

Der Porsche Brief

Newsletter of the PCA North Florida Region



FLORIDA CITRUS REGION PCA DRIVERS EDUCATION

Flag Explanations



Standing Yellow

CAUTION! Slow down and be prepared to take evasive action. Incident should be off of the track surface.

Waving Yellow

Proceed with extreme caution, slow down and be prepared to stop. Incident is on track. The track may be completely blocked.



Red Flag

Stop quickly and safely, watching for cars behind you. DO NOT JAM ON YOUR BRAKES. Proceed slowly until you can view the next manned corner station and move to drivers right.



Black Flag

Acknowledge the flag and pull into the pits. There will be someone waiting to talk with you. There is something that the officials need to discuss with you.



Meatball

This is a mechanical black flag. Acknowledge the flag and proceed to the pits with care. There is something wrong with your car that you need to fix or have checked before you continue. If this flag is not available, a regular black flag may be used.



Blue Flag

Passing flag. A faster car is approaching. In a passing zone give a Signal, give them room and let them by.



Debris Flag

There is something on the track. Could be oil, water, or parts from other cars. Slow down. Scan the track surface to see what the debris is and be prepared to drive through it or drive off-line to avoid it.



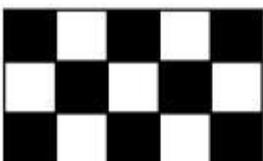
White Flag

The white flag indicates a slow moving or emergency vehicle is on course. Be prepared to slow down. You may pass the vehicle if directed to do so and it is safe to do so. Flag may also be used to indicate that a car preceding you is entering the pits.



Green Flag

Start of session and clear course. Proceed at Speed.



Checkered

End of session. Take a cool down lap and proceed to pit lane and into the paddock at a slow and safe speed.



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Newsletter of the PCA North Florida Region

3rd & 4th Quarter 2015

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Cover Photo

The cover photo is three North Florida Region 356s participating in the annual Drive Your 356 Day. The 356s are posed in front of the First District Court of Appeal in Tallahassee. Photo-Barry Waters

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Bavaria at the Beach

Oktoberfest

By Alan Berg

Photos by A. Berg

Unless noted



YOU CANNOT DRIVE TO GERMANY FROM NORTH FLORIDA!

The closest locale even slightly resembling the mountainous terrain of Bavaria is the mountainous area in the Helen/Dahlonoga area of north Georgia—300 miles away! So how do North Florida Region members participate in the rousing German tradition of Oktoberfest—like everything else we do in Florida—

WE DO IT AT THE BEACH.

For this year's Oktoberfest celebration of driving, revelry, imbibing, chowing down, boat tripping and generally having a good time, the Region selected one of the most secluded spots on the Forgotten Coast—The Apalachee Bay Yacht Club (ABYC) at Shell Point, Florida. Katherine and Steve LaRosa made arrangements for the use of the ABYC Club House and with the help of Shirley and Tim Kerns, Christa and Bob Wilson, and support of other region members made the event happen. If you're





Lake Munson Photo-Roy Vaughn

not familiar with the Forgotten Coast take a look at this music video of the song Forgotten Coast by James McMurtry (http://www.youtube.com/watch?v=w0BhwLamL_8&sns=em), which features



some great video of the area.

We started out with 15 Porsches of varying types from a 356 to the latest 911 GTS gathering at the Gil Waters Lake Munson Preserve at noon on Ok-



tober 24, 2015. Bob Wilson led the Porsche Caravan on a drive through some desolate back roads of Wakulla County just inland from the Forgotten Coast. We saw a few other cars on the drive and all 15 Porsches were able to stay together for the 42-mile drive that ended at the Yacht Club. The caravan of Porsches, joined other Porsches on site and were parked on a grass area next to the ABYC adjoining the yacht slips of the ABYC owners' boats.



Over 35 folks attended.

After some time socializing and scrutinizing both Porsches, yachts, consuming refreshing beverages



for which Oktoberfest is famous and entertaining passers-by who stopped to admire a collection of about 20 Porsches, the dinner bell was rung. An ample supply of barbecue meats and chicken and all the trimmings were lined up buffet style in the upstairs area of the ABYC. Seating for most of the attendees were provided next to the buffet line up.

Some members chose to eat at the downstairs tables nearer the beer. We were able to watch on TV what was supposed to be qualifying for United States Grand Prix, but was a hastily arranged practice session in torrential rain at the Circuit of the Americas in Austin, Texas. Dessert was a very nice Porsche Cake commemorating



the 50th Birthday of Katherine and Steve LaRosa's red 1965 first year 911 named Porschell.

Following the feast, an attempt was made to set up a horseshoe pit, but the ground proved to be



harder than concrete, so door prizes were passed out instead. Our Region President, Danny Fuchs, assembled a wide array of Porsche related door



prizes, including books, facsimile Porsches, jewelry (including cuff links) and my favorite, Brumos No. 59 dog bandanas-one of which was won by Danny's dog. Lots of stuff was given out and things quieted down a little from a long day driving, reveling, eating, drinking. Car related and other conversations began on various areas of the ABYC facility, and David Meade arranged pon-





Photo-Roy Vaughn

toon boat tours of the Shell Point area for all who were interested. Most members took advantage



Photo by M. Waters

of David's knowledge of the area.

As it grew into late afternoon, Region members from the far western end of the Region began their long drive home, and other members began to depart also. One departure was delayed by flat tire. Have you ever seen ten folks trying to fix a flat on a



Photo-Roy Vaughn



Photo-Roy Vaughn

car which doesn't come with a spare tire? After some searching, the air pump and bottle of tire goop provided with the modern spareless Porsches was located, and the tire, which proved to have a slow leak, was re-inflated without using the goop. Make a note to yourself to check out the location and condition of your emergency tire equipment in your car whether it has a spare or not. Don't wait until you are in an area like the Forgotten Coast.

It was a great Oktoberfest. Thanks for all the work to put it together. Especially that of the LaRosas, the Kerns and the Wilsons. And thanks to all the Region members from far and near who attended and made it a great event. 🍷



Photo-Roy Vaughn

Region Ramblings

Notes of Interest from Around the Region

1. A new Board of Directors for the Region has been elected for a two year term. The members of the new Board are:

Don Boggs*, Merv Stephens, Fred Borg, Barry Waters, Tim Kerns*, Roy Vaughn*, Ray Morales, Robert Wilson*.

An * denotes a current Board Member who has been reelected. We have four new Board Members. Please give the Board Members your support and help. The new Board met on December 13, 2015 to appoint new officers and fill other positions for the Region. Our thanks and gratitude for a job well done go out to those folks who have served in Region positions for the last two years. Remember all the work done for the Region is done on a voluntary basis. Pitch in and help! Many of the Region events are organized by members who are not in leadership positions. If you have an idea for an event please contact one of the folks listed above. The next issue of Der Porsche Brief will have a complete list of Board Members and other folks in Region positions and their contact information.

2. The WJHG.COM Website has reported that talks are underway which may result in a motorsports park being built in Walton County. You can read the report at the following website:

<http://www.wjhg.com/home/headlines/Motorsports-park-possibly-coming-to-the-Panhandle-359703041.html?device=phone&c=y>

3. The North Florida Region By-Laws encourage the Region to participate in charitable activities. Region President Danny Fuchs recently spearheaded a pre-Thanksgiving effort among Region members that contributed 14 turkeys to a Thanksgiving food drive hosted by WTXL-TV for the benefit of the Second Harvest Food Bank. Second Harvest provided turkeys to those in need for the Thanksgiving holiday. Maybe a Region member will spearhead a effort to provide food for those in need for this holiday season!

