

# THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 36 - Number 10

October 2010

## Upcoming Events

- |                        |  |
|------------------------|--|
| Oct 4<br>(Mon)         | Monthly Meeting, 7pm<br>Porsche of Orlando               |
| Oct 16-17<br>(Sat-Sun) | Roebing Road DE<br>Savannah, GA                          |
| Oct 24<br>(Sun)        | Octoberfest Concours and Picnic<br>Burton Park on SR 520 |
| Oct 30<br>(Sat)        | AutoCross at Orange County<br>Convention Center          |

## Tour de Telluride, 2010

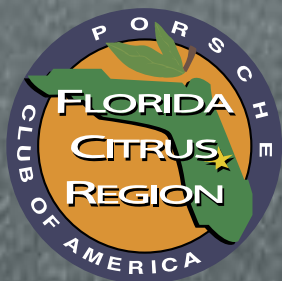
*A Porsche Paradise*

## German Vacation Adventure

*Taking on the Nurburgring in a Rental Car*

## September AutoCross

*A recap of the September AutoCross*



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500 Members  
<http://flc.pca.org>



Road to Durango  
Blanton's #707 followed  
by DeVillano's #939  
Photo By Beth Blanton



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<sup>2</sup>Accounts insured up to \$250,000 per depositor per deposit category.

<sup>3</sup>Advertised annual percentage yield (APY) rate is valid as of 8/24/10 for personal accounts only and subject to change daily without notice. CD rate is based on a 5-year term. A penalty may be charged for early CD withdrawal. No minimum deposit required to open. Fees could reduce earnings on the account.

<sup>4</sup>Competitor comparison information obtained from Informa Research Services, Inc. as of August 24, 2010, using Illinois account rates. CD rates assume a \$2,500 minimum balance. The non-Discover Bank service marks are owned by each respective entity. All rights reserved. Deposit accounts offered by Discover Bank. ©2010 Discover Bank, Member FDIC.

10-FS-0477

## From the Editor

You might call this our "vacation issue." Inside you will find articles about some amazing trips our members took to both Telluride Colorado and Germany. Thank you to all of you that have been contributing articles lately, it really makes the Spiel great! I

If you have not enjoyed an event with our group, one of our events in the next few months is certain to be a great time.

And don't forget, we would love any articles on great or memorable Porsche related experiences.

Travis Young - KineticFlow@mac.com



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Contact kineticflow@mac.com for information

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## Welcome New Members

Total region membership as of 30 August was 510. Welcome new Members:

Paul Arnold	1969 912	Orlando
Kevin Jirka	2001 911	Orange City
Michael Myers	2007 Cayman	Orlando
George Nichols	2006 Cayman S	Orlando
Douglas Olvey	2003 911 Turbo	Longwood
William Thompson	2001 911	Orlando
Justin Davis	1974 911	Orlando
Gary Glass	2004 911 Turbo	Windermere
Stan Hildebrand	1999 911	Windermere
Robert Hughes	1989 944	Orlando
Michael Jones	1987 944	Kissimmee
Michael Keefe	1969 911	Altamonte Springs
David Russek	2002 Boxster	Winter Garden

Member contact information is very important if you want to continue receiving the "Panorama", the "Citrus Spiel" or any e-mails about upcoming region events. This contact information is maintained on the member database at PCA.

There are three ways to update this information:

Call PCA at 703- 321- 2111

on the web at [www.pca.org](http://www.pca.org)

send information to Bill at: [daviswm@cfl.rr.com](mailto:daviswm@cfl.rr.com)







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[porscheusa.com/911dna](http://porscheusa.com/911dna)

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# President's Update



Read the two articles inside about Colorado and Nurburgring "tours" and you'll feel the need to get in your car, find a track or remote road and run hard. And with the October Driver's Ed event at Roebling Road later this month, a lot of us can do just that. Hopefully, you've signed up and are getting your car prepped and forms filled out. Our next DE is scheduled in February, so in case you missed out for this event, another is around the corner. In my 12 years as a PCA member, running in a DE has been the highlight, especially with the quality of the FL Citrus DE program and the staff that runs it.

As you've read in Laura's Socially Spiel column, we've got a lot of activities planned for the rest of the year. Please join us for a social or driving event. Don't miss the picnic Oct. 24th with the Space Coast Region. See details on page 7 and email blasts. And 2011 promises to be very busy also with major, multi-region events. The Suncoast Region will hold Zonefest next Memorial Day weekend celebrating their 50th anniversary and national's Parade will occur in late July in Savannah. We've volunteered to assist the Coastal Empire Region in Parade administration and I'll keep you posted on help they need. Being only 4-5 hours away, we should be well represented at Parade 2011.

