



THE CITRUS SPIEL

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

VOLUME 34

NUMBER 11

NOVEMBER 2008

UPCOMING

Nov. 2nd – Sunday
Winter Park Car Show

Nov. 3rd – Monday
Club Mtg @ Dealership

Nov. 15th – Saturday
Teen Survival Course
See Details On Page 4

Nov. 16th – Sunday
Auto Cross @ Lakeland
Ladies Day-See Page 4

Nov. 29th – Saturday
Cars & Coffee @ Lk Mary

Dec. 7th – Sunday
Holiday Party @
Marriott Downtown
See Details On Page 3

FYI



Paul Newman Dies at 83
See Story On Page 5

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

FL Citrus Well Represented at OctoberFast @ Daytona



Greg Barrows in his 996 in Sprint Race on Saturday

Florida Citrus members were out in force as organizers, volunteers, spectators, DE and racing participants at the 3rd Annual OctoberFast @ Daytona October 10-12.

Jeff Phillips, President of our Club and **Dave Rodenroth** from Crown organized the event and were assisted by **Ron Zitza** (Chief Instructor), **Mark Peebles** (Pace Car Driver), and **Kevin Duffy** and **Tom King** (Stewards), **Sid Collins** (Chief Tech) and **Bert Del Villano**, (current FLC Autocross Chair and Club Race Chair for '09.

Volunteering for track and timing duties were **Dave Borinski**, **David Edwards**, **Chet Polk**, **Bob**

Hermann and a huge cast of other volunteers working wherever needed. Thank You!!!

Greg Barrows raced in the Blue Sprint Enduro and finished 2nd in class and 8th overall in his first of 3 races. Running in the Driver's Ed group was **Zavi Cohen**, **Richard Hook**, **Trey Piccard**, **Armando Ramirez**, **John Reker**, **Alunia Simmons**, **Ken West** and **Howard Osterhouse** from FL Citrus. Spectators I ran into were **Jan Reker**, **Sid Collins** (also helped Richard Hook observing his driving) and **Rick Fuerstenberg**.

More photos on page 4

A big Thank You also to Porsche of Melbourne for being Title sponsor of this event. They also had new 997s with PDK for demo rides.



Porsche of Melbourne Welcome Area



Ross Evers and his 996 Between Runs

At the time this edition went to press, the Challenge Rally was still scheduled for Sunday, November 23rd, starting at Classic Audi. No specific details were available. Please check our website or review email blasts regarding the Rally.

➔ Florida Citrus Region website www.flcitrusregion.org ➔

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PRESIDENT'S LETTER



If you missed OktoberFast at Daytona you missed a great event.

Congratulations go to Bert DelVillano, Ron Zitza, Kevin Duffy, Tom King, Richard Hook, Sid Collins, all of our Citrus Volunteers and all our Crown brothers and sisters for putting on a great event. Many of your fellow members were a part of either the DE, Race or volunteered. Over 150 cars and drivers used the full 24 hour course over the three day event. Everyone enjoyed the experience. Oktoberfast allows you access to parts of the Daytona Speedway that most NASCAR fans only dream of. If you did not come out to the event this year think about joining us next year. You will be glad you did.

Please check our calendar and mark yours for the Holiday party. The event is always well attended and space is limited so sign up early and join in on the fun. If you look back to the January issue of the Spiel you will see some pictures of smiling faces and read about a great event. Be a part of the fun this year and join us. All our members, new and long standing, are welcome. I hope to see you there (Dec. 7th)!
Jeff Phillips

Welcome To Our New Members

Bill Davis
Membership
Chairman



Karma	Bandstra	Oviedo	2006	Boxster S
Gary	Dale	Debary	2005	997
Frederic	Elzarki	Windermere	2007	997 C4S
Trevor	Gibson	Orlando	1982	928
Steve	Hayo	Orlando	1983	922 SC
John	Hursh	Winter Park	1989	944
Kevin	Ladnier	Orlando	1987	944 S
Robert	Lang	Winter Haven	2001	996
Steve	Mercer	Brooksville	1974	914
Dexter	Price	Orlando	2001	Boxster S
Timothy	Sampl	Saint Cloud	1987	911
Edward	St. Onge	Casselberry	2008	Cayman S
Thomas	Yochum	Winter Park	2008	Carrera S
Craig	Lembke	Kissimmee	1980	928
Kent	Olsen	Clermont	1972	911 T

Total Members September 30 '08 – 517

2008 SPIEL PER ISSUE ADVERTISING RATES:

- Business Card Size \$20
- 1/4 Page \$45 - 1/2 Page \$85
- Full Page \$150
- Back Cover 1/2 Page \$100
- 1/2 Page with name & phone # on bottom of each Page \$150
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CONTACTS

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407-294-0024
TEAMZOTZ@aol.com
Maitland, FL

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407-297-7733
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annedelvillano@comcast.net

Zone Representative

Jennifer Barrows
jennifer.barrows@haworth.com



EDITOR'S CORNER:

Comments, articles, photos and ideas are appreciated. You can contact me at c2hennings@yahoo.com if you have something you'd like to share.

