

Der Porsche Brief



Chowing Down at Mr. Chick
on the Cruise to Cairo

PORSCHE™



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SEPTEMBER 25-27, 2015

MAZDA RACEWAY LAGUNA SECA



Der Porsche Brief

Newsletter of the PCA North Florida Region

2nd Quarter 2015

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Cover Photos

The cover photo is North Florida Region Members chowing down at Mr. Chick during the Region Cruise to Cairo. See Barry Water's report on the trip on page 4.

Photo-A.Berg

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THE CRUISE TO CAIRO

Antique Auto Museum Drive & Dine

By Barry A. Waters

Photos by Barry and Mindy Waters Unless noted

Back in mid-July of 2006 we teamed up with the Big Bend MG Club and took a drive to Cairo, GA to visit the Hadden family's Antique Auto Museum and dine at their Mr. Chick restaurant next-door. We had a splendid outing and met many new friends so when Cairo based club member Bob Jones suggested we revisit the museum it didn't take long to agree. As would be expected, the museum had grown a bit in the nine years since we last saw it and that alone would be worth the redo but Bob had another incentive up his sleeve. Cairo has been hosting a car show known as The Great Southern Antique Car Rally annually since 1989. If you take a few minutes to do the math that comes out to 26 years of experience. You can get pretty good at something in 26 years and Bob was proposing that we visit Cairo on the weekend of the Rally and make a day of it. The requisite 'So Be It' was issued and the event appeared on the region's calendar shortly afterward.



With Saturday the 9th of May dawning clear and hot, PCA folks gathered just North of Tallahassee, FL around 9:00 AM to sign waivers, take in the safety briefing and get ready for the hour long drive to Cairo. The turnout was great, with about 15 cars and 25 folks eager to make the journey. We even had one PCA member from California. He was vacationing in Destin, heard about our plans and showed up in his beautiful 997 Cabriolet. Can't beat that! With the pa-





Photo-A.Berg

perwork out of the way, Bob led the caravan through the back country between Tallahassee and Cairo for an enjoyable and somewhat “sedate” tour that showcased the region's rural beauty and allowed folks a good

al tribute to the early years of American automotive history and, enjoyably, several other aspects of life in those times. The collection is expansive, lovingly maintained and it's a true privilege to have the opportunity to tour it. We were able to spend an hour and a half in an unhurried and private setting that allowed for an in-depth look at the various automobiles, artifacts and exhibits. Hats off to the Hadden family for allowing us yet another peek at this fascinating and growing museum!



Photo-A.Berg

opportunity to relax and take it all in.

Upon arrival in Cairo, the museum was up next with highly appreciated special parking for the Porsches. Privately owned by the Hadden family, the museum is their person-



After touring the museum lunch was next on the schedule and it was only steps away at the Hadden's Mr. Chick restaurant. A veritable landmark and famous well beyond the borders of the region, it would be fair to say





Photo-A.Berg

that Mr. Chick is actually an extension of the museum, with both its external and internal decor exuding a 1910s ~ 1950s 'road trip' feel. It's indeed a perfect match for the museum and provides the bonus of serving food that by itself is worthy of the drive up to Cairo. Open and airy with plenty of seating and a menu that provides a host of

It was a bit difficult to get folks out of Mr. Chick (too comfortable) but we did and many opted to head for Davis Park in downtown Cairo where the car show portion of the 27th Annual Great Southern Antique Car Rally was in full swing. The Cairo-Grady County Chamber of Commerce puts on this event and they truly make a weekend out of it with a Gas Light Parade and Street Dance downtown on Friday and a Poker Rally and the Car Show proper on Saturday. Since you



may have noticed that this is an affair with the emphasis on 'Antique' you should know that we had to rely heavily on *Der Porsche Brief* Editor Alan Berg's 356 Cabriolet for our credentials, and even that was a bit of a stretch. As for Bob Jones' aggressively ren-



options, we found it a welcome place for an extended lunch filled with food, great conversation and cold drinks. Pretty hard to do better than that!



Photo-A.Berg

dered GT3, well, we just had to flat out lie - "Uh, it's a 1936 model. You can tell by the shape of the end-plates on the rear wing...!"

Actually, with car folks being car folks for a



reason, we found ourselves more than welcome and Bob had a great place to park carved out for us down by the show, and what a show it was.

With 26 prior editions under its belt, the affair is well known and attended by folks from across the Southeast. The cars this year ranged mainly from the 1910's through the early 1970's with the 1930's and 1950's being especially well represented. The levels of restoration on display went from 'with original dust' to 'the valve stem alone was \$15K'. One of my favorites was in the former category, complete with chicken-wire holding on a loose headlight bucket! Some of the owners drove their

cars a good distance to the show while others hauled them in on custom trailers but regardless of the method of arrival the variety was outstanding. Of special note were several 'over the top' custom jobs that

were absolutely stunning in execution. One thing is certain, there is no limit on how much time and money an automobile can digest and these cars were gleaming examples of that. As hot as it was (and it was HOT!) Mindy and I hung around for almost two hours and took hundreds of photos and talked with several owners about their 'pride and joy', something that is always an enjoyable experience.

Thanks to Bob Jones for putting this event together for the Region and to the Hadden family for allowing us access to their museum. Sometimes things just come together in grand style and they certainly did this time! 🏆

More Photos From THE CRUISE TO CAIRO



Photo-A.Berg



PRESIDENT'S PAGE

RACING POSSIBILITIES FOR NORTH FLORIDA REGION MEMBERS

By Daniel M. Fuchs, North Florida Region

I know some of you are already racing in SCCA or other PCA regions' events, as well as with other groups. I have heard from some of you who would like to see our region more involved in doing some events. We have looked at doing this, but smaller regions like ours have found it difficult to make it happen. In our case, securing a location, equipment, and volunteers with the knowhow, has proven hard to do. Soon you may be able to join with other Zone 12 (Florida) regions for Auto Xing and club track days. The Zone 12 Region presidents had a conference call last week to begin the process of getting the regions to work together to provide racing for our members. Some of the larger regions have been doing this for some time, and have the experience, equipment, and people to hold events.

