

THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 39 - Number 6
October - November 2012

Upcoming Events

- | | |
|------------------------|---|
| Oct 1
(Mon) | Monthly Meeting
7:00pm Porsche of Orlando |
| Oct 5-7
(Fri-Sun) | Daytona Club Race
Daytona International Raceway |
| Oct 20-21
(Sat-Sun) | Roebling Road Drivers Ed
Savannah, GA |
| Oct 27
(Sat) | Octoberfest Cook Off
7:00pm Porsche of Orlando |
| Nov 5
(Mon) | Monthly Meeting
7:00pm Porsche of Orlando |
| Nov 18
(Sun) | Charity Rally for Russell Home
9:00am Porsche of Orlando |

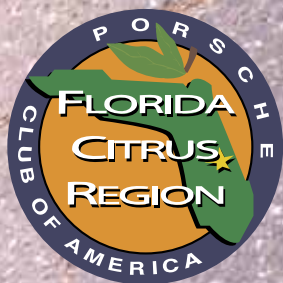
Route 66 Adventure

Cayenne Towing

Waxes and Sealers

American LeMans at VIR

918 Nurburgring



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991 Adventure Down Route 66
photo by Robert Layne





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A photo at a stop on the historic Route 66 in a brand new 991. Be sure to read all about the adventure starting on page 8.

Editor

Travis Young

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Nilo Argudin

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Anne DelVillano

The Citrus Spiel is the official club newsletter of the Florida Citrus Region of the Porsche Club of America. Members receive 9 issues per year as part of their club dues. Electronic copies are available on the club's website at <http://flc.pca.org>.

Statements appearing in the Citrus Spiel are those of the individual authors and do not necessarily constitute the opinions of the Porsche Club of America, the Florida Citrus Region, the Board of Directors, or the Citrus Spiel Editor.

Submissions for the Citrus Spiel are welcomed and encouraged. Feel free to submit them via E-Mail to KineticFlow@mac.com.

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President's Update

by Steve Williamson - Club President

There may be a chance to turn that a/c off for a bit (for those of us who have it!). We have all the old favorites as well as something new. It's time to hone your driving and cooking skills and enjoy the camaraderie of fellow members of the Citrus Region family. Check the schedule of events in this issue of Spiel to mark dates on your calendar.

This is the time of the year that we are looking for new leaders of our Region. It has been my privilege to serve as President for the last two years. Being President has been an experience that has been both challenging and rewarding. Opportunities have presented themselves that would not have been available otherwise and challenges have come from unexpected sources, but overall two years of fun that I would not trade. I have made some new friends and hopefully not created too many enemies. I would consider the time well spent and have accomplishments of which I am proud. If you would like to share in the experience, now is the time to act. Feel free to call or email if you have an interest in serving the Region in any capacity.

As always, I want to thank all of the Citrus Region Board members, event chairs, and all the volunteers who donate their time and expertise. You have made my job easy. A special thanks to the support offered by Porsche of Orlando, all the Citrus Spiel advertis-

ers, and the Martin Sports Car Club. Without your generosity, our Region activities would suffer.

For those of you who regularly participate in our events, I hope you are having as much fun as I. If you are not one who has been participating, I encourage you to come try us out. You may find that you have been missing something you enjoy.

Enjoy your Porsche!!

Steve Williamson--





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Apopka

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2009 911
The Villages

Gary Clark
2007 Cayman
Orlando

Jose Lopez
2012 911
Orlando

Owen Prussing
2011 Cayman
The Villages

Cindy Slavin
2008 Cayenne
Altamonite Springs

Navin Venna
2009 911
Orlando

Roy Vos
1990 964
Clermont



From the Editor

Wow what a great issue with lots of contributions from our members. Be sure to check out Route 66 - The Mother of All Adventures starting on page 8 submitted by Robert Layne! We always appreciate content for our newsletter, so if you take a Porsche related adventure be sure to write something up and send it along.

There are tons of events coming up now that the heat is subsiding. Daytona Club Race, Auto-Cross, Roebing Road Drivers Ed, Octoberfest Cook Off, and Challenge Rally. All of these events are features through out the issue and on the calendar.

Of special note, the Octoberfest Cook Off is an event that I am organizing. It will be held at Porsche of Orlando on Saturday Oct 27 starting at 7pm. It will be very similar to the Chili Cook Off, which has proven to be one of our best annual events, except German themed.

Travis Young - KineticFlow@mac.com



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 (410) 381-0911
On the web at www.pca.org
Send information to Bill at: daviswm@cfl.rr.com

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15 Years	Greg Barrows Fred Levine
10 Years	Henry Wahl Joe Bromley Eugene Kapiszka Thierry Coup Steve Marks
5 Years	Bill Yenisch Allan Ingrassia

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Upcoming Calendar

Your guide to Citrus Region Events

Monthly Meeting

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

Space Coast Oktoberfest BBQ Picnic / Concours

Oct 28 Burton Smith Park

Monthly Meeting

Nov 5 at 7pm
Porsche of Orlando
1st Monday of Each Month

Winter Park Concours

Nov 11
Downtown Winter Park
See Page 17

Charity Rally for Russell Home

Nov 18
starts at Porsche of Orlando
See Page 19

Oct 2012

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	31			

Daytona Club Race

Oct 5-7
Daytona International
Speedway

Roebeling Road DE

Oct 20-21
Savannah, GA

Cars & Coffee

Oct 20 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

Octoberfest CookOff

Oct 27 7:00pm
Porsche of Orlando
See Page 18

Sebring Historic Races

Oct 26-28 at Sebring
International Raceway
sebringraceway.com/hsr.lasso

Support our Scholars Car Show

Nov 3 - Downtown Orlando
See Page 20

Cars & Coffee

Nov 17 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

Nov 2012

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	

Future Events

Dec 9 **Holiday Party at 310 Lakeside**
Jan 25-27 **Downtown Orlando on Lake Eola**
Rolex 24 - Daytona

Events in bold represent FL Citrus sponsored events

Editors Note:

If you have an upcoming event you would like to see listed on our calendar, please contact Travis Young at KineticFlow@mac.com. The most up-to-date list of events is always available on our website at <http://flc.pca.org>.