I finally was able to decode Dick Carter's good-bye message and it should be out on an email.

Holiday Party Sunday Dec. 7th at Downtown Marriott

Adults
Only \$20

Children
\$10

RSVP by
Dec. 4th
to
Mark
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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
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Porsche Racing and Driver's Education

ALMS - American LeMans Series Jill Beck, PCA Article, Edited/Excerpted

BRASELTON, Georgia – October 4 – Penske Racing and Flying Lizard Motorsports drivers took their Porsches to year-end American LeMans Series championships at the 11th running of Petit Le Mans at Road Atlanta. The Penske Racing Porsche RS Spyder driven by **Timo Bernhard** (Germany) and **Romain Dumas** (France) wrapped up their second straight LMP2 drivers championship by finishing second in the 1000-mile event. They finished behind teammates **Ryan Briscoe** (Australia) and **Helio Castroneves** (Brazil), who drove their Penske Porsche RS Spyder to the LMP2 victory, and finished fourth overall. Completing the sweep of the LMP2 podium was the third Penske Porsche RS Spyder, driven by **Patrick Long** (USA), **Sascha Maassen** (Germany) and **Emmanuel Collard** (France). In fact, Porsche RS Spyders took five of the top six places in LMP2 with **Butch Leitzinger/Andy Lally** (both USA) and **Marino Franchitti** (Scotland) fourth in their Dyson Racing Porsche, and **Guy Smith** (England)/**Chris Dyson** (USA) Dyson Racing Porsche sixth.

In GT2, the year-long battle between the Flying Lizard Motorsports Porsche 911 GT3 RSR of **Joerg Bergmeister/Wolf Henzler** (both Germany) and the Tafel Racing Ferrari 430 of Dirk Mueller/Dominik Farnbacher (also both Germany) ended in favor of the Lizards. Bergmeister and Henzler, along with help from fellow Porsche factory driver **Marc Lieb** (Germany), finished second in class, three laps ahead of the Ferrari, to earn Flying Lizards their first ALMS title. The Porsche drivers now have 181 points, while the Ferrari pair have scored 150. The final event at Laguna Seca in Monterey has 25 points available to win.

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

Autocross The 3rd annual FLC Ladies Day Autocross will be held Sunday, Nov. 16 at the Lake Cty Sheriff's Training Facility in Tavares. Directions to the site are at www.flcitrusregion.org. We will run on the road course. Registration fee for men is \$25.00 and ladies are **free**. On-site registration is available on a space available basis for an additional \$5 late fee. **Come early**, help set up the course, do a good course walk, and play nice. This is the last points event of the 2008 season. Some of the year end class races are very close and will be determined by this event. Year end standing will be based on the results of 7 of the 8 events. Previous Ladies Day events have been great successes, with 20 lady drivers. This is a chance for the men to say thank you to our ladies and to have them share the fun and friendship of our autocrosses. **Arden Griffith** has said she will be there to "vigorously" defend her title. Expect **Cheryl Martineau** (Space Coast Region), **Wendy Mertz**, and **Anne Del Villano** to give her a good run. Look for **Genie Evers** to move into top contention. **Jan Reker** has threatened to repeat in her Volvo. We will have some good door prizes for the ladies.

Please Note: We have instituted a new preregistration system. All drivers are strongly encouraged to preregister at www.clubregistration.net.

Teen Driver Training Know any 16-21 year olds that would benefit from driving instruction on accident avoidance? Saturday Nov.15th, the Central Fla Region of SCCA is putting on its second Teen Street Survival Course at the Seminole County police training facility in Geneva. Teens will drive their own vehicles repeatedly through several maneuvers, always with an expert instructor in the passenger seat (still some instructor spots open if you'd like to serve that way). There is some classroom time, but the vast majority of their day will be behind the wheel.

PCA folks have great influence among our non-car friends & family, please spread the word to all the parents of teen drivers, it may save one of their lives! Cost is \$60 and details can be found at <http://www.streetsurvival.org/> or by calling **Gary Merideth** at 407-748-1488.

Club Member Racing See Page 1 for article on Octoberfest at Daytona Oct. 10-12. More photos below.