Election of 2011 Officers will occur at the November 1st meeting. The Nominating Committee will present a slate to the Board of Directors by October 20th. Nominations will also be taken at the meeting prior to a vote.

## Board of Directors

<b>Officers</b>	
<b>President</b>	Chuck Hennings (407) 909-0507 c2hennings@yahoo.com
<b>Vice President</b>	Bert Del Villano (407) 909-0636 bertdelvillano@aol.com
<b>Secretary &amp; Insurance Coordinator</b>	Steve Williamson (407) 435-0344 williamsons@mindspring.com
<b>Treasurer</b>	Pete Brotsch (407) 430-7023 peterb@gardener.com

## Directors / Committee Chairs

<b>Membership &amp; E-Mail Chair</b>	Bill Davis (407) 365-8428 daviswm@cfl.rr.com
<b>PCA Race Chair &amp; Past President</b>	Bert Del Villano bertdelvillano@aol.com
<b>Drivers Ed Chair &amp; Coordinator</b>	Ross Evers ross_everslcci@yahoo.com
<b>Social Chair</b>	Laura Shields lauraleexoxo@aol.com
<b>Safety Chair</b>	Kevin Duffy kduffy@cfl.rr.com
<b>Autocross Chair</b>	Bert Del Villano (407) 909-0636 bertdelvillano@aol.com
<b>Newsletter Chair</b>	Travis Young kineticflow@mac.com

Finally, thanks to Travis Young for continued improvements to the Spiel despite the many responsibilities of running a business and his work prepping his Miata for the track. And there's the 356 that's got to be restored!

Also thanks to Steve Williamson for running the September 26 Autocross. Bert Del Villano, AX Chair, was away but actively putting on the final touches with Ross Evers, DE Chair, for the October DE.

Chuck

## Contacts

<b>Director of Instructor Training</b>	Ron Zitza (407) 294-0024 TeamZotz@aol.com
<b>Chief Driving Instructor</b>	Tom King (407) 876-6675 tom@tomkingphotography.com
<b>Technical Chair</b>	Sid Collins (407) 297-7733 sid@troysport.com
<b>Historian</b>	Chuck Hennings c2hennings@yahoo.com
<b>Webmaster</b>	Mel Saiz msaiz@cfl.rr.com
<b>Zone Rep</b>	Jennifer Barrows jmbarrows@cfl.rr.com
<b>Dealer Liaison</b>	Emilio Cortes - Porsche of Orlando cortes1@autonation.com (407) 262-0800



# Meeting Minutes

## September 2010



The September 13, 2010 meeting of the Florida Citrus Region PCA was called to order at 7 PM by President Chuck Hennings at Porsche of Orlando on 17-92 in Maitland. The meeting was attended by approximately 60 club members and guests.

Two new members were welcomed and introduced to club members. New members present at the meeting received bottles of wine and coffee mugs.

The Treasurer's Report was delivered by Club Treasurer Pete Brotsch. The report suggested the Club is financially sound with some expenses remaining to be paid related to the October Driver's Education.

President Chuck Hennings reported the membership to be approximately 515, representing a small amount of growth in membership over the last few months.

Travis Young reported the latest edition of the Spiel to be largest yet. An attempt is being made to enlarge and update the Spiel to be more attractive to advertisers and to be more competitive with the best publications of Porsche Clubs nationwide. This is being made possible by the efforts of Travis, Club President Chuck Hennings, advertisers, and all who have contributed articles. In order to continue upgrading the Spiel, articles of all things Porsche are being solicited.

Vintage sportscar racers Ron Zitza and Nort Northam had success racing in the rain at Watkins Glen recently with podium finishes of second and third respectively. Club racers Mark Peebles, David Edwards, Greg Barrows, and others raced at VIR recently as well. Congratulations to all of our members who regularly distinguish themselves and our Club with excellence.

The Club anticipates significant participation in the 2011 Porsche Parade in Savannah next summer. The Club has been contacted for support of activities at the Parade.

Upcoming events that were discussed included the September 26 and October 30 Autocrosses at the Orange County Convention Center. Driver's Education Chair Ross Evers reports the October 16 and 17 DE registrations at Roebbling Road is at 136 cars, however as last minute cancellations are possible, those who wish to participate should contact him for details. His contact information is located at the club website <http://flc.pca.org> Additional events that were mentioned included the November 14 Challenge Rally, the December 11 Holiday Dinner, and the December 18 Warbirds Adventure.

