

THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE FLORIDA CITRUS REGION P.C.A.
CHARTERED IN 1974



Published Monthly

Over 500 Members

VOLUME 35

NUMBER 4

APRIL 2009

UPCOMING

Apr 4 (Sat) ALMS Saint
Pete Street Race
Apr 5 (Sun) IRL Saint
Pete Street Race

**Apr 6 (Monday)
Monthly Club Meeting
At Porsche of Orlando
Starts at 7pm**

**Apr 11 (Saturday)
Brumos Collection Tour**

**Apr 25, 26 Sunrise to
Sunset Rally**

**Apr 26 (Sunday) AX
At Tavares**

**Zonefest 2009
Registration
Open NOW!
See Page 9**



FYI

**2009 Marks the
35th Anniversary
Of the FL Citrus
Region PCA.**

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of PCA and FL Citrus
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Chili Bake Off A Tasty Party

By Jim and Christie
LaPiana

Over 80 people attended this year's Chili Cook-Off. There were 11 chili's to sample, and so many desserts and side dishes we almost ran out of room for them. It was awesome. It looked like everyone had a really good time. The contestants did a great job of "selling" their dishes with clever names and displays. The winners were:

Jim and Cher Spirito for Best Hot Chili
Jim Barggren and Nancy Spain Best Mild Chili
Stefan and Kim Mancas for Best Dessert
Jan and Larry Marshall for Best Side Dish

Thanks to the dealership for hosting the event once again this year. **Jim Lynch** did a great job with logistics and getting us great prizes, including Porsche logo hats and shirts.

Continued on page 3

Indy @ Disney Not A Mickey Mouse Event!

By Chuck Hennings



A group of inquisitive Club members gathered at the Disney Speedway on March 14th and came away with a new respect for IRL drivers and understanding of Indy cars. I got a thrill of a lifetime by driving one of them 8 laps as fast as I could go!

Continued on page 6



Chili Bake Off Host Jim LaPiana trying to eat and make notes at the same time!

New → Florida Citrus Region website <http://flc.pca.org/>

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PRESIDENT'S LETTER

Spring brings beautiful weather, perfect for moving our Porsches down the road, on a Rally, traveling to an event or even running on a track! There's the street races in St. Pete April 4, 5 and Crown Regions DE at Roebing the same week-end. Ron Zitza leads a Club caravan to the Brumos Collection on April 11th and there's the Sunrise to Sunset Rally April 24 and 25. Also, please come to our monthly general membership meeting at the dealership in Maitland (April 6, 7pm).

Some thank yous to members for events and service are listed below. We really appreciate the hard work of these folks which continue to bring fun track and social events to our members and others.

Please checkout pages 1 and 6 for the highlights of our Indy at Disney Meet & Greet. Driving an Indy Car was an experience I'll never forget albeit I found it hard to go real fast as I kept anticipating the car's rear end coming loose like my 911 (there was no chance of that with all the downforce)!!

Planning for Zonefest continues and Registration is OPEN at clubregistration.net. See more about Zonefest scheduled for May 22-24 on pages 8 and 9 and on our website at <http://flc.pca.org/>. Enjoy a weekend in Mt. Dora at a mini-Parade with fun events planned for everyone.

Chuck Hennings

Spiel Notes: All photos by the Editor unless noted

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Volunteer Appreciation Corner

Jim and Christie LaPiana – thanks for a wonderful Chili Bake Off party Feb 28th at Porsche of Orlando (and thanks to the dealership for use of their facility).

Dave Borinski, DE Chair, Chief Driving Instructor **Tom King** and Dir. Of Instructor Training **Ron Zitza** – thanks for a highly successful and safe DE in February.

Bill Davis – thanks Bill for your untiring work as the Club's Membership and Email Chair. Bill's also our representative for this month's Sunrise to Sunset Rally which originates in Melbourne and finishes in Clearwater Beach.



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WELCOME TO OUR NEW MEMBERS

(Total Members End of Feb - 518)

Robert	Cannon	Heathrow	2008 911 S
Antonio	Cecchi	Winter Garden	2007 911
Harry	Flemming	Orlando	2009
Stephen	Lambert	Oviedo	2002 Boxster S
Brett	Mueller	Deltona	2006 Cayenne S
Richard	Potts	Maitland	2006 Cayman S
Dale	Shenk	Heathrow	2004 911
Greg	Vehlo	Orlando	2001 911

APRIL



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Indy at Disney (continued)

About 25 Porsches showed up for what turned out not only to be our first event at the Speedway but the Indy Racing Experience's first outing with a car club. The IRE folks, led by co-owner **Jeff Sinden** and **Scott Jasek** who gave us insight into the Indy cars, went out of their way to accommodate our wants. They rolled a single-seater, then tandem Indy Car over to our corral, then guided us through the paperwork required to get on the track.