We are now looking to join forces with our neighbors like the Crown Region in Jacksonville, Space Coast, Gold Coast, and Citrus to provide racing activities. There may even be a zone wide competition.

The region presidents will be meeting in the next month, probably in Ocala, to work out the details. We could have racing as soon as October, so stay tuned.

If you have any interest in working with the other regions, please let me know. I also welcome any suggestions as to what you would like to see us do to provide racing activities.

Thank you.

Danny

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The Celebration Church Car Show

Report and Photos by Bob Wilson

unless noted

For those who did not attend this year's Celebration Church Car show in Tallahassee, you missed a duesday! 205 vehicles entered in the Antique, Classic, Hot Rod, Sports Car, Truck/Off Road, Military, and Exotic classes. Awards were given for the People's Choice in Classic, Sports Car, Truck/Office Road, and Best of Show. Set up began around 3:00 pm with the show open to the public beginning at 6:00 pm. The weather was **HOT** with some clouds arriving with a little breeze late in the afternoon. The afternoon showers passed north of the Car Show.

Grilled hamburgers and hot dogs along with chips and cookies and drinks were available. Attendance was good and the show ended a little after 8:00 pm.

Four local car clubs, Corvettes, Mustangs, British Cars, and Porsches, had designated parking areas. The North Florida

Region had eight (8) Porsches in our corral ranging from a 356 Cabriolet to a new 911 Carrera GTS. Included were a Cayman, 911 Turbo, and a Brumos #59 Race Car clone. A



914 along with a 308 Ferrari were displayed next to a vender's tent.

The Brits were well represented this year with several TR-3s, a MG-TD with a small Ford V-8, two MG-Bs, Triumph Spitfire, Tri-





umph Stag, TR-4, TR-6, and a TR-8. The Corvettes and Mustang Clubs had about the same number of cars as the British Club.

A great time was had by all being able to walk around viewing the variety of cars at the show and talking with all kinds of auto enthusiasts, young and old. I was able to distribute a number of the extra copies of



the *Panorama* that I have accumulated over the year as Region Membership Chair. Mark your calendars next year so you don't miss this annual Car Show on Father's Day week-



Photo by A.Berg

end. A fun time will be had by all who attend. We need to be the car club that has the most cars in its corral next year. Hope to see you next year. 🚗



More Photos from the Celebration Church Car Show



Photo-A.Berg



Photo-A.Berg



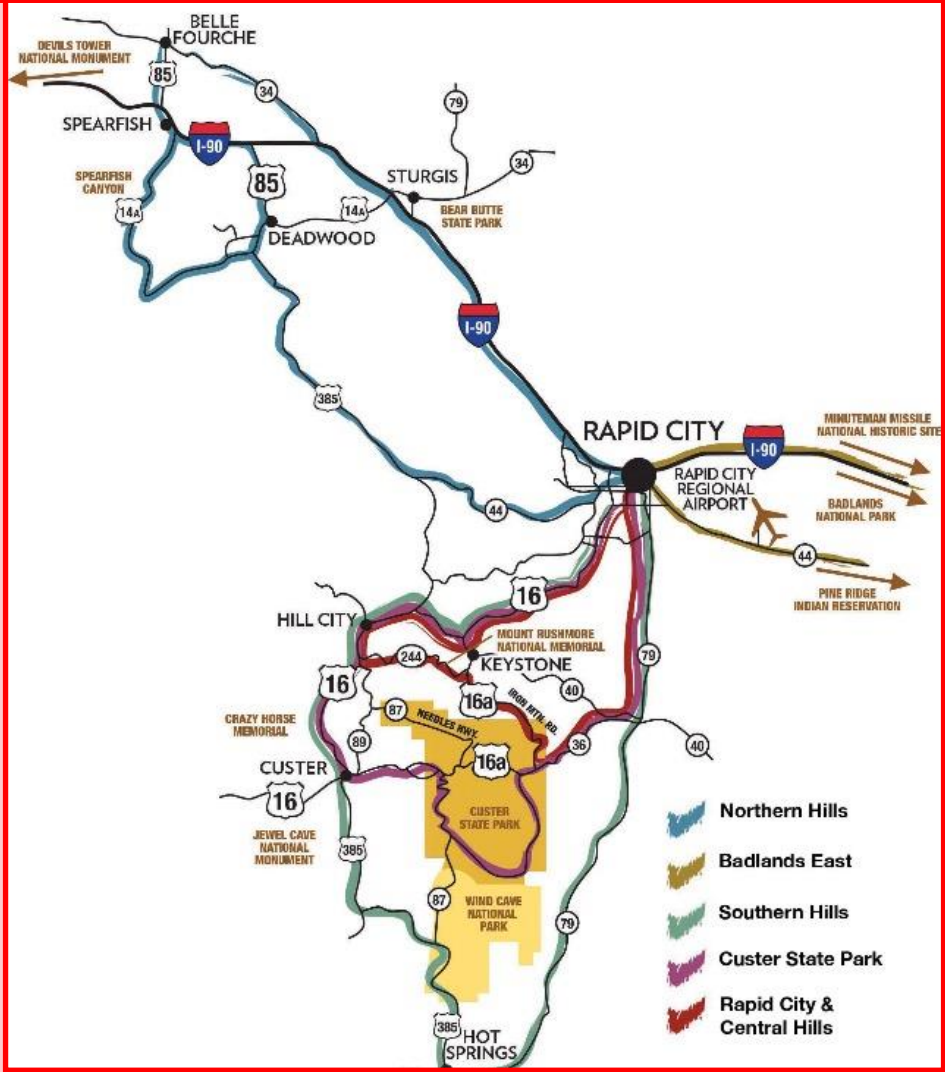
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Photo-A.Berg



Come to **Escape to Rushmore 2015** in the Black Hills of South Dakota and enjoy incredible sites and drives [October 1, 2, and 3](#). The **Escape** website is now available at escape2015.pca.org. Visit the website and get a leading view of what you can see and do during this memorable event.