Nort Northam has been asked to select a slate of candidates for Club Officers for 2011. The slate will be presented during the October meeting. Additional nominations may be made at any time up to the date of election of officers. Voting for Club Officers will take place at the November meeting.

The next monthly meeting will take place at Porsche of Orlando at 7 PM on October 4. The September meeting was adjourned at 7:40 PM.

Steve Williamson - Secretary and Insurance Liason



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# Upcoming Calendar

Your guide to Citrus/Region Events

## Monthly Meeting

Oct 4 at 7pm  
Porsche of Orlando  
1st Monday of Each Month

## Octoberfest Concours

Oct 24 at 11am  
Burton Park SR 520  
See box below right

October 2010						
Sun	Mon	Tue	Wed	Thur	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

## Festivals of Speed

Oct 8-10  
[www.FestivalsOfSpeed.com](http://www.FestivalsOfSpeed.com)

## Roebbling Road DE

Oct 16-17  
Roebbling Road Raceway  
See page 11

## Cars & Coffee

Sept 18 from 9am - 11am  
at House Blend Café  
Gathering of car-nuts on the  
third Saturday morning of each  
month in Ocoee for all car makes.  
[www.houseblendcafe.com](http://www.houseblendcafe.com)

## HSR Sebring Fall Classic

Oct 21-24  
at Sebring Raceway  
[www.hsrace.com](http://www.hsrace.com)

## AutoCross

Oct 30 at 9am - 4pm  
At Orange County Convention  
Center... See Page 11

**Oct 4 (Mon)**

**Monthly Meeting  
at Porsche of Orlando**

**Oct 8-10 (Fri-Sun)**

**Festivals of Speed Orlando**  
<http://www.festivalsofspeed.com>

**Oct 16-17 (Sat-Sun)**

**DE at Roebbling Road**  
**Almost Sold Out!**  
**See page 11**

**Oct 21-24 (Thur-Sun)**

**HSR Sebring Historic Fall Classic**  
[www.hsrace.com](http://www.hsrace.com)

**Oct 24 (Sun)**

**Oktoberfest Concours, Swap Meet,  
and Picnic at Burton Park on SR520**  
with Space Coast region  
See box on right

**Oct 30 (Sat)**

**AutoCross at OCCC**  
**See page 13**

**Nov 14 (Sun)**

**Challenge Rally**

**Dec 11 (Sat)**

**Holiday Party**

**Dec 18 (Sat)**

**Porsches and Planes**

**\*\* Events in bold represent FL Citrus sponsored events \*\***

## Oktoberfest Concours, Swap Meet, and Picnic!

Burton Park (SR 520), Sunday, Oct 24

9:00 AM	Setup
9:30 AM	Cars Arrive
10:00 AM	Concours begins
Noon	Let's Eat!
12:30 - 1:00	Awards

All Day Swap Meet (bring something!)

\$10 per Person

sign up at [clubregistration.net](http://clubregistration.net)  
(under Space Coast Region)

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# Tour de Telluride 2010

*a Porsche Paradise*



A collaboration between  
Joe & Beth Blanton and  
Bert & Anne DelVillano

Monarch Pass, Colorado - Alpine Mountain Region, Tour de Telluride

We're washed, dressed, primped and polished, gussied up and gassed ..... Matching 07'997 turbo's that is! .....

Bert & Anne DelVillano together with Joe & Beth Blanton of Orlando joined the Alpine Mountain Region PCA on a whirlwind driving adventure along the majestic mountain roads of Southwestern Colorado. Ron & Sheri Martinez of Colorado Springs organized the tour and graciously hosted us the evening prior to the event. Their attention to detail and preparedness surpassed everyone's expectations. From the onset, this would be a trip to remember!

All participants met early Thursday morning at the "Hub Restaurant", Colorado Springs, combination car-wash/50's style diner. The staff stood ready to assist anyone needing a last minute wash. What they didn't anticipate was how Porsche owners pamper their toys. Registration went smoothly followed by a short driver's meeting. The police escorted 47 Porsches through town in procession. Thursday morning's 172 mile drive started through the "Garden of the Gods", pitting at Monarch Pass for a photo op, then onto Gunnison for a lovely lunch. The police escort in Gunnison was nothing less than "presidential". And for once, flashing red and blue lights did not strike fear of being pulled over. When we weren't absorbed by the

beauty of the drive, we had a musical CD crossword puzzle contest to entertain us. Thursday afternoon we sprinted another 132 miles (some of us sprint faster than others.....a lot faster), pitting in Ridgeway to stretch our legs and enjoy some ice cream.

