



THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE FLORIDA CITRUS REGION P.C.A.

VOLUME 34 NUMBER 12

DECEMBER 2008

Roebling DE Overcomes Rainy Start With Sunny Finish



UPCOMING

**Dec. 1st – Monday
Monthly Club Meeting
@ Dealership**

**Dec. 7th – Sunday
Holiday Party @
Marriott Downtown
See Details On Page 4**

Dec. 27th – Saturday
Cars & Coffee-Lk Mary

FYI

Porsche Employees:
1948 – 222
2008 – 12,005

To become a member of PCA and FL Citrus PCA, to change email or mailing address, or to update car owned, please contact National PCA at www.pca.org or 703-321-2111, or locally, Bill Davis, Citrus Membership Chair at: daviswm@cfl.rr.com

Roebling Road Raceway Oct. 25, 26 – All who drove to Roebling Road on Friday were welcomed with a monsoon from the Florida/Georgia border on. The drive from Orlando usually takes about 4 hours with a few occasional bursts of speed on I95, hopefully sans police radar. But no such journey this time with cars behaving more like Ski Nautiques than track racers. The heavens refused to let up for a Friday night Tech inspection which then had to be postponed to Saturday morning at the track rather than the Red Roof Inn. I think most folks registered wet, ate from a nice spread in the registration room, dried out and watched some football.

Saturday morning was still misting as solo cars started their runs and students in Green and Blue began their classroom instruction. By the afternoon sessions, the skies were still overcast but the track had dried out and everyone was getting back up to speed.

Dave Borinski and his DE crew did a fabulous job getting everyone tech'd, briefed, schooled and safely running their machines at Roebling.

Some of the highlights included watching **Bert Del Villano** rocket his Cayenne Turbo thru the turns and across the Start/Finish with its 500 HP, the delicious barbeque Saturday night at the track, and enjoying the absolutely perfect track day Sunday with its sunny skies and nice temps!



(l-r) Chuck Russo, Kevin Duffy & Dave Borinski (DE Chair)

See Page 3 for Feb '09 Roebling Road DE Info and More Pictures.

Florida Citrus Region website www.flcitrusregion.org

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PRESIDENT'S LETTER



Well, this is my last Presidents letter and I still have one item left on the to-do list. Over the last few weeks of the year you should receive a proposed by-laws draft in the mail along with a voting ballot. We have not had a comprehensive re-write of the by-laws since the last century. Keep an eye out for the proposal and please send in your vote for approval. The changes proposed are geared to reflect a growing, more diverse club and address some cumbersome provisions that don't make much sense in 2008. You will see any changes from the current bylaws in red to see the differences easily.

It is also time for me to thank the people that made the last year so easy and fun. It is an honor to lead a club full of smart, enthusiastic and fun people. Even more so when so many people are willing to help out. Please bear with me as I thank some of the many people that contributed their time, skill and brain power to help me out so much over the past year. I am sure each of them will tell you I lean on them a lot – and it is true. The current elected officers, **Howard Osterhouse, Arden Griffith and David Edwards** have done an outstanding job this past year and will be back for more in 2009. The DE/Race team of **Ron Branom, Richard Hook, Barbara Barnes, Ron Zitz, Kevin Duffy, Tom King and Sid Collins** are on the top of their game and always have the best interests of the participants in mind. Keep up the good work in 2009 please. The Autocross team of **Bob Blucher, Ann Del Villano and Bert Del Villano** continue to grow the series and provide a fun and safe atmosphere to learn and compete in. Of course no one would hear about these things if our Membership Chair was not always organized and ready – thank you **Mr. Davis (Bill)** for all of your time and effort. You may not have seen him as much as you should have but **Dan Helman** is always ready with some advice or guidance – thanks man. Whenever I ask your Zone Rep **Jennifer Barrows** for something she never asks what first. She just says OK and then helps out way beyond anything that is reasonable. I say she should be appointed for life or move on to be president of National. Feel free to spread that rumor. The club would benefit from her leadership. **Mark Peebles** fits into more than one category so he gets his own line – Mark always gives his time and energy to help the club in small and large ways. He is willing to take on any thankless task. He can't say the tasks are thankless anymore though – thanks for all the help Mark. **Nort Northam** also fits into more than one category. Nort works quietly on many things for the club but never raises his hand for attention. Your efforts did not go unnoticed and I appreciate the time and guidance.

