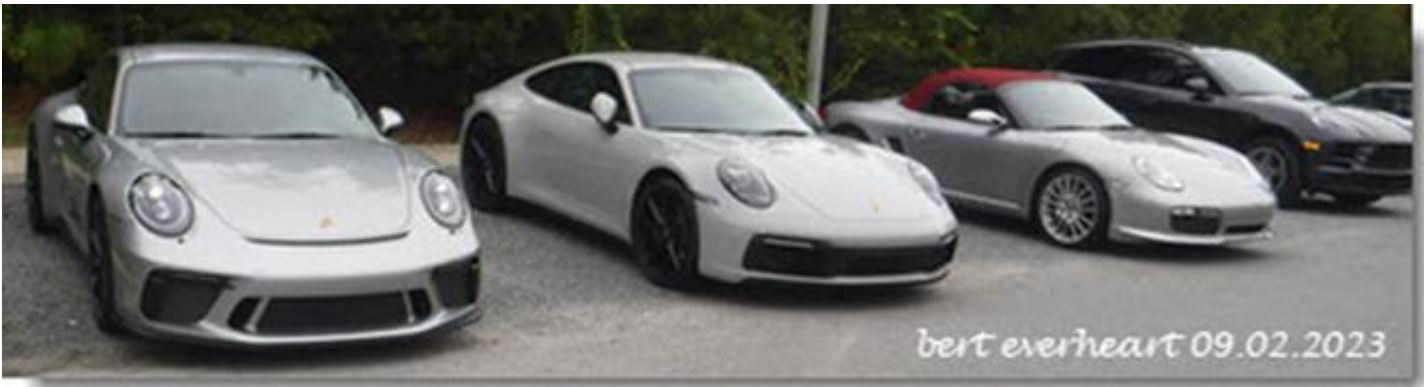


Der Porsche Brief

North Florida Porsche Club of America



IN THE FAST LANE

PORSCHE AT INDY

There are two very famous races with storied and long histories. The Indianapolis 500 and the 24 Hours of Le Mans.
Part I

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PCA Sim Racing provides a quality sim racing experience.

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NORTH FLORIDA

DRIVE, DINE, AND SOCIALIZE

Gathering for monthly Socials and Drive and Dine events are great examples of how we enjoy our cars and time together.

NORTH FLORIDA

NEW BOARD OF DIRECTORS

The new Board of Directors election is complete for the new term.

IN THE SPOTLIGHT

UPDATE EMAIL

PCA members can update their e-mail address from the PCA.org Member Dashboard

IN THE RACING WORLD

2023 MILLE MIGLIA

Billed as "The Most Beautiful Race in the World," this year's Mille Miglia was held 13-17 Giugno (June) 2023.

PORSCHE AT INDY - PART I

By Roy Vaughn

There are two very famous races with storied and long histories. The Indianapolis 500 and the 24 Hours of Le Mans. Indy hosted its first race in 1911 and will host its 108th running in May 2024. The 24 Hours of Le Mans first ran in 1923 and will celebrate its 92nd running in June 2024.

Porsche, since its inception, has had a varied and distinguished history at Le Mans winning at every level from small-displacement class wins to a many-time overall winner. And, while Porsche has had spectacular success at Le Mans, at Indy, not so much.

Because Porsche has not been successful at Indy though, doesn't mean that the efforts haven't been interesting. In the next couple of articles, we are going to look at Porsches at the Indy 500.

The 1960's were a time of great change at Indy. The early to mid-60s were the era of the so-called roadsters. Big, hulking front-engined cars powered by the long-lived Offenhauser 4-cylinder. The mid to late-60s saw the transition to the smaller and lighter rear-engined cars from Lotus and Lola powered by the Ford 4-Cam V-8 Indy engine, and still the venerable Offy.

The middle 60s, during the height of the transition, saw some very innovative, or maybe way out-of-the-box, odd-ball designs. There was Smokey Yunick's "side-car" design of 1964 that had the driver outside of the main chassis of the vehicle in a side-car, or capsule, on the left side of the vehicle. Scary! And no, it wasn't fast enough to qualify for the race.



And then there was the first of the Porsche powered attempts at the Indy 500 that came in 1966.

