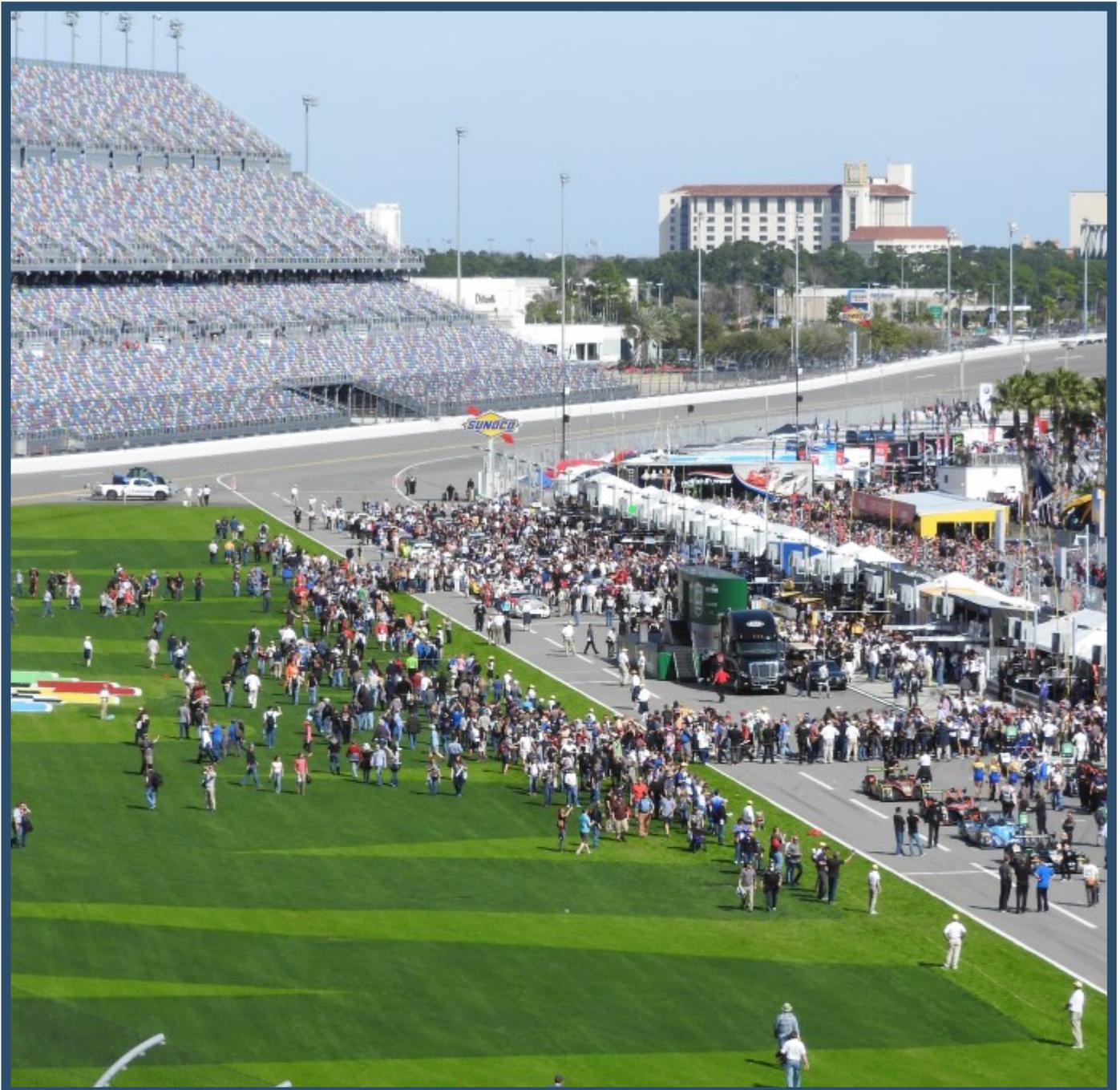


Der Porsche Brief

Newsletter of the PCA North Florida Region



**Registration
is now OPEN!**

ZONEFEST 2016

Memorial Day Weekend

May 27 – 30, 2016

SEBRING INTERNATIONAL RACEWAY

Chateau Élan as the host hotel

PCA/Gold Coast as the host region



To make your reservation now for this exciting weekend, just go to www.ClubRegistration.net and click on "search for events," "general search" and then "Zonefest" to register and pay. The cost for the full weekend (excluding the hotel) which includes all activities (concours, rally, tech quiz and autocross) as well as two banquets and lots of hospitality is only \$135 per person and \$65 for children under age 12.

If you haven't already done so, be sure to reserve your hotel room at Chateau Élan (863-655-6252). Just mention "Zonefest" for the special rate of \$105.

If you are unable to get away for the entire weekend, you can come out for the day and sign up separately for the concours, rally or autocross. You will not be eligible for the Zonefest Full Weekend trophies but can still enjoy part of the weekend. Just go to Club Registration to register and pay for the individual events. (Although you are not eligible for Zonefest trophies, the results will be forwarded to each region should they want to include those results with their series events)

- Concours d-elegance at Chateau Élan (by GoldCoast)
- Fun Gimmick Rally (by Everglades Region)
- Tech Quiz (by Space Coast Region)
- Kids Activities (by Space Coast Region)
- Buffet dinner at the Chateau ballroom
- Autocross on the skid pad (by Suncoast Region)
- Tour of the Renzetti private collection in Lake Placid
- Awards Banquet with trophies and door prizes

Should you have any questions feel free to contact Dottie Kidd at 954-562-5919 or dottiekidd@bellsouth.net



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Der Porsche Brief

Newsletter of the PCA North Florida Region

1st Quarter 2016

Vol. 43 No. 1

Cover Photo

The photo was taken from the grandstand at Daytona International Speedway during the grid walk before the Rolex 24 Hours at Daytona 2016 by Bob Wilson. Read Bob's Daytona story on page 7

Der Porsche Brief is published quarterly by the North Florida region, Porsche Club of America. See the article on page 4 for contact and submission information.

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WELCOME TO

Der Porsche Brief

As announced by President Robert Wilson, the North Florida Region (NFR) is now composed of two activity areas; The Canopy Roads Area and the Emerald Coast Area. Along with these areas, our newsletter, Der Porsche Brief, is also now receiving submissions from both areas. Marc Freeman (prolactin@comcast.net) is the Content Editor for The Canopy Roads Area and Scotty Roberts (scottandjan@cox.net) is the Content Editor for The Emerald Coast Area. Christa Wilson (christabwilson@embarqmail.com) is the Production Editor for the entire newsletter. Region members may direct their submissions to their respective Content Editors. The Areas have been enumerated in President Wilson's Presidential Report in Der Porsche Brief.

As President Wilson notes, the two content editors, one from each Area, will be responsible for soliciting from their respective Area members, articles, reports, and/or photographs on all things Porsches including events. For example, the articles and reports may consist of any detailed discussion of new models, new features, new accessories, new technology, or new issues with Porsche. In recent issues we have had detailed descriptions of upcoming models that were about to appear. How about a description of a new modification you made to your Porsche that you think your fellow NFRers may be interested in? Did you install PSE? Did you buy a new model Porsche? Moreover, the articles and reports may consist of anything of historical interest to Porsche enthusiasts. We previously have had detailed descriptions

of our older, beloved Porsches. Do you have a 912, 914 or 356 that we would all admire? Events of interest might include races, high performance driver's education, autocrosses, rallies, tours and social events. Many of us attend and participate in these events. Indeed, in previous issues of our newsletter we have seen reports from Sebring, Daytona, The Porsche Driving Experience, various Concours, our After Holidays Party, etc. There is no Porsche event that is not worth reporting.

For that matter, there is no topic of interest to Porschephiles that will go unpublished in Der Porsche Brief if you submit it! Just use your imagination. We look forward to receiving your submission. It should not take solicitation from the Editors. Please take the time to relate ANY Porsche experience you have had. Did you buy a famous Porsche? Did you take European delivery? Did you buy or visit a barn-find? Do you know of a Porsche for sale that must be featured? Do you know of a Porscheophile that must be featured? Did you buy an obscure Porsche? All is of interest to us. Let's hear about it!

We compete with other Porsche Zone newsletters from around the country. Would you like to see North Florida Region's newsletter represented? Please submit your interests to us.

Marc Freeman Canopy Roads Content Editor

prolactin@comcast.net

Scotty Roberts Emerald Coast Content Editor

scottandjan@cox.net

THE PRESIDENT'S CORNER

By North Florida Region President Robert Wilson

January 2016 started off with the election of new North Florida Region Board of Directors. Your Gang of Eight for the next two years are: Don Boggs; Fred Borg; Tim Kerns; Ray Morales; Merv Stephens; Roy Vaughn; Barry Waters, and myself, Robert Wilson. The Board elected the following as Board Officers;

Robert Wilson – President

Tim Kerns – Vice President

Fred Borg – Secretary

Don Boggs - Treasurer

The Board immediately began to focus on the Region's support for the Rolex 24 Hour race at Daytona and on completing the planning for the Region's "After the Holidays Party". To see how these two events turned out, please see the various articles and pictures in this volume of the *Der Porsche Brief* newsletter.

This year is special since the Region is celebrating its 45th Anniversary as a PCA Region. Over the years, the membership has increased and we currently have 235 Active and Associate members. We also have a number of PCA members that are just outside our official PCA boundaries and they choose to belong to NFL Region because we are closer than their PCA Region Headquarters. The PCA North Florida Region is geographically broad and it is not always practical to travel to all of the region's scheduled events from its far reaches. In order to expand the availability of social and driving opportunities for the region's members, we are creating two activities areas within the North Florida Region. They are the Canopy Roads Area and

the Emerald Coast Area. The Canopy Roads Area covers the area east of Chipley, FL to Lake City, FL from the Gulf of Mexico to the Florida border between Georgia and Alabama; and the Emerald Coast Area covers the area from Chipley, FL west to Crestview, FL from the Gulf of Mexico to the Florida border with Alabama.

The Canopy Roads Area has 75 Active members and 40 Associate Members and the Emerald Coast Area has 74 Active members and 31 Associate Members. There are 15 members that live outside our Regional boundaries.

The intent of this action is to create additional regional activities focused on the Panama City and Destin/Ft Walton Beach vicinities. We will be scheduling monthly Emerald Coast Area socials, with the social being held in Panama City/Panama City Beach during the first month of each quarter and in Destin/Ft Walton Beach during the second and third month of each quarter (with the exception of December, when there won't be a scheduled social).