Nestled in the spectacular town of Mountain Village, our final destination and base for the next 3 nights, was the unparalleled Capella Telluride Resort. Basking in the lap of luxury, even our cars had exclusive use of an entire floor in the parking garage. The staff was gracious enough to set up a car wash station outfitted with all accouterments to get the job done. Yes, my friends.....we have ARRIVED!

Up early Friday morning with a breakfast/drivers' meeting at 7:30 am. A last minute "spit polish" to the windshields and the "Florida Gang" was ready to roll.

Friday morning's drive started with a parade through the Town of Telluride. The town got its start in 1878 after gold was discovered 3 years earlier. The first major crime attributed to Butch Cassidy and the Sundance Kid was the robbery of the local bank in Telluride. Rolling out of town we set our sights 122 miles through the mountains headed for Durango. Some of the most breathtaking scenery in our country, the drive was not for the faint of heart. No guardrails in many locations with switchbacks galore.



During our drive to Durango not only did we encounter mountain passes but also drove through fertile, lush farming areas atop mesas. We learned that an abundance of fruit and vegetables are harvested annually in this area. Following lunch, we paraded through Durango to the waves and whistles of many along the side-walks.

Moving on, we have yet another 125 miles back to Telluride for the night. A pit stop in Silverton allowed us to stretch our legs and where a group picture was taken for an upcoming "Porsche Panorama Magazine" article.

Some of the most exhilarating, adventurous driving is along this stretch known as the "Million Dollar Highway". There are a variety of explanations regarding the source of the name for the "Million Dollar Highway." One version claims it is based on the value of the ore-bearing fill that was used to construct the road, and another says it refers to the high cost of building a road over Red Mountain Pass (11,008 feet) and the Uncompahgre Gorge. One thing no one will dispute is the million dollar views around every turn.

Settling back into the luxury of Capella Telluride for the night, we were simultaneously exhilarated and exhausted. Some of the best driving available in this country was ours on this day!



Red Mountain Pass / Uncompahgre Gorge

Saturday offered options. Many opted for "The Ascent 4WD Jeep Tour". After the previous days' encounter with gorges, cliffs and no guard-rails the DeVillano's, Blanton's and Eller's (Ron & Beth from Denver) opted to drive (or possibly fly.. ) to Gateway, 56 miles Northwest of Telluride and just East of the Utah border. Seemingly in the middle of nowhere, and certainly more desert like, we found Gateway Auto Museum where a collection of vintage autos have been amassed by John Hendricks the founder of the Discovery Channel. The road to gateway was almost deserted, allowing our small yet nimble group of three 997 turbo's, to forge ahead, in some areas, at speeds in excess of 130 mph. Having the ability to apply pedal to metal on the open road certainly cleared the exhaust systems from the previous days' mountain driving. Driving back to Telluride was surreal. The turbo's flew along the highway without hesitation. Each one of the drivers in our small group egging the other to catch up. Holding steady, each 997 showed its stuff and, without pause, held steady with the pack.

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Our final evening included a beautiful dinner and awards banquet. Prizes were awarded and stories shared. The Alpine Mountain Region has set the bar high for all of us. If anyone ever has the opportunity to participate in one of their tours do not hesitate to jump in with both feet. That is, of course, after the four of us have already reserved our spots.

And so..... we bid farewell to our friends from Colorado, envious of all their state has to offer Porsche enthusiasts. As we drive into the setting sun, we vow to return again another day and to share the adventure with our Citrus Region PCA friends.



*Preparing to roll, Joe Blanton, Bert & Anne DeVillano*



*Gateway Auto Museum Tour*

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# Upcoming Track Events

*All marques  
and beginners  
are welcome.*

## Drivers Educations - Oct 16 & 17

at Roebling Road Raceway (Savannah GA)

Saturday and Sunday October 16-17th 7:00am until 5:00pm

\$225, includes instruction for novices, t-shirt, and social on Friday night at the host hotel.

Saturday evening will feature another gala at the Cancon Mexican Resturant with a spirited Mariachi band. Cost for dinner is \$20 in advance.