When you are in the midst of a transition from front-engined race cars to rear-engined race cars and you are not sure which way to go, what do you do? Why, of course, you build a race car with both a front engine AND a rear engine. And what better way to do that than with small, light, air-cooled Porsche engines. The non-factory supported, Stein-Porsche Twin was born. Albert Stein, a midget racing champion from Southern California, saw the simplicity and power available from Porsche's flat-six, and wanted to exploit these traits in his attack on the long straights of Indy. His hopes were that the lighter individual weight, lack of liquid cooling system, and lower center of gravity of the flat engines, combined with the added advantage of four wheel drive, would provide the necessary benefits to overcome the added weight of a second engine. This was the "push me, pull you" design of Joe Huffaker.

Stein hired Huffaker to assemble a suitable chassis for the engines using a pair of transmissions from Lancia's racing division, giving him the basis for his assault on Indy the following spring. Stein had planned to use a more traditional Ford or Offenhauser engine setup, but in the planning stages, a friend in Europe offered three 2.0 liter 911 engines for less than the cost of a single example of one of the American engines. Stein had one of his crew fabricate an aluminum body shell for the car and used traditional Indianapolis racing brakes from Girling, and a set of lightweight magnesium wheels to complete the build.





In an odd setup for a Porsche engine, both engines faced forward. The front gearbox facing the driver's seat, with the rear engine also facing forward, with the engine immediately behind the driver, and the transaxle out back. Out of necessity, the gearboxes were required to be built identically, with a complex set of shift linkages, clutch operating levers, and throttle cables needed to synchronize both drivetrains. Obviously, the front engine supplied power to the front wheels, and the rear engine supplied power to the rear wheels, but both engines could be operated independently, if one failed.





Was the Porsche Twin successful. Well, no. Despite valiant attempts by driver Bill Cheesbourg, the car was almost 10 miles per hour short of the speed needed to be the last row, 33rd qualifier for the race. Stein claims that he was negotiating with Porsche to have "911S" camshafts installed in both of his Indianapolis engines, yet was told that they were not willing to release them for sale as the production cars had not yet hit the market. Would the additional horsepower from the 911S cams been the magic bullet that would have made the car fast enough to qualify for the race? We will never know.

Will a Porsche be successful at Indy? In Part II, we will learn about the famous Interscope Racing Team, that was very successful in IMSA with their Porsche 935s, going to Indy with a Porsche powered car.

OKTOBERFEST 2023

By Shirley Kerns



Another memorable Oktoberfest for our Region is “in the books” after members returned to Apalachicola, Florida for the last weekend in September. The weather was nothing short of fabulous as the annual celebration kicked off at the Consulate Suites, where Roy and Janelle Vaughn hosted a happy hour with a selection of German wine and beer that got everyone in the spirit of Oktoberfest. However, the real star of the happy hour was Janelle’s world-famous spinach dip!

Tim Kerns gave a brief history of this year’s “headquarters” venue - the [Ft. Coombs Armory](#). The Armory was originally built in 1898 and became the home of the Franklin Guards, the local militia company at the time. The Armory was destroyed by fire in 1900 and was rebuilt in 1901. It still stands today, proudly occupying its place on the National Register of Historic Places and serving as a cornerstone to Apalachicola’s Historical District.

Tim’s history lesson provided valuable clues for Saturday’s Gimmick Rally, for those who were paying close attention. The weather gods continued to shine down on us as the Rally kicked off Saturday morning. 10 drivers and 10 navigators departed the official start point *exactly* five minutes apart - overseen with the greatest of precision by Roy Vaughn. Teams were given 4 minutes to review the route instructions before leaving the Peoples South Bank parking lot. All teams were treated to a very scenic tour in and around Apalachicola before returning to the “finish line”. Podium winners included Michael and Laurie Lee of Tallahassee, taking 3rd place; Steve and Becky Bolles of Tallahassee, taking 2nd place and 1st place went to Aaron and Jill Metsala of Panama City. This was Aaron’s and Jill’s first North Florida Region event.

[Way to go Aaron and Jill !](#)



After an afternoon of shopping, oysters and taking in the riverfront scene, everyone gathered for the official Oktoberfest dinner and party Saturday night at Ft. Coombs. *More* special selections of German beer and wine were available at the bar and coveted door prizes were flying off the table. The evening's silent auction, with 14 items up for grabs, was a smashing success.

Highlighting the event were a couple of very special Hurley Haywood-autographed items, donated by Alan Berg's family, and a number of Porsche memorabilia, donated by former long-time Region member, Joe White. With the Region's treasury matching funds generated from the auction, almost \$1,000 was raised and donated to [Feeding the Gulf Coast](#), a food bank that has been supporting counties in the western part of our Region for over 40 years.