Richard Hook on High Banks



John Reker on Road Course



Alunia Simmons also on Banks

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VOLUME 34

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Paul Newman - excerpted from articles by Stephen Cole Smith @edmunds.com/insideline and Lee Raskin @speedstylemagazine.com

Paul Newman's profession was acting, but his passion was racing. He has died at age 83 after a battle with lung cancer that had been well-documented in many of the tabloids these past two years, but he faced his illness the same way he lived his life: quietly, and with dignity. Arguably the most talented of the celebrities-turned-race drivers — and inarguably the most successful — Newman raced sports cars at Daytona, Le Mans and Sebring. He began racing rather late in life because, he said, "It's the first thing that I ever found I had any grace in. I'm not a very graceful person." Newman said his favorite sound was "a V-8 engine,"

Born Paul Leonard Newman on January 26, 1925, in Shaker Heights, Ohio, Newman would inherit his father's sporting goods store. But after serving in the U.S. Navy Air Corps in World War II, Newman found the business boring. He sold his interest to his brother and enrolled in college as a drama major. "I wasn't driven to acting by an inner compulsion," he once said. "I was running away from the sporting goods business." He worked on radio, appeared on Broadway, and in 1954, made his motion picture debut in a film called *The Silver Chalice*, a movie so grim that he subsequently apologized for it by placing an ad in a trade publication.

Paul Newman first got serious about motorsports in 1968 while making *Winning* (1969), which revolved around the 1968 Indianapolis 500, but he wasn't really able to begin racing until four years later. He picked up his basic skills in a Lotus Elan, purchased an ex-Bob Sharp Datsun 510, then finally took an ex-Group 44 Triumph TR-6 to a hard-fought class championship in the Sports Car Club of America (SCCA) run-offs at Road Atlanta in 1976. SCCA race fans at his home track of Lime Rock Park began to wear T-shirts with the slogan, "Paul Newman Has Skinny Legs." Newman said, "I was never a great driver — I started racing when I was 47 years old — but I got to be pretty good. I was a pretty good driver for about five years." Newman moved on to a Bob Sharp-prepared Datsun 280ZX Turbo in 1977. After winning his first SCCA national championship for Sharp in 1979, Newman said, "This is better than the Oscars." He reportedly refused payment and instead suggested that his compensation should be product from the car's primary sponsor -- Budweiser. Newman went on to become No. 1 driver for Datsun's effort in the professional SCCA Trans-Am racing series.

Paul Newman's first Porsche racing experience came in 1977 at Sebring, where he was co-driving **Bill Freeman's** Beverly Hills Porsche 911S in GTU. Raskin recalled his meeting Newman while crewing for **Bruce Jennings's** Porsche 2.5-litre 911S. Jennings was a SCCA three-time C Production champion and a former Porsche factory pilot, who was making his 14th appearance at Sebring with co-driver **Bill Bean**. (Lee) Raskin recalled, "After the first day's practice, Paul Newman still wasn't familiar with Sebring's 5.2-mile, 10-turn course. Bruce offered to give him advice on how to drive Sebring consistently for 12 hours — four of which would be in the dark. Newman brought some popcorn and we supplied the beer for the 'chalk talk' session."

Perhaps Lee Raskin's most memorable Paul Newman anecdote took place 24 years later at Lime Rock Park, during **Brian Redman's** Rennsport all-Porsche event in 2001. Paul Newman was racing a Brumos-owned 914-6 in the under 2.0-liter historic race, where he qualified on the pole. Raskin also was competing in that race in his 1957 Porsche 356A Sebring replica coupe. Raskin qualified 17th. "I remember on lap seven, the leaders were beginning to lap the field. I was holding my own still mid-way in the pack when the distinctive Brumos Porsche with Newman appeared in my mirrors. I was just coming out of the downhill onto the front straight and pointed him by. He passed so quickly -- like I was tied to a post! Newman gave me a wave of appreciation. It was thrill to be passed by Paul Newman!"

Comments from **Jim Parker**, FL Citrus member and racer: We (Alex Job Racing) were running a winter test in the early 90's for the Rolex 24. We were providing trackside support that year for three Porsches. One of the cars AJR was supporting was Tom Hessert's prototype mid-engined 911 that Dave Klym and FabCar had built. The car was on-track, I think we had Hurley Haywood in the seat and he was running the car trying to get some more speed out of it. I was sitting on pit wall and along comes PLN himself. I guess he had been invited to try the car out. He sat on the wall a few feet from me. We spoke just a few pleasantries, like "Hi, how you doing?" and some media guys came up and he went to the back of the pit box to talk to them where it was quieter. All I could think was, "Wow, that was Cool-Hand Luke!" He left his helmet and driving gloves on the wall when he went back for the interview. I was looking at his helmet. It was an old-school open-faced Bell Helmet, painted Navy Blue, with yellow comets and white stars haphazardly painted on it. What struck me was the helmet had no clear-coat on it, was obviously well-used, and the stars and comets looked like they had been painted on by hand. All I can remember thinking is, "Gee, the guy can obviously afford a better helmet than that."