Snell 2000 or later helmet, appropriate clothing, and tech inspected vehicle required, see club website for complete details.

Some space may still be available, register at <http://www.clubregistration.net>

## Auto Cross - Saturday October 30

at Orange County Convention Center

Sunday September 23rd 7:00am until 4:00pm, Sunday October 30th 7:00am until 4:00pm

\$30, includes lunch

Snell 2000 or later helmet required, loaners available

Pre-register at <http://www.clubregistration.net>

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# German Vacation Adventure



**by Gary Merideth**

Vivian and I spent the 3rd week of July in Germany touring the countryside. I've long wanted to experience the Nurburgring Nordschleife, with its 20 km (16 miles) of turns and jumps, but the English language web forums recommend not to take your rental car. So I rented a dedicated track car from Rent2Drive, a local outfit run by a multi-tasking mom named Diana Ackermann.

Unfortunately, the full-race E36 BMW I had reserved had its motor lunched the day before, so Diana substituted a more expensive but more pedestrian Renault Clio Sport.....pretty neat little car, Recaro's, 6 speed manual, R-compound tires and importantly front-wheel drive.

Every Nurburgring "beginners guide" I read strongly urged no rear wheel drive on your first laps around the 'Ring due to the preponderance of off-camber turns and elevation changes." That was my first take-away, for those of you who've done track events at Road Atlanta, the Grune Holle (Green Hell) is that track on steroids and much faster... I found myself most of the

time going between 4th and 5th gear, admittedly in a puny 4 cylinder, and except for the 2 mile long finish section, it's never straight. Friend Randy Pobst was there a week later for a VLN race and told me he was at 150 mph in the Foxhole which was nearly as fast as I saw on the finish straight.

Second impression was the traffic. I ran in a late afternoon session they call TF, from 5:30-7:30 pm... there were probably 100 cars on track, but at 16 miles long, you only see 20 other cars or so in a lap. Being a newbie, I passed only a few, usually I was the passee and there were two predominate vehicles in my mirror: sport bikes and GT3 cups. Both obviously had huge closing rates on me which meant that in addition to trying to learn a treacherous new track, you have to be aware of who's behind and where they're going around.

Final impression was the ease of access. There is no tech inspection of your car, there are no license checks and for sure no track-experience hurdles. There is only one thing required.....22 euros.

The Germans obviously don't have the litigation in-

dustry we have here and for all their liberal welfare, time-off & health-care "benefits", in this area they are way more oriented to personal responsibility than the USA.

The risks became apparent quickly. On my first lap I saw an M3 in the wall and 2 crotch-rockets that had tumbled into a gravel-trap. Our 2 hour session had to be shut down twice to clean up the carnage. All in all, I had an absolute blast, but did feel some relief when we drove the Clio back to Diana unscathed. If you get the chance to go, don't miss it!

Rent 2 Drive can be contacted at:  
[www.hausmarvin.de/en/index.php](http://www.hausmarvin.de/en/index.php)



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[www.southeast-performance.com](http://www.southeast-performance.com)







# Launch of New Boxster Register

**New online forum for Boxster owners**

by Miles Beach

continued from last month...

## MUCH TO OFFER

So, what does the New, 2nd Generation, Boxster Register site have to offer? In a word: much.

This mission of the Boxster Register is "To provide information, build relationships, share ideas, communicate information on various PCA functions and events, and make the Boxster experience a better one

than it would be without this forum." The heart and soul of the Register software is the discussion forum section. We have organized the forums according to various categories including General Discussion, 986 and 987 model specific sections, Technical sections such as drive train, electronics, body, etc. to name a few, plus there are forums for each of the 13 PCA Zones with a listing of each region where members have posted and discussed various regional events. The software allows the inclusion of photos, YouTube videos and files of various standard electric formats within individual posts and members regularly share photos and videos of various events from across the country.

A lot of information has been shared between members and many close relationships are being formed every day. There are dozens of discussions ongoing and new topics daily. Members are sharing their experiences and love for the brand and models. They are asking questions relating to track setup and discussing issues such on the best oil and tires to use as well as helping to solve one another's technical issues. In addition to providing the much-needed online discussion forums, the site provides a means to provide all of the same information of a traditional web site. We have created a Boxster FAQ that contains a history of the model from the original 1993 concept car to the most current 987 Gen II models. We provide information on each of the special edition models released including the newest: The Boxster Spyder. Technical specs are posted as well as a repository of electronic brochures, order guides, product information guides and links to electronic owner's manuals and tire guides from Porsche itself. There is a photo gallery where we have posted official Porsche promotional images as well as member generated photo galleries. There is a section with links to a number of official PCA and Porsche resources. Plus there is a technical article section that contains articles from maintaining and protecting your cabriolet top to installing an audio auxiliary jack in a 986 to wheel alignment values,



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some of which are provided by the admin team and others from members themselves. In addition there is a garage section where members can document and share information on their cars including stock specs and any modification/customizations.