Lastly, **Dave Borinski** still answers the phone when I call and makes time in his life for my numerous requests and the club. Dave runs the best DE program in the nation. With the help of the DE team we have access to more

knowledge and track time than any other club. I hope you realize how lucky we all are as a result. **Chuck Hennings** has done a great job with the Spiel and you will see more of him in 2009. I am leaving many people out, as there is not enough space to thank everyone involved plus I am forgetful. Everyone mentioned above will attest to that. Feel free to approach Chuck if you want to get more involved. Remember it's not just the cars it's the people. To all of the members of the Citrus Region: Thank You for the opportunity to serve as your president and I know Chuck Hennings will do a great job going forward...

Jeff Phillips

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Roebling Road DE (continued)



Instructors Arden and Mark Griffith



Anne & Bert Del Villano



VP Howard Osterhouse and
"The Crusher"



Hannah Barrows
Enjoyed Roebling

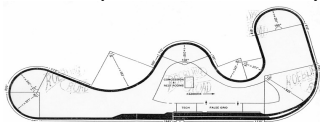
Next DE Feb 21, 22 at Roebling Road

Looking for that unique holiday gift? Our next Driver's Education weekend is scheduled for February 21st and 22nd at Roebling Road Raceway near Savannah Georgia. Registration is open on ClubRegistration.net. If you need additional information, take a look at the DE section of the club website or feel free to shoot me an email. This event is publicized nationally in the Panorama and the folks up north love to get an early start to the DE season. So don't miss out on this limited space event. It always sells out so get registered early!

Dave Borinski

Drivers Ed Chairman

dborinski@earthlink.net



Welcome To Our New Members

Bill Davis
Membership
Chairman



Jeffrey	Coan	Summerfield	2000	996
Mark	Mitchell	Orlando	1998	993
Shawn	Vaughn	Leesburg	2004	Cayenne T
Arnie	Anderson	Sanford	1987	951
John	Pigot	Windermere	2001	911
Charles	Russo	Lake Helen	1981	937

Total Members October 31 '08 – 515

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Holiday Party Sunday Dec. 7th at Downtown Marriott

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Dec. 4th
to
Mark
Peebles
at
NOSUBT2
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Harlequin Nights!

The Citrus Region Holiday Party!
(Clowning around is definitely on the menu!)

Sunday, December 7, 2008
Orlando Marriott Downtown
6:30 to 7:30 Cocktail Reception
7:30 Dinner Served

Mixed field greens salad, dual entrée of petite filet
and shrimp scampi, oven-roasted new potatoes,
seasonal vegetables, Harlequin Dessert Trio. Red & white wine.
Children's menu available.

Harlequin Nights entertainment:
"Le Cirque Show" featuring Russian Performers

Share the holidays! Please bring a new,
unwrapped toy for "Toys for Tots!"

Adults - \$20.00 / Children - \$10.00
(Complimentary Valet Parking)

RSVP by Thursday, December 4th to Mark Peebles at:
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One Lap of America (Article # 5) - by Mark Peebles



Let's see, I think we left our story for some color commentary on the different cars in the One Lap. The saga continues with our drive to Texas World Speedway in College Station Texas. A drive of 817 miles with an average speed of 51.8 mph. We pack our stuff in the 944/LS 1 and head out on a clear and cool day from MA. We did OK at MA, with Joe driving and no brake issues on his part.