I WAS SIXTEEN WHEN I LUSTED FOR MY FIRST PORSCHE

Story and Photos by Marc Freeman

As a 71-year-old who has owned five Porsches, each purchased new, you would think I was 16 years-of-age buying my first

trigued me though I am not a salesman nor was I a potential customer.

After owning four manual transmission



Porsche. When I was 16 (1960) I lusted for a Porsche. I just received a 2015 991 GTS.

I wrote an article in our North Florida Region Newsletter (*Der Porsche Brief*, December 2014 issue, p. 24) about the new GTS while owning a perfect and beautiful Black-on-Black 2013 991 Coupe with PDK. My research about the GTS actually in-

(MT) Porsches, the PDK was my first automatic transmission and left me bored (I apologize to others with PDKs; I gave it a two year trial). I had to have a MT Porsche despite my multiple back surgeries that led me to sell my last MT 993 Porsche. The only MT 911 you can get these days is the 991 GTS. On a whim, after consulting

my wife, I placed an advertisement for my 991 in Cars.com on February 11. The response from around the country was overwhelming. I arranged to meet a potential buyer in Destin FL since I was going to be there on a Porsche-event weekend on February 21. Since the potential buyer lived there, I thought it was merely a showing.

The fine gentleman showed with a check and the desire to own the car on the spot and drive it home. The local bank said the

check was good. I did not have my title or a ride home. We subsequently arranged that he come to my house in Tallahassee to pick it up the next Saturday, February 28. In the interim, I had the oil changed and all the factory recalls fixed. He appeared. He pulled out of my driveway in my beautiful black 991. I was depressed.

During the following week, I pondered my fate. Subsequently, I ordered a GTS from my local dealer. Though he lacked allocations, he found one for a May delivery from a friendly dealer. I got it.



I am exceedingly conservative (and cheap) when it comes to ordering Porsches. Most importantly, I have MT on my new GTS. Rather than the flashy colors and standard interiors, I chose Agate Grey and a blue leather since Alcantara does not wear well in my hands (my previous 991) or other Porsches I have seen. Moreover, I am also not a big

fan of glitzy exteriors or interiors and two of my previous 911's have had a dark blue leather interior. I also chose the silver 20" Carre-

ra S wheels instead of the black Center Lock (CL) wheels. I have both read about and spoken to others with CL wheels. I took delivery of my new GTS on May 7.

The bottom line is that I am 71 years-of-age. I have run Porsches multiple times at The Porsche Driving Experience and other cars at Skip Barber. I do not race my own cars. I was driving a 1998 GMC Pickup until delivery of the GTS. I was suffering the pathology of boredom. I looked at the configurator every day to anticipate my car. I am 16 again!!!!!! 🏁

2015 PORSCHE PARADE REPORT

Report and Photos by David Herndon

Unless noted

[Editor's Note-PCA Zone 12 Representative David Herndon attended the Sixtieth Annual PCA Porsche Parade in French Lick, Indiana, which ended on June 27, 2015. He sent the following email report to all Zone 12 Members. It is reproduced here (with David's permission) for those who missed it. Thanks to David for a great report. All photos by David Herndon unless otherwise noted. David acknowledges the great support of the Porsche Club of America in preparation of the email.]

Hello PCA members!

I am reporting to you from the 60th Annual PCA Parade, held this year in French Lick, Indiana. More than a few of you may be asking "What is PCA Parade? Is it really a parade of Porsches?" In a way, the answer is yes. Parade is our national meet, or national convention.

My name is Dave Herndon, PCA Zone 12 Representative. My function in PCA is to be the liaison between the 10 PCA regions in Zone 12, and the National PCA organiza-

tion. The Region presidents in Zone 12 thought our members would like to hear about Parade 2015, with a snapshot of the daily activities

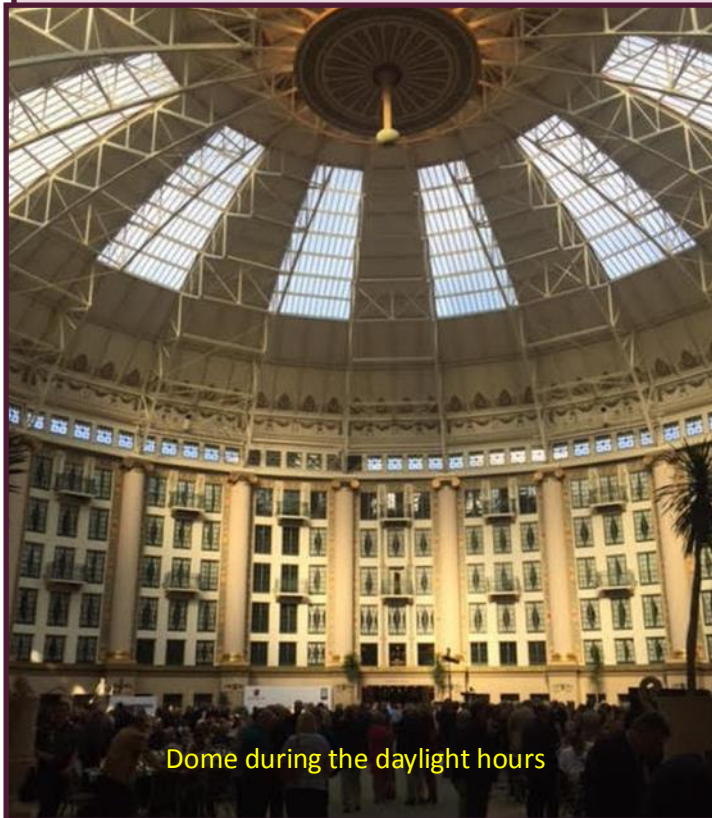
PCA Parade is a week-long event celebrating the cars and the people that make this club great. It is a week packed with more expertly organized events than you would ever imagine, staffed and fueled by PCA member volunteers with support from the friendly member service team at the PCA National Office in Columbia, MD. Parade is held each year in outstanding locations with beautiful