Jeff gave away a free ride (Jeff piloting) in the tandem racer won by **Jaime Diaz** and a free single seat ride won by **Dan Wenk**. In the latter ride, you pilot your own racer with Jeff leading the way ahead in another Indy Car at a fast clip. Jaime and Dan's experiences are described below. My own experience and exhilaration was not unlike the young lady on the right (I hope to get her name before I go to press!). She took the first tandem ride and after a 160mph stretch in the open cockpit, the reaction is Wow! My drive in the single seater was as exciting albeit quite a bit slower.

And a big Thanks to member Kevin Abel for all these great photos of the event.



I think she had a great ride!!



"I have gone fast in my car... well above the speed we went on that Indy car (we did 150-160mph in the straight)... but the feeling of that open wheeler is just out of this world. That thing felt like it was glued to the track, It was a kart sensation multiplied by a 1,000!, with an engine that sounded like an angry motorcycle engine on steroids, screaming next to me, and G's of push/pull that I have never experienced... and I have sat, holding to dear life, once in Tom Kerr's 996TT car while he beats the heck out of it (smooth driver, but still fast as heck...) and that is not even close to the thrill of riding in that Indy car, wow!!...

So it was a great experience, a triple shot of adrenaline that kept me pumped up all day. Thank you again to the Citrus Chapter of PCA club for putting together the event. It was a lot of fun that ended with an awesome surprise!!"

Jaime Diaz (shown here with his excited children)

"Thanks for the wonderful experience. The Saturday event at Disney was my first PCA event that I attended and what luck to win the Indy Racing Experience! I expected to have a few donuts and meet some fellow members and WOW, next thing I know I am racing around the track in an Indy Car! I will be sending you some photos soon and hope to attend many more PCA events.

Thanks again for the wonderful experience".

Dan Wenk



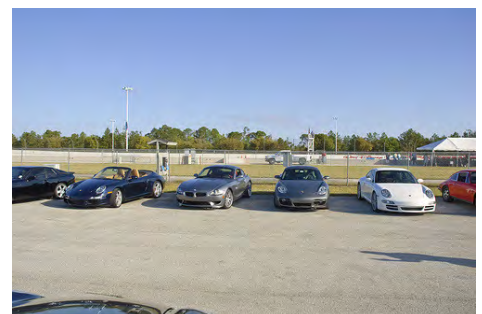
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**WHEN: Fri, Sat, Sun
May 22 - 24**

WHERE: Mount Dora, FL

Accommodations @ Lakeside Inn, new Hampton Inn or local Bed & Breakfasts. Special Lakeside Rates of \$99 for Fri and Sat, \$49 additional nights

WHAT: Fantastic weekend bringing together Porsche enthusiasts from all over the Southeast. Events for everyone including Friday night Welcome Party, Saturday's Concours, Tech Quiz, Rally, and Tour, and Sunday's Autocross, Tour and Victory Banquet.

HOW/HOW MUCH: Register at clubregistration.net (mailable form available on opposing page). \$120 per couple, \$80 single for all events.

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Pictures from 2008 Zonefest



Welcome Party



Concours



Tech Quiz, Relaxation



Victory Banquet



Post Rally Keg



AutoCross



Fun Rally

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Registration is OPEN for Zonefest 2009 at clubregistration.net

Enjoy a fun filled Memorial Day weekend in Mt. Dora, one of Florida's premier resort areas. Besides the exploring and shopping available in Mt. Dora, you'll meet old and new friends all connected through enjoyment of the Porsche marque. Friday evening, May 22, register and enjoy the Welcome Party. Saturday is a full day with a morning Concours and Tech Quiz, and in the afternoon your choice of a Rally or a more casual Tour through central Florida, both ending in a Keg Party on the porch of Mt. Dora's historic Lakeside Inn. On Sunday, challenge yourself and your friends at an autocross (lunch provided) or choose another Tour of the area -- then celebrate at a Victory Banquet featuring a first class, hot and cold buffet and lots of awards. Registration is a bargain at \$120 per couple, \$80 for a single, and \$30 for a child for all these events. The host hotel is the Lakeside Inn, offering a special rate of \$99 per night (valid until May 1) for Friday and Saturday and \$49 for additional nights. **Contact the Lakeside Inn at (800)-556-5016 or (352)-383-4101 and mention Zonefest.** There are additional rooms at a new Hampton Inn (800)-426-7866 or (352)-383-4114 and numerous B&Bs in Mt. Dora.