While at MA, I met up with a competitor with a Z 28 Camaro, sporting a LT 1 Corvette, just like the one I had back home. They went by the names of Gordon Aram and Jerry Anderson and were the exact image of the two brothers in MY Name Is Earl TV show. I quickly figured that this team has some great knowledge of how to get some cheap HP into my Hotrod. I would plan on picking their brains and by the end of the week, I too will have lots of HP for my 968/LT 1. Gordon and Jerry's story begins in Seattle when both friends were sitting around wondering how to get on with their lives after returning from Iraq for the 3rd time. They decided to enter the One Lap that stated in 6 weeks. They bought a clapped out Z28, rebuilt the engine, put a race suspension on, painted the car and installed a new interior. They also managed to get great sponsorship. A GPS company gave them a GPS so techno that they could barely get the GPS to work. They got a gas card from an oil company and a new race Tranny from Monster Transmissions, a national chain. All that in 6 weeks and towed to South Bend with time to spare. We left MA just in front of the Z 28 and headed out for a small jaunt of 817 miles.

Crossing over into Oklahoma, with the Z 28 still behind us, we drove into one of the Mayberry type towns, you know, one light and one cop car. Driving in Oklahoma means flat, non changing landscape for hundreds of miles. I get thru the light and glance in the mirror for the Z28. He is not in sight and never comes into view again. Where did he go? Did the cop get him? When I get to Texas, I ask the organizers if they have heard from the Z brothers. No, not a thing said Brock. I ask each day and nothing.

The story now jumps to Friday at Beaver Run. Still no Z 28. As I was unloading the 944, I heard the distinct sound of an LT 1. Looking up I could not believe my eyes, there coming over the rise was the Z 28. They had lost their tranny going thru that small town in Oklahoma. Their sponsor, Monster Transmissions sent them a new tranny, airfreight out of Miami. It took them 3 days and 1000 miles driving back and forth to Oak City, getting parts, to have it back on the road. It was now Thursday and they had 1000 miles to cover in less than 24 hours. They did it! Jump to Saturday and the end of the race, Tire Rack in South Bend. Just one more event, the dry skid pad and the race is over. Would you believe, the Z brothers had lost the tranny with 3 blocks to go! The only gear they had left, was Reverse. Being the soldiers they were, it was decided to finish the race and drive the car in reverse for the skid pad. What a sight, a guy hanging half way out the window driving in circles with 400 people cheering him on. They had finished. They even received the trophy for most money spent, and being the good racers they were, credited their sponsor with helping them win the trophy. *Go to Pg 6*

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One Lap of America – continued from page 5

OK, back to the drive and Texas World Speedway. It started to rain as we got within 200 miles of college Station. Bummer! I got 2 hours sleep and awoke to more rain and the forecast was to rain all day. Joe pulled rank on me and decided to stay and sleep in while I drove the track in the heavy rain. He would take a cab out later. On the way to the track, I stopped and got some garbage bags to keep my gear dry. I was really thinking ahead. Arriving at the track put a smile on my face, I saw covered garages. They were old and reminded of the open garages at Daytona. They also brought back memories of the old Sebring pits as they shared a common theme, they both had floors that were below the grade and 3 inches of water stayed on the floor when it rained. Oh well at least they were covered and had tables to place the gear on. Thanks for small favors.

The track is similar to Daytona with high banks and driving into the infield at high speed. The first session of three timed laps was just stay out of the deep water and stay on course. The only problem came as I entered the infield at 100+ mph. It was raining so hard that I could not see to turn in, even with the wipers on full speed. I guessed and somehow got thru it. Joe came out about noon. He had been trying to find parts to get our Sirius radio working again. The Track started drying out for the afternoon session. Having raced in Florida for my entire career, I was used to the half wet track and put that experience to good use by forgetting the line and driving the dry parts of the track. It worked. We moved up in the standings.

Some 5 miles after leaving the track and Joe driving, he lets out a curse. The car is overheating. He quickly figures out the fans are not working. I had gone through too much water drowning the relay to the fans. Quick, I see a car parts store and we dive in. Joe finds the relay he needs and starts to replace it with wrenches and such.