Parade venue at West Baden, Indiana . Photo by Resort



event venues. French Lick Springs Resort was chosen by the Parade committee to be the site of the 2015 Parade.

To answer the burning question, there will



Dome during the daylight hours

be a beautiful Parade of Porsches on the streets of French Lick and West Baden, Indiana on Saturday. That is how the Parade name originated. Over the last 60 consecutive years, Parade has grown from simple beginnings to the huge event it is today, with 1044 individual entries from around the United States and Canada this year.

At the concours banquet on Tuesday night, Mike Robbins from Central Indiana Region was honored in front of the assembled group, celebrating his 57th consecutive year of attending PCA Parade. Mike has attend-

ed 57 out of 60 Parades in total. We were all so happy for Mike, and felt privileged to share the evening with him. A video interview of Mike with Manny Alban from a few years back was shown on the big video screens near the stage. Mike said his 356 had over 500,000 miles on it at that time, and still liked to drive it to PCA Parades.

Our own Steve and Dottie Kidd from Gold Coast Region shared the spotlight at the



banquet, as they were named the PCA 2015 Family of the Year. It is well deserved honor in recognition of their tireless service to PCA and our fellow members for many years. Go Steve and Dottie!



The dome lighted at night

Today, the big event on the schedule was the final day of the Michelin Autocross, beginning with a 7:30 AM course walk, and a



9:00 start for classes P03-16, as well as all Improved and Modified classes. Yesterday, cars ranging from 356's to hot 991 GT3's to Panamera sedans and Cayenne SUV's took to the course to put down their best lap time, all in the name of good fun. The usual lap time was from the low 50 seconds to over one minute per lap. The drivers were able to run four laps, and use the experience from the lap before to improve their

next lap, with a mandated five minute minimum break between runs.

Also held today was the Gimmick Rally, sponsored by Griot's Garage car care and detail products, starting [at 7:30 AM](#) This one is considered more of a fun rally, looking for clues along a pre-determined course. The more challenging and technical TSD, or Time, Speed, Distance Rally was on Tuesday, after a TSD school was held Monday afternoon.

Our youngest PCA members had a great day today. Their day began at 10:00 with the Parade Kids Make & Take event. Their project was to build a race car out of Rice Krispies! Along the way this week, the kids submitted their artwork entries into the t-shirt design contest, with all entries due by 5:00 PM today. In the Upper Gardens of the resort from 3:00-5:00, the kids had their own "Any-Cross" event sponsored by Mich-



elin. Pretty much anything on wheels was raced. Runs with bikes, skates, skateboards, and even strollers were timed. Tonight, the kids had an evening out at the nearby indoor water park from 7:00-9:00 PM Our PCA volunteers sent the Parade kids home tired and ready for bed after a busy day at Parade.

Back by popular demand, Immediate Past President Manny Alban and Dieter Landenberger from Porsche AG hosted the "Manny and Dieter Show", an informative one hour question and answer session. Dieter is the manager of the factory historic archives, and the assistant director of the Porsche Museum in Stuttgart-Zuffenhausen. After a brief chat, the floor was opened up for questions to both Dieter and Manny on a wide range of topics including the history of Porsche in the U.S.

After a Bloody Mary Demo and Tasting on the pool deck, Chef Tony served his famous Italian buffet in the Grand Colonnade room. Others chose to go on the second day of the Patoka Lake Dinner Cruise. There were six additional exciting Parade events held during the day today. There truly is something for everyone at Parade.

To finish the evening, the French Lick Resort casino hosted a Craps 101 session from 7:00 -8:00 PM, and the Casino Slot Tournament from 8:00-11:00 PM

It was a very nice, hot, sunny Indiana summer day today. Only as I am writing this

note after midnight did it begin to rain. Mother Nature continues to smile upon us all. This event should be on your calendar as an annual PCA event to attend with your family. It's on mine! The 2016 PCA Parade will be held next June, at the Jay Peak Resort in Jay Peak, Vermont. Stay tuned for details.

Thanks for reading!