4. My two year term as Newsletter Editor is coming to an end. If you would like to try your hand at editing the Newsletter, please let me or a member of the Region leadership know. 🍷

Submissions Welcome

Do you or did you have a special Porsche? Or a special Porsche experience or adventure? Got any pictures? Please tell us about it! We will be happy to include your reminiscences about your special car or experience in *Der Porsche Brief*. Please submit your reminiscences about Porsches or your experience



with them to the address on the back cover. Microsoft Word is the preferred format, but we can work with just about anything. Please send pictures separately. Do not embed them in the text. We do the *Brief* in Microsoft Windows Publisher and it does not *like embedded pictures*. 🍷



Drive Your 356 Day

By Alan Berg

Photos by Alan Berg unless noted

Each year on the Sunday nearest Ferry Porsche's (and Mindy Waters') birthday on September 19, Porsche 356 drivers in the North Florida Region take a drive to celebrate the birthday of the creator of their favorite car—the Porsche 356. Porsche 356 drivers from around the world participate in this international drive. To commemorate the annual 356 drives, 356ers from all parts of the world take pictures during their drives and submit them to the Porsche 356 Registry, a group of Porsche 356 enthusiasts, which publishes an excellent mag-



Every year it is a challenge to pick a spot to take a photograph that will attract the attention of the Porsche 356 Registry Publisher, Gordon Maltby. In the past, the local 356s have been pictured in a number of locales, such as the St. Mark's Lighthouse, Bradley's Country Store, the Sportsmanship Statue at Doak Campbell Stadium, Lake Hall and the Alford Greenway. It is not easy to pick a location. It has to have room to place any 356s that participate, and also several other Porsches and cars that show up to support the 356s and maybe just get out for a fun drive and outing in their Porsches or other means of transportation.

This year Don Boggs selected a building known generally as the Taj MaTallahassee, and formally as the Florida First District Court of Appeal. No ex-



azine every quarter on all things related to the iconic Porsches. The Porsche 356 Registry publishes many of these pictures in a Drive Your 356 Day collection in its magazine. It is quite an honor for a 356er to have a picture of his or her car appear in this collection.



pense was spared in designing and furnishing the \$48,000,000+ building, which resulted in a notable dispute over its extravagance and cost. The imposing structure made a suitable back drop for three 356s and several other Porsches and other cars, which at current prices probably totaled as much as the \$48,000,000 spent on the Courthouse. It was a good turnout of about 18 cars and 30 folks, most of whom stayed around for a backroads drive thru parts of Leon and Wakulla Counties to the Seineyard in Woodville, Florida, for a great lunch.

The event was not without difficulty for some local



Photo-M.Waters

356s. Don Boggs, after having trouble with a recalcitrant battery, got his Heron Gray 1964 Porsche 356 C started, but was sidelined with brakes needing to be repaired.

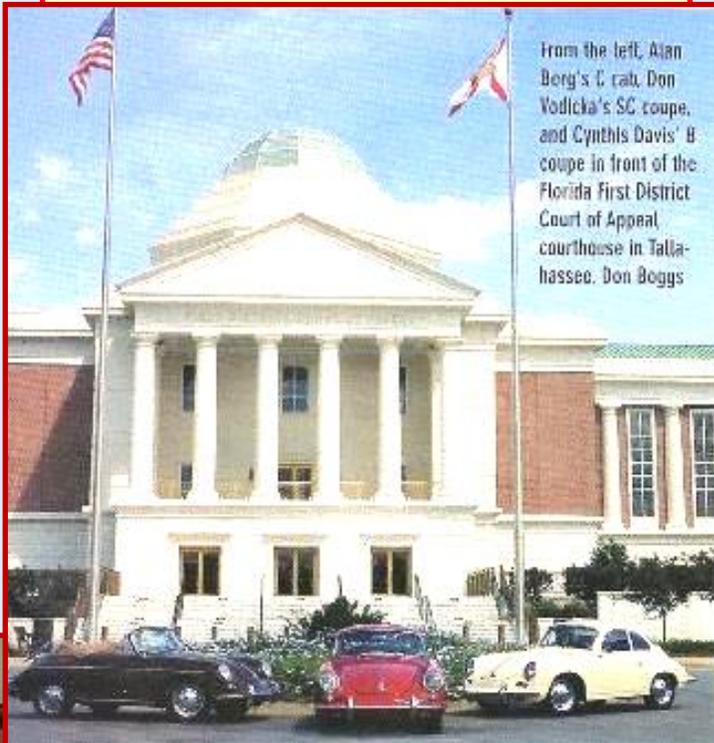
Don Vodicka stopped for gas on his way to the Court House and had trouble restarting his 1965 Red Porsche 356 SC. Don with assistance from folks at the gas station push started the car and



joined us for both the 356 pictures and lunch. Good perseverance by Don Vodicka.

After a few weeks of waiting, the Porsche 356 Registry magazine was delivered and the local Porsches appeared in the biggest picture on page 48. The local 356s have made the magazine seven of the last eight years. Thanks to everyone who participated during all those years for helping make Drive Your 356 Day a success. We need your help for next year—please suggest a suitable location for the 2016 event. Something with local flavor would be preferred, but any suggestions would be welcome. Email them to Alan Berg at the address on the back page of this newsletter. Thanks for your help! 🍷

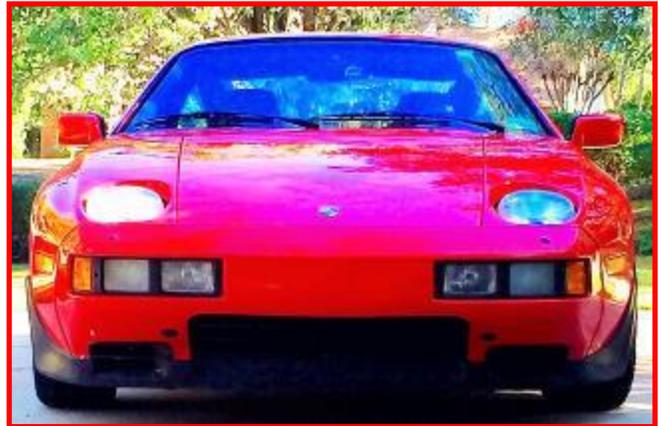
Region 356s as they appeared in the 356 Registry



From the left, Alan Berg's C cab, Don Vodicka's SC coupe, and Cynthia Davis' B coupe in front of the Florida First District Court of Appeal courthouse in Tallahassee. Don Boggs

Cars for Sale

1985 928 S Red / Black 81,600 miles.
\$10,000. 5 liter engine, 288 HP, rare
5 speed. Coming out of storage. We've
owned this car for 20 years and are
the third owners. Must make
room in garage. Contact David Bailey
at 850 668-4070 or baileyd4048@earthlink.net.



2003 Corvette convertible. 50th anniversary model with slate top and interior and garnet exterior. Less than 7000 miles. 6 speed. Pristine. Contact Neal at 850 933-4235 or nealdavis@tds.net



Story and Photos by

Bob Wilson

Autocross 101

The last time I participated in an Autocross type event was over 43 years ago when I was stationed at Fort Benning, Georgia. Back then it was called Gymkhana and the "hot" cars in the event were Lotus Super 7s, BMW 2002s, Austin Healy Sprites and the new Datsun 240Z. I was driving my 1971 Lincoln-Mercury Capri 2000 which was made in Germany. So now with my "new" (to me) 2001 Porsche Carrera 4, I decided to try my hand at a 21st Century Autocross.

Where to begin? I went to the PCA.org website and downloaded their introduction to Autocross and their 19 page "Autocross Defined" web article.

Autocross

Autocross is a sport of trying to navigate your car through a defined course of pylons usually on a large parking lot, faster than your competition. Autocross courses are set up using soft orange traffic pylons which will not damage your car, but they do melt! Events are run at speeds usually between 40-65 MPH, usually in 2nd gear. Autocross is a "performance driving event" and a safe way to learn how to drive your car at its limit. You not only learn how to handle your car at speeds that you drive daily, but you also:

- Gain confidence in your driving ability
- Learn the limits of your car's brakes
- Learn correct seating, hand, and feet positions
- Learn the limits of your car's tire adhesion

Finally, Autocross is a social gathering of new and old friends and **LOTS OF FUN!**

For more information about what an autocross is and how to do it, click [here](#). There you'll also find plenty of performance-driving tips and a glossary of driving and car-setup terms.