We were treated to a fabulous buffet dinner catered by Provisions Restaurant of Port St. Joe, featuring "not-so-classic-Oktoberfest" entrees

that included yummy "Low Country Boil" and "Basil Basil Bowtie Chicken".



Steve Bolles was recognized for his unwavering service concluding a six-year run as a member of the Board of Directors and serving as both President and Treasurer during that time.

It goes without saying, but I will say it anyway, a good time was had by all!

In the Spotlight:


How to Update Your PCA E-mail

The [PCA.org Member Dashboard](#) helps you to edit your profile information.

For example, you can update your Email Address, Phone Number, User Name, and Password. The Member Dashboard also leads to the **Manage Communications** page. This page is where you choose your PCA National or Zone communications - for example, print or digital content.


To update your PCA email address:

1. [Log in](#) to the PCA.org log in page.

A black rectangular button with white text that reads "JOIN PCA TODAY! MEMBER LOGIN".

After you log in, your name is in the upper right corner of the page.

2. Click your name to open the **Member Dashboard** page..
3. From the left column, click **Edit My Profile**.

A yellow rectangular button with black text that reads "EDIT MY PROFILE".

4. Enter any change to your email address in the **Email Address** field, and then click **Save Personal Information**.

A yellow rectangular button with black text that reads "SAVE PERSONAL INFORMATION".

To update your communication preferences:

1. From the left column of the **Member Dashboard** page, click **Manage Communications**.
2. From the **Preferences - National** list, click the communication type to opt - in or opt out.
3. From the **Preferences - Region and Zone** list, click the communication type to opt - in or opt out.
4. After choosing your preferences, click **Update Communication Preferences**.

To contact member services:

Email membership@pca.org or call (410) 381-0911



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DINING AND DRIVING EVENTS - NORTH FLORIDA PCA



October 18 Social at Tallahassee's Glory Road included posing for photos with our cars. During our meals, members had a great time discussing cars, the upcoming quarterly Drive and Dine, and [Rennsport VII](#). Longtime Member Dave English shared beautiful posters of the restored 911 ST 2.5 from the [Rennsport Reunion VII](#) event. The history of this unique racing 911 GT was interesting, and the posters are a great work of art.

November 19 was a beautiful day for the Fall Fiesta Tour, Drive, and Dine. The journey included gorgeous canopy roads with a generous helping of curves, twists, and turns. The drive was well received and was a head turner for young, old, canine, and bovine observers along the way. Lunch included a presentation by Steve Bolles of the club

matched the funds received from the Oktoberfest silent auction and monetary gifts and donations from members. Roy Vaughan then presented the donation to Feeding the Gulf Coast.

EMERALD COAST DRIVE TO DONATE

By Roy Vaughn



On 2 December Members of the North Florida PCA Region presented a \$2000 donation to Anna Goretski of "[Feeding the Gulf Coast](#)", the food bank that services the 5 western-most counties of our Region. Our donation from the "Drive to Donate" will provide 10,000 meals to the food insecure of our area. After our presentation it was off to David's Catfish House in Milton, FL for some good old southern cooking.

THE 2023 MILLE MIGLIA - THE MOST BEAUTIFUL RACE IN THE WORLD

By Dave and Betta Jerome. (Originally published by www.porsche356registry.org - reprinted by permission of the authors)



The 2023 Mille Miglia

A thousand miles of Italian motoring delights

By Dave Jerome and Betta Jerome
Photographs by Dave Jerome

Billed as "The Most Beautiful Race in the World," this year's Mille Miglia was held 13–17 *Giugno* (June) 2023. The original race, first held in 1927 in Italy, was an open-road, motorsports endurance race established by Counts Francesco Mazzotti and Aymo Maggi. Except for 1939 and 1941–1946, the speed race was held every year until 1957, when two fatal crashes permanently ended the event. During 1953–1957, the race was also a round of the World Sports Car Championship.

In 1977, the Mille Miglia (literally "the thousand miles") was re-established as a four-day, 1,000-mile race (really a rally) for

classic and vintage cars. Participation in the race is limited to automobile marques produced from 1927–1957 that participated in the original race, which of course includes the Porsche 356. The route—a round trip from Brescia to Rome and back—is like that of the original speed race and maintains the original point of departure/arrival in Viale Venezia in Brescia. In 2023, another *tappa*, or leg, was added to the race, extending the length from 1,000 miles to 1,200 miles and adding another half-day to the event.