If you would like to make suggestions, or just voice your support, please feel free to contact Roy Vaughn, North Florida Region board member for Destin/Ft Walton Beach at randjvaughn@embargmail.com or Fred Borg, Region board member for Panama City at fred2128@comcast.net.

The Board continues to search for members to fill in vacant activity chair positions and to work on the coordination between the Canopy Roads and Emerald Coast Areas. As part of this reorganiza-

tion, our newsletter, *Der Porsche Brief*, now has two content editors and one production editor. The two content editors, one from each Area, will be responsible for soliciting from their respective Area members, articles, reports, and/or photographs on all things Porsches including events (races, HPDE, autocrosses, rallies, tours, and social meetings). These content editors will review the articles for correctness (spelling and grammar) and appropriateness and then pass the articles and/or photographs to the publication editor. The publication editor is responsible for the layout of the newsletter, final review by the content editors and authors, production of the final version, and release to the Membership Chair, Website and Facebook Managers for distribution to members.

This sounds like a lot of work and it is. The Board wants to thank Alan Berg and Barry Waters for their service as Newsletter Chairs in the past. Alan has agreed to stay on for this year as an advisor to the three editors to help with the transition to this new organization. Your newsletter editors are:

Marc Freeman Canopy Roads Content Editor

prolactin@comcast.net

Scotty Roberts Emerald Coast Content Editor

scottandjan@cox.net

Christa Wilson Production Editor

christabwilson@embarqmail.com

If you are interested in submitting articles and or photographs to the newsletter, please contact one of the Area Content Editors. Articles should be written in one of the more common word processing programs like MS Word. Any photographs should be submitted in a separate directory. Authors may make notations where photographs should occur within the written text. The Production Editor will try to accommodate this in the lay-

out. The Newsletter is produced using MS Publisher and the final version is a PDF file.

The Board is working with each Area to select a charity that the Region can support through fund raising activities and donations. The Canopy Roads Area has selected America's Second Harvest of the Big Bend as its charity for 2016. The Emerald Coast Area is still in the process of selecting the charity it wants to sponsor for 2016. If you have any suggestions please contact Roy Vaughn or Fred Borg of the Emerald Coast Area. The Board is looking at fund raising events like a Poker Run, AutoX, or Car Show to raise funds.

The Board is working with each Area to develop a Regional Calendar of events for 2016. Some events will be held separately in each Area like Oktoberfest, participation in local Car Shows and monthly social meetings. Other special events will be held jointly like our annual "After the Holidays" Party, a tour to a private car museum, or our party celebrating the 45th Anniversary as a PCA Region. The Board plans to have regular meeting around every two months or so. If you have any issues or topics you would like the Board to investigate and/or discuss, please contact one of the Board members so that it may be put on the next Board meeting's agenda.

The results are in. The Great Porsche Armada at the "Blessing of the Fleet" this year was a huge success. Between the two areas, 54 Porsches showed up for this Regional event. Way to go. It's not just about the Cars, it's about the people. Let's all make this a great 45th Anniversary Year for the North Florida Region of PCA.

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Rolex 24 Hours at Daytona

Photos in this article were taken by Bob Wilson



2016 Rolex 24-Hour Race at Daytona

By Robert Wilson

I arrived back in Tallahassee on Wednesday, January 27th from working two weeks in St. Croix, U.S. Virgin Islands for the National Park Service. I disembarked from the plane at 11:30 PM and was in my own bed around 12:30 AM on Thursday. With daylight came the need to do some laundry before packing for three days at Daytona. Christa and I had hoped to leave by 10:00 AM but did not make it out of town until after lunch. We spent the next five hours or so driving in the rain all the way to Daytona arriving around 4:30 PM. With rain still falling, Christa and I opted not to go directly to the race track, but instead checked into the Best Western Aku Tiki Inn at the beach. Shortly after arriving, Tim and Shirley Kerns returned from the race track and Steve LaRosa and his Daytona "Posse" showed up. The Thursday practice runs, races and qualifying times for the starting grid of the 24 Hours had been cancelled. So we did not miss much track action. Dinner as usual was at Billy's Tap Room and Grill in Ormond Beach.



Friday was clear and windy with the garages at the track opening up at 7:00 AM. Christa and I arrived around 8:00 AM and parked in the Porsche Corral next to a couple of 356s. We went into the PCA

Hospitality Tent and registered. The Fanzone, Stadium gates and the Heritage Exhibition Display all opened at 9:00 AM. The morning Racing and Practice events began at 9:00 AM as well. The schedule included the Ferrari Challenge qualifying from 9:00 to 9:30; the IMSA Continental Tire SportsCar Challenge practice from 9:45 to 10:05; the IMSA WeatherTech SportsCar Championship practice from 10:25 to 11:25; and Ferrari Challenge Race #1 from 10:25 to 11:25. I spent the morning trying to figure out my new camera, a Nikon Coolpix P610.



At 1:00 PM, Christa and I met up at the Porsche Corral Hospitality Tent to take the Race Car Transporter tour. Steve and George Bolles had signed up for the tour and joined the group walk to the garage area. We got to tour one of the Alex Job Racing transporters. It was in support of Porsche 911GTR #23 – Team Seattle – The Heart of Racing GT Daytona race car. I took a number of photographs of the inside showing the work areas including a small metal lathe, storage closet with driving suites and upper storage areas.



After the transporter tour, Christa and I ate lunch. The only racing event scheduled for Friday afternoon was the 2.5 hours Continental Tire SportsCar Challenge Race from 1:45 to 4:15. Christa and I left the track around 4:30 PM. Dinner was at the Aku Tiki Inn with Tim and Shirley Kerns, Steve LaRosa and Steve's "Posse".

After dinner there was the annual "Picking of the 24 Hours Cars". For \$5.00 you received the opportunity pick cars from the four classes of cars running in the Rolex 24 Hours Race. The way it works is that the number of each car is placed in a hat. Each person that enters, takes turns picking car numbers. If there are not enough car numbers left in the hat to complete a round of selections, these car numbers are kept for people to select on Saturday should one of their cars not make it to the starting line. Scoring is based on the cars' finishing position. The person with the lowest score collects the Pot. For example: one person has cars that finish 2nd and 20th. That person's total score would be 22. Another's cars finished 5th and 11th with a total score of 16. The person with 16 would beat the score of 22. Christa and I both put our \$5.00 into the Pot with no expectation of winning our money back. You don't have to be at the finish to win.



Saturday morning came early. Christa and I got up around 6:30 AM and had breakfast at the motel. We made it to the track and the Porsche Corral around 8:00 AM. There was a very nice dark grey (carbon fiber grey) Martini #22 Porsche 918 Spyder in front of the Corral tent. The Corral was filling up. At 9:30 AM the Ferrari Challenge Race #2 took place and lasted until 10:15. Christa and I walked the Midway area looking at the various cars on display and checking out the souvenir trailers looking for any good deals on Porsche items for door prizes at the upcoming "After the Holidays Party".



The Rolex 24 Heritage Exhibition laps began at 10:30. We made it back to the Porsche Corral tent just in time to see the Porsche NA team drivers end their "Meet and Greet". They were starting to sign autographs. Steve and George Bolles got in line and George was able to get the drivers to sign his new scale Porsche 911 RSR race car. Way to go George!

For lunch, Christa and I walked down the Midway and stopped in a food vending area next to the giant Michelin Man blow up for a great grilled "chicken on a stick" that had been recommended by Tim and Shirley. After lunch Christa and I took the Tram out of the infield area to Parking Lot 1. From here we went into the Grandstand or Stadi-

um entrance nearest turn 1. The new Stadium is something to behold. It is four (4) levels high with elevators and escalators allowing spectators access to all levels. Steve LaRosa had said that level 3 or 4 at the Turn 1 end of the Stadium was the best place to see the start of the race. Christa and I made our way up to the 3rd level. From this level, out the back, you could see the Miata Ride & Drive track area in the parking lot; the Ford parking area with a large number of Ford GTs and a few Cobras; and the Porsche North American Corral parking area. Turns out we were right above the Porsche North American Experience Box on the 2nd level. Before the race began, we were joined by Tim and Shirley.



For my money, I don't think our seats could have been any better. You could see almost all of the track. You had a great view of pit area, you could see all of the infield turns and most of the outer track. The only part that you did not have a good view was on the backside by the lake where the race cars came down from the banking. With my new camera, I was able to get some very good pictures of the Start, infield racing, and climbing up the banking in turn 1 and 2. I was even able to get a good close up of the Porsche PCA Corral and the Ferrari's park area across the track.

In the beginning, one of the Porsche North America 911 RSRs in the GT Le Mans class was out in front being the "Rabbit" with the two Corvette C7 Rs trying to keep up. The other Porsche North America RSR was just sitting behind the Corvettes. Early in the race, car #70, a Mazda Prototype drove off the track in the infield area. This brought out the Yellow for many laps as it was being towed off the race course. This allowed many cars to come into the pit area for tires, fuel, and adjustments.



Around 4:00 or so, Tim, Shirley, Christa and I headed down to the Stadium park area. Tim and I went to the Mazda Corral area and took the Mazda Ride & Drive Experience where we test drove one of the new Mazda Miatas. We had one of the Mazda drivers with us in the cars and we got two laps around their test track. It was Great! Now I know why some many people purchase a Miata Sport Car.



It took three Tram trains before we all could board one to head back to the infield Fanzone and Midway area. Tim and Shirley decided to walk back to the Porsche Corral area. They were going to stay at the track and have dinner at the Grassroots Motorsports Tent. Christa and I were tired and decided to try and take the Infield Shuttle back to the PCA Corral. BIG MISTAKE!. It took us close to one hour to get back. We got in the 996 and got out of the track around 5:15 PM. Where to eat? Christa checked her iPhone and found an Italian restaurant on our route to the motel in Daytona Beach. We arrived at Zappi's Italian restaurant around 6:00 PM. There was seating inside and outside and they had a separate facility for cooking their pizza. We had a great dinner and would recommend this restaurant if you find yourself in the Daytona Beach area and are hungry.

Sunday morning came very early. North Florida Region along with Sonnenschein Region had the 8-12 noon shift working the Porsche PCA Corral. Christa and I had to pick up the donuts from Krispy Cream around 7:15 AM so we could be at the Corral by 7:30 AM. Christa and I were working inside the Tent with Christa making coffee and handing out the donuts. I, with the help of Dottie Kidd, worked the registration table collecting membership information and handing out raffle tickets to PCA members and their guests. While Christa was serving over 100 cups of coffee, Steve LaRosa with his "Posse" along with Tim Kerns, Steve Bolles, and George Bolles help park Porsches in the Corral parking area.