This provided me with the basics to Autocross. Additional information can be obtained from Wikipedia.org (searching on Autocross or Gymkhana). The Sports Car Club of America (SCCA) websites have other articles on Autocross.

After reviewing the various articles on Autocross, I wanted to know what events were available in the general area. Both PCA and the SCCA have a number of Autocross events scheduled in Florida, Alabama and Georgia. Since I am registered in the clubregistration.net website, I checked their schedule for any upcoming Autocross events. As it turned out, our sister PCA region to the west, Sonnenschein Region, scheduled an Autocross for Saturday, September 19th at the Baldwin County Central Annex Building parking lot in Robertsdale, Alabama.

Fortunately, my mother-in-law lives in Foley, Alabama just about 20 minutes south of Robertsdale. So I traded taking her to get gasoline, dinner out, and moving four framed pictures to different walls in her house for a place to sleep on Friday night. So morning came early and after breakfast at the Waffle House, I headed north to Robertsdale. I pulled into the Annex parking lot a little after 7:00 AM just as registration was setting up.

After signing the release form and paying the \$25.00 entry fee I went back to the car in the pit area. I began to take out any loose items such as my suitcase, chairs, briefcase, and floor mats. The car passed tech inspection and the wheel lug nuts

were checked for the proper torque setting. I was given the number 81 and I put the number on either rear window using the standard blue painter's tape.

I had the opportunity to briefly talk with several members of the PCA Sonnenschein Region. Wally Lindenmuth, President, was the organizer and took my registration money. Bob Langham, Track Event Safety Steward, was the event starter and laid out the course. I also was introduced to Stephen Pearce, Membership Chair, and Keith Boring, Sonnenschein Webmaster.



It was still early so I had time to walk the course by myself. (See the course drawing on page 16) The course appeared to be pretty simple consisting of a



number of offset gates, two tight hairpin turns and one cross over area (not a formal box) where the course line crosses itself. The course did not have any decision gates, slaloms (even, odd, expanding, decreasing, optional, or mandatory), or stop gates.

From 7:00 AM until 8:30 AM a few cars showed up. Between 8:30 and 8:50 AM several groups of cars showed up to the pit area. At the close of registration, there were 20 cars with 22 drivers set to participate in the Autocross. Nine Porsches were entered which included: one Cayman R driven by two, one Cayman, one Boxster S, one 944, one 968, one 911 Carrera S, one 911 Carrera, one 911 Carrera 4, and one Macan S. Other cars were: one Mitsubishi LANEVO driven by two, two Mazda Mitas, one Mazda RX-8, one Mazda Speed, one Subaru WRX, one Subaru WRX STi, one Audi S5, two Ford Mustangs, and one Chevy Camaro SS. Two Porsches showed up but did not run. One was a 911 GT4 and the other was a 356 S.

We had a brief driver's meeting where general procedures and safety rules were discussed. Drivers were instructed to take their first run at around 70% to get the feel for the course and to warm up tires and brakes. We were then broken down into two groups, A and B. Group A would drive four runs while Group B would be responsible for corner watch, confirming cone penalties, missed gates and re-setting cones. At the end of Group A's four runs, Group B would get four runs while Group A worked the course. This would be repeated until all had total of eight runs at the course. The event organizer and the safety officer walked the course with





the drivers pointing out any areas of concern and answering any driver's question. At the end of the walk through, Group A went to their cars while



Group B took up corner positions and worked the course. I was in Group B and I helped work the first turn after the start.

The event was to begin around 9:30 AM, but it was running a little late and did not begin until around



9:50 or so. During Group A's run the timing system went down and batteries had to be charged and replaced. There was about a 10 minute delay be-

fore Group A could complete their first four runs. Group A had a couple of cars turning times in the 42 second range with most doing between 44 and 46 seconds per run.

Then it was Group's B turn to take their first four runs at the course. I had no idea what to expect. I was just going out to see how the car would handle, have some fun driving, and I hoped that I could make improvement with each run taken. I took it easy the first run with a time of 63 seconds. Over the next three runs I steadily dropped down to 56 seconds. After Group B finished its first run it was around 12:30 PM. The event was to end around noon and several drivers were packing up to leave. The event organizers asked if drivers wanted to stay and complete another four runs. Seven from Group A and six from Group B said that they wanted to get in another four runs.

The remainders of Group A went to the starting line while those of us left in Group B headed to corner stations. I chose to work on the last turn and cross over area on the way to the finish line. Times for most of Group A remained the same. There were three that went below 41.5 seconds.

Then Group B began their final runs for the day. The fastest time of the day was turned in by a Mazda Miata in our group at 40.167 seconds. The Chevy Camaro ran a 41.578 but could not stop in time at the finish and ended up scrapping up his right front rim and breaking the lower right corner





of his fiberglass airfoil. I continued to steadily improve my times from 57 seconds down to a 53.6 on my seventh run of the day. My last run was below



53.6 but on the next to last gate I knocked down a cone costing me two seconds.



The result of the Robertsdale Autocross were emailed to me. Even though I was the slowest I had a great time and met some great people. Many were driving Porsches. I hope to do more Autocrosses in the future. I have only to drive my Porsche, improve my times and have fun. What did you do on Saturday? 🍷