The software also provides the ability to offer unique and fun ways to interact as members. Just this month we started a Tech Quiz Question of the Week modeled off the Parade Tech Quiz. In fact we are using many of the tech quiz questions from past Parades. We post a question and several multiple choice answers and the software provides a means to keep track of everyone's answer and provides real time feedback on the percentage of each answer chosen. At the end of each week we post the answer and a new question. It is a lot of fun, is educational, and provides a way for members to interact. The Cayman site does a member photo of the month contest where photos of their cars are submitted and judged by the admin team. Then, one is chosen for the month and posted on the front page of the site. We also provide access to the site on the go from mobile devices utilizing plug-in software and apps for the Blackberry, iOS and the Android platforms. We are also iPhone and iPad compatible through their native mobile browsers.

#### UNIQUE AMONG ONLINE PORSCHE FORUMS

The Boxster (and Cayman) Register is unique among Porsche related automobile forums for several reasons. First, it is dedicated to PCA members only. We restrict the majority of the information, the ability to view individual postings and to interact on the site to PCA members as a member benefit. This means the sites are free from advertisers and the influence and bias they can sometimes wield on other sites. Also, members are free to post questions and information on track events such as DE and Autocross without being concerned about trolling by insurance carriers and others that might want to use the information posted against a member.

Finally, and we believe this to be one of the most important benefits of the New PCA Registers, these sites are the ONLY Porsche related online web sites that Porsche itself has endorsed and supports. Representatives of both Porsche Cars North America and Porsche AG are members of these sites and monitor them periodically. The benefit of this is that we get unequalled access to technical and promotional resources that no other web site does.



*Author Miles Beach at Sebring*

The Boxster (and Cayman) Register sites are open to all current PCA members regardless of whether or not you own a Boxster (or Cayman). I encourage everyone to visit the site and take a look around. If you like what you see, go ahead and register. It only takes a few minutes and the only requirement is to have your PCA membership number available. We do verify membership, but most people are confirmed within a short period of time (a couple hours or less). The address of the Boxster Register is [BoxsterRegister.org](http://BoxsterRegister.org) and the Cayman Register is [CaymanRegister.org](http://CaymanRegister.org).

These 2nd Generation Register Sites have provided a huge leap forward for the PCA Register Group goal of encouraging closer relationships within the PCA and are more proof that "It's not just the cars, it's the people".

Miles Beach is a PCA Boxster Register Administrator, an active member of the Florida Citrus Region, an architect and avid Porscheophile. His Porsche is a Carrera White, 2005 Boxster, affectionately called "Sally". Miles resides in the Wekiva area with his wife Robin and two sons, Matt and Ryan.





# *Socially Spiel*

with **Laura Lee Shields**, Social Chair

Here is what's happening from the Social Department!

On Sunday, October 24, we join forces with Space Coast Region for a Concours and Picnic in Cocoa. Cars arrive at 9:30am and the Concours begins at 10am. A swap meet will be held throughout the day. Food will be served around noon and the cost is \$10 per vehicle for lunch.

On Sunday, November 14 is the annual challenge rally to raise money for the Russell Home. In case you didn't know, the Russell Home houses severely handicapped children from all over Central Florida. Currently, they are in desperate need of donations to make repairs to the house, which was built in 1940. Additionally, they are always in need of household supplies, cleaning items, non-perishable food and other items. Last year, we were able to raise several thousand dollars for the Home and we hope to raise even more this year! Join fellow PCA members meeting at Porsche of Orlando in Maitland Sunday morning. We will leave the dealership in waves and follow a driv-

ing path around the area answering questions along the way (sort of an adult scavenger hunt). We will end up at a local restaurant, just in time for lunch! Individual participants are welcome but having a navigator is recommended.

Comments? Questions? Suggestions? Please let me know! See you next month!