As usual, the night took its toll of cars. Porsche was in the hunt for a possible win, but a late Yellow made the end of the 24 Hours more like a sprint race.

Results from the Porsche PCA Corral were:

Friday presentation by CJ Racing – 58 attendees, Corral parking area – 75 cars;

Saturday morning during presentations – 158 attendees;

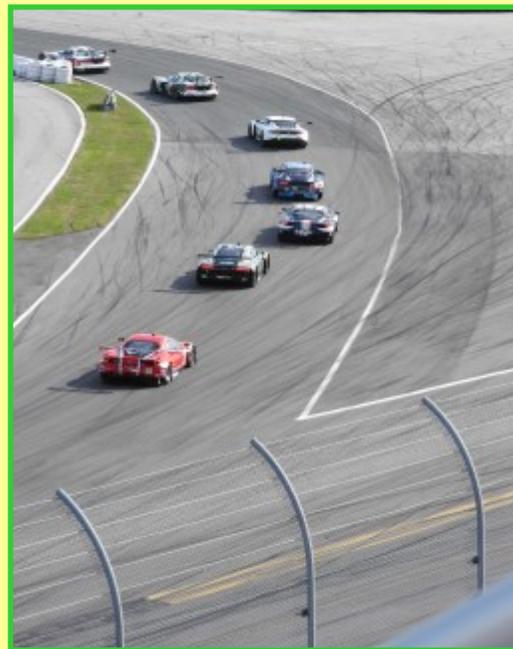
The Austin Hatcher Foundation (IMSA Charity) auction raised \$800 for a Bill Patterson painting.

Saturday afternoon Corral parking – 190 + cars

Sunday morning presentation by Michelin – 82 attendees, and Corral Parking – 125 cars.

802 registration form were filled out, 1130 attendees, 33 attendees were not PCA members, and Zone 12 (Florida) had 511 attendees from the 10 Regions.

North Florida Region had 17 attendees.



Rolex 24 Hours Race Results:

There were 54 cars starting the 24 Hours in the four classes (Prototypes, Prototype Challenge, GT Le Mans; and GT Daytona. There were 21 Yellow cautions with 11 occurring before the 10 hour mark. Only 43 of the 54 cars made it to the finish line. The top three finishers in each group were:

Prototype (Pro)

	Race Position	Class Position	# of Laps	Car No.	Make
1	1	736	2	Honda HPD Ligier JS P2	
2	2	736	10	Chevrolet Corvette DP	
3	3	736	90	Chevrolet Corvette DP	

Prototype Challenge (Pro – Am)

	Race Position	Class Position	# of Laps	Car No.	Make
18	1	702	85	ORECA FLM09	
25	2	698	52	ORECA FLM09	
29	3	693	20	ORECA FLM09	

GT Le Mans (Pro)

	Race Position	Class Position	# of Laps	Car No.	Make
7	1	722	4	Chevrolet Corvette C7 R	
8	2	722	3	Chevrolet Corvette C7 R	
9	3	722	912	Porsche 911 RSR	

GT Daytona (Pro – Am)

	Race Position	Class Position	# of Laps	Car No.	Make
14	1	703	44	Audi R8 LMS GT3	
15	2	703	540	Porsche 911 GT3 R	
16	3	703	93	Dodge Viper GT3-R	

Although Porsche did not win overall, they were in the hunt for the win in the GT Le Mans and GT Daytona classes. There still is 12 Hours at Sebring, 24 Hours at Le Mans and of course Next Year at Daytona. 

Rolex 24 Hours Infield Camping Experience

By Steve Bolles

After weeks of preparation, George and I pull away from Tallahassee in the Big Ugly; the 1967 Avion Camper, the WV (Wreck-reational Vehicle), not RV. All water systems are functioning with only minor



leaks that the 5 gallon bucket will take care of. Most LP Gas systems are functioning but Becky still sent multiple text messages to be sure George and I were not overcome by gas fumes. All is well. Food stuff was limited to items that Dad had to cook, such as, Mac & Cheese, Canned Soup, PB&J and various bags of Chips. Thursday found us driving in rain and fog but since George had a skip day from school his spirits were high. After a Mexican lunch stop in Jacksonville and meeting up with our good friend Garry Watson, we proceeded to the track. Although, not sure that the LP gas should have been the only gas we should have been concerned with.

The moment of truth; we were in possession of an outside GEICO tent camping pass for the West parking lot, an infield parking pass, and the Por-

sche Corral Pass. THANKS Bob! Could we drive into the infield with the BIG Ugly? Thanks to George's excitement, the parking Marshalls allowed us entry. YEAH! We set up camp between the International Horseshoe and Hair Pin in very close proximity to the permanent restrooms and shower facilities. Yes, you know why. Looking out the rear of the camper, we discovered our parking spot provided a clear view of the lighted lap and position board. How lucky was that? We met Mike and Mike, our neighbors, and I must say they were not awake in the mornings but always provided entertainment during the evenings. The big unanswered question, Will Becky and Sarah drive over Friday night camp in the Big Ugly? Our fingers were crossed.

Sunshine arrived on Friday and our traditional race experiences took place. George purchased a 1/18 scale replica of the 2014 Porsche model that won the 24 Hours; we attended the Fan Zone and purchased the Rolex 24 Hour hat that is numbered (always searching for the lowest number available); and Dad buys a VW Bus T-shirt. Long live Luftgekühlt! The Continental /BMW 200 starts on Friday afternoon. If you haven't seen this event, you really must try. The racing is great and the competition is fierce. George and I are rooting for the Plum Brothers in the Rum Bum Porsche. Guess what? The Girls arrive at Gate 40 and George and I deliver the Porsche Corral Pass. Did I remember to thank Bob? George hops in the car and directs Becky and Sarah to Base Camp. Really?

Race Day! George finally gets to see the 24 Minute Historic Cars Race. We all find ourselves rooting for the slowest car out there, a Lotus Cortina; LOTUS

(Lots Of Trouble Usually Serious). We make it over to the Corral and George secures an autograph from Nic Tandy and Patrick Pilet, Porsche factory drivers.



The race starts and all of our attention is focused on the two factory Porsches, numbers 911 and 912. Becky and Sarah enjoy watching from the in-field grandstand and really like the race broadcast by virtue of the RM Radio headsets I bought back when Toyota won the 24 Hours. Night settles in and Daddy is cooking dinner. I think if the quality of fare were better, Becky might really get used to it. 911 and 912 continue to climb in the standings. Wow, did you see those fireworks at 9:00 PM? Morning arrives and it's time for North Florida PCA to assist with the Porsche Corral. Tim and Shirley Kerns, Bob and Christa Wilson, Steve La Rosa and I were all in attendance. Steve La Rosa designed the parking spots; this was not his first Rodeo.

Tim and Shirley provided breakfast foods and Christa brewed more coffee than Starbucks that morning. Bob was visiting with Steve and Dottie Kidd, who represented Zone 12 without ever taking a break. Thank you Steve and Dottie!

Yours truly was attempting to direct very independent minded Corral participants to their assigned parking spots. I even offered to valet but had no takers. I really wanted to drive that beautiful Red 991 from Ft Walton Beach. Oh well, maybe next year. Becky and Sarah depart at 10:30 in our 997 Porsche Pollinator, more on that name later. Sarah had dance practice in Tallahassee at 2:30 but she really did not want to leave. Watching the Girls drive out of the Corral in the 997 will forever be a memory etched in my mind. George and I break camp and drive the Big Ugly through the turn 1 tunnel, another glorious 24 Hours.

SEBRING, here we come. Look out Merv! 🏆

Photos by Steve Bolles and Bob Wilson



CONCOURS d'ELEGANCE AT AMELIA ISLAND

By Marc Freeman



This year was the 21st edition of the CONCOURS d'ELEGANCE AT AMELIA ISLAND. This was the 10th that I attended so you folks might be tired of hearing about it. This year, as the last, Louise and I went with fellow Zone 12 North Florida Region members William and Sandra Dixon. We stayed at Amelia Island Plantation.

Lest you think that the only events that are available are to examine museum-quality cars at the Concours, we experienced a gaggle of distractions. Though the Concours was held on March 13, we arrived on March 10. The reason was that Brumos Porsche was holding their yearly Porsche Driving Experience at Mayport Naval Air Station on March 11. What a multi-event experience! The runways were closed at the Air Station so that Hurley Haywood could run week-kneed guests such as us around an autocross course at 140+ MPH in a PDK GT3. Moreover, they also provided drives with some other folks in the new MT GT4. I did that! What a hoot! We then went from there to drive current model Porsches on an autocross ourselves. William is interested in the Macan so he drove a Macan Turbo and a 991 C4S. The only car I drove was a 991 C4S Cabriolet which had rear wheel steering. It was very unusual and a pleasant experience if you are in the market.

From there on that day, we went to a spectacular lunch on the Base and then to a private, spectacular collection of nothing but race cars. We went on to The Brumos Private Collection. Given that Brumos has been sold to a family in Orlando, there is no known destination for The Brumos Collection. It will move and not remain at its current location. I spoke with the administrators and they were not yet perfectly clear on its destination. Moreover, I found that Hurley's 918 that was recently handed to him ceremoniously by PCNA and is in the collection, does not belong to him but to Brumos as I was told. It had 448 miles when I peeked.

We went to "previews" of the cars to be auctioned by Goodings and RM. We did not make the Bonham's Auction preview. The most spectacular preview was Goodings because they showed 18 of Jerry Seinfeld's cars. They were spectacular in person, but days later, they did not all sell well. The Carrera GT was the only car that did not sell. Among those that did sell, rather than reap the estimated \$28 million, he sold the remaining 17 for \$22 million. This included a 917-30 that was expected to draw at least \$7 million but ultimately sold for \$3 million.

We then went to "Cars-and-Coffee" which was initi-



ated last year. This was an exhibition of elegant, well-maintained street cars. William and I both applied to "Cars-and-Coffee." We were accepted. William and I parked our cars next to each other. His is a beautiful 2007 Meteor Gray 997 Carrera. Mine is a 2015 Agate Gray 991 Carrera GTS. We

both received so many kind, exciting comments! We were very pleased. They were both well received!

Then we went to the Concours on Sunday, March 13. We wandered among collector cars that were only there for the day. The number of spectators far exceeded the cars and thus made it very difficult to go face-to-face with an admired collector car. There were so many collector cars that I admired but the attendees do not understand how to get out of the view of a car while they are speaking to a long-lost colleague. Viewing was difficult! I spoke with many of the owners including the current owner of Janis Joplin's 356 which was displayed. Unfortunately, the weather report for the Concours predicted rain. As a result, I did not take my camera so there are no Concours-pictures accompanying this article. Nevertheless, as usual the cars were eye-catching.