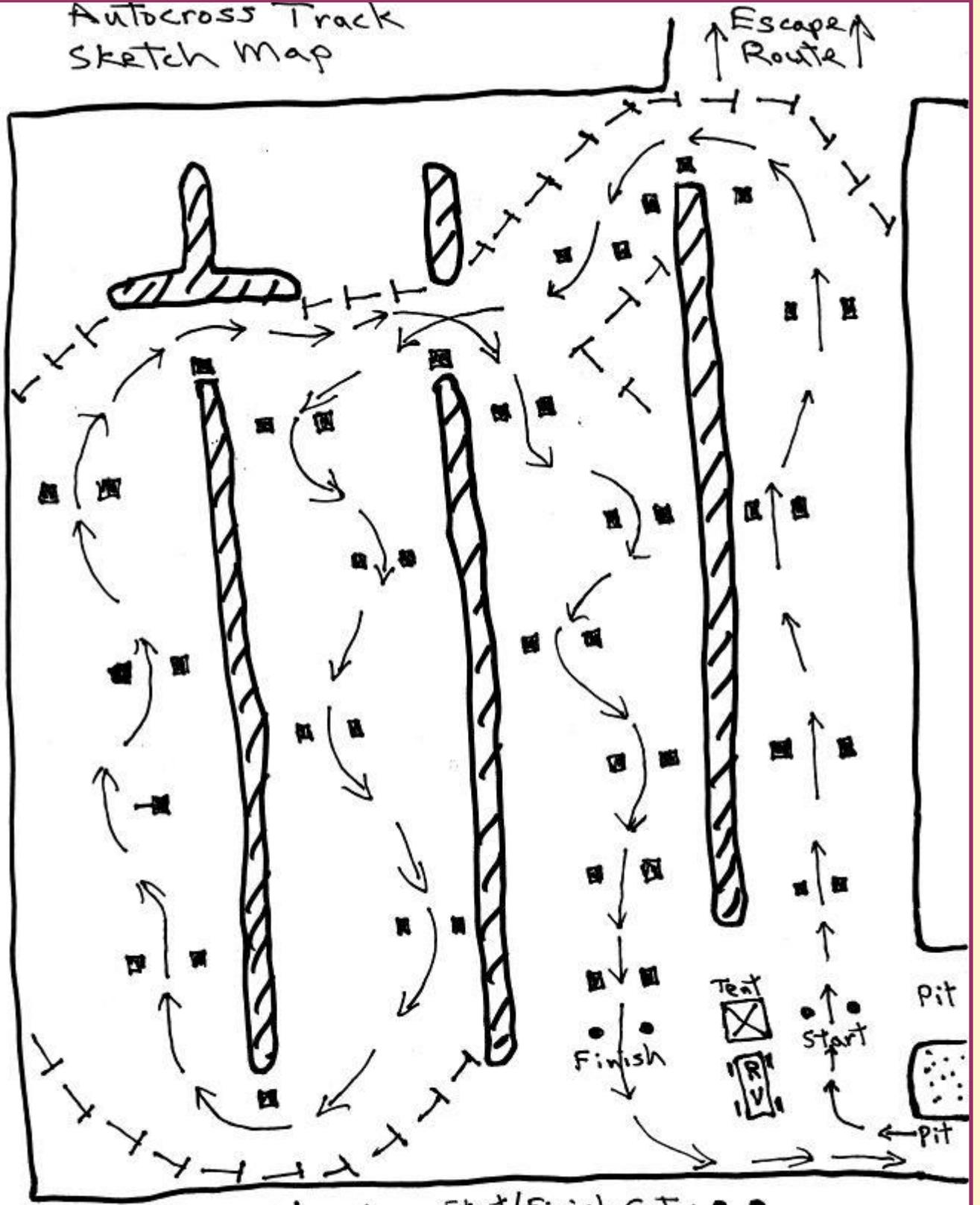
Robertsdale Autocross Results

Here are the Sonnenschein Autocross results from our September 19 event at Robertdale, AL. We had 20 cars and 22 drivers on a more open (and faster) course than we've had before. I know many of you missed Wally's beloved Chicago boxes, but I think we really enjoyed this course. Thank you Bob Langham, for that. Congratulations to Abdul for the fast time of the day.

Our next event will be at Pace High School on October 17, 2015. Hope you will join us for that one.

<u>Name</u>	<u>Number</u>	<u>Car</u>	<u>Fast Time</u>
1. Abdul Huuda	111	1995 Mazda Miata	40.167
2. Jeshua Brainard	20	2006 Mitsubishi LANEVO	41.068
3. Bob Langham	9	2012 Cayman R	41.357
4. Bill Blair	24	2015 Subaru WRX STI	41.406
5. Mike Long	71	2013 Chevy Camaro	41.578
6. John Roeder	11	2011 Audi S5	42.686
7. Wally Lindenmuth	6	2012 Cayman R	42.953
8. Kathy Morey	15	2014 Boxster S	43.413
9. Joel Bianchi	01	2015 Ford Mustang	43.690
10. Zack Grant	14	2004 Mazda RX-8	43.731
11. Amber Brainard	201	2006 Mitsubishi LANEVO	44.004
12. Pete Mellin	68	2014 911 Carrera S	44.106
13. Aaron Lamy	2	2004 Subaru WRX	45.186
14. Ron Martin	77	2005 911 Carrera	45.219
15. Lucas McGlamery	1	2009 Ford Mustang	45.894
16. Colton Lamy	4	1996 Mazda Miata	46.015
17. Ronnie Bozeman	29	2008 Cayman	47.337
18. Eric Guerra	507	2010 Mazda Speed	47.595
19. Kevin McCaig	7	1993 968	47.737
20. Stephen Pearce	179	1986 944	47.780
21. Ed Stone	38	2015 Macan S	53.204
22. Robert Wilson	81	2001 911 Carrera 4	53.690

Autocross Track Sketch Map



Escape Route
Grass Area

- Start/Finish Gates ● ●
- Car Route →
- Cones ■
- Directional Cones ↗
- Parking Bumpers [hatched shape]

Escape to Rushmore

Story and Photos by Frederick Borg

The Porsche Club always says, "It's not about the cars, it's about the people." That was certainly true at this year's "Escape", which was held in Rapid City, South Dakota on October 1-3. Granted, there were some beautiful Porsche automobiles up there, 285 of them, to be exact. There were also

As soon as I heard about the location, I knew I had to go. It's a part of the country I had never been to. Being a native New Englander, I find the wide-open spaces of the American West exotic and beautiful. Driving 1800 miles to Rapid City in my 2002 Boxster was a little cramped, but the car be-



550 terrific people from 38 states and 5 Canadian provinces. People came in 911s, 928s, Boxsters, Panameras and a couple of 356s. One guy had a 2001 Boxster that he had purchased last year with 9,000 miles on it. He bought it from a major American rock & roll star! Everyone there was friendly and eager to meet others for meals, drives, talks, and photos. Sometimes we even talked about *Porsches!*

haved flawlessly. The 80 MPH speed limits up there made the last part of the trip speedy, to say the least.

The Nord Stern Region of the PCA was the sponsor and they did a spectacular job organizing and running the event. They took good care of everyone and the event ran like a... well, like a fine German sports car. Everything was perfect. Except the weather. We had fog, mist, rain and dirt for the

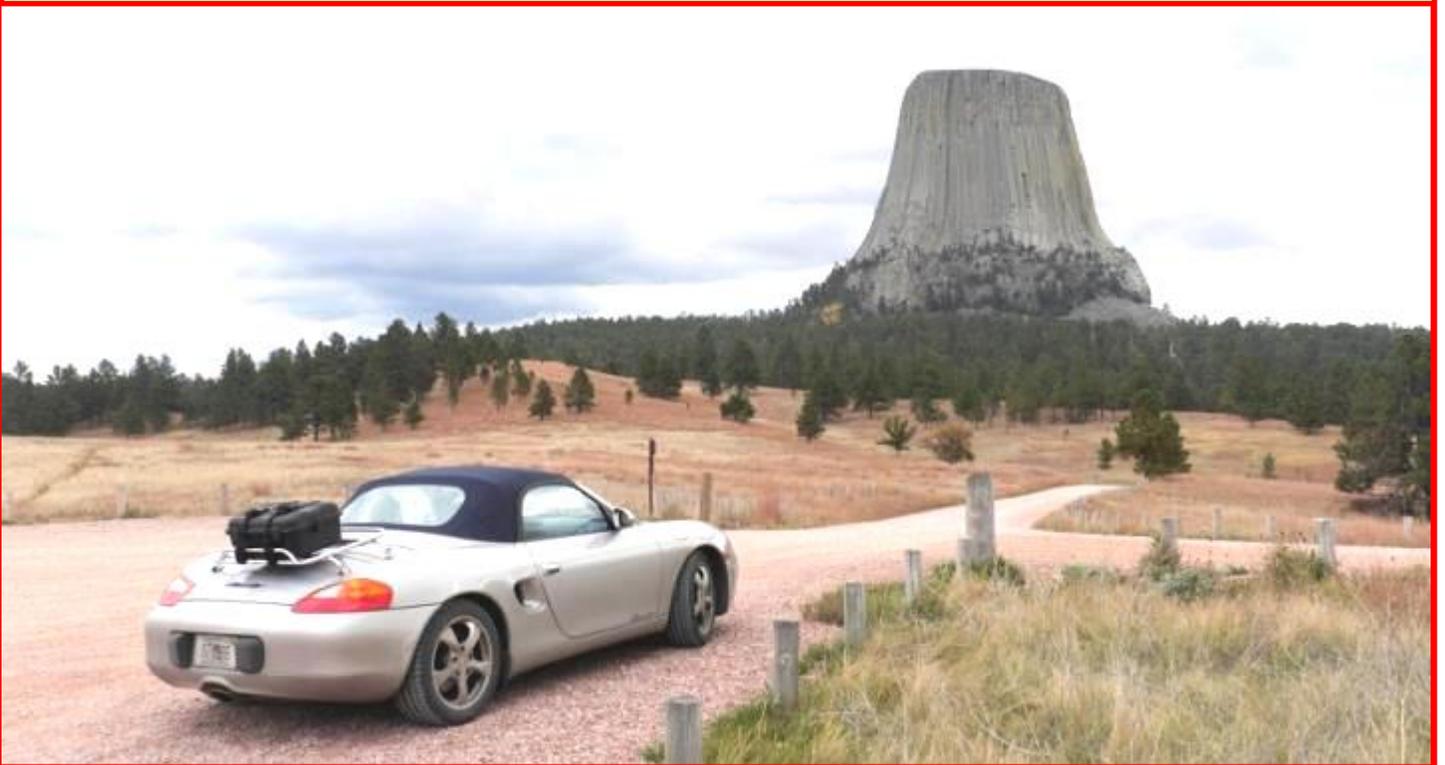


way was slower, but the small towns and scenic countryside were the reasons I like to drive long distances rather than fly. I stayed away from chain restaurants that we have here in Florida, but doing so taught me a tough lesson. When you live in Panama City, Florida, never, never EVER order fried shrimp in the town of “Resume Speed” Nebraska! Honestly, what WAS I thinking? Beef, yes, but not seafood.