LauraLeeXOXO@aol.com



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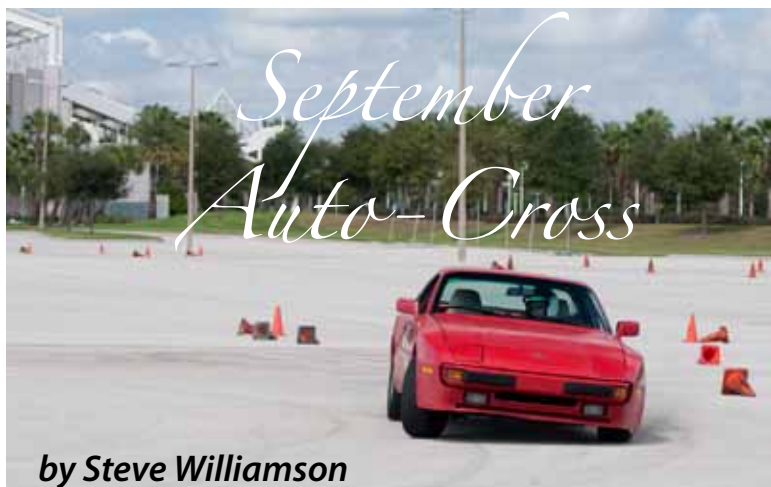
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# Octane Ratings

**Spiel Tech Talk**  
By Pedro's Garage



If you look closely at the gas pump the next time you're filling up your car's tank, you'll see that the different types of octane available at the pump are measured using the (RON + MON) / 2 method. Here in Florida the typical octane ratings (also known as gasoline grades) are 87, 89, 91 and 93.

In an internal combustion engine, its compression ratio is a single number that can be used to predict the performance of the engine. It is the ratio between the maximum volume of the combustion chamber and cylinder, when the piston is at the bottom of the stroke and the minimum volume when the piston is at the top of its stroke.



In a properly-firing cylinder, the spark plug ignites the air/fuel mixture at just the right time and a flame front starts on one side of the piston and burns across the top to the other

side, which creates a rapid and evenly-expanding gas that pushes down on the top of the piston and thus makes the engine rotate its main shaft. When the air/fuel mixture is ignited prior to the spark plug firing as with pre-ignition, the two flame fronts collide, causing a pinging and knocking noise and a loss of peak power.

High performance cars generally have high compression engines, such as the ones found in our normally-aspirated, flat-6 Porsches, because the higher the compression ratio, the more mechanical energy an engine can squeeze from its air/fuel mixture. However, higher compression ratios also make detonation more likely.

An octane number or octane rating is a measure of the resistance of gasoline and other fuels to self-ignite or pre-ignite due to compression in an internal

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combustion engine. As the compression ratio of an engine increases, so does the required octane number of gasoline if you want to avoid knocking.

In order to account for differences in the performance quality of gasolines, two engine octane numbers are routinely used: The most common type of octane rating worldwide, RON (Research Octane Number – simulates the fuel performance under low severity engine operation) and is determined by running the fuel in a test engine with a variable compression ratio at 600 rpm, and MON (Motor Octane Number – which simulates the fuel performance under more severe engine operation using the same test engine but with a preheated fuel mixture, at 900 rpm and with variable ignition timing to further stress the fuel's knock resistance). The octane number is then reported as the average therefore we see:  $\text{RON} + \text{MON} / 2$ .

It turns out that heptane handles compression very poorly. Compress it just a bit and it self-ignites spontaneously. Octane, on the other hand, handles compression very well – you can compress it quite a bit and nothing happens. By definition, the RON and MON of n-heptane and iso-octane are exactly 0 and 100. So, ninety-three-octane gasoline is gas that contains 93% octane and 17% heptane (or some other combination of fuels and additives that have the same performance of the 93/17 combination).

An octane number doesn't relate to the energy content of fuel as some people tend to believe, it is just a measure of the fuel's tendency to burn in a controlled manner rather than exploding in an uncontrolled manner.

Another misconception that some people have regarding gasoline is that if they use a higher octane level than recommended by the manufacturer they can obtain better gas mileage or higher horsepower. That is not so because switching to a higher octane

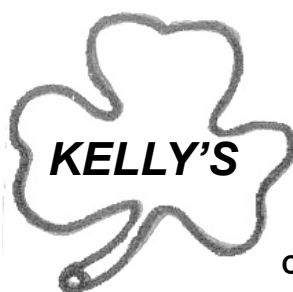
rating does not add any more hydrocarbon or oxygen content. The different octane ratings exist so that each particular engine can have the best fuel possible due to its internal design (compression ratio).