Photos by Marc Freeman

One of the highlights was seeing other North Florida Region members who visited the Concours for the day. As always, I stumbled upon Freddy Kaye of our own North Florida Region. After I spoke to him about current Porsche and nutrition issues, he told me he drove down for the day from Tallahassee with Charlie Stratton, our former President. Not long after I visited with Freddy, I stumbled upon Charlie. They were day-visitors. They looked happy.

We and the Dixon's returned to Tallahassee on Monday, March 14; tired but also happy.

Why go to Concours? I consider collector cars an art-form. That is, a well configured car might rival an admirable sculpture. If you look carefully for a great deal of time, you might consider a 1958 Porsche 356 Speedster or a 1907 Rolls Royce a work of art that rivals a Rhodin sculpture. Please consider it as such! I have! 🏎️



It's Porsche Party Time After the Holidays



By Robert Wilson

Photo provided by Shirley Kerns

The North Florida Region celebrates the holidays each year with an “After the Holidays Party” in February, between the Daytona 24 Hours and the 12 Hours of Sebring races. Over the past few years the region has been alternating this event between the Canopy Roads Area in the eastern part and the Emerald Coast Area in the western part of the region. This year, the “After the Holidays Party” was held in Tallahassee. It took place over the weekend of February 6-7, 2016.

The festivities started with a lunch on Saturday with the members meeting at the Old Town Café at 1:00 PM. Nineteen or so members showed up for the lunch.

After lunch there was a tour/drive to the Museum of Florida History in the R. A. Gray Building in downtown Tallahassee. We arrived around 1:30 PM and met a few other members that showed up at the museum. It just so happened that the Museum of Florida History was having a special exhibit on Florida auto racing call “Sun Sand and Speed”. On display were a variety of cars including a replica of a red Stanley Steamer “Rocket”, one of Don Garlits’ drag racing cars, a Briggs Cunningham C4 race car as well as a modern day NASCAR. Other items on display were racing suits, trophies and many photographs of racing event in Florida including the 24 Hours at Daytona, the Daytona 500, and the 12 Hours of Sebring.



M.F.H. MUSEUM
Florida History

Historically Speaking

Vol. 14, No. 1 A Newsletter for the Friends of the Museum of Florida History January 2016

Racing Through History Children's Day

January 30, 2016
10:00 a.m.-4:00 p.m.



Come to the Museum of Florida History's annual Children's Day. The Museum hosts an entire day of free performances, exhibits, and history. This year's theme is "Racing Through History" to coincide with the Museum's exciting Florida auto racing exhibit. Enjoy live performances by the Tallahassee Ballet, the Young Actors Theatre, the Tronstate dance teams, and others. Also, the popular Dr. Sound's Music Clinic and the 80's Party Mouse face painting are back again this year. Dozens of

exhibitions offer hands-on learning, and other activities will include paper tube race cars, personalized button making, balloon bracelets, animal bingo, golf, and more.

Parking and admission are free. Some activities require tickets that can be purchased at the event or in advance at the Museum gift shop. Lunch is available for purchase from The Egg Express Cafe in the lobby. Follow the Museum on Facebook, Twitter, and our website, or call 904.245.5400 for more information.



The museum group broke up around 4:00 PM with the out of towners heading off to check in at the hotel. Later, Happy Hour and Dinner were at the University Center Club at the Doak Campbell Stadium on the campus of Florida State University. Happy Hour – cash bar started a 6:00 PM with dinner beginning around 7:00 PM. Over 35 members attended the dinner. Door prizes were presented throughout the dinner.



Four of our members were presented award plaques for their outstanding service to the region. Don Boggs was acknowledged for his long time service as our “Treasurer for Life”; Steve LaRosa for his service as past President, Vice President and hosting last year’s Oktoberfest party; Danny Fuchs for his past service as past President; and Alan Berg for his service as the region’s newsletter editor and historian.



For those out of towners that stayed over and some members from the Tallahassee area, a Sunday breakfast began around 9:30 AM at the Madison Social. Approximately 12 members attended the breakfast.



During this weekend, several members were able to present their new Porsches to the region. Janelle and Roy Vaughn drove their new blue Cayman and Carmen and Ray Morales arrived in their new black 911 Targa GTS. 🏎️

Photos provided by Bob Wilson



My First Driver's Education Experience

By Christa Wilson

My husband Bob experienced his first HPDE last February at Roebing Road Raceway. He had so much fun he convinced me that I should do it sometime. After his second DE last fall, Bob moved up to the blue group so that I could run in the green (novice) group and we could share our car.

We returned to Roebing on Friday, February 12th to participate in the Florida Citrus Region's Driver's Education for the spring of 2016. We arrived in the afternoon and met a friend of ours who drove over from Knoxville, TN to be with us for the weekend. We checked into the Best Western North Savannah, the host hotel for the event, rested for a bit and then went to the Raceway for check-in and tech inspection.

Florida Citrus Region hosted a social at the track with pizza, wings, drinks and desserts. It was then that I met my driving instructor, Dan Bates. Dan had emailed me a few days before to introduce himself. We emailed back and forth a couple of times. Dan was very encouraging about the weekend. He assured me that first of all he wanted me to have fun, be safe and get everything that I wanted out of my first HPDE experience.

It turns out that Dan is a pilot for Delta Airlines. He flies 757's and 767's around the U.S. and abroad. Dan was the perfect instructor for me. As you would expect for a commercial airline pilot, he was patient, calm and very reassuring. He was the best.

Saturday morning came early. It was cold!

The morning temp was 20-something and we had to be at the track for a mandatory drivers meeting at 7:30 a.m. Everyone met in the Food Pavilion to connect up driver and instructor and to go over a few basics like the flags and what they mean, etc. After the morning meeting, we first timers drove a couple of touring laps of the course just to see what was in store for us.

At 8:30 a.m. my Green Group reported for classroom instruction. We had about 70 minutes of instruction by Kevin Duffy, who is frequently the Region's classroom instructor for the green group. We were given booklet for important information to study and learn. Kevin was a very good teacher; he is knowledgeable, informative and humorous. The red, black, blue and white groups had a session on the track while the green group was in the classroom.





At 10:00 a.m. it was green groups first turn on the track. I can't tell you how nervous I was, but I put on my helmet, donned the communication device so I could hear Dan, buckled up and headed for the "false grid". The Grid is the staging area for the cars just before entering the track. We headed out onto the track at about 5 second intervals. Cars enter the track about two-thirds of the way down the back stretch. Dan told me that all cars must stay to the right all the way to turn one. After turn one, it's go, go.

There are cones placed around the track that mark the apex of each turn. Through the headset and with hand signals, Dan calmly talked me through each turn. I know I was very slow, but it seemed



fast to me as I made my first lap around the track. After a few laps I wasn't as nervous and I began to enjoy the ride. If cars were stacking up behind me, I was able to motion them around me on the back straight.

That is the only area where passing is allowed for the green group. Of course, I always had cars behind me by the time we got around to the back straight, but hey, that was OK. I got very good at pointing over my roof for the cars I had stacked up behind me to pass.

We had four sessions on the track on Saturday and two classroom sessions. By the end of day one I was exhausted, but satisfied with my progress. I was no doubt the slowest in my group, but that was OK. Dan was a great instructor. He never lost his patience with me. He was so encouraging and helpful.

On Saturday evening, there was a BBQ dinner for everyone at the hotel. It was a good time to decompress and talk to others about their day at the track. Bob and I were ready for bed early that evening. Bob had an awesome instructor named Ernesto Alvarez. Bob really learned a lot from Ernesto and enjoyed going out with him every blue group session. Both of our instructors took their own cars out during their sessions. During one of the blue sessions, I went out with Dan. He showed me what it is like to really know how to drive the track. It was scary, but fun.

On Sunday, it was an early start to the day again with a 7:30 a.m. drivers meeting. Again it was 20-something degrees. Brrr.... Green group had a classroom session from 9:15 to 9:45. Other groups were on the track during our classroom work.

We had our first session on the track at 10:40. Each of our sessions on the track during the weekend was about 20 minutes long. Believe it or not, 20 minutes is a good length of time to be out

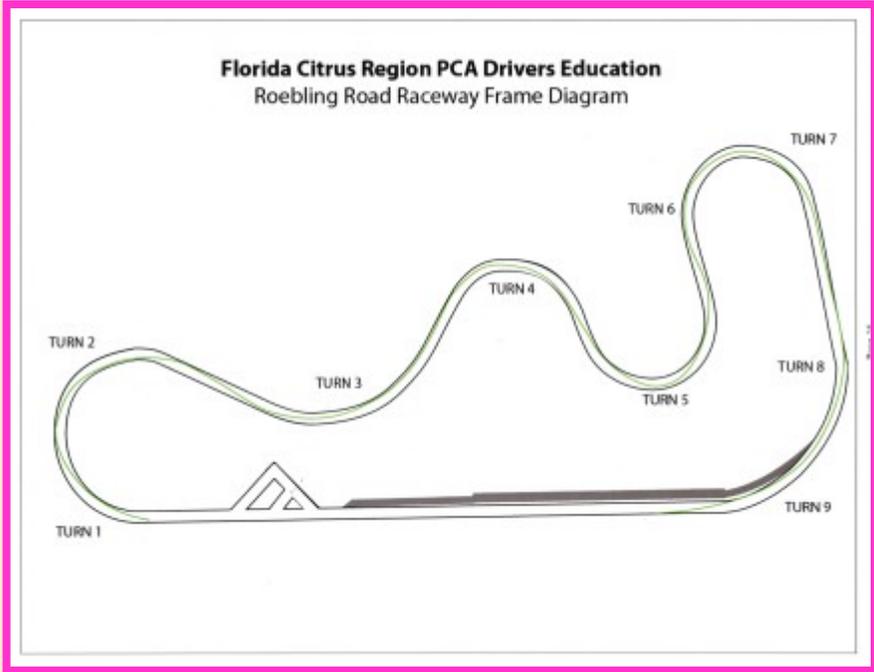
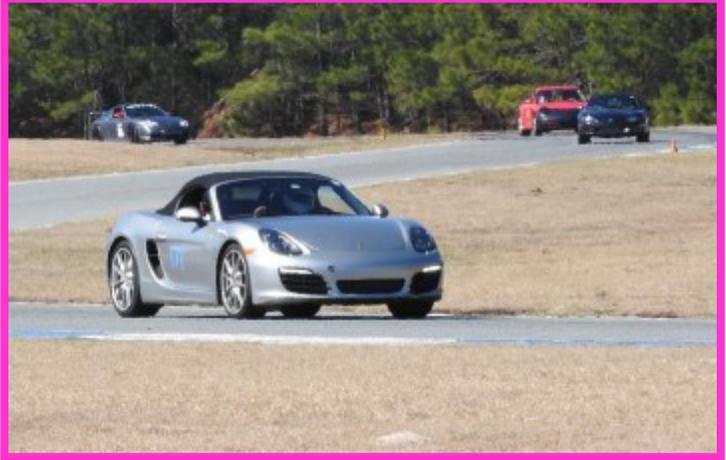
there. Any more than that is exhausting.