Car selection for participation in the Mille (as the Italians refer to it) is discerning. More than 1,500 applications from 31 countries vied for 420 entry positions in 2023. This year's race included 62 different automotive marques and included 22 Porsche 356: 2 Carrera GS coupes, 12 Speedsters (including a 1500 GS), and

Above: Romain Dumas's 1955 Speedster 1500 at the Piazza del Campo in Siena, Italy, on the third day of the race.



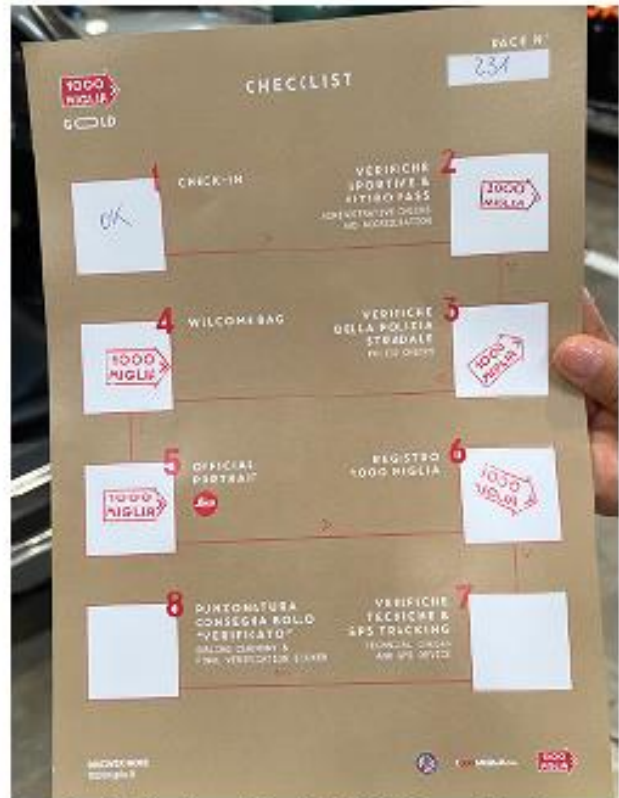
Above left: A 1955 550 Spyder RS driven by Pieter Jan Michel Cracco of Belgium passes a modern-era Ferrari entering the paddock. This special Porsche also participated in the 1956 speed race. **Above right:** Four 356s and a Porsche 550 Spyder RS await technical and safety inspections at the paddock. Mark Wegh, the owner of Porsche Centrum Gelderland in Heteren, Netherlands, owns this special "barn find" 550 Spyder RS, chassis #550-069.



A pair of early 356s wait their turn to go through tech inspection.

8 Pre-A and A coupes. Two additional very special Porsches were also part of the 2023 field: a pair of 1955 550 Spydres, one of which ran in the 1956 speed race. One of the 356s—a 1952 1500 coupe—also participated in the 1953 speed race.

As the race organizers like to say, "the cars are always the stars," so any car that can prove to have taken part in the original 1927–1957 races is automatically accepted. Approximately 75 cars each year fall into this category. The organizers want to give every applicant the same opportunity to participate, and they also want a good selection of cars to avoid having too many of one marque. To ensure a good mix of cars, there's a formal Mille Miglia selection committee that includes members from the Fédération Internationale des Véhicules Anciens (FIVA). Every application is examined, and in the case of two identical cars, the one with the best FIVA rating is chosen. Applications for some marques are more numerous than others—like Jaguar XKs, Austin-Healeys, Mercedes 190SLs, and Porsche 356s. There may be 50–60 (or more) applications for each of these models, but unfortunately, only about 15–20 can be chosen each year. Understandably, this limitation is painful for these applicants.



Inspection checklist for car #231, a 1952 356 1290 coupe driven by Burkhard Mollen and Frank Heiles from Germany.

In addition to those cars that raced in the original Mille Miglia (and that are always eligible), two other paths essentially guarantee a place in the Mille. One is an association with one of the world sponsors such as Chopard, Vredestein, Mercedes, and Villa Trasqua; or the main sponsors Fast Lane Club, Houtkamp Collection, Retro Rally Group, and Way2Drive. Many of these companies specialize in the supply of eligible cars for the Mille Miglia, and also offer support and service for their clients during the race, including



Above left: Checking the engine number on a 1952 356 1290 coupe. **Above right:** A 1956 356A 1500 GS Carrera entered in the 2023 race by Roland Van Pelt (Netherlands) and Christian Geistdorfer (Germany). World Rally Champion Walter Röhrl and Christian Geistdorfer drove this car in the 2018 Mille Miglia.

transport, technical support, and hospitality. In the 2023 edition of the race, 9 of the 22 Porsche 356s were sponsored cars. One final way to guarantee a spot in the field (obviously with an eligible car) is via registering as a "platinum" entry. This method is much more expensive, and as in yachting, if you have to ask how much, then you probably can't afford it (psst... it's about \$80,000).