David Herndon

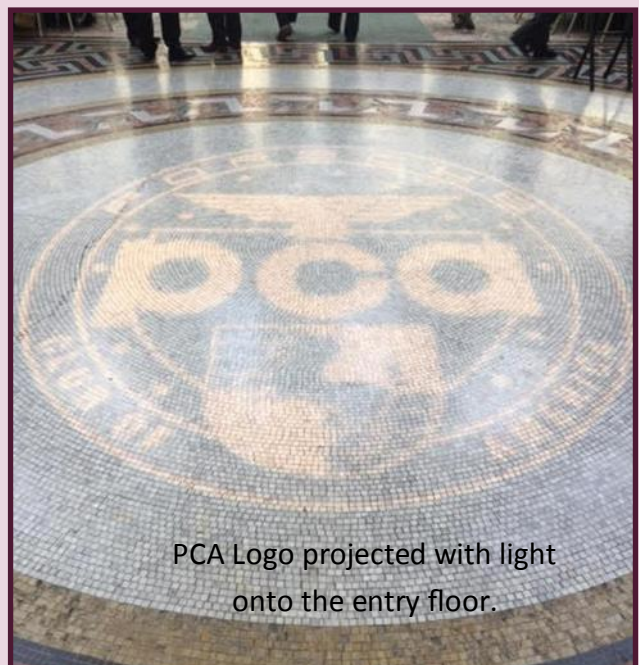
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PCA Logo projected with light onto the entry floor.

Other Photos from the 2015 Porsche Parade

Photos by David Herdon unless noted



Porsche Concours Banquet Program

Welcome and Introduction of Sponsors,
VIPs and PCA Executive Council
Mark Shevitz, PCA National Emcee

Parade Attendance Recognition

PCA President's Welcome
Caren Cooper

The Lazar-Blanchard Award for
PCA Enthusiast of the Year
Presented by Caren Cooper

The Porsche Family of the Year Award
Presented by Felix & Dr. Wolfgang Porsche

Ferry Porsche Trophy for PCA Region of the Year
Presented by Felix & Dr. Wolfgang Porsche and Caren Cooper

PCA National Service Awards
Introduced by Mark Shevitz

The Zone Representatives Award
Presented by James Jacisin, Zone 13 Representative

Dr. Wolfgang Porsche
Chairman of the Supervisory Board, Porsche AG

2015 Parade Concours d'Elegance Awards
Presented by Paul Gilbreath and Ron Gordon

Announcements, Wrap-up and Final Door Prize



NFR's Don Boggs at Parade with the Cayman GT4. Photo-S.LaRosa

PCA'S FEBRUARY 2015 DRIVERS' EDUCATION AT ROEBLING ROAD

Report and Photos by Bob Wilson

In the March/April 2012 issue of our newsletter, *Der Porsche Brief*, I wrote an article about the PCA's Driver Education (DE) event at Roebing Road Raceway outside of Savannah, Georgia. I had reconnected with an old college fraternity brother who first got me started in bicycle racing. We were on the winning DePauw University Little 500 team in 1969. It had been 42 years since I last saw John when he was wearing his Air Force uniform in the spring of 1970. I had a great time at the 2012 DE even though I was not taking the course. At the end of the article I stated that I planned on "meeting up with John next year" and "I may even sign up." It took three years but I finally returned to the February PCA DE program at Roebing Road Raceway hosted by the Florida Citrus (FLC) Region. 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 began to make my check list on what I needed to do before the DE event.

First on the list was getting my headliner repaired by Lesch Designs. While Benny replaced the headliner, he also replaced the front seat belts. The driver's side was badly worn and most likely would not have passed the technical inspections. While at Lesch Designs, Geoff Davis noticed that my tires were out of date. Even though they still had a good deal of tread left, their manufacture date was seven to eight years old. I wanted to have the alignment checked, but with the outdated tires, no shop wanted to do the work. So then there was the quest to find some good road tires for the 15 inch rims. As the search for tires went on, I spent some time researching and purchasing a new helmet and driving gloves.

As time neared for the DE school, I had the new tires balanced and the car's alignment



checked. A week before the event my 1981 911SC was given a DE technical inspection and tech form was completed by the staff at Wagon Haus in Tallahassee. On Thursday, February 12, the car's numbers (81) were applied and I began to pack the car for the trip to Roebing Road Raceway.

On Friday, February 13, the morning was spent finishing up the packing. 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 by-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.

At 6:00 PM DE registration opened. We picked up the weekend schedule, the tickets for the Saturday night dinner, and event "T"

shirts. Car technical inspection in the hotel back parking lot started around 6:00 PM. We turned in the filled in pre-event technical inspection checklist. The car was inspected and the wheel lug nuts were checked for the correct torque setting. We received the Run Group car windshield sticker. Since this was my first HPDE class, 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.

While all this was going on the PCA Florida Citrus Region was sponsoring the Friday night beer and pizza social. During the social, Christa and I met up with my college friend, John Meyer, who is one of the HPDE instructors. John had just returned from participating in the Friday training session



for HPDE Instructors. John asked if I wanted him to be my driving instructor? My response was yes, since he had gotten me into bicycle racing back in 1967.

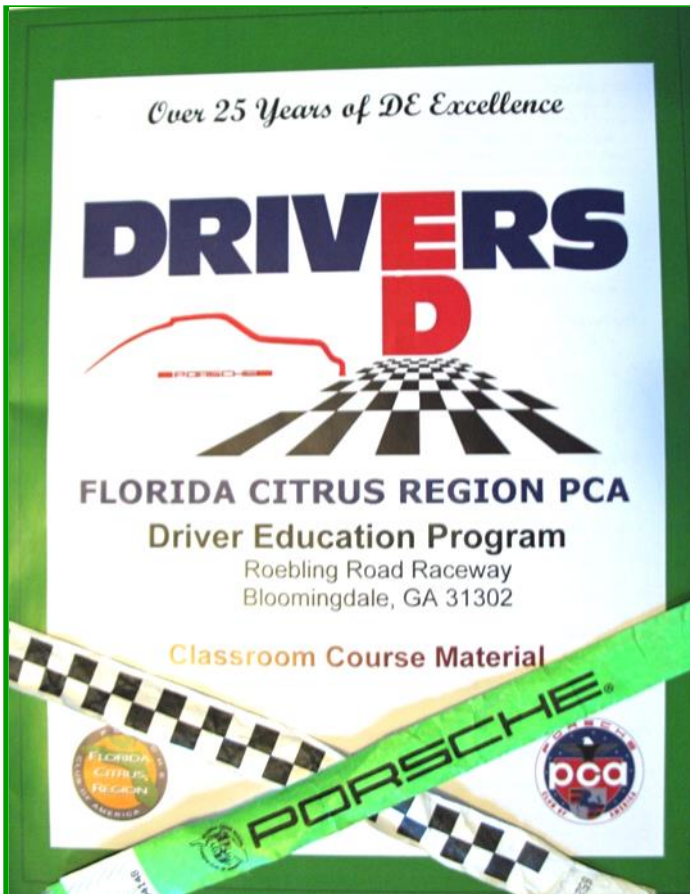
John bought his first Porsche, a 1969 912 after graduating from DePauw University. He was a new Air Force 2nd Lieutenant at