Green group had two more session on the track on Sunday afternoon. I am sure that I improved with each session, but I felt that I was really slow compared to many others in the green group. Of course, I must remember that many in the green group had participated in DE's before. I know that one woman, Terry, had taken a DE three times before and she still was in green.

At the end of the weekend, I can say I had fun, didn't hurt my car and most important of all, I didn't hurt anyone. Yea! I am ready to go again. I think Bob has unleashed a monster. 🏎️

Photos by Bob Wilson





Another Porsche Atlanta Experience

By Vaughan Williams

With my birthday approaching, my wife requested some ideas, so I dropped a hint. The next thing I knew, we were headed to the Porsche Experience Center in Atlanta for some track time with a Carrera S. I have been curious for some time as to how the newer 911 would compare to the Boxster in terms of handling. I have run in a few Auto X's and am impressed with balance and the "at the limit" handling of the Boxster, but my experience with Porsches is relatively limited following decades of motorcycle riding.

We arrived at the Porsche Center about 45 minutes early on a beautiful Friday morning. High of the day was 66 degrees F. The Center is a relatively large building that serves multiple administrative and technical functions, including an immaculate shop area set up both for refurbishing early models and for training mechanics in the region.

We began our tour by viewing the two level museum and admiring the pristine cars on display. With some time left before the drive time, we began to make our way to the gift shop. On the way, however, an employee approached and introduced himself as Brian*, my instructor for the session. He told us a bit about himself and shared that he had not only previously worked for Ferrari and BMW, but had also been a successful GT3 Cup racer. He suggested starting a little early so we would have the track to ourselves. I now knew the event was off to a great start.

He led me to the track area where we walked down to a line of orange Carreras. We chose the only one with silver wheels (so my wife could identify us on the track), and we began seat set up. I glanced around the cabin and noticed the car was optioned

with the good stuff --Sports Chrono, Sport exhaust and of course PDK. After setting up, we started with a few warm up laps on the handling circuit. I was then directed to the Dynamics area. This is about a 60' wide strip lined with cones marking distance and used for slalom. After positioning the car, Brian told me we were going to start with launch control. While I have read about this function many times, it was new and a bit counterintuitive to me.

"Hard on the brakes with left foot, jam the throttle to the floor with the right foot, wait for me to say 'GO' and get off the brake," Brian explained.

I found myself repeating the words to him to make sure there was no misunderstanding. Then with my left foot jammed on the brake and my right to the floor, the tachometer shot north of 6K RPM. At Brian's command, I took my foot off the brake, and the rear squatted with the aft engine yielding excellent traction. In seconds, the end of the strip was quickly approaching, and Brian yelled, " FULL BRAKE!"

The braking was excellent! I noticed the ABS pulsing was not as evident as in the Boxster. We repeated this exercise about six times. I soon realized he was evaluating and training my braking response for when we got on the handling circuit.

Next, I was directed to the kick plate. This is an irrigated low friction strip starting with a plate that randomly kicks the tail left or right. I was looking forward to this. About ten or so years ago, I was driving a friend's '80's era Carrera, and while initiating a spirited right hand turn off Thomasville Road in zero traffic conditions, the rear notoriously broke loose. I could not stop the ensuing slow spin even with full opposite lock. And yes, I had instinctively

lifted on the throttle. But back to the track, the first and second runs threw us into a violent spin even though I felt I was maintaining constant throttle level. The third time, Brian took some time checking how fast I could turn the steering lock-to-lock and where my weakness was. He suggested that, upon entering the kick plate, I maintain focus straight ahead on the distant. With that suggestion, I recovered the slide every time thereafter.

The following exercise was the low friction circle, an irrigated polished concrete surface. I had trouble with this as the PSM kept kicking in and shutting down the throttle when I attempted to maintain the slide. There is a sweet spot in finding the drift or slip angle before stability takes over and that will take another visit.

At last it was time for some lapping. The track is a relatively short track but with enough straightaway to break 100mph and certainly enough for my experience level. There are some blind hills and curves with two heavy braking points. My instructor critiqued me on many points -- hold the steering wheel at 9 and 3 only; do not trail brake; no braking in turns -- "you do not have the experience for that." Obviously, he was correct.

Slowly, the track became more comfortable though my brake points were inconsistent and needed work. We took a needed break by taking the car through the slalom, the low friction handling areas, and a few more kick plate runs. When we entered the track again, things were different. Several other cars had entered the course-- Cayman's, Boxster's, and a few more 911's. It was thrilling as I attempted to hang on to some of these cars, but they were piloted by experienced drivers. Even so, the curves were becoming more rhythmic, and I could feel the lap times dropping. The braking points, though, still leave much room for improvement. As for the PDK, there is no way I could learn so much in two hours

and have to shift also. The power and engine RPM was spot on every time. I do, however, enjoy shifting the Boxster on the street.

By now, I was mentally fatigued, but the fun wasn't over. It was now time for some hot laps with Brian, so we pulled in to the parking area and swapped seats. The ensuing laps are best described as surreal. So fast and smooth. We were by far the fastest car out there, and all were giving right of way as we approached from behind. What a thrill!

Overall, the 991 is worthy of all the credit I have read in Automotive reviews. I also learned how sturdy these cars are. After having a coffee on the veranda overlooking the track, we headed back to Tallahassee. Thirty minutes into the drive home, I realized we had forgotten completely about the gift shop. I guess we will have to return. 🤔

*Editor's Note: The instructor was probably Brian Cunningham, The Head Instructor at The Atlanta PDE and a friend of many of those in The North Florida Region.



AUTOCROSS 201

By Bob Wilson

This was my second AutoX sponsored by the Sonnenschein Region PCA from the Pensacola / Mobile area. It was scheduled for Saturday, February 20, 2016, just one week after Christa and I attended a High Performance Drivers Education (HPDE) event at Roebing Road Raceway near Savannah, Georgia. I left the DE car numbers on the 996 for the AutoX.

I registered for the AutoX through the clubregistration.net website. Once again, this event was being held at the Baldwin County Central Annex Building parking lot in Robertsdale, Alabama. So on Friday afternoon I headed out from Tallahassee to Foley, Alabama where Christa's mother lives. Foley is only about 20 minutes south of Robertsdale. I took my mother-in-law to the grocery store and out to dinner Friday night at the Shrimp Basket seafood restaurant in Foley in exchange for a very comfortable bed.

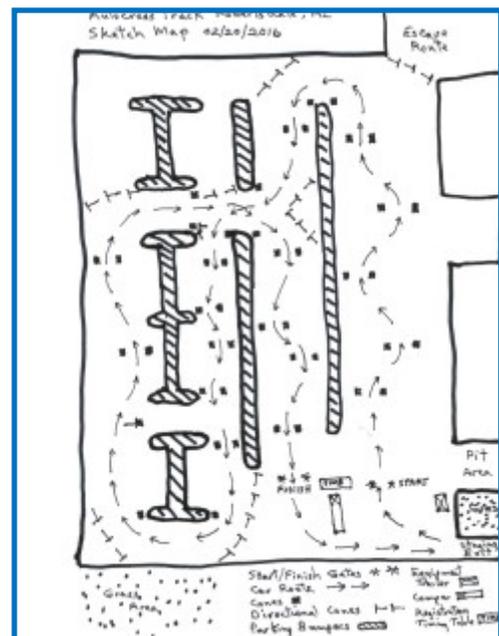
Saturday morning came early and I had breakfast at the nearby Waffle House around 6:30 AM. I pulled into the Annex parking lot by 7:30 AM and Wally Lindenmuth, President of the Sonnenschein Region PCA, was still setting up the course. Shortly, a few more participants arrived and we all went to work helping Wally finish working on the course. Three of us went around marking cone locations. Instead of using chalk, Wally had us using 2 inch strips of 1/2 inch sheetrock. Just peel back the paper backing and this worked just like chalk. After finishing marking the cones, I went to the registration / timing table and paid the \$25.00 entrance fee and signed the PCA release form. Then it was back to the car in the pit area to re-

move any loose items from the car such as my suitcase, chairs, briefcase, and floor mats. The car passed tech inspection. I did not have to use the standard blue painter's tape to put my numbers on the car since I was using my HPDE numbers.



One young driver arrived in a very custom ride with open wheels. He was not allowed to compete because he did not have fenders over the wheels.

After the tech inspection, the drivers had time to walk the course. While walking the course, I had time to make a sketch map of the route we were to take.



During the track walk, there were several corners which still had a lot of sand and dirt. Wally broke out the street blower machine and cleaned off these corners before the start of event. 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.



At the close of registration, there were 12 cars with 12 drivers set to participate in the Autocross. There were nine Porsches entered which included: two 911s, two 951s, one Boxster; one Boxster S, two 996 4s; and one 996 4S. Other cars were: two Mazda Miatas, one Subaru BRZ.

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

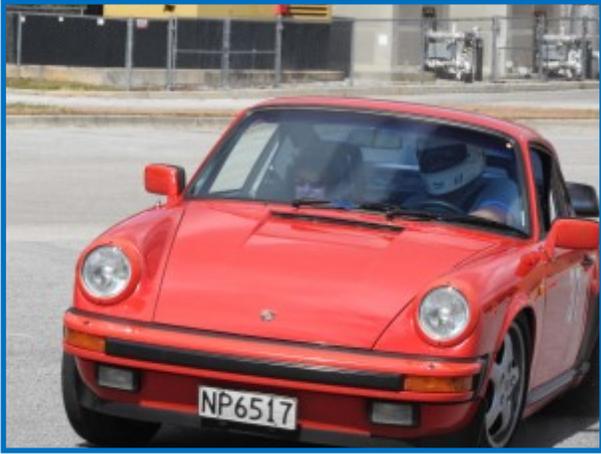
total of eight runs at the course. At the end of the driver's meeting, Group A went to their cars while Group B took up corner positions and worked the course. I was in Group B and I helped work the middle portion of the track.



The event was to begin around 10:00 AM and the last run ended at 12:00 Noon.