I'm not wanting to get myself any wetter and suggest that we just tie rap it on. We were off in short order. Just for the record, we had over 30 tie raps in the engine compartment at the end of the One Lap. **On to No Problem outside of New Orleans.**

Porsche Racing

ALMS – American LeMans Series

Jill Beck, PCA Article, Excerpted

ATLANTA - October 18 - Porsche entered the Monterey Sports Car Challenge, the final round of the 2008 American Le Mans Series, with the LMP2 prototype drivers championship and the GT2 production-based drivers championship already clinched, but the manufacturers titles in both classes were still up for grabs. But, when the checked flag fell on the four-hour sports car classic early Saturday evening, a Porsche race team in each class scored a third point finish - good enough for the marque to win both manufacturers championships.

In a race which featured 13 yellow flags and a racing surface which lost its grip due to excessive gravel on the track from the many racing incidents, the 2007 and 2008 LMP2 drivers champions, **Romain Dumas** (France) and **Timo Bernhard** (Germany), overcame an off track incident of their own to guide their Penske Porsche RS Spyder to a third-place finish - just high enough to edge Acura by a single point in the final standings. Porsche ended up with 214 points, and Acura, with its one-two finish at Laguna, finished second with 213. Penske Racing had previously clinched their third straight LMP2 team title.

In the production-based GT2 class, Porsche had a more comfortable lead of 15 points going into the last event, but a strong contingent of Ferraris threatened to overcome those points with a sweep of the top position in the four-hour finale. But the Flying Lizard Motorsports Porsche 911 GT3 RSR of **Patrick Pilet** (France)/**Johannes van Overbeek** (USA) finished fourth in class to seal the manufacturers championship, 220 - 215.

Originally, **Dirk Werner** (Germany)/**Bryce Miller** (USA) in the Farnbacher Loles Racing Porsche 911 GT3 RSR had finished third, but the car was excluded at post-race tech for a ride height violation due to a broken right front spring. Previously, **Joerg Bergmeister** and **Wolf Henzler** (both Germany) had clinched the drivers championship in their Flying Lizard Porsche, and Flying Lizard Motorsports had sealed the team title - their first.

Grand Am Season Ended – Porsche finishes 4th in DP, 2nd in GT

Autocross

Vivian Merideth claimed the title of 2008 Lady Autocross Champion from **Arden Griffith** at the 3rd Annual Ladies Day Autocross on Nov. 16. Competition was friendly, yet fierce, with the lead changing with almost every run cycle. Finally, Vivian reached deep and scored her victory by 0.8 seconds over Wendy Mertz. **Anne Del Villano** finished third (thanks to a pesky cone), with **Genie Evers** just 0.048 seconds behind. Sixty-three drivers, including 14 women, ran the asphalt off the Lake County Road Course. Look for a more detailed story in the January Spiel. Thanks to all for a fantastic season. Join us for more fun in 2008, including another Ladies Day.

Club Member Racing Well, **Nort Northam** has to wait until the December 6th HSR race to try and win his Rolex. A stuck throttle at Daytona prevented he and co-driver **Ron Zitza** from competing. Fortunately for them their two closest competitors had DNF's to keep Nort in the lead. Hopefully, at the Holiday Party Dec 7th he'll be wearing a new timepiece.

From **Sid Collins** and his "stable" of track folks (Sid's Stable sounds good) comes the news that **Mark** ('88 911 Targa) and **Arden Griffith** (see photo on page 3) in her '05 997 ran the Autocross Nov 16th at Lakeland but that Arden failed to defend her title. Hopefully, we'll hear more from **Bert** (Del Villano-Autocross Chair) about that! **Chip Shane** also autocrossed his '86 944 Turbo. **John Cox** ('67 912) and **Robert DeMetrius** ('73 911 RS) traveled to the new Palm Beach International Raceway (formerly Moroso) and had a great weekend there in a SCCA/VDCA race. Finally, a hard fight all year yielded **Jim Clark** and his 944 2nd place in E/P SCCA class. Congratulations!