the time. He did not join PCA until July of 1975. John's first DE was at Mid-Ohio in June of 1981. He became a DE instructor at Roebling Road Raceway in 2008 and did his first One Lap of America Race in 2009. At Roebling and for the One Lap of America Race, John teamed up with Mark Peebles of the Florida Citrus Region. Before we all retired for the night, John told me to park my 911 SC in the infield area next to his pit area with Mark Peebles who is driving a 1998 Black/Orange Boxster # 41. John said look for his BMW with Retired Air Force Ohio plates next to the trailer with the Boxster that he and Mark would drive on the raceway. It was located close to the Restrooms and Food Pavilion at the track.

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 to the left has the breakdown of the various cars that were driven in this HPDE.

After parking the 911 in the pit area of John and Mark, I headed to the Food Pavilion for driver registration and the Mandatory Driv-

Car Type	Number of Cars
Porsche 911 (various types - 1971 – 2013)	30
Porsche 911 Turbo	2
Porsche 911 GT3	6
Porsche 924, 944, and 968	6
Porsche 944 Turbo	5
Porsche Boxster (including S)	6
Porsche Cayman (including S, R, and GTS)	21
Mazda Miata	9
Mazda RX-7	2
Mazda RX-8	2
Nissan GTR (2014)	1
Scion FR-S	1
Subaru Impreza WRX and WRX sti	2
BMW 128i	1
BMW 325	1
BMW 328i S	1
BMW M3 (1995 – 2013)	8
BMW MZ3	1
VW GTI (2008 - 2010)	2
Lotus Elisa (1999)	1
Lola T70 MK3B (1968)	1
Ferrari F430 (2004)i	1
Corvette (1996 - 2013)	8
Camero (1998 – 2002)	2
Pontiac TA (2000)	1
Cadillac CTS (2010)	1



er Meeting. At 8:00 AM student and instructor pairing were assigned and John Meyer was my instructor.

Next, John and I headed for my car for the track tour laps for first timers at the raceway. During the track tour laps, John pointed out the braking distant marking cones coming into turn one showing the 500, 400, 300, 200, and 100 feet distance to turn one. He also pointed out the cones marking the apex of the various nine turns on the raceway.

John pointed out the corner marshals around the course.

After the track tour laps, I reported for the Green Group classroom instruction which lasted one hour ending around 9:30 AM. The first, on track Green group run on the raceway was not until 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. John had me braking for turn one at around 400 feet. This first session had me trying to set the suspension, hit the apex of the turn and track out of the turn. This was a “herky-jerky” affair to say the least.

After the first session on the track, Green and Blue Groups broke for lunch. After lunch, Green and Blue Groups had a “Walk the Track” to discuss the turns of the track and other points of interest along the race-



way. 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. About half way through the final on track session for Saturday, I was pushing the speed of the 911 SC hard enough that the tires were heating up and the sidewalls of the front tires were flexing enough that you could feel it coming out of

to be mobbed. Christa and I had 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. Before heading to the track, John had me add 2 pounds air



Photo by Steve Schaefer

the turns. I finished up the run by backing down on the speed. Back in the infield pit area John and I talked about my tires and various future options I had to improve the handling of the car.

The raceway closed at 5:00 PM and everyone headed to Logan's Roadhouse for the Saturday dinner early since it was Valentine's Day and most restaurants were going

pressure to each front tire. He thought that might help improve the handling once the tires heated up. It turns out that add 2 pounds pressure did the trick. About midway through this track session going into turn 2, a Porsche 944 was near the front of a line of cars when it spun and ended up on the inside of the track. Fortunately everyone else made it around the 944 and

through the turn including myself. After the track session, Green Group had its third and last classroom session.

Green Group was scheduled to go out on the track again 30 minutes before lunch. However, during the Red Group session, just before the Green Group's session a orange and silver Mazda Miata # 13 spun out coming out of turn 5.

Before the dust could settle, dust was seen in the distance between turn 7 and 8. A 911 Turbo #95 had blown an oil line and went off the road.

Yellow and then Red flags came out. Safety trucks came out on the track to put down

oil

absorbent material and then to sweep the track.

By the time the track was ready there was only time for the Green Group to run a session before the lunch break. Blue Group would get their run in just after the lunch break and Touring Laps on the Track. To get back on schedule, the next Red and Black Groups sessions were run together.

In the afternoon, the last Blue Group session was an evaluation session for those drivers wanting to qualify to move up to the White Group. The event was suspended for at least two hours because of an on track problem. A driver and instructor meeting



Photo by Steve Schaefer



Photo by Steve Schaefer

was held to discuss the options available. Those drivers that wanted to leave the event were allowed to exit the raceway. Enough drivers remained in the Green, Blue and White Groups that wanted to stay and finish the event when the track problem was cleared. These drivers were paired up with instructors who were willing to stay. As it turned out, Green and Blue Groups were paired up in one track session and White, Black, and Red Groups were paired up for the last event

As one would expect, my last run was the best for me. I was a lot smoother on the track. I had a great time driving and catching up with an old college friend.