The result of the Robertsdale Autocross were emailed to me. In the last AutoX event I was the slowest. This time I can say I not the slowest. The best time of the day was 41.5 seconds in a 1984 911. The slowest was 49.1 seconds in a 1974 911. My time was 47.0 seconds.



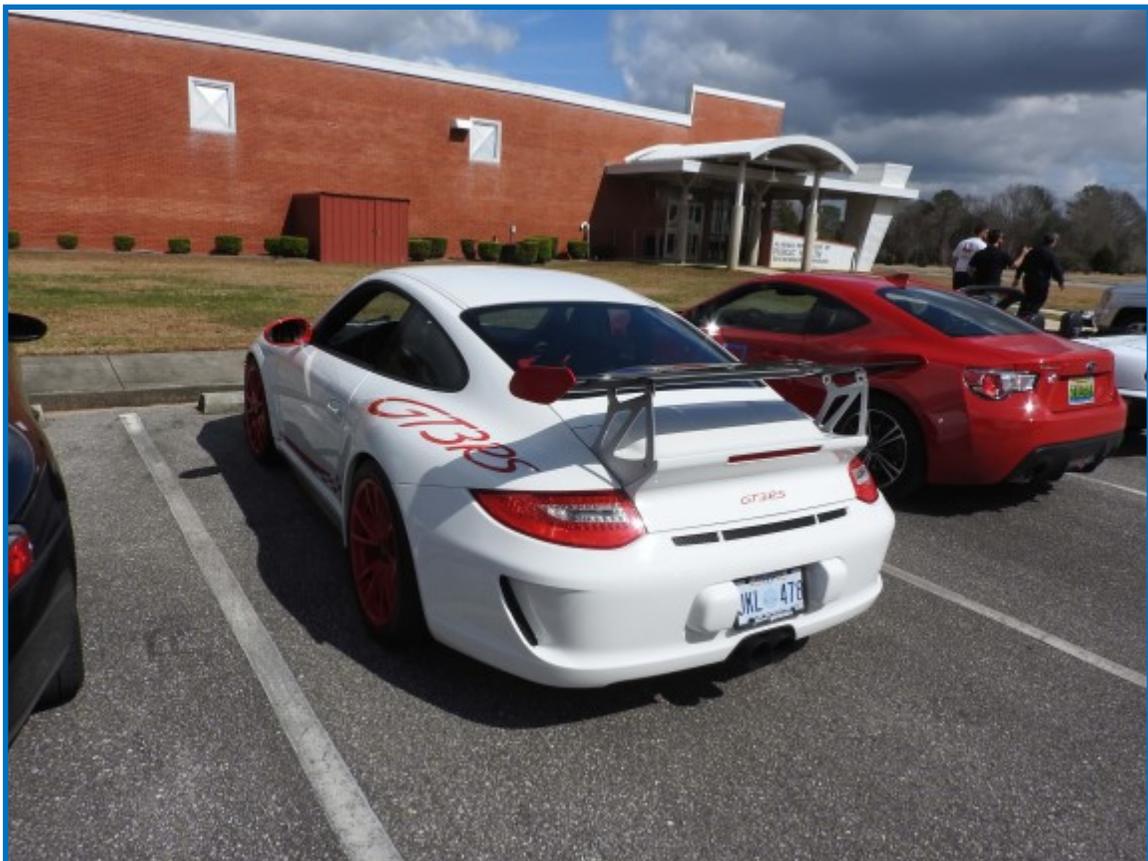
A great time was had by all. The next AutoX scheduled by Sonnenschein is on May 21, 2016. If you plan on attending the 2016 Zone 12 Zonefest, you will have the opportunity to test your skill in AutoXing. I hope to attend both of these AutoX events, drive my Porsche, have fun, and improve in my standings. What do you do on Saturdays?

All Photos by Bob Wilson



February 20, 2016 AutoX Results

Richard Birge	1984 911	Fast time 41.5 sec
Ben Powell	2001 Boxster S	Fast time 42.0 sec.
Greg Kuhlmann	2003 911 4S	Fast time 42.1 sec.
Dustin Grubs	2001 911 4	Fast time 43.1 sec.
Stephen Pearce	1981 951	Fast time 43.9 sec.
Wally Lindenmuth	1987 951	Fast time 44.7 sec.
Adam Brewton	1990 Miata	Fast time 44.9 sec.
Everett Soars	1997 Boxster	Fast time 45.0 sec.
Alex Edwards	2015 BRZ	Fast time 45.2 sec.
Robert Wilson	2001 996 C4	Fast time 47.0 sec.
Julie Young	2013 Miata	Fast time 48.4 sec.
Bob Watts	1974 911	Fast time 49.1 sec.



The Introduction of the 2017 991.2 Carrera

By Marc Freeman

On Thursday evening,, March 24, 2016 **Capital Porsche** of Tallahassee proudly unveiled the new 2017 Porsche 911! The host for the event was our local Porsche Ambassador, Michael Ludes. The subject on hand was a GT Silver 2017 C2 991 with a black interior handsomely laid out in Alcantara. The car remained mysteriously under wraps until four-year old Annabel Ludes dramatically removed the covering.

On first inspection the car looks similar to the 991 of previous years. Now referred to as the 991.2, with innovative turbo flat 6 engines, an advanced chassis with an even greater spread between performance and comfort and a new infotainment system it is exceedingly well-equipped to succeed previous 991 models. Indeed, the only way you would recognize it is the turbo exhaust ports to the outside of the exhaust pipes at the rear, the vertical slats of the rear engine cover which were horizontal on previous models and the inset tail lights. Some options, though subtle, give a different feel to the vehicle. For example, an attractive option on the Carrera S is rear steering. Though not necessary for street use, a frequent auto-croser can feel the smooth movement of the rear-end around the cones.

So far this comes in Carrera and Carrera S versions. The birth of the turbo charger on 991.2 engines was due to a desire of Porsche to satisfy CAFE standards of our government. Thus the engine was reduced from 3.4 (Carrera) or 3.8 liters (Carrera S) to 3.0 liters at 370 hp with twin turbos. This will result in a marked decrease in as yet unpublished fuel consumption and a dramatic diminution in CO2 output. The car retains the favored Porsche Sport Exhaust (PSE) option which most folks swear by. The resonance is pleasing without being debilitating. Then the car comes, once again,

with the choice of transmissions. Yes, the 7-speed manual still exists. But the recently most popular Porsche Doppelkupplung (PDK) is still the dominant transmission. I have owned cars with both but prefer the MT after many years. I just sold a 2013 991 PDK and ordered a 2015 991 MT GTS.

The GPS is the attraction. It is no longer a plug-in version. You are now wired to a central system through the GPS. Your maps are central and continuously revised. You are no longer enslaved to a plug. Is this more efficient? Who can tell since Porsche does not update its plug-in maps nor do we know if they will update its GPS. 🗺️

Top Photo: M. Freeman

Bottom Photo: Automobilemag.com



The Porsches go to Panama City



Photos provided by Roy and Janell Vaughn



By Bert Everhart

The first big event for the Emerald Coast area was a huge success. A total of 54 Porsches showed up for a beautiful day of cars, boats, sunshine and the best people in the world. The Destin area crew kicked off the morning with a caravan of 9 cars from Porsche of Destin parking lot. We then picked up 3 more at Fat Clemenza's and headed east-bound. We picked up one more Porsche at Shades in Inlet Beach. The sun warmed us all up. We arrived at St Andrews Pier only about 10 minutes later than planned. (because one old man had to make a pit stop) and our contingent almost filled the last parking spaces that Dave Smith had reserved. Tommy and Fred had registration forms ready for us and got us parked up neatly. We wiped off the biggest bugs and then proceeded to enjoy the day and socialize with friends from Pana

ma City and the Canopy Roads Area. A number of us at enjoyed the free fried catfish put on by a local charity, but some of us dined in style at "Just the Cook." Dave Smith had told everybody he saw how good the Shrimp Tortuga sandwich was, as a result they were almost sold out by the time we got there.

These trips are great family outings, most cars had two people in them. Glad to see Will and Matt getting their next generation Porsche enthusiasts started right. Our next social event will be at La Paz in Destin; we will announce the time and date later. Also we will be having another driving event soon. For those who wish to autocross, our neighbor region to the west will have an autocross on 23 April at the Pace High School. See the Sonnenschein Region Facebook page for details.



Awards were given

By Marc E. Freeman

The Third Annual Great Porsche Armada was once again held at St. Andrews Marina in Panama City Florida on April 9, 2016 in association with The Blessing of the Fleet. As always, the event was hosted by The Emerald Coast Area of The North Florida Region of The Porsche Club of America. The event was capably organized, once again, by Emerald Coast Area member Tommy Wilson with the stalwart assistance of Chuck Wathall, Fred Borg and David Smith.

There were several unique aspects of this year's Armada. First, Tommy, Fred, Chuck and David arranged near-perfect weather with temperatures in the mid 70s and a cloudless sky. Second, between The Emerald Coast Area and Canopy Roads Area members of The North Florida Region, fifty-two Porsches appeared at the Armada. Most models were represented. Particularly interesting were a group of Porsches race-prepared by David Smith of Smith Motorworks in Panama City. In my short memory, I think this is a record! Go Tommy! Third, Emerald Coast Area sponsored a "Peoples Choice" Award for pre-1989 and post-1990 Porsches. Alan Berg's elegant 1964 356C Cabriolet won the pre-1989 Best in Show Peoples Choice Award



The post-1990 award turned into a tie between Chuck Wathall's striking 2011 Boxster Spyder (it's for sale BTW) and the remarkable 2003 Crimson Red GT2 of Hans Casperly



The most significant aspect of the Great Porsche Armada is that the members of The Emerald Coast Area and The Canopy Roads Area could bond with each other. I, as a member of The Canopy Oaks Area, tremendously enjoyed the fellowship with my Emerald Coast friends. As PCA says, "It's the people". This is a clear example of that phrase. 🏆

For Best in Show

Sebring 2016



The 64th Annual 12 Hours of Sebring 2016

By Merv Stephens

For more than 60 years race fans have been attending the premier road race in America. The world's best drivers and the most reputable automotive makers have traveled to Sebring, Florida on the third Saturday of every March since 1952. There are four different classes of race cars: Prototype, Prototype Challenge, GT Le Mans and GT Daytona. All classes race on the track at the same time, which makes for a very interesting event to watch. The track today is 3.74 miles with 17 turns, made up of old military air runways and asphalt. This is the race that all drivers want to say, "I won at Sebring".