Sid Collins, also a fellow FL Citrus member and racer had a similar encounter at a racetrack with Newman and recounted the same theme about how he chatted it up like any other racer at an event, never being pretentious about who he was.

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One Lap of America (Article # 4) - by Mark Peebles



It would not be the One Lap of America if I did not mention the odd cars that the race drew.

I will not begin to tell you how the cars were classed. I still do not know how every car got in the class it was. I just accepted it and drove on.

I guess I should start the car menagerie with the winner. Now you may not think this car is a super car and worthy of the first overall but some people make up for slower driving by good prep. Our overall winner and for the 5th straight time was a 2000 twin turbo Porsche of Mark DaVia. It seems that if Mark has not driven a track on the race route, he has been known to rent that track until he gets his time to a respectable level. Don't you wish we all could do that. Porsche had 4 cars in the top 10.

The next fastest class SGT2 was won by a mystery car with no official markings or real named drivers. The drivers were Kowalski and Super Soul and they were driving a 2008 Challenger SRT8 with no markings. These are the same guys that ran the car off the first turn at the first track, Road America, and parked it on top of a 6 foot high tire wall. I could have sworn the car that was on the wall and all caved in on the front was red in color. It was last seen being towed off on a flat bed. The next morning some 400 miles down the road, they were back but the car was white. Some factories have a lot of money.

The luxury class was won by an Audi S4. As I was packing up to go on one of the 800 mile legs, I over heard a conversation from one of the other luxury class Cadillac drivers. They were deciding which DVD movie to play as they traveled to the next track. I did not even have A/C. I thought maybe I could just ride with them. The retro class was won by no other than a new Beetle TDI.

By far the most interesting and ingenious entries was the Ultralite S2K. This was a no top small 2 seater, open cockpit car with a man and his girl friend driving. That's right guys, his girl friend. No wife would do this. They had to suit up in heavy motorcycle suits and full face helmets for each leg of the race. Behind was a small trailer that resembled a coffin. One driver would ride lying down in the enclosed coffin while the other drove. If they needed to stop, the coffin rider would push a button and a light would light on the dash. It seems that the light failed to light and the rider was in the coffin for most of the night.

There is a chocolate company in Switerland called Dubler. The Dubler family is full of colorful people and those people like to race. Each year they bring a team of cars and compete in the One Lap. This year, they brought 3 identical 2008 HHR SUV.



The "Coffin"

Continued on Page 11

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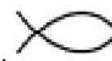
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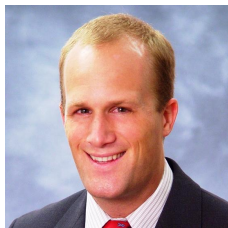
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NOVEMBER 2008

Summary Minutes of September 8th, 2008 Monthly Meeting:



David Edwards – Club Secretary

- Membership: 514 members w/ 15 new this month
- Spiel Report: Full color copy on the web. Still looking for articles
- Web Report: Application sent in for National PCA Website Contest
- Autocross Summary: November 16, Ladies Day, Lake County Training Facility, 50 spaces available**



- DE Report: Suncoast instructor school Nov. 15, DE Nov 16.

-Meeting location – November mtg @ dealership, December mtg @ Beluga

- Nominating Committee – Nort Northam named, please submit any nominations for next year's board.
- Challenge Rally – Backup chairman needed – November 23rd, Porsche, BMW, Audi. To benefit Russell Home for Children.



-Holiday Party: December 7

- Financial Report: Balance \$20,742

Arden Griffith – Club Treasurer

One Lap of America (continued)

You know the delivery truck looking things. They were well prepped with cages and wider tires and a professional female driver to help coach the team. They must have thought they had diplomatic immunity by the way those three cars traveled our interstate ways. They would pass us doing 100 mph and 6 inches off the others bumpers. They had a different way to get around the course too. They just drove in a straight line to the next corner. We made them run last because there was too much dirt on the track after their runs.

It appears that not only is Honda in Formula One, but the One Lap also. The Honda factory in Alabama sponsored a very fast Honda Odyssey mini van.

This was not your ordinary grocery getter. This was 2.6 liter, turbo-charged, 6 speed, full cage, carbon fiber equipped van. It had some of the widest tires ever seen and came complete with adjustable sway bars front and rear. It was fast. While at No Problem raceway in New Orleans, it got the tranny blues and was without some of its gearing. They said no problem as we were headed to South Carolina on the next leg. That route took them within ¼ mile of the Honda factory in Alabama. A two hour stop for repairs and they were on their way. There were many more odd cars in the race.



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