If you have the opportunity to attend one of the national Escapes, by all means, GO! I’m not sure where next year’s Escape is going to be, but maybe I’ll attend that one, too. I’ll drive the 2017 911 that I’m going to win in the raffle. 🏆

three days of the event. There were terrific organized drives each day on winding canyon roads through The Needles, The Badlands, Custer State Park, Deadwood, Sturgis, Iron Mountain and out to the Mount Rushmore and Crazy Horse monuments. Great roads for a sports car. When the event was over I drove up to Theodore Roosevelt National Park in North Dakota, over to Devils Tower in Wyoming, then back to the Rapid City area where I drove the canyons again in better weather.

On the drive north and again on the way home, I took some scenic roads instead of the faster interstates. All the way across Nebraska on a state high-



APALACHICOLA AUTO AND OYSTERS CAR SHOW

REPORT BY ALAN BERG

PHOTOS BY ALAN BERG UNLESS NOTED

The North Florida Region has an attraction for the water. Shortly after the Region Oktoberfest Cele-

better known area of the Forgotten Coast at Apalachicola.



Photo-Bob Wilson



Photo-Bob Wilson

bration on the really Forgotten Coast at Shell Point, Florida, the Region sent a group of Porsches to a

Most of the Porsches involved gathered in Apalachicola on Friday afternoon and took care of final registering details, shopping, snacking, drinking and ogling the other cars gathering for the show, which included an MGB made into a pickup truck (pictured above). Folks either loved the modified MG or mumbled epithets laced with mentions of sacrilege. For me, it brought back thoughts of the John D. McDonald character, Travis McGee and the Rolls Royce pickup that he drove occasionally in that series of novels.





Literary thoughts aside, Friday progressed into a windy, cool evening with the Car Show hosts putting on a sock hop and serving oysters and beer in the park between Water Street and the Apalachicola River. The North Florida Region representatives did more than their share of damage to the oysters and the beer, and some even cut the rug (or grass and concrete) to a great collection of sounds of the '50s and '60s boomed out by a local DJ, the Mayor of Apalachicola.

The Tallahassee Social Chair, Shirley Kerns, then organized an assault by Region members in attendance on an unsuspecting local eatery called "Up the Creek." We secured a long table in the dining area and ordered. The local seafood was delicious. I had the largest piece of grouper I have ever been served in a restaurant and it was great, but I also

ordered cheese grits. The grits came in balls that were definitely cheese grits, but the balls were light and airy and tasted great. No one had ever had cheese grits served like that before.

Six Porsches were entered in the show among a total of about 50 cars. Not a bad turn out for the



first show put on by the Apalachicola group given the competition from the "Crusin' the Coast" which reportedly drew 3000 cars to Panama City that weekend. After getting the Porsches lined up in a group most of the Region folks present retired to a coffee stop on Water Street. While there, we ran into an old acquaintance of mine, J.C Osteen, a noted car collector and judge of car shows. He was one of the judges for the day. Our attempts to buy





his coffee and other subtle attempts at influencing the judge were rejected, but we did have a nice visit. Later J.C., while talking to Marc Freeman, invited the Region to view his car collection after the first of the year. The Region will attempt to schedule this on the weekend of the Post Holiday Party to add an event to that weekend.

All six Porsches entered in the event won a plaque. The Porsche turn out was match by a six car turn out by the British Car Club of Panama City. Bob Wilson, who organized the Porsche turn out, won a coin flip with the Brits and the North Florida Region took home the Best Participation plaque. Total seven plaques. Great Job Bob! 🏆



2015 48th Annual Thomasville Fly-In

By Barry A. Waters

Photos by Barry and Mindy Waters

unless noted

You know they exist because they've confronted you before - the 'non-believers'. "You have a car and you drive it *just to be driving*? You actually *enjoy* driving? You're nuts!". Truth be told, we might *be* nuts but, hopefully, it's in a good way. Every automotive enthusiast I know really *does* enjoy driving and a lot of them feel that a Porsche gives a driving experience second to none. We don't view ourselves as 'crazy' but understand that some folks always have and always will see us as somewhat off our rockers. It's the nature of the game and the concept of sanity is rather relative when it comes to afflictions like ours. Actually, we believe it's our detractors that are missing out on all the fun. For some reason we enjoy the cerebral stimulation of being behind the wheel on an interesting and scenic road. No straight lines and level surfaces for us, that's boring! With that settled, and given our *rela-*



tive status as nuts, I must confess that there *are* folks who are *truly* nuts. They are easy to recognize because, when given the choice, they are usually in close proximity to a confounded contraption assembled from wood, aluminum, glass reinforced plastic, carbon fiber and a good helping of God knows what else that is known as an aero plane. Yes, these are the folks with the *real* problem, it's not us!



Photo-Steve Churchard

Thanks to the good folks at the Thomasville, GA Regional Airport and the Thomasville Aviation Club, the region recently had an excellent opportunity to observe the folks with the 'real' problem at the 48th Annual Thomasville Fly-In on Saturday the 10th of October. You might be wondering exactly what a Fly-In is. Well, it's like a car show where everyone brings an airplane instead of a car. You get the same 'up close & personal' experience with the machin-

Photo-Bob Wilson



ery and the owners as at a car show but you're looking at airplanes instead. Got it? Splendid!

With an event that's had 47 previous iterations you can assume that the organizers have a pretty good handle on the affair and you would be correct.

With such a long and successful history the only real impediment to a strong showing is the weather, something that, unbelievably, even PCA National cannot control. And even though the weather at the airport (and over the surrounding region) was spectacular, alas all was not so further North and to the East, a situation that prevented this from being one of the more well attended fly-ins of the recent past. Not to worry however, as the turnout was large enough for everyone to have a great time and that's what matters!

Mike Woodham is embedded with PCANFR and just happens to have recently retired from the position of Airport Manager at Thomasville Regional. This made for the happy circumstance of Mike arranging for a Porsche Corral for the region's cars



just off the ramp adjacent to the Flowers Bakery corporate hanger. We started the day by meeting up just North of Tallahassee and caravanning to Thomasville, where Mike intercepted the long line of Porsches in wife Susan's Speed Yellow Cayman and pulled the 'Follow Me' duty all the way to our designated parking. That, sir, is service! Once we exited the cars, region President Danny Fuchs and Membership Chair Bob Wilson went about setting up a 'command center' with a pop-up shelter, tables and plenty of room for coolers and chairs. This was an delightful development with the exception of not having a proper transport vehicle for the



equipment - Bob had to haul the shelter in his 911 SC which I'm sure was a tight fit. I'm voting that the region buy a Cayenne to have a dedicated support vehicle and be done with it!

With the command center erected and properly staffed with folks and enough excess Panorama's to give one or three to all the curious that dropped by, the remainder of us struck out on the airfield to check out the planes. Even though the weather kept some highly anticipated aircraft from attending there was still plenty to marvel at and marvel we did. If you thought that sports cars and race cars can trend to the colorful side of the spectrum,



let me tell you that airplanes can give them an even-steven run for their money. Many of the paint jobs on display were as remarkable as the equipment that wore them, an element of the fly-in that is always a hit with photographers, amateur and professional alike.