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FLORIDA CITRUS REGION CALENDAR OF EVENTS



SUN	MON	TUES	WED	THUR	FRI	SAT
	1 Monthly Mtg 7pm @ Dealership	2	3	4 4 th thru 7 th HSR Sebring Fall Classic	5 5 th thru 7 th PCA Club Race @ Roebing Rd	6
7 Holiday Party @ Downtown Marriott (see Page 4)	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22 Hanukkah Begins	23	24	25 Christmas Day	26 Kwanzaa Begins	27 Cars & Coffee 1145 Townpark Ave, Lk Mary 9-11am
28	29	30	31	 <i>Car of the Month</i> Porsche 944(Turbo=951) Produced 1982-1991. Preceded by 924, followed by 968 Wikipedia		

January 2009

Su	M	Tu	W	Th	F	Sa
				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	31

**Monthly Club Meetings Are The
1st Monday of Every Month**

14-18 PBOC Wintfest@Sebring
19 Martin Luther King Day
24, 25 Rolex 24 @ Daytona

April 2009

S	M	T	W	Th	F	Sa
				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	

Bold Type = Club Events

25, 26 Sunrise to Sunset Rally

February 2009

Su	M	Tu	W	Th	F	Sa
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

5-8 PCA Club Race @ Sebring

16 President's Day

21, 22 Roebing Road DE

May 2009

S	M	T	W	Th	F	Sa
					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
31						

TBD Zonefest

25 Memorial Day

March 2009

Su	M	Tu	W	Th	F	Sa
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	31				

13-15 Amelia Is Concours d'El

21 Sebring 12 Hours

June 2009

Su	M	Tu	W	Th	F	Sa
	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				

29-Jul 4 Porsche Parade CO

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'08 Cayenne V6 Tiptronic, Jarama Beige/Tan, 6048 miles, WP1AA29P58LA24459

'04 911 Carrera Cabriolet Silver/Black 32,966 miles, VIN WPOCA29974S653149
'05 Boxster S Black/Black 16,165 miles, VIN WPOCB298X5U732082
'08 Cayenne V6 Tiptronic Grey/Grey 11,228 miles, VIN WP1AA29P68LA06245
'09 Cayenne S Tiptronic Motor Grey/black, 3700 miles VIN WP1AB29P89LA40136
'07 Cayman S Coupe Atlas Grey/Grey 13,900 miles VIN WPOAB29827U780914
'06 Carrera Coupe S, 6 Speed, 12780 miles, WPOAB29976S741870
'07 Turbo Coupe, 6 speed, Black/Black, 11942 miles, WPOAD29987S785730
'08 Porsche C4S Coupe, Tiptronic, Speed, Yellow/Black, 370 miles, WPOAB29928S730794
'05 Carrera Coupe, Seal Grey/Black, 6 speed, 35723 miles, WPOAA29955S715107

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Porsche Presents First Photos of Four-Door Panamera Gran Turismo – excerpted from Jill Beck Article

Stuttgart. Roughly nine months before the actual market launch, Dr. Ing. h.c. F. Porsche AG, Stuttgart, has released the first official photos of the Panamera in its final look. In its design, profile and silhouette, Porsche's unique four-seater stands out clearly as a new member of the Porsche family. Conceived and designed as a four-door grand touring sports car, the Panamera combines numerous talents in typical Porsche style: sporting driving dynamics, a generous and variable interior, and the supreme driving comfort of a Gran Turismo. Joining the 911, Boxster and Cayman sports cars as well as the sporty SUV Cayenne, the Panamera is Porsche's fourth model series.

The designers of the Panamera have succeeded in positioning this unique car as a brand-new and truly different model while nevertheless retaining the looks of a typical Porsche. Through its proportions alone, the Panamera stands out clearly in its market segment: measuring 1931 millimetres or 76.0 inches in width, the Panamera is wider, and measuring 1418 millimetres or 55.8 inches in height, lower than comparable four-door models. The unmistakable, sleek GT silhouette is created by the car's overall length of 4970 millimetres or 195.7 inches and short, sporting overhangs front and rear. In its styling and details, the Panamera follows the design philosophy refined over decades on the 911 and successfully implemented also on the Boxster, Cayman and Cayenne.