This event gets better every year. Register now! Web registration preferred but mail-in form provided below.

For registration questions, contact Bert DelVillano at 407-909-0636, bertdelvillano@aol.com; for event questions contact Nort Northam at 407-647-1911, nortnortham@earthlink.net or Chuck Hennings at 407-909-0507, c2hennings@yahoo.com

Zonefest Program

Friday May 22 (evening)
Saturday May 23 (morning)
(afternoon)
Sunday May 24 (morning)
(evening)

Welcome Party and Registration @ Lakeside Inn
Concours and Tech Quiz
Observation Rally / Tour
Autocross (lunch provided) / Tour
Victory Banquet and Awards

PCA Zone 12 ZONEFEST 2009
May 22 - 24, 2009

Mail-In Registration Form

(Preferred Method is to Register On www.clubregistration.net)

Member Name(First/Last) _____ Email Address _____

Co-Participant's Name _____

Porsche Info: Year _____ Model _____ Body Style _____ Color _____

COMPLETE WEEKEND: Includes all events (Welcome Party, Concours, Tech Quiz, Observation Rally, Tours, Autocross, Autocross Lunch and Victory Banquet)

Single (\$80) per person \$ _____

Double (\$120) per couple \$ _____

Additional Adult Tickets (\$80 each) \$ _____

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Autocross Lunch @ \$10.00 per person (for non registered guests) \$ _____

Victory Banquet @ \$50.00 per person (for non registered guests) \$ _____

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Will you enter the judged *Concours? _____ *Concours Judged Exterior/Interior Only

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All payments payable to PCA Zonefest 2009

Cancellation Policy - Written cancellation notices received 2 weeks in advance of the event will qualify the registrant for a refund or credit towards a similar event within the next 12 months at the club's discretion.

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One Lap of America (Article # 9) - by Mark Peebles

IT IS THE LAST INSTALLMENT!

I can hear the cries now, "Thank the Porsche gods, he is finally done with this journey." You can rejoice after reading this installment of the One lap. This will finish up the 2008 race.

We left the infamous VIR and headed to a little known and new track called Beaver Run. It's located somewhat north of Pittsburgh PA. A small drive of some 481 miles and bringing the total miles covered to 3717. All this and racing at 9 different venues.

We were going to follow the same format of 3 hot laps in the am and three more in the pm. Our itinerary said we would also do an autocross sometime during the event at BR. Now we are talking, I do know a little about autox and my small memory bank is able to process the turns and remember the lefts and rights. The great advantage of the autox is that I can see where I am headed and not guessing like on the race course. The confidence of knowing where you are actually going is a very calming thing.



Mark ® and Co-Driver Joe Browne

We arrived near BR with about 3 hours to spare so we got a room, a nap, took a shower and some light breakfast and headed to the track. You have to arrive by 8:10 or be penalized 50 points. We could not afford to lose 50 points. As I was unpacking the car, I heard the distinct roar of a V8 coming up the hill. Looking up, I saw the red Z28 that had disappeared on Monday in Oklahoma. The story goes that they blew the tranny in OK and had spent all week there getting it fixed. The tranny was finished on Thursday noon and they drove all Thursday to arrive at BR in time for the last race of the One Lap. Now remember, they were from Seattle. I think I would have just headed back to Seattle after all week in OK. They wanted to finish the One Lap.

The One Lap is a great place to develop friendships and we had a good one with 2 guys from Buffalo NY. They were driving an old 911 turbo with 935 body work. I do not think the car has been painted since it was new, 1978. I was just behind them on the grid for our session. I was thinking, now we have a race. I wanted to pass these guys. After all, I had a good set of brakes for the first time in a week. The race was on. I caught him and passed before the completion of the first lap. Now to finish and get to the pits to brag to our Buffalo brothers how shameful it was to be passed by a 944. As I pulled into the pits, there sat the faded red turbo and no driver near it. How could that be, I had passed him on the first lap of 3 and never saw him again. He could not have passed me back and I not see it. Could he?? I finally tracked him down and inquired how he had beaten me into the pits. It seems that in his excitement of being passed by a little 944, he had forgotten to count the laps and came in after 2 laps instead of 3. He was now known forever and 2 lap Dave.