What kind of aircraft were there? Like cars at a car show, age always plays a factor with vintage through modern eras being represented but after that the similarity starts to diverge. The Civil category (think 1 to 6 passenger size) appeared to be the largest and included the sub-category of Experimental jobs which can captivate by their simplicity, with some possessing only the most necessary elements for flight. Think of strapping an engine & propeller to your back, holding up a long board for a wing and hollering "OK Honey, fire her up". That thought goes a long way towards explaining the latter.

Airplanes that once served as basic or advanced training aircraft for the military can also have a good showing as long as they come from the days



when they would be declared surplus and sold on after their service. With their colorful and contrasting paint schemes they are always a popular attraction at fly-ins and several were on hand over the weekend. You'll find everything from bi-planes to small turbo-prop versions in this category but the latter are rare and usually the end of the line



as their successors became small jets which, while a few are around, are extremely expensive to maintain and operate on a 'for fun' basis.

What kind of owners were there? Folks just like the ones who bring their

cars to car shows. Affable, talkative, eager to explain what you're looking at and answer any questions you have. If you don't watch yourself you can find you've spent twenty minutes at just one plane! Can't say enough about these folks, even though



Photo-Bob Wilson



(as we all know) they're indeed 'nuts'! They certainly *make* the fly-in and work the late hours and spend the bucks to make sure they can get there.

The commitment is usually for a weekend with numerous affairs thrown in at the airport to round things out. Outdoor movies, cookouts and other group activities are not unheard of and many participants pitch a tent and sleep out under the wings of their plane and the stars above on Friday and Saturday night. It's a neat concept and makes for a load of fun!



Thanks again to the Thomasville Regional Airport staff, The Thomasville Aviation Club and Mike Woodham for really rolling out the Red Carpet for us. We'd also like to thank the aircraft owners and pilots that allowed us an in-depth peek into their fascinating hobby. We're looking at making this an annual excursion so watch the calendar for 2016's meet and keep your wings level and course true until then! 🍪



A VISIT TO THE PORSCHE EXPERIENCE CENTER

By Marc Freeman

Photos by Louise Freeman

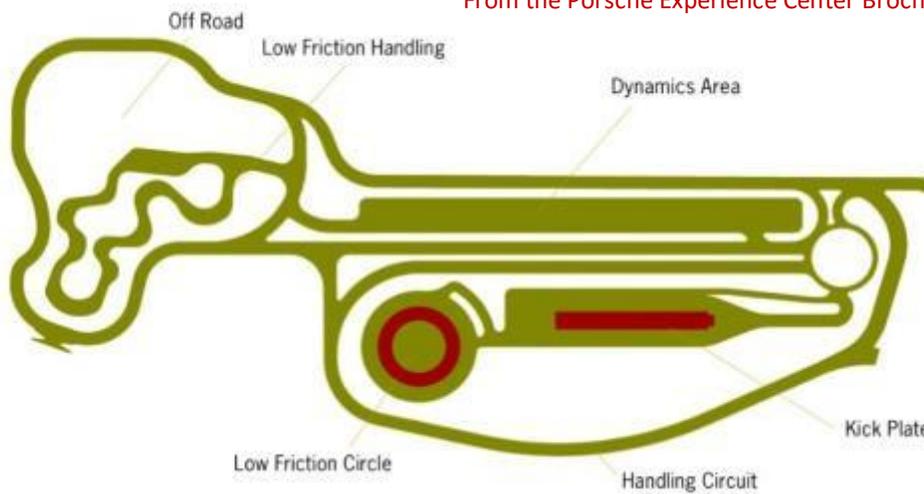
A visit to The Porsche Experience Center in Atlanta is well worth the experience for many reasons. I did so on October 15. Please let me bore you with my experience.

First, The Porsche Experience Center houses the corporate offices of Porsche Cars North America (PCNA). The building's architecture is well thought out. Aside from housing PCNA, a museum called the Heritage Center proudly displays Porsches rotated from the museum in Stuttgart (Ferry Porsche's Flat-8 cylinder 914 was on display) as well as Porsches loaned from private collections in the U.S. and

abroad. In addition, throughout the building, famous competition Porsches were on display. All of the current Porsche models available as well as the original prototype of the 917 Spyder are provided for inspection. A Porsche Classic Restoration Center is available to assist with the accurate restoration of any of their older products. A Personalization and Customization Center is available for assembling a new Porsche with just the features that you cannot live without. I remember picking up my Porsche in 1995 at the factory in Stuttgart and seeing a car being assembled for Martina Navratilova with snakeskin-covered seats. That probably saved at least 0.8 seconds of her 0-60 mph time. A Porsche Boutique sells clothing and accessories that carry the Porsche logo as well as books discussing the details and history of Porsche automobiles. Two dining facilities are available. A cafe with small breakfast or lunch fares and a gourmet restaurant, called The 356, which provides select dishes.

vided for inspection. A Porsche Classic Restoration Center is available to assist with the accurate restoration of any of their older products. A Personalization and Customization Center is available for

From the Porsche Experience Center Brochure



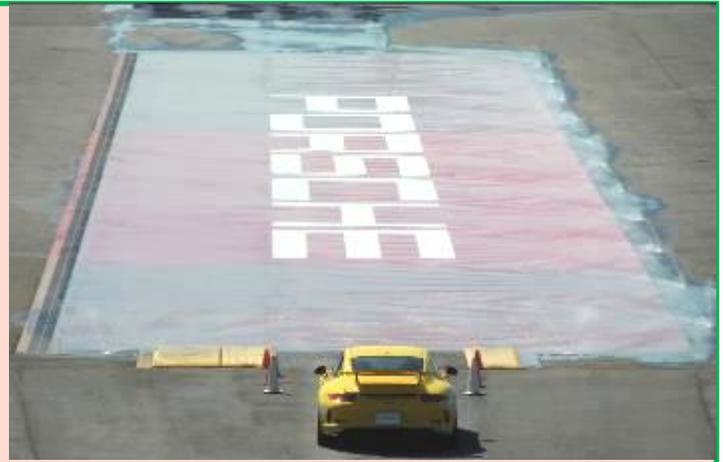
In addition to these, there are facilities available to test the performance of the Porsche-driver as well as the performance of all of the models of the Porsche-automobiles.

For the driver, there is a Human Performance Center which assesses individual wellness for driving preparedness. I failed the reaction-time tests miserably. I used the excuse that I am 71 years-of-age. Then came the Driver Simulator Experience. You race competitively with an LMP1 wheel, dashboard and pedals on many tracks around the world. I passed on experiencing The Simulator!

I chose to participate in their Course and Track Experience. It consisted of Off Road, Low Friction Handling Circuit, Low Friction Circle, Kick Plate and Dynamics Area as well as an off road course for Cayennes exclusively. You can choose the cars you want or drive your own. They have many car choices. I chose the GT3 for the day. You can choose your own car, a specific Porsche or a sequence of Porsches. Prices vary.

And now the experience! I have driven several GT3s in my life and always found them uncomfortable for ingress and egress. Nevertheless, this car scoots as a track car, but should not be a street car. They put a "kid" in the GT3 with me. He was very well informed and talked me through everything. He was very competent. He was never frightened by my performance despite the fact I was.

