may be a few spots. E-mail doneal@cwisdom.com

Oct 18, **FIT 50th Anniversary Parade**, invited to participate, ralph.f.fritzsche@nasa.gov for info.

Oct 25-26, **Citrus DE at Roebeling Rd**. Register at <http://register.pca.org>.

Oct 26, **Kaffee Klatsch**, 9AM at Panera Bread, Indian Harbour Beach. Contact Ralph for info at ralph.f.fritzsche@nasa.gov.

Nov 1, **Oktoberfest Picnic, Concours and Swap Meet** at Kiwanis Park, Merritt Island. Starts at 9:30AM, judging at 10:30AM. \$10/pp, BBQ supplied, bring a desert to share. Contact Ralph for info at ralph.f.fritzsche@nasa.gov.

Dec 6-7, **Historic Sports Car Racing at Sebring**. Info at www.hsrace.com. Join our Sat. caravan. ralph.f.fritzsche@nasa.gov for info.

Dec TBD, **Autocross with Citrus Region**, Ladies Day.

Dec 14, **Holiday Party**. Details to follow.

Join our on-line forum at <http://autos.groups.yahoo.com/group/spacecoastpca/> Visit our sponsor <http://www.porscheofmelbourne.com>

Other Items of Interest (Non-Region, but still fun)

Sep 18-20, **PCA Escape**, Albuquerque, NM <http://escape.pca.org/welcome.html>

Oct 2-5, **Croctoberfest 2008**, Atlanta, GA www.caymanclub.net

Oct 3-4, **Petit Le Mans ALMS Race & Porscheplatz**, Braselton, GA www.americanlemans.com

Oct 11-12, **Festival of Speed**, Orlando, www.festivalofspeed.com

Oct 16-19, **Rocket City Ramble—a 914 event**. www.rocketcityramble.com

Nov 2, **Winter Park Concours**, <http://www.winterparkconcours.com>

Nov 8-9, **Historic Sports Car Racing at Daytona** www.hsrrace.com



SPACE COAST REGION
PORSCHE CLUB OF AMERICA

**7755 S. Tropical Trail
Merritt Island, FL 32952**