However, burning fuel with a lower octane rating than recommended often reduces the power output or efficiency on the engine because of the knocking. Modern Porsches have anti-knocking systems integrated into the engine which are controlled by the ECU (engine control unit or main computer). These systems retard the ignition timing to reduce the tendency to detonate, but by the same token retarding the timing reduces power output and fuel efficiency.

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# Troysport



## Club Racing - by Sid Collins

*Troysport Performance Group at a Recent Event*

The Troysport Performance Grp. has been active the last several months participating with the following racing sanctioned groups.

Sports Car Club of America (SCCA) regional & vintage along with Vintage Drivers Club of America (VDCA)

In 8/10 SCCA hosted a major event on the long 12 hr course @ Sebring, Fl. That weekend consisted of a regional sprint schedule, 1 1/2 hr enduro, and vintage sprint.

John Cox (67 912 vintage), Robert Demetrius (73 911RS), Bill Charlton (70 914/6), and Sid Collins (72 911S) all participated in the vintage class with great success as Sid, Robert, & John claimed the top three spots for the fastest Porsches.

Jerry Ruffino entered his 83 911SC in both the regional sprint race and teamed with Sid Collins in the 1 1/2 hr. enduro. It was a hot weekend but the T-spt. 911SC ran flawlessly and Sid was able to take the car from 39th to 5th overall during his final stint of an 1 hr. 20 mins...

VDCA had an event @ Roebing Road during 9/10 and was attended by John Cox & Robert Demetrius Great results were had by all as they were the fastest Porsches there all weekend long.

As the weather cools alot more racing will be occuring and Troysport wishes all racers the best of luck & fun. Enjoy those cars..



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# Porsche News

## **Carrera GTS: Porsche 911 Now Even Sportier**

Porsche Press Release - Stuttgart.

With a power output of 408 hp, outstanding vehicle dynamics and emphatically sporty equipment, the new 911 Carrera GTS ascends to the pinnacle of the Carrera model series. 23 hp more than the 911 Carrera S enable the new GTS – available as Coupé and Cabriolet – with 3.8-litre engine to close the gap up to the 911 GT3 with 435 hp. This additional sportiness goes hand in hand with the economic advantage: thanks to Porsche Intelligent Performance, the new top sports car consumes no more fuel than the Carrera S in the New European Driving Cycle (NEDC), and is also priced very attractively due to its extensive standard equipment. The new Porsche 911 Carrera GTS will celebrate its world premiere at the Paris Motor Show in early October.



Unique within the Carrera family, the 911 Carrera GTS combines the 44 millimetre wider Carrera 4 body of the AWD models including a wider track with a classic rear-wheel drive. And there are many more details which distinguish appearance and technology of a GTS from other Carrera models. For instance, the GTS runs on 19-inch centre-mount RS Spyder wheels, painted in black, with high-gloss finish rim flanges and 305/30 ZR 19 tyres on the rear axle.

Other optical features include the SportDesign front apron with spoiler edge, painted in black, special sideskirts, also in black, and the Carrera GTS logotype on doors and rear lid, in black or silver depending on the body colour. The area between the two tailpipes in the rear is finished in black. In combination with the standard interior colour "black Alcantara", the centre sections of the driver and passenger sport seats



are covered with black Alcantara. In the sporty interior, dominated by the colour black, this high-quality material is also used wherever driver and passenger come into direct contact with the vehicle, like on the rim of the new three-spoke SportDesign steering wheel and on the gear and handbrake levers.

Special attention was paid to charge exchange in the 3.8-litre flat engine delivering 408 hp: In a special resonance intake manifold, six vacuum-controlled tuning flaps switch between power- and torque-optimized geometry whereas in a Carrera S power unit there is only one tuning flap. Thus, maximum torque of unchanged 420 Nm is already available at 4,200 rpm, 200 rpm earlier compared with the Carrera S. Add to that a sports exhaust system with two dual tailpipes. Their outer shells are painted in black and their inner tubes are polished on the outside and nano-coated.

As a standard, the Carrera GTS has a six-speed manual transmission, and upon request, a seven-speed Porsche Doppelkupplungsgetriebe (PDK) is available. In comparison with the Carrera S, top speed of the model with manual transmission rises by four km/h to 306 km/h. In general, acceleration from zero to 100 km/h improves by 0.1 seconds, and is 4.2 seconds for a GTS Coupé with PDK and a Sport Chrono Package Plus in Sport Plus mode.



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