Christa and I stayed over Sunday night and spent Monday morning walking around downtown Savannah and had lunch at the *Lady and Sons*. We made it back home to Tallahassee around 7:00 PM safe and sound.

Thanks Christa for the best Valentine's Day present ever!! 🍷

Photo by Steve Schaefer



Photo by Steve Schaefer

Schedule of Driving Experiences for 2015

By Bob Wilson

For listing of events (Auto Cross, HP Driver Education, and Rallies) check on <https://clubregistration.net>. Also check various PCA Regions websites for driving events. Some regions to look at are:

Zone Region Name (website)

12	Florida Citrus (http://flc.pca.org)
12	Florida Crown (http://pcafc.org)
12	Sonnenschein (http://son.pca.org)
12	Space Coast (http://spc.pca.org)
12	Suncoast Florida (http://suncoastpca.org)
3	Alabama (http://ala.pca.org)
3	Ocmulgee (http://184.180.137.37)
3	Peachstate (http://www.peachstatepca.org)
5	Mardi Gras (http://mgpac.org)

Auto Cross Events

July 19, 2015 @ Atlanta Motor Speedway, Champions Lot – peachstatepca.org
September 19, 2015 @ Robertsdale – son.pca.org
September 20, 2015 @ Sebring – Suncoastpca.org
September 20, 2015 @ Lake County Sheriff's Driving Track – flc.pca.org
September 21, 2015 @ Henderson Stadium (SCCA) – 184.180.137.37
September 27, 2015 @ Atlanta Motor Speedway, Champions Lot – peachstatepca.org
October 11, 2015 @ Tampa Bay Downs – Suncoastpca.org
October 18, 2015 @ Atlanta Motor Speedway, Champions Lot – peachstatepca.org
November 8, 2015 @ Desoto Speedway – Suncoastpca.org
November 8, 2015 @ Atlanta Motor Speedway, Champions Lot – peachstatepca.org
November 14, 2015 @ Robertsdale – son.pca.org
December 6, 2015 @ Brooksville – Suncoastpca.org

High Performance Driver Education

June 20-21, 2015 @ Barber Motorsports Park – ala.pca.org
August 29-30, 2015 @ Road Atlanta – peachstatepca.org
September 19-20, 2015 @ Sebring - Suncoastpca.org
October 17-18, 2015 @ Robeling Road Raceway – flc.pca.org

October 24-25, 2015 @ Road Atlanta – peachstatepca.org

October 31-November 1, 2015 @ NOLA Motorsports Park – mgpca.org

November 13-15, 2015 @ Sebring – Suncoastpca.org

There are also non-pca DE events run by private clubs. Here are three good sources and the first two clubs use Club Registration (www.clubregistration.net):

Chin Motorsports (<http://chinmotorsports.com>) use Barber, NOLA, Road Atlanta, and Sebring

July 11-12, 2015 @ Barber

August 22-23, 2015 @ Road Atlanta

September 19-20, 2015 @ Barber

September 26-27, 2015 @ Road Atlanta

October 17-18, 2015 @ Road Atlanta

November 28-29, 2015 @ Road Atlanta

PBOC Motorsports Club (Porsche BMW Owners Club) (<http://pbocflorida.com>) use Barber, Road Atlanta, and Sebring

November 21-22, 2015 @ Barber

Rezoom Motorsports (<http://rezoommotorsports.com>) use Barber, Road Atlanta, Daytona, Roebing Road, Virginia International Raceway (VIR)

August 15-16, 2015 @ Barber

September 18, 2015 @ VIR

October 9-10, 2015 @ Road Atlanta

November 14-15, 2015 @ Barber

December 4-6, 2015 @ Daytona

Rallies

There are Time – Speed – Distance (TSD) rallies and Gimmick Rallies. There are a several types of Gimmick Rallies such as Scavenger, Poker, Hare and Hound, Fill in the Blank; and Photo. Some rallies will combine more than one type of rally. Example might be a First Leg as a Fill in the Blank rally followed by a Second Leg as a TSD with a Final Leg as a Photo rally.

September 13, 2015 @ Gimmick Rally - Details Coming – spc.pca.org

September 20, 2015 @ Details Coming (Special No Points) – peachstatepca.org

October 11, 2015 @ Big Canoe, GA (Rally 4) – peachstatepca.org



PORSCHE DRIVING EXPERIENCE IN ATLANTA

By Marc Freeman

Derived from the Porsche Cars North America Brochure

In June 2015, Porsche Cars North America (PCNA) opened a new facility in the former Ford Motor plant just south of Atlanta on Interstate 75. The new Porsche Experience Center's facilities, includes on- and off-road driving courses, a Human Performance Center, a Simulator, Business Center, a Personalization and Customization Lounge, the Porsche Classic Restoration Center, a cafe and restaurant. The 27-acre Porsche Experience Center is located minutes from the Hartsfield-Jackson Atlanta International Airport.