The autox was next on the schedule. It was a simple course of 35 seconds in length. The only bummer was you only got one lap to score, not the best of three. I took pity on the Buffalo boys and showed them the fine points of autox. It snows too much in Buffalo to autox. We did great and headed off to DEI in Cleveland OH for a sponsor dinner. It was a nice drive of 121 miles. The dinner was great and was very short in length as we still needed to drive back to south Bend IN for the final event, the dry skid pad the next morning. We all met at the bar Friday night for tales and beer.

Saturday was day 8 and the end of a very great adventure. We did manage to traverse the skid pad in the correct direction and finished the One Lap in 55th place out of 72 cars. 4077 miles, 12 events, many new friends, and a check off on the Bucket List. The Z28 guys that had worked all week to get to the finish had more bad luck, they lost the 2nd tranny not 3 blocks from the end at Tire Rack in South Bend. Not to fear, they drove the car in the only gear they had, Reverse. Yes, they came into the parking lot in reverse and still determined to finish, they completed the skid pad in reverse. What a site to see. A Z28 running backward around the skid pad with the driver hanging half out the car to see. It was a great ending.

Guess what fans, if the Porsche gods are still shining, we are planning on doing the One Lap again this year and I can write more boring articles for you to not read.

You can even follow us on the internet.

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Porsche Racing, Autocross, DE and TechNotes

ALMS - American LeMans Series

The 57th Mobil 1 Twelve Hours of Sebring opens the 11th season of the American Le Mans Series on March 21st. Unfortunately, Penske Racing and Porsche have pulled out of ALMS P2 racing with the RS Spyder. New P2 rules prevents the Spyder from being competitive for an overall win as they achieved in previous years. Is P1 racing for Porsche on the horizon? Sebring results will be posted in the May Spiel.

Grand Am

The Rolex 24 where Porsche dominated in DP and GT, was covered in the last Spiel. Next race is the Bosch Engineering 250 at VIR on April 24, 25.

Club Member Racing

Ron Zitza and his group had a great weekend at Sebring on March 6-8th in the HSR three hour Enduro races. Per Ron, "congratulations to **Dutch Holt** on his first race in his 993. Dutch and **Ron Branom** started down in forty something then battled their way into the top twenty. Dutch and Ron finished 18th overall and second in class, a great drive for them both.

In the same Enduro I drove the middle stint with **Bill Riddell** in his Trans-Am car bodied as a 63` Falcon. What a sweet ride! Bill and I finished in 7th overall and second in class. Again, in the same Enduro I started the race with **Jim McCormick** from Klub Sport. Jim and I finished as the first overall Classic GT car. I love podiums. **Angus Rodgers** and **Richard Hook** ran in the same race but encountered some clutch problems.

On Sunday's Vintage Enduro, **Jim Thomason** and I ran his 2.5ltr 914-6. We ran hard and by mid race were running in first overall. Then Murphy struck, a broken shifter. I ran the last 80 minutes in fourth gear. We still managed second overall and second in class. Did I mention that I love podiums"!

As for **Sid Collins** and his Troysport Performance Group, they hosted 5 vintage cars at the Sebring Long course with SCCA:

John Cox	66 Porsche 912
Robert Demetrius	73 Porsche 911 RS
Bill Carlton	71 Porsche 914
Sid Collins	72 Porsche 911
Jerry Ruffino	82 Porsche 911 SC

"All did very well as they were preparing for a Historic Racing weekend @ Virginia Int. Raceway 4/12/09. Jim Clark raced his continually updated E/P 944 (which is awesome). He's looking for some great results at the Daytona National in May. Troysport is looking to return to the 13 hr. race at VIR in 11/09, with a host of local Porsche club driving talent and support" - Sid Collins

AutoCross -At the March 1st event, only about 25 ran due to a cold front blowing through. Next event April 26th.