This is about my 45th Sebring weekend. My first trip was in 1968 with my Dad and it's been an annual event for me. This year there were six in our group (one being a rookie) and I still tent camp. In 1980 I met the Sebring Race Security Director and have been camping in the Security Command area with other Law Enforcement members from around the state. When you go camping you can only hope for the best; that being said sometimes you have hot or cold temps, windy, dry or wet. This year it was time to get wet. I arrived Thursday morning about 11:00 a.m. and the weather was great. I picked my spot for the weekend and put my tent up, set up folding chairs, folding tables, shade event tents and see old friends that you only see once a year at Sebring.

On Thursday and Friday there are other races to watch that don't race on Saturday and lots of practice time to keep your ears ringing all day and into the evening with night practice on Thursday. You can walk the paddock area to check all the race teams while they go through their prerace setups, drivers autograph session and the best of all the Porscheplatz Car Parade Laps. This is where you get to drive the track and for about 10 minutes you can be an IMSA driver with 50 or more different kinds

of Porsches.

The race started at 10:40 a.m. this year and 49 cars took the green flag. At this point all the cars look and sound great, but not for long. I usually watch the start of the race at base camp on the fence around "Gurney Bend" between the drive over and walk over bridges. Once the race starts folks are on their own to watch the race from any turns, curves, pits or straightaways. Usually about 80,000 fans come to watch, eat, drink and enjoy themselves. All was going good until about noontime. That's when the rain, lightning and wind made its way to the racetrack and things got interesting. A full track caution flag came out due to the weather, followed by a red flag due to the lightning that halted the race for about 1 ½ hours. At the time I was with friends at Turn 16 eating lunch and now I started making my way back to our base camp to sit this red flag out until the race can start again. That's when I found out that a "Mobil 1" hospitality tent next to our camp went airborne and smashed my brother-in-law's tent with him inside. Nobody was hurt, and "Mobil 1" covered all the damages.

The race started again and it ran until 10:40 a.m., where the winning car was a Honda Prototype, followed by two Corvettes and the first Porsche (911 RSR) came in position 13th three laps off the lead car. You can stay home and watch the race via TV or internet sites, but if you are truly a race fan you must put this on your Bucket List. I'll be there again next year, so contact me about the 2017 "12 Hours of Sebring". Remember, what happens in Sebring, stays in Sebring. 🏁



2016 North Florida Region Members' Cars

The North Florida Region has 235 Active and Associate members. We have 156 Active Members. Some of these members have more than one Porsche in their garages. The following data comes from the 02/01/2016 PCA Roster By Name Report. There are currently 189 Porsches in the garages of the 156 Active Members. Some car information is missing concerning the car body type (i.e. Coupe, Roadster Soft Top, 2 Seat Hard Top, Cabriolet, SUV) and car color (i.e. Black, Silver, Red, Yellow, Blue, White). Active members need to check their official membership information that is posted on the National PCA site (www.pca.org) and update this information. The 914s have been included in with the other "Targa" models. Two seat Porsches have been divided into Roadster ST for Soft Top Boxsters and 2 Seat HT for Caymans. SUVs include the Cayennes and Macans with the Panameras classified as Sedans. The following table has the North Florida Region's Porsche breakdown:

North Florida Region PCA Members' Car Information				
Category	Canopy Roads	Emerald Coast	Others	Total
Model	Area	Area	Area	
356	5	1	0	6
912	2	1	0	3
911 Pre 1999	31	15	1	47
911 Post 1998	19	26	2	47
914	4	3	0	7
944	2	7	0	9
968	1	0	0	1
924	1	0	0	1
928	1	0	0	1
Boxster	20	13	2	35
Cayman	3	9	1	13
Cayenne	6	4	1	11
Macan	2	2	0	4
Panamera	3	0	0	3
Other	0	1	0	1
Totals	100	82	7	189

Our Membership Chair has put together some statistics on the North Florida Region. First is a listing of the new members of the North Florida Region for 2015 followed by a list for 2016 (through February). Congratulations to these new members to PCA!! Come by and meet other Porsche enthusiasts at one of the Region's monthly social events in the Emerald Coast Area (Destin, Panama City and Dothan) or the Canopy Roads Area (Tallahassee, Quincy, Crawfordville and Thomasville).

New North Florida Region PCA Members for 2015

MEMBER	CAR	DATE JOINED	ASSOCIATE MEMBER	CITY, STATE
Canopy Roads Area				
Kenneth Kato	2015 Cayenne GTS	01/01/15		Tallahassee, FL
Larry Crider	1980 911 SC	02/01/15	Donnie Crider	Tallahassee, FL
Curt Trawick	2014 911 GT3	02/01/15		Havana, FL
Dennis Barton	2004 Boxster S	03/01/15		Tallahassee, FL
William Finn	2013 Panamera	03/01/15		Quincy, FL
Tom Cordi	2014 Panamera	04/01/15		Tallahassee, FL
Susan Gray	2003 Boxster S	04/01/15		Tallahassee, FL
Heidi Otway	2012 Boxster	05/01/15		Tallahassee, FL
Shannon Salimone		06/01/15		Tallahassee, FL
Chad Johnson	1985 911 Carrera	10/01/15		Thomasville, GA
Skip Cook	2000 Boxster	11/01/15		Tallahassee, FL
Emerald Coast Area				
Jonathan Ecker	2013 Boxster	01/01/15		Navarre, FL
Bret Fisher	2012 911 Carrera	02/01/15		Vernon, FL
Oscar Perez	2014 Boxster	02/01/15	Marion Perez	Miramar Beach, FL
Michael Rohan	2012 Cayenne	02/01/15		Panama City Beach, FL
Richard Walker	2013 Boxster S	03/01/15		Panama City, FL
Janet Page		06/01/15		Niceville, FL
Marion Perez		06/01/15		Miramar Beach, FL
Justin Voda	2013 911 Carrera	06/01/15		Miramar Beach, FL
Lisa Washburn		06/01/15		Ft Walton Beach, FL
Stratton Brock	2007 Cayman S	07/01/15		Niceville, FL

David Brown		07/01/15	Destin, FL
Alex Lynch	2000 Boxster	07/01/15	Panama City Beach, FL
Tina Romaine	2014 Cayenne	08/01/15	Panama City Beach, FL
Heidi Bookout	2016 Cayenne	08/01/15	Santa Rosa Beach, FL
Carlos Ramos	2016 911 Carrera Cabriolet	08/01/15	Lynn Haven, FL
Phong Nguyen	2015 Cayman GTS	09/01/15	Miramar Beach, FL
Larry Parker	2013 911 Carrera S	09/01/15	Seacrest Beach, FL
Raphael Robertson	2006 Cayman S	09/01/15	Panama City Beach, FL
Chris Horton	2014 Carrera S Cabriolet	10/01/15	Destin, FL
David Smith	1963 356	11/01/15	Panama City, FL
Steve Gambia	1988 Race Car	12.01.15	Santa Rosa Beach, FL
Dennis Miller		12/01/15	Panama City Beach, FL

New North Florida Region PCA Members for 2016

MEMBER	CAR	DATE JOINED	ASSOCIATE MEMBER	CITY, STATE
Canopy Roads Area				
Mark Ice	2016 Cayenne	02/01/16		Tallahassee, FL
Jing Li	2016 Macan S	02/01/16		Tallahassee, FL
Marvin McRae	2016 Macan S	02/01/16		Tallahassee, FL
Emerald Coast Area				
Donnie Crider		01/01/16		Tallahassee, FL
Michael Magruder	2015 911 Targa	01/01/16		Santa Rosa Beach, FL
Thomas Schnapp	2013 911Carrera S Cabriolet	01/01/16		Santa Rosa Beach, FL
Terry Ullmann	2011 Boxster Spyder	01/01/16		Panama City Beach, FL
Kathleen Duncan	2016 Macan S	02/01/16		Panama City, FL
Kevin King	2002 911 Carrera	02/01/16		Panama City Beach, FL
Neil Strosnider	2015 911 Targa 4S	02/01/16		Santa Rosa Beach, FL

The next listing shows where the Region Members live within the Region. Tallahassee tops the list followed by Niceville, Panama City Beach, Panama City, Destin and Ft. Walton Beach. The Outside Region totals includes members from St. Augustine, FL; Bradenton, FL; Ocoee, FL; Palm Beach Gardens, FL; Port Washington, NY; Hyde Park, NY; Boone, NC; Burke, VA; Canfield, OH;; Madison, MS; Newport News, VA; and one with an APO address.

North Florida Region Porsche Club of America Demographics in 2016				
Area	City	Active Members	Associate Members	Total Members
Canopy Roads	Tallahassee	64	34	98
	Crawfordville	3	2	5
	Quincy	2	1	3
	Thomasville, GA	2	1	3
	Perry	1	1	2
	Cairo, GA	1	0	1
	Panacea	0	1	1
	Port St. Joe	1	0	1
	Sneads	1	0	1
Canopy Roads	Totals	75	40	115

Emerald Coast	Niceville	10	6	16
	Panama City Beach	10	3	13
	Panama City	9	2	11
	Destin	6	4	10
	Ft. Walton Beach	6	4	10
	Miramar Beach	6	2	8
	Santa Rosa Beach	7	0	7
	Shalimar	3	3	6
	Mary Ester	3	1	4
	Lynn Haven	3	0	3
	Dothan, AL	2	1	3
	Navarre	1	1	2
	Newton AL	1	1	2
	Ozark, AL	1	1	2
	Valparaiso	1	1	2
	Southport	1	1	2
	Freeport	1	0	1
	Hurlburt Field	1	0	1
	Chipley	1	0	1
	Seacrest Beach	1	0	1
Emerald Coast	Totals	74	31	105
Outside Region		7	8	15
	Total Members	156	79	235

Category	Canopy Roads	Emerald Coast	Others	Total
Model	Area	Area	Area	
Body Type				
Cabriolet	6	7	0	13
Coupe	28	13	1	42
Targa	8	8	0	16
Roadster ST	20	13	2	35
2 Seat HT	3	9	0	12
Sedan	3	1	0	4
SUV	8	5	1	14
Totals	76	56	4	136
Color				
Black	12	11	0	23
Blue	5	5	0	10
Brown	4	0	0	4
Gray	5	2	0	7
Green	1	1	2	4
Orange	1	1	0	2
Red	14	5	0	19
Silver	9	16	1	26
Tan	1	0	0	1
White	5	6	0	11
Yellow	3	0	0	3
Totals	60	47	3	110
Engine Info				
Air Cooled	42	21	2	65
Water Cooled	58	61	5	124
Turbo	6	3	0	9