Each driver gets a watch from Chopard as a part of their entry fee to help commemorate the Mille experience. This year's watch was billed as an "Italian Limited Edition Mille Miglia GTS Chronograph." Sixty watches were also made available to co-drivers at a discounted price, and an additional 40 were distributed to Italian retailers. Chopard generously donated proceeds from the watch sales to victims of the recent Emilia-Romagna flood disaster, which devastated much of that region of Italy this past May.

Prior to the start of the race, technical and safety checks, including the symbolic "sealing of the cars," are conducted. The

Punzonatura, or the "sealing of the car," involves the application of a lead seal on the steering column to confirm that all the necessary inspections have been passed, and that the car is "as specified" in the race documents, and symbolically constitutes final approval to take part in the race. The *punzonatura* here is being completed on Le Mans champion Romain Dumas's 1955 Speedster 1500.



Above left: A 1956 356A 1600 coupe gets the red carpet treatment at the Piazza della Vittoria, a few kilometers after the start of the race. **Above right:** The Polizia (Italian national police) watch a 1927 Bugatti Type 37A pass by at the start of the race. They provide the motorcycle escort to the field of cars throughout the entire route.



A 1954 1500 Speedster.

purzonatura or "sealing of the cars" ceremony is held later at the Mille Villaggio at Piazza della Vittoria in Brescia. Sealing simply involves the application of a lead seal on the car's steering column to confirm that all the necessary inspections have been passed, and that the car is "as specified" in the race documents. Above all, the seal symbolically constitutes final approval to take part in the race. The technical inspection and sealing of the cars is one of the times when Mille fans have an opportunity to take a closer look at the historic cars taking part in the race.

The Mille is, first and foremost, an annual celebration of historic cars, majestic scenery, good food and wine, and Italian hospitality. The race is a historic and meaningful event not only for the people in Brescia, but also for Italians in all the small towns along the picturesque 1,000-plus-mile route from Brescia to Rome and back. The race can also be a challenging affair for the participants—long hours on the road, late-night arrivals and early morning departures, inclement weather, mechanical issues, and more are par for the course. A massive contingent of organizational logistics providers travels en masse along with the cars—to include the Polizia escorts that clear the way for the cars, the press corps, and all the mechanics and race support crews that keep it all going.

This year it rained quite hard during the second day, making the journey extra challenging for the open cars. A young couple in a 1926 Bugatti T37 were happy for the sunshine on Day 3 "...to dry everything out." Day 4 and Day 5 were also very hot this year; temperatures were in the high 80s, with high humidity. Some of the closed cars were driving with their doors open for some additional airflow.

Completing 1,000 miles in four-and-a-half days is challenging not only for the drivers and co-drivers, but also for their vintage machines. However, after happily crossing the finish line back in Brescia, everyone was smiling, laughing, and taking pictures and videos with their cell phones. Champagne bottles were uncorked, and there was a great celebration at the finish line—a sense of pride not only in finishing, but also a sense of relief that your car made it the full 1,000-plus miles! Not all made the round trip back to the finish line in Brescia; of the 420 cars that started the race, only 357 made it to the finish. The overall race winner was car #50 of Andrea Vesco and Fabio Salvinelli (of Italy), a 1929 Alfa Romeo 6c 1750 SS Zagato sponsored by Villa Trasqua. The highest placing Porsche 356—car #230, a 1956 356A 1500 GS Carrera—finished in 86th place, driven by Roland Van Pelt (Netherlands) and Christian Geistdorfer (Germany) and also sponsored by Villa Trasqua. Twenty of the twenty-two 356s that started the race crossed the finish line in Brescia, proving once again the reliability of the Porsche 356.

The Mille Miglia offers the vintage car enthusiast a truly memorable experience with all that Italy has to offer—the food, the wine, the stunning architecture, and the scenery—as well as the glamorous race atmosphere. The participants are all passionate car enthusiasts, not just the former F1 and Le Mans winners, World Rally champions, and Porsche factory drivers, but also those enthusiasts who especially enjoy a unique driving experience, no matter the conditions, that these beautiful, historic machines and "The Most Beautiful Race in the World" provide. ³⁵⁸

BOARD OF DIRECTORS

Election results for the 01.2024 - 12.2025 term



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Spence Gilleon



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