Driver's Education (DE)

Florida Citrus Region's February DE is always a gamble regarding weather. This year was no different with 24 degrees and plenty of frozen cars to warm up and head to Roebeling Road Raceway between 7am and 8am from our hotels. But weather can always be overcome by enthusiasm and there was plenty of that at the event which was fully attended thanks to **Dave Borinski**, DE Chair, and his support team. An Instructor's School was held on Friday and graduated about a dozen drivers.. Not only did we have the full gamut of Porsches, but Corvettes, BMWs, a Nissan GTR, an Audi R8, Acura NSX, Ferrari 360, Miata plus a couple of other makes. **Ron Zitza** brought his huge trailer of race cars that he supports so there was plenty of high decibels on the track. The R8 was quiet but very quick and turned many heads.

Saturday night some folks went into Savannah for a meal and the sights. A massive container ship was slowly moving up the Savannah river and out to sea which dwarfed everything around it. Very impressive!. By Sunday some of us novices in the Green and Blue Groups were getting up to speed and feeling the potential of our cars. A little heel and toe here and there and we're ready for Road Atlanta! A few students did well enough to graduate to solo after taking a check ride with one of the head instructors. They were indeed happy but hardly more than any of us who got to drive our cars legally fast!

For more on the DE, turn the page and hear from **John Andersen** about his first trip to Roebeling.



Mark Peebles, Bert DelVillano and Dick Carter @ RR

TechNotes - For a terrific article on the M96 engine family, checkout the Dec '08 issue of Excellence magazine. Around now for more than a decade, this engine powered the Boxster and 911 with several common problems well documented, rear main seal leakage at the top of the list. For 2009, Porsche is phasing the M96 family out in favor of a new family of "9A1" flat sixes. It's a must read if you own a 986 or 996.

Roebbling Road DE

Be gentle, it's my first time! – by John Andersen

Anticipation is sometimes our friend and sometimes our foe. Few things in life live up to our expectations: standing on Augusta National for the first time, the birth of our first child and getting my first Porsche after 37 years of desire would qualify. And as if fulfilling a 37 year dream of owning a 911 was not enough, going to my first PCA Driver Education (DE) event was completely over the top.

It was a few minutes before the track opened and 24 degrees on Saturday morning when I arrived at Roebbling Road Raceway in Bloomingdale, GA. My good fortune allowed me to hook up with **Louis and Richard from Zotz Racing** who were gracious enough to invite me to park with them. As if that wasn't enough, one of the top Christian authors of the 20th century, **Patrick Morley**, author of *Man in the Mirror* and winner of over 25 races was to be my instructor. All of this and I had not even been to my first class or seen the track yet. The weekend progressively got better at every turn.

I have never attended a DE, but I can assure you I have attended many events large and small and this was as well run and organized as any I have ever attended. The staff was very professional but cordial and accommodating. Additionally, the emphasis and implementation of safety was most impressive. For someone who is a stickler for keeping events on schedule and not wasting time, I must say the staff and organizers met or exceeded my every expectation.

After orientation, we attended our first class and then came the moment I had been waiting for. I picked up my instructor and we proceeded to the false grid. My instructor first asked me what my goals were for the weekend. Since I knew absolutely nothing and this was my first time ever on a racetrack, my answer was simply to learn to drive the car and learn a little about racing. As we pulled onto the track for the first time, my instructor knew he was in big trouble when I asked him what type of music he wished to listen to and if I would need the cruise control. Just kidding, but I was immediately taken by how intently I focused on the driving and that I did not notice the 24 degree temperature with the windows down. Our first session was a general orientation lasting ten minutes to learn the flag stations and generally get familiarized with the track and the surroundings. It was definitely a plus having Pat Morley as my instructor because of his patience, knowledge of racing, experience as a professional driver and his great personality. We also had a lot of fun (at least I did). After our first session, our group went back to class. Our class instructor was also a seasoned professional who was very knowledgeable but spoke in terms we could relate to and understand. Just one more example of how well they ran this event.

The students were grouped according to their experience and training. I was in the novas group and required an instructor at all times, as did the intermediate group. Once certain requirements are fulfilled, you can move up and eventually solo. They kept talking about heel and toe. Thinking this was a dance step is probably what kept me from soloing after my first DE. During the lunch break, our group got to take a ride/walk around the track. Standing on the corners compared to driving them, I was amazed at how different the track appeared. This exercise was very valuable and really helped me understand where the turn in and turn out was, the apex for each turn and how the crown in the road affected the car. To make it easier, cones were placed at the apex of each turn for the entire weekend, again, showing their concern for safety and enhanced drivers learning.