I started on the Low Friction Handling track. It is not a racing track but has all the configurations. It



is very narrow. The GT3 had a PDK transmission and disappointed me. I ran it with the paddles also. I am an MT (Manual Transmission) guy. My last 6 Porsches have been MT. The instructor was very





prevent the imposed spins. This is a function of your throttle and steering control. I never mastered it! I did it twelve times and only prevented an oversteer once. My stomach gave up after this and The Low Friction Circle. I had to sit down with a bottle of water in the shade for an hour before I could go to the 356 restaurant. After all, I did not want to revisit my elegant lunch at

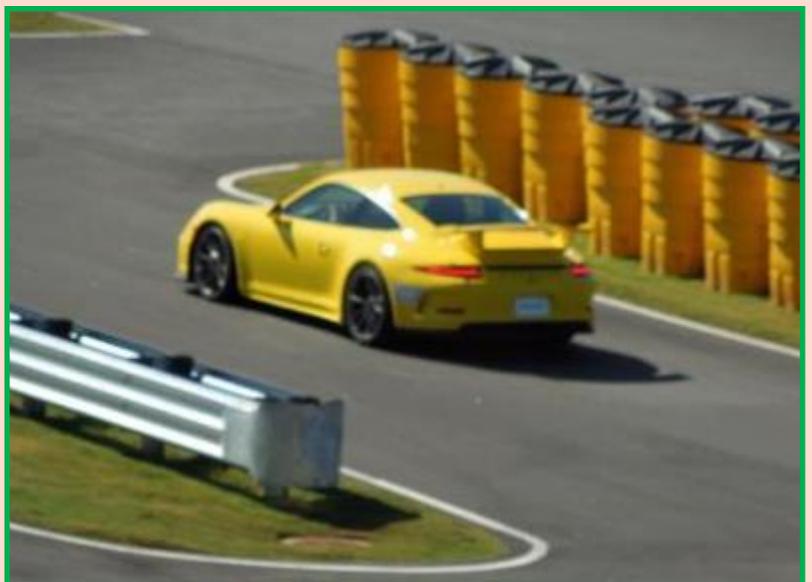
competent and enthusiastic. The Low Friction Handling track is run by the instructors around 90 + mph. Given I was a rookie, I did it at 70+ mph. It is well worth the multiple drives in a car of your



choice. I then drove the Low Friction Circle which, as described, is a circle that is constantly watered. They train you to accomplish the circle without spinning out. I took the circle 12 times and did not spin out over 8 circuits. Now the Kick Plate! Do not do the Kick Plate and Low Friction Circle back-to-back. I did! I had to stop because my stomach was accelerating beyond me. The Kick Plate is bizarre. It is a 100 yard straight track that is constantly watered. At the entrance is a plate that detects the speed of your rear wheels and shoves them in a right or left direction randomly. Without control, you do multiple spins that get you and your stomach's attention multiple times. The objective is to drive onto the plate and

The 356 restaurant. I then did The Dynamics Area in which I was introduced to the Launch Control dynamics of the GT3 as well as the autocross configuration of the track. That was fun! In Launch Control, you floor the throttle with your foot on the brake. While still floored, you remove your foot from the brake and you are "launched" down the track until you brake once again. The autocross was much like what I have experienced before, but never in a GT3.

Is it worth it? Yes! Brian Cunningham is the head instructor and is a friend of many of us. Would I do it again? Yes! It is an opportunity to test the car you wish to buy if you are of the track persuasion. I even had an opportunity to drive the new GT4 but my stomach was not up to the excitement! 🍷



2015 11th Annual All Car Club Show & Shine

Report by Barry A. Waters

Photos by Barry A. Waters unless noted

For the past decade Panhandle Ponies, Tallahassee's premier Mustang enthusiast's club, has organized and hosted what has become a major gathering of all the car clubs in the region. This year's event was held on the spacious grounds of the Tallahassee Automobile Museum and, as in years past, benefitted the Florida Highway Patrol (FHP) with a stuffed animal donation drive. As unintuitive



as it might sound at first, the FHP makes great use of these stuffed animals in comforting the children they so frequently encounter at accident scenes and in other frightening situations. The stuffed ani-

mals are distributed to and carried by our Troopers in their patrol vehicles and are replenished throughout the year by individual donations and events like this. With a great cause and location behind it, what better way to spend a Saturday morning and afternoon than helping children out and ogling a large field of automotive eye candy that runs the gamut from Street Rods to Sports Cars with all kinds of interesting surprises in between?

This year's October 3rd event experienced early morning rain and the iffy threat of more to come put an initial damper on attendance expectations. We worried for naught however as the turnout was exemplary. Our PCANFR contingent assembled at Ruby's Dinner just down the street where we enjoyed a group breakfast while keeping an eye on the Weather Channel on the TV in the corner. The mainly overcast skies and cool temperatures we



ended up with actually made things perfect for walking around and really taking your time examining (and photographing) the vehicles on display. PCANFR had a turnout of seven Porsches and one adopted Mustang so we were well represented but it was the Mustangs that ruled the day! The Fords came from as far away as Lake City and beyond, and it showed.



As is usual with gatherings that bring enthusiasts together, talking with the various owners about their cars was as interesting an experience as viewing the cars themselves. I brought along my nephew to check out the show and thought I had him sold on Porsche by the time we completed our

The Tallahassee Streetrodders were also out in force with a variety of marques and eras represented and while the subject matter may have varied, the level of preparation most certainly did not. Every car was turned out in fine style and reflected the owner's desire to present the best example possible. I'm glad I didn't have to pick a 'Best of Show' on this one as I had too many favorites after a lengthy tour of the field.

hour or so long drive to the affair. My mistake was letting him into the clutches of the Panhandle Po-



nies! One gentleman in particular gave my nephew a complete tour of his gleaming red Mustang GT Premium with such élan that by the conclusion of the briefing it was Porsche 0 - Mustang 1. Can't fault my nephew though, it was indeed quite a piece of work!

Once we got a few hundred photos of the cars & folks outside, we headed to the Tallahassee Automobile Museum proper to take in the collection there. If you've never been



you are indeed missing quite an opportunity, especially if you live nearby. We spent a good hour there and still didn't get to go over it as well as we would've liked to. A return trip is in the works!

Many thanks go out to the Panhandle Ponies for organizing the affair and to the many local car clubs and individual automotive enthusiasts that braved the forecast and made the show the success that it was. We also tip our hat to the personnel of the Florida Highway Patrol for the hard work they do day-in and day-out, 24/7 - Here's to you guys! I know that I'm planning to attend next year's event and so should you. It's for a great cause, and draws great folks and automobiles from miles around to arguably the most perfect (and appropriate?) location for a car show in the region. Make sure you join us next time! 🏆



PCA's October 2015 Roebing Road HPDE --102

Report and Photos by Bob Wilson

As a follow up to the February 2015 PCA Driver Education (DE) program at Roebing Road Raceway hosted by the Florida Citrus (FLC) Region, I attended my second High Performance Driver Education (HPDE) event. Registering and paying for the DE event was easy since FLC used Club Registration (events@clubregistration.net) to handle the sign up and payment. With registration taken care of, I



scheduled a DE technical inspection of the "new" (to me) 2001 911 Carrera 4 with the staff at Wagon Haus. The DE technical inspection form was completed on Tuesday, October 13th. On Thursday, October 15th I washed and cleaned up car and applied the car's number (81) to the hood and two doors.

After the February HPDE at Roebing I decided not to take any chances and purchased HPDE Event insurance. I used the insurance company from club registration web site. I insured the 2001 Carrera 4 for \$30,000. The policy was for two day of the HPDE event and had a 10% deductible (based on the coverage amount). Total cost of the HPDE event insurance policy was \$191.60. Not a bad price for peace of mind.

On Friday, October 16th, the morning was spent packing up the car. Around 10:00 AM Christa and I headed out from Wakulla Station on our way to Savannah, Georgia. We traveled east along I-10 taking the I-295 bi-pass around the west side of Jacksonville and linking up with I-95 north to Savannah, Georgia. We arrived at the hotel around 4:00 PM and checked into the Savannah Airport Comfort Inn and Suites. The Comfort Inn is only about 15 minutes from the Roebing Road Raceway.

Florida Citrus Region was doing something different at this HPDE. DE registration and Car Technical Inspection would begin at 5:00 PM at Roebing Road Raceway. When DE registration opened at the raceway, Christa and I picked up the weekend schedule, the tickets for the Saturday night Oktoberfest dinner, and event "T" shirts. Car technical inspection took place in the inspection area of the infield of the race track. I turned in the filled out pre-event technical inspection checklist. The car was inspected, the wheel lug nuts were checked for the correct torque setting, tire tread was checked, and the battery was checked to ensure it was locked down. We received the Run Group car windshield sticker. I was assigned to the Green (novice driver) group. This DE event had five groups: Green – Novice; Blue – progressing DE Driver; White – Experienced DE Driver approved for solo driving; Black – Advanced Solo Driver; and Red – Instructors. There were a total of 78 drivers participating driving in 69 cars in the HPDE event.