Through its design language alone, the Panamera will establish a new segment versus the competition. The symbiosis of sports car DNA derived from the looks of a coupé, the unique interpretation of the classical saloon body and the benefits of a variable space concept give the new Porsche its truly unmistakable appearance. As an example, the Panamera comes with highly individual, strongly contoured air intakes instead of a conventional radiator grille. Striking wheel arches and the long and sleek engine compartment lid create that typical 911 "landscape" at the front end of the car the Porsche customer has appreciated for no less than 45 years, with the distinctly contoured wings as flanks bordering on the flat front lid. The V-shaped seams along the engine compartment lid and the rear window tapering out like an arrow to the rear convey the features characteristic of a sports car to the new, highly individual Panamera class. The striking, muscular shoulders over the rear wheels, the dynamic sweep of the coupé-like roofline, and the visible tailpipes again bear out all the DNA so typical of a thoroughbred Porsche.



Porsche has developed superior and up-to-date power units for the Panamera again reflecting all the qualities typical of the brand – the V-engines within the engine compartment come with six and eight cylinders and range in power from 300 to 500 bhp. Some of the engines use turbocharger technology, Direct Fuel Injection making them both fuel-efficient and powerful all in one. The flow of power to the wheels goes either through a manual six-speed gearbox or the new seven-speed Double-Clutch Gearbox, the so called Porsche-Doppelkupplung (PDK). In addition to sporting rear-wheel drive, the top version of the Panamera comes with even more sophisticated all-wheel drive, which is also available for the other versions as an option. As a further highlight, Porsche is preparing a particularly fuel-efficient version of the Panamera with hybrid drive. Further details on the engines, transmissions, performance, prices and equipment will be disclosed next spring.

The Porsche Panamera will be built at Porsche's Leipzig Plant, where a production hall measuring some 22,000 square metres or almost 237,000 square feet and a logistics centre are currently under construction. While the engines featured in the Panamera are built at Porsche's Main Plant in Zuffenhausen, the painted bodyshells will be supplied by the Volkswagen Plant in Hanover. The Leipzig Plant will then assemble the Panamera for final delivery, with an annual sales target of some 20,000 units. Porsche is once again cooperating largely with German suppliers in the production of the Panamera, with some 70 per cent of the car's overall value being created domestically. Hence, the Panamera is most definitely a car "Made in Germany".

The Panamera will be making its world debut in spring 2009 and the first models will be at dealers worldwide in late summer of next year.



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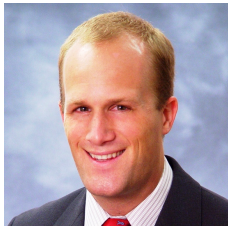
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DECEMBER 2008

Summary Minutes of November 3rd, 2008 Monthly Meeting:



David Edwards – Club Secretary

- Membership: 514 members
- Spiel Report: Still looking for articles
- Web Report: Please update your profiles

- Autocross Report: Nov. 16, Ladies Day, Arden defending her title
- Track Event Report: Oct 10-12 Club Race and DE @ Daytona—a great success as was Oct 25-26 DE @ Roebing Road. Suncoast instructor school Nov. 15, and DE Nov 16 @ Sebring.
- Challenge Rally: Nov. 23, Benefiting Russell Home for Children.

- Meeting location –December mtg @ dealership
- Election Results: Chuck Hennings—President, Howard Osterhouse—Vice President, Arden Griffith—Treasurer, David Edwards—Secretary.
- Holiday Party: December 7, cocktails 6:30, dinner 7:30
- Italian Cars at Daytona: Nov. 14-16.

-Financial Report: Balance \$12,601

Arden Griffith – Club Treasurer



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1979 928, Black on Black, Manual Transmission. Brown leather seats, working AC, Excellent running condition. \$4,700. Tim at pologq35@hotmail.com 407-808-6601. 4

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