The centerpiece of the complex is a world-class test track and handling course. The track includes areas for driving and performance training, and offers six highly technical driving modules:

1. **Handling Circuit:** The circuit is composed of two distinct sections. The first is flatter and smoother, simulating an advanced racetrack design. The second section is populated by both elevation and camber change to replicate a country road, with a variety of challenges.
2. **Kickplate:** The kickplate is a movable metal plate set flush with the road surface. It is triggered remotely as a car travels over it which simulates the effect of a loss of rear-wheel traction.
3. **Low-Friction Handling:** This area is a specially formulated surface which creates an ideal environment where oversteer slides can be provoked, corrected, and held.
4. **Off-Road:** The off-road is built with the environment in mind. Porsche has utilized the existing substructure and materials of the previous Ford plant construction to seamlessly integrate the new features into this challenging course. The area is designed to show how the technical systems on the Porsche Cayenne work in off-road conditions. With a 1:1 hill descent, rough terrain, and side slopes that challenge even the most focused 4x4s, the Cayenne is

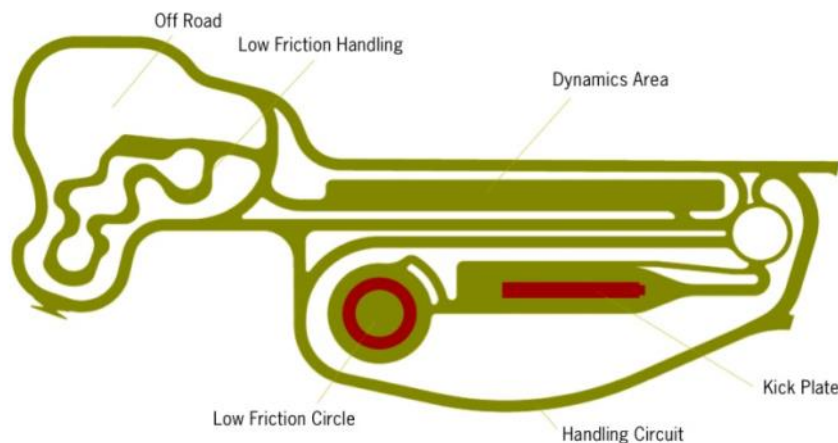
more than capable of conquering the toughest obstacles.

5. **Dynamics:** A black lake of asphalt for exercises ranging from slalom to lane changes creates a challenge for even the most competitive. An optional autotest can also be arranged.
6. **Acceleration Straight:** A 700-yard-long road was developed where acceleration—including the Launch Control function—can be safely explored, and the immense stopping power of the Porsche braking system can be further understood.

The Human Performance Center is a leading sports science laboratory, with facilities and programs designed to maximize personal fitness, wellness, and athletic performance. The training offered here incorporates the latest techniques used in preparing Porsche race car drivers for the grueling demands of endurance sports car

competition. The Human Performance Center uses state-of-the-art laboratory testing equipment to assess individual sport-specific fitness profiles—whether for competition on four wheels, two wheels, or one’s own legs. Customized programs range from heat acclimation training to hydration strategies. Individual wellness assessments baseline your current level of driving preparedness in a controlled environment to help determine your unique physiology and how it responds to development. With this knowledge, specific training zones can be calculated and incorporated into a training plan to create the maximum effect in the shortest time.

The Porsche Experience Simulator Center’s highly advanced driving simulators bring to life the visual thrill of top-level racing in a virtual setting. You can even test yourself



against other drivers in one-on-one and group competition.

Personalization and Customization Lounge has many of the models on display that are finished in one-of-a-kind colors and custom finishes. To help you envision your ideal Porsche, the lounge is staffed by Porsche Customer Consultation Specialists who can collaborate with you on design ideas and guide you in the selection of exclusive option choices.

The Classic Restoration Center supports vehicle consultations, full restoration services, classic part retail sales, and provides gallery space for high-end vehicle storage, creating a museum-like setting for special-event use.

While at the Porsche Experience Center, visitors can enjoy dining including a farm to table restaurant staffed by a classically trained chef. The restaurant's space is designed to be highly customizable, enabling it to meet a wide range of event requirements and offer a variety of catering options. In addition, the cafe is ideal for the quick or casual meal, offering coffee or snacks before you embark on the Porsche experience.

Taken together, the facilities at The Porsche Experience Center, Atlanta are designed for enthusiasts. Plans are in the works to open a similar facility in Los Angeles in 2016.

More information can be found at the website, porsche.com/atlanta, or by calling 1-888-204-7474. For more information also go to InfoPorscheDriving@Porsche.us 📧

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 *The 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*. 📧

Significant Dates for the North Florida Region

September 20, 2015 **Drive Your 356 Day. Details to follow on the Website, Facebook and Email blaster.**

September 25-27, 2015 **Rennsport V. Note the dates have been changed from the earlier announced October dates. See the flyer on page 2 for more information.**

October 1-3, 2015 **2015 Escape to Rushmore, Black Hills, South Dakota. For more formation go to: pca.org/pca-escape. See info on page 13.**

October 24, 2015 **OctoberFest, Apalachee Bay Yacht Club at Shell Point. Details to follow on the Website, Facebook and Email blaster.**

Socials: **Tallahassee Area Social– Third Wednesday each month, 6:30 PM, at Logan’s Road House, 750 Apalachee Parkway, Tallahassee, FL 32301.**








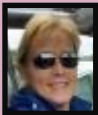

Tallahassee Area—Third Saturday each month, Car and Coffee, 8:00 AM to 10:00 AM, Texas Roadhouse, 3131 Capital Circle Northeast, Tallahassee, Florida.

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.

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
Bob Wilson		Membership Chair and Director	Crawfordville
Bert Everhart		Destin Area Activities Chair and Director	Shalimar
Roy Vaughn		Director	Niceville
Shirley Kerns		Tallahassee Area Activities Chair	Tallahassee
Vacant		Panama City Area Activities Chair	Panama City
Barry A. Waters		Webmaster	Crawfordville
Alan Berg		Newsletter Editor and Director	Tallahassee
David Herndon		PCA Zone 12 (Deep South) Representative	Suncoast Region

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Submissions Welcome!