2016 Calendar of Events

Recurring Monthly

2nd Wednesday of each month — Emerald Coast Area -

First month of each quarter—Panama City — Place and Time TBA

Second and third months of each quarter — Destin/Ft. Walton Beach

At La Paz Restaurant, Destin — 6:00 PM

3rd Wednesday of each month – Canopy Roads Area -

Tallahassee Social Dinner at Logan Road House – 6:30 PM

3rd Saturday of each month – Canopy Roads Area - Tallahassee Cars and Coffee

at Texas Roadhouse – 8-10:00 AM

4th Saturday of each month – Emerald Coast Area - Pensacola Cars and Coffee

at Rave Motion Pictures – 10-12:00 noon

Last Saturday of each month –Emerald Coast Area - Panama City Beach Cars and Coffee

at Panera Bread in Pier Park – 7-10:00 AM

Emerald Coast Area Social – Locations and Time TBA

Upcoming Events

May 21, 2016 – Sonnenschein Region AutoX at Robertsdale, AL

May 27-30, 2016 - PCA Zone 12 Zonefest 2016 – Sebring International Raceway

May 28, 2016 – PCA Zone 12 Zonefest 2016 Gimmick Rally – Sebring

May 28, 2016 – PCA Zone 12 Zonefest 2016 Concours – Chateau Elan

May 29, 2016 – PCA Zone 12 Zonefest 2016 AutoX at Sebring Skid Pad

June 18, 2016 – Canopy Roads Area - Celebration Church –

Father's Day Weekend Car Show – Tallahassee

June 19-25, 2016 - PCA Parade – Jay Peak, VT

September 7-11, 2016 – PCA Treffen – Lake Tahoe – Olympic Valley, CA

September 18, 2016 – Canopy Roads Area Drive Your 356 Day

October, 2016 – TBA – Canopy Roads and Emerald Coast Areas Oktoberfest Gatherings

October 3, 2016 – Canopy Roads Area - Tallahassee All Car Club Show & Shine

October 29, 2016 – Canopy Roads Area - Apalachicola Auto and Oysters

November, 2016 – TBA – NFL Region PCA 45th Anniversary Party

December 3, 2016 - Emerald Coast Area - Car Show & Cruise In –

NW FL Podiatry/American Diabetes Assoc. - Pensacola

North Florida Region PCA Board of Directors and Officers



Don Boggs - Tallahassee, FL.

Treasurer

Don is retired after 38 years working for the Florida Legislature. He still owns the 1966 912 with which he joined PCANFR in 1976! Various stable-mates have come and gone over the years, but the collection presently includes two 356's and a 944 S2. Don was Worker Chair for the '03 Parade in Florida and the past 2015 Parade marks the 25th he has attended!



Fred Borg - Panama City, FL.

Secretary and Emerald Coast (Panama City) Area Activities Chair

Having grown up in Connecticut and moving around the world during a 20-year Army career, Fred retired and settled down in Panama City. Retiring again after working 21 years as a civilian drug abuse counselor, a 2002 Boxster caught his eye. Fred's first Porsche! The Boxster gets driven regularly, including all the way to South Dakota last Fall for the "Escape to Rushmore" event. In addition to Porsche activities, Fred is an avid genealogist and wildlife photographer.



Tim Kerns - Tallahassee, FL.

Vice President

Tim had his first seat of the pants Porsche experience in 1966 when he attended a couple of SCCA driving schools in an EP '57 Speedster. A '63 Super 90 followed during a three year active duty tour with the Army. After a brief hiatus of only four decades, Tim returned to the Porsche fold with a 2010 Boxster, followed shortly thereafter with a trade up for a 2013 Boxster in Dec 2012. He is retired from the US Army Reserve after a 31 year career as an Armor and Military Police officer and the State of Florida where he served most recently as the Director of the Division of Capitol Police. He now plays in an Irish band.



Ray Morales - Tallahassee, FL.

Ray currently serves as Chief Medical Officer for Hospital Corporation of America's North Florida Division and has been in corporate medicine for over 18 years. Ray also practiced in Beverly Hills, California as an active OB/GYN for 13 years prior to entering corporate medicine. His love for the 911 goes back to its origin and he loves the classic style and elegance the car brings to his soul when he drives it to work every day. Born and raised in California, Ray admired his colleague's Porsche Targa which was driven to the hospital every day. Ray and wife Carmen are proud owners of a 2011 Carrera S, a 2014 Cayenne Diesel and a new 2016 Targa GTS.



Merv Stephens - Tallahassee, FL.

Safety/Insurance Chair

Merv's first introduction to Porsches was in 1968, attending the 24 Hours of Daytona and the 12 Hours of Sebring with his dad. After those races the hook was set! His first Porsche was a 2001 Boxster bought in 2005 by his wife Kim when he turned 50. Currently he drives a 2008 Boxster and loves driving with the top down. He became a member of the PCANFR in 2012. Merv has been working for the Florida Department of Law Enforcement for the last 38 years as a Senior Crime Lab Analyst and prior to that with the FBI in Washington DC.



Roy Vaughn - Niceville, FL.

Emerald Coast (Destin) Area Activities Chair

Roy is a retired United States Air Force (USAF) pilot that still works for the Department of the Air Force as a civilian. He owns a 1986 944 that was a Zuffenhausen delivery while he was stationed in Europe and he and wife Janelle have recently added a 2014 Cayman to the fold. He has been a Porsche owner for 28 years and a PCA Member since 2009. Roy is an avid race fan and has been ever since listening to the 1959 Indy 500!



Barry A. Waters - Crawfordville, FL.

Webmaster

Barry first discovered the lure of the Porsche marque in the early 1980's while stationed with the U.S. Army just outside of Porsche's home in Stuttgart, DE, but it was his attendance of a Porsche Driving Experience (PDE) 2-Day Advanced Driving Course at Road Atlanta in 2002 that really set the hook! A 1986 911 Carrera Coupe and membership in PCANFR soon followed and a 1988 944 for wife Mindy came not long after that - a move that truly turned the passion into a 'family' affair. Additional driving instruction for both Barry and Mindy via the Porsche Sport Driving School (PSDS) Advanced and Master's Courses resulted in a 2008 Cayman S showing up next but not last, as a 2010 CPO Base Cayenne has recently been added to the mix. After 14 years of enjoying the 'Porsche Ownership Experience' and the benefits of PCA Membership, both can only agree that Porsche and PCANFR is one Wonderful combination!



Bob Wilson - Crawfordville, FL.

President and Membership Chair

Bob is retired after 25 years working for the National Park Service as an archeologist and museum curator. His first encounter with Porsches occurred when he was 15. On his way to the public pool he would stop by and admire the local pharmacist's dark brown 356B with that strange metal PCA badge on the back grill. Bob's first date with his wife, Christa, was at the 1973 Daytona 24 Hours race. Their first Porsche was in 1975 when they bought a 1964 356C. The next Porsche was a 1973 2 liter 914 bought in 1977. The third Porsche was a 1981 European version 911SC which Bob bought in 1997 instead of building a backyard pool. They currently own a black 2001 911 Carrera 4 bought in August of 2015. They have been PCA Members since 1997 and now Bob has to figure out how to mount one of those metal PCA badges on the back of the 2001 911!



Alan Berg - Tallahassee, FL
Region Historian

Alan's first Porsche experience was riding in his Dad's Speedster as a youngster. He obtained his first Porsche in 1978, when he bought a 1977 Porsche 924. He no longer has that car, but retains the 1987 911 Targa he purchased in 1990, the 1964 356 Cabriolet he purchased in 2004, the 2007 911 Cabriolet, purchased in 2007 and the 1988 Commemorative Edition 911 Cabriolet he purchased from Gary Kempton's estate in 2012. Alan has been a member of PCA since 1998 and has held several offices in the North Florida Region. He is a former Army Officer having served in the Infantry and Military Intelligence Branches, and is retired from Sprint Corporation where he served as an Attorney for 20 Years.



Shirley Kerns - Tallahassee, FL
Canopy Roads Area Activities Chair

After 20 years with the Florida Department of Insurance, Shirley joined a local law firm in Tallahassee and has been providing consulting services to insurance companies and other regulated entities for the last ten years. Shirley's love of Porsches has been growing ever since her husband Tim purchased his 2010 Boxster. She was not remotely old enough to drive when he owned his earlier Porsches! Shirley enjoys attending various sports car events around the region with Tim and also enjoys sports and other outdoor activities.



Steve Kidd
PCA Zone 12 (Deep South) Representative

Steve has been a PCA member since 1972 and has owned many different models of front, mid and rear engine Porsches. Steve and his wife Dottie participate in/chair all types of PCA events, with a particular fondness to Autocross. Steve and Dottie were recognized as PCA family of the year in 2015, and look forward to visiting all the Regions in Zone 12.



Christa Wilson - Tallahassee, FL
Newsletter Production Editor

I was introduced to sports cars at an early age. My parents bought a new AH Sprite in 1964 and it's carcass is under a tarp in my brother's back yard. They were members of the SCCA and ran rallies in the Pensacola area for many years. I had the Sprite at FSU when my husband Bob and I went on a first date to the 24 Hours of Daytona in 1973. My dad was there too. We bought our first Porsche in 1974. It was our first anniversary present to ourselves. Bob and I have owned a 356C, 914, 911 and 996.



Marc Freeman - Tallahassee, FL
Newsletter Editor (Canopy Roads Area)

Marc is a retired professor of neuroscience from Florida State University. He moved to Tallahassee in 1972 for this, his first and only faculty position. He bought his first Porsche, a new 1974 2 liter 914, and kept it for 13 years and then bought his first 911, a Coupe, in 1987. He has since owned a 1989 911 Targa, a European delivery 1995 993, a 2013 991 C2 Coupe and his present 2015 991 GTS Coupe. He has been a member of PCA since 1976. He is a true Porsche fanatic! Marc, whose wife Louise answers to the question, "can I buy a new Porsche" by saying "go for it" is called "a keeper" by his friends. Marc and Louise are a true Porsche family. He claims the GTS is "his last Porsche" but Louise says, "I do not believe it".



Scotty Roberts - Destin, FL
Newsletter Editor (Emerald Coast Area)

I bought my first Porsche, a 1973 911T, brand new in London when I was flying F-111E's at RAF Upper Heyford, UK. Joined PCA that year. Married wife Jan in 1977 when she owned a 1971 911T. We belonged to Ark-La-Tex Region in Shreveport, then War Bonnet Region in Tulsa and attended Porsche Parades in '76 in Brainerd, '77 in San Diego, and '78 in Aspen. Currently am retired USAF Lt. Col. living in Destin, and own a Midnight Blue Metallic 1991 Carrera 2 Targa.