Our afternoon sessions were a little longer and our speed was not limited to 80 MPH. I concentrated on hitting the line, the turn in point and hitting the apex correctly, plus a lot of emphasis on awareness. This was my most difficult challenge. As a general driver, I have always prided myself in my awareness, especially of the little things, plus I have excellent peripheral vision. Being aware of all that is happening while driving the line, hitting the apex, turn in, turn out, speed, observing the flags, watching for other cars, brake now, accelerate now, etc was a lot to comprehend for a boy born on a fishing lodge in Welaka, FL. Wearing a helmet, even though adding to our safety, significantly reduced my peripheral vision so I was lucky to see the flag stations, let alone know what color flag they were waving. I guess that is why novas greenies have instructors. All of this has given me an overwhelming appreciation for what "real" race car drivers do and how well they do it at much higher speeds. Those professionals really have my admiration and respect. Then it was back to class for an hour followed by the final session of the first day. Each session was a little faster and more comfortable but for me, the awareness issue still loomed.

Sunday morning was much warmer and another beautiful day. Following a short driver's meeting we had our first driving session at 8:00 AM. This morning when Pat asked me what I wanted to accomplish, I suggested we slow down and concentrate on awareness and the line. He agreed and off we went. That idea lasted all the way through turn one, where I learned that on a racetrack, you just can't help but go fast. Pat was an amazing instructor and helped me all weekend by being patient, calm and having confidence in my ability. Teaching me not to turn in too early was his biggest challenge. But when I finally got it in turn five, he slammed his hand on the dash and exclaimed, "that's what I'm talken' 'bout!!". We were both ecstatic and I have had his handprint on my dashboard bronzed. It was definitely the highpoint of the weekend. If you have an opportunity to attend a DE, don't miss it. I will never drive the same way again and will definitely attend the next one. I am hooked.





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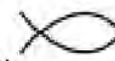
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Summary Minutes of March 2nd, 2009 Monthly Meeting:



David Edwards – Club Secretary

- Membership: 512 members
- Spiel Report: Still looking for articles
- Web Report: New site operational; saving the club \$1,200/yr
- Track Events: Roebling Feb 20-22, full event, graduated 14 new instructors



- 35th anniversary of the club; chartered in 1974

- Chili cookoff: 100 people attended; largest event of its kind, 11 chili's judged, and many sides brought

- Zone update: Considering modifying 13/13 rule for club racing, and open passing for instructors in Driver's Ed

- Financial Report: Balance \$15,921

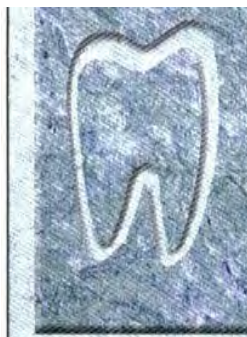


Arden Griffith – Club Treasurer

Spiel Advertising Rates for 2009

- Business Card Size \$20
- 1/4 Page \$45 - 1/2 Page \$85
- Full Page \$150

- 1/2 Page with name & phone # on bottom of each Page \$150
- Personal Ad (Car/Parts/Lit) Free to Members



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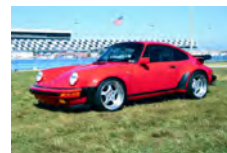
Wheels for sale, 2005 997 Carrera, 5 spoke, silver 2-8"x18" and 2-10"x18" with color center caps. Fits 993, 996, 997 and Boxsters. Also have Kumho ECSTA ASX to fit. Hugh 407-399-0260, hugh@ghdinc.com

1995 993 RS clone, Blk/Blk, 53k mi, 6spd, books, records, receipts, meticulously maintained, very well set up and sorted, \$38,500, David Edwards, dwe8922@yahoo.com, (407)921-0670



2003 996 C2 Coupe – 15k, blk/blk, manual, orig owner, extended warranty, HiFlow Induction kit, BMC perf air filter, steel braided brake lines, Toyo Proxes (18"), alloy wheels, \$38,995, contact Chris @ 407-529-4481.

1985 930 Turbo Guards Red with black leather interior. This car is fast with many upgrades. Great condition. 93K miles. Alan at acb1955@aol.com for all info or evenings at 407-948-3920 **\$22,000**



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1979 928, Black on Black, Manual Transmission. Brown leather seats, working AC, Excellent running condition. \$4,700. Tim at poloqq35@hotmail.com 407-808-6601.

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