While all this was going on the PCA Florida Citrus Region was sponsoring the Friday night beer and pizza social being held in the Raceway's Dining Area. Florida Citrus provide a variety of pizzas,

chicken wings, several vegi-platters, and desert trays with cookies and mini pumpkin spice cupcakes. For drinks, they served a variety of beers, soft drinks, wine, and water. During the social, Christa and I met up with several friends we had met at last February's HPDE event.

Several weeks before the event I had contacted Mark Peebles who Christa and I had met before at the February event. I asked Mark if I could park my 911 Carrera 4 next to his trailer and 1998 Black/Orange Boxster # 41. Mark sent me an email saying it was okay for me to park next to his trailer.

Saturday morning came early since we had to check in at the track at 7:30 am. Although this was a PCA sponsored event, there were a number of other car manufacturers represented at the DE. The table in the right column has the breakdown of the various cars that were driven in this HPDE.

After parking the 911 in the pit area of Mark Peebles, I headed to the Food Pavilion for driver registration and the Mandatory Driver Meeting. At 8:00 AM student and instructor pairings were assigned and Rod Hill was my instructor. Rod had also been assigned a student in the Blue group. Rod was busy with his Blue group student during the Track Tour Laps for 1st time Green and Blue drivers. I reported for the Green Group classroom instruction which started at 8:30 AM and lasted one hour ending around 9:30 AM.

I expected to meet up with Rod at the false grid start area for the first Green group track session at 10:40 AM. For the Green Group, on track run sessions lasted 20 minutes or about 8 to 10 laps depending on your lap times. Rod was debriefing his Blue group driver and had not been informed that he had another student. From the pit area of the raceway, Rod was paged over the PA system. When he showed up I had lost about 5 minutes of track time. He apologized for the error and we got

Car Types	Number of Cars
Porsche 911 (various types - 1974 – 2014)	21
Porsche 911 Turbo (2001)	1
Porsche 911 Carrera 4 GTS (2012)	1
Porsche 911 Cup (2003)	1
Porsche 911 Super Cup (2008)	1
Porsche 911 RS (1993 & 1995)	2
Porsche 911 GT3 (2007 & 2015)	2
Porsche 944 (various types – 1986 & 1989)	2
Porsche 944 Turbo S (1988)	1
Porsche Boxster (including S – 1998 – 2013)	7
Porsche Cayman (including S, R, & GTS – 2006 – 2015)	10
Mazda Miata (1993, 1999 & 2004)	3
Nissan GTR (2009 & 2014)	2
Scion FR-S (2013)	1
Subaru Impreza WRX sti (2014)	1
Subaru BRZ (2015)	1
BMW M235i (2015)	1
BMW 330i ZHP (2005)	1
BMW 435xi (2015)	1
BMW M3 (1995 & 2011)	2
VW Golf R (2015)	1
Alfa Romero TZI (1961)	1
Bruton Stalker (2013)	1
Corvette Z06 (2002, 2004 & 2006)	3
Ford Mustang (2012)	1





onto the track. I felt that I was doing much better in the 996 vs. the SC. I really felt that I was driving much faster. Rod's main comment was that I was going really slow. The car had a lot more left in it. So the rest of my time at the DE was getting myself to go faster around the track.

After their first session on the track, Green and Blue Groups broke for lunch. After lunch, Green and Blue Groups had a "Walked the Track" to discuss the turns of the track and other points of interest along the raceway. The rest of Saturday afternoon for the Green Group was comprised of a 20 minute track session followed by a 45 minute classroom session ending with the third on track 20 minute session.



The raceway closed at 5:00 PM and everyone headed back to Comfort Inn & Suites for the Saturday night Oktoberfest dinner. At the hotel Citrus Region had set up a buffet that consisted of Bratwursts, Wiener Schnitzel, Sauerkraut, Red Cabbage along with a variety of mustards and Brown Gravy sauces. Of course there was German beer, wine and a variety of sodas. Christa and I had a nice meal and enjoyed meeting and talking with other DE participants. It was enjoyable and instructive, listening to drivers talk about

what they experienced during Saturday's session at the raceway.

Sunday schedule started out with a mandatory Drivers meeting followed by the Green group on the track first. At the Drivers meeting, it was announced that four drivers from the Green group would be moved over to the Blue group. This would even out the groups putting 16 drivers in each group.

After the first track session on Sunday, Green Group had its third and last classroom session.

As one would expect, my last run was the best for me. I was a lot smoother and faster on the track. I had a great time driving. The final Green session ended at 2:10 PM. There were no major incidents at the track. It was reported that only two cars spun out during the two day event.



I filled out the Florida Citrus Region HPDE Event Evaluation Form while Rod Hill completed my Driver Education Program Student Evaluation Booklet. Once these two forms were completed and turned in at the Florida Citrus registration trailer, Christa and I began packing up "old" 81 for our trip home. We were able to leave the Raceway at 3:00 PM when the scheduled Black group ended their session. With only a stop for gas and dinner, we made it back home by 8:30 PM.

Monday ended up being a recovery day. Most of the day I had a headache. Christa said it was caused by an adrenaline withdrawal. I tend to think it was caused by a lack of speed. Anyway, we had a great time. Can't wait for the next one. I hope to get Christa behind the wheel then. 🍀

Significant Dates for the North Florida Region

December 19, 2015 **Tallahassee Cars and Coffee Social Event** at Texas Roadhouse from 8:00 – 10:00 AM. For More Details see Tallahassee Cars and Coffee at <http://www.meetup.com/Tallahassee-Cars-and-Coffee/events>.

January 28- 31, 2016 **Rolex 24 Hours Event** at Daytona International Speedway

February 6, 2016 **NFL PCA Region "After the Holiday Party"**. More information will be coming. Details to follow on the Website, Facebook and Email blaster.

February 12-14, 2016 **HPDE by Florida Citrus Region PCA** at Roebing Road Racetrack near Savannah, GA. Instructor School on Friday the 12th, Driver Education on the 13th and 14th. Go to <http://www.clubregistration.net> for more information.

Socials: **Tallahassee Area Social– Third Wednesday each month, 6:30 PM, at Logan’s Road House, 750 Apalachee Parkway, Tallahassee, FL 32301. Please RSVP to Shirley Kerns at Shirley@penningtonlaw.com or 850-933-1245 by Monday on the week of the social. Thanks!!**

Tallahassee Area—Third Saturday each month, Car and Coffee, 8:00 AM to 10:00 AM, Texas Roadhouse, 3131 Capital Circle Northeast, Tallahassee, Florida.

Panama City Area Social and Cars and Coffee locations- Determined monthly. Watch the Website and Facebook page.

Destin Area Social and Cars and Coffee locations—Determined monthly. Watch the Website and Facebook page.

See the North Florida Region, Porsche Club of America, Facebook page (<https://www.facebook.com/pages/PCA-North-Florida-Region/163041718029>), and the region website (nfl.pca.org) for information on upcoming events and the latest updates and changes to event schedules. E-mail blasters are also used to update information.

North Florida Region Officers and Directors

Danny Fuchs		President, Safety/Insurance Chair and Director	Tallahassee
Steve LaRosa		Vice President and Director	Tallahassee
Don Boggs		Treasurer and Director	Tallahassee
Tim Kerns		Secretary and Director	Tallahassee
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Barry A. Waters		Webmaster	Crawfordville
Alan Berg		Newsletter Editor and Director	Tallahassee
Steve Kidd		PCA Zone 12 (Deep South) Representative	Gold Coast Region



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Submissions Welcome!