Mark your Calendars! Citrus Region's Holiday Party

Will be held at 310 Lakeside in Downtown Orlando on Sunday December 9th starting at 6:00pm. Registration for the event can be done via clubregistration.net. The cost will be \$30 per person.



The Mother of All Adventures

by Robert Layne

Route 66, many people have heard of it, many people know what it is, some have even been passengers on it when they were younger. There are still many that have no idea what it is outside of the states that it cuts through. Route 66, also known as 'The Mother Road', was the main thoroughfare to the west coast of America. Starting in Chicago, Illinois, it traversed through eight states including Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and finally California. Covering over 2400 miles, it encompasses anything from dirt roads, single lane bridges, on up to modern eight-lane highways. Originally, the trek connected the main streets of smaller towns with larger ones along the way where travellers would stop for food, fuel, and/or lodging. Many of these same buildings still stand. Some are still operating, while many are empty husks. Even some of the original towns have disappeared as the modern freeways have bypassed them leaving them to wither and die.

The allure of this road is to almost travel back in time and see all these relics of a bygone era. Route 66 is

probably the true ideal of the scenic route. The scenery is amazing, the people are exceedingly friendly, and the road can be exhilarating. The bonus is my wife and I are taking my new car, a Porsche 911 (991). Just the juxtaposition of the old and new is a treat I couldn't wait to see. Imagine seeing a modern sports car sitting in front of a 1930's era gas station. So we set off from Chicago to start the adventure.

We put a plan together to set out each day around 8am and travel about 200 miles. Looking at maps, both paper and digital, we planned to make our next day's destination in about four to five hours. Allowing for stops to sight see, take pictures, eat and fuel up, we thought we had plenty of time for each leg of the journey, adding an extra hour or two to the daily trek overall. We had already set up reservations long the route weeks in advance. We even set aside two days for a Grand Canyon visit, since it is along the way. Our tightest day would be the first, going from Chicago down the entire state of Illinois to St. Louis. The reason? We were incorporating baseball stadium visits

into the trip, and we had tickets to see the Cardinals play. The first day was predicted to take six hours normally, figuring eight hours or so with the stops. Little did we know.

Our sight seeing started off almost immediately. Route 66 has a few themes to look out for when you travel it. Yes, you have the antique fuel stops and the brightly hued neon signs, but some of the most interesting sights are the many 'Giants' that are found along the path. Most of them are located within the state of Illinois. The Gemini Giant was the first one seen along the way. We found him in Joliet, just outside Chicago. We were also on the lookout for the Bunyon Giant with his hotdog and the Lauterbach Giant.

Much of the Route is frontage or service roads for the railways that crisscrossed America in the early twentieth century. Many of these sleepy-town roads are in great shape. We could have easily moved faster than other vehicles on the parallel I-55 next to us. By the time we reached Springfield it was close to 5pm and we had a 7pm game to catch in St. Louis. So, to make time we jumped onto the freeway. It seemed the speed limit was optional on the southern parts of the interstate. We were being passed by drivers doing at least 90mph. Well, when in Rome... making the hotel

and the game just in time. Looking back, our trip from Chicago to St Louis took us eleven hours! Although we did miss about 100 miles of Route 66 using the freeway.

As you travel you get a sense for each state along the road. Where Illinois had this idyllic small town feel with its long roads through cornfields; Missouri started the feeling that each town was almost isolated by the surrounding hills. Little pockets of civilization within the valleys. In Missouri we came across more people embracing the old time charm of the Route. One entrepreneur built the world's largest rocking chair to spur business. After a few years, the spike in business has enabled him to build an indoor archery range in his store?! Some have rebuilt their town's ancient fuel stops and brought them back to life. Then again we see the old gas stations sitting empty on the side of the road. Like one old Mobil station where you can still make out the bottom half of the red Pegasus. Heading into Springfield, MO, we made our intended destination, but again it almost took us the entire day to get there from St. Louis. We were now half way through Missouri with a short jaunt through Kansas and into Oklahoma tomorrow. A change of pace was needed to keep us on time.

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of putt putting along with our teeth chattering and water splashing, we reversed course. That was the first time I was afraid we would have an issue with the car or tires. Fortunately, the human occupants quit before the car did. Our car never complained once, unlike the two of us.

Texas was a nice state with some sense of humor. Just west of Amarillo there is the famous Cadillac Ranch. Several old Cadillacs sticking out of the ground with their hoods buried deep in the dirt. They are covered in graffiti even though signs are posted to prevent it. On the East side of Amarillo, there is Bug Ranch. An homage, or parody, with VW Beetles buried nose first. Very creative these Texans are.

Kansas may only have thirteen miles of the Mother Road, yet they embrace what little they have. You can cross a one-way bridge, many odes to the movie Cars, and there is even a restaurant managed by a sous chef who went rural, awesome! After a stop for some brunch we entered Oklahoma, still taking double the time needed to keep our pace.

When you think of Texas, what comes to your mind? Heat, yeah we found that. Flat lands? Check. Big things? How about overly large state line signs? Oil and gas aplenty? Well, there was gas, but throughout the panhandle we found only 91 octane at best! In Amarillo, we drove to four stations just to find one that had better than 90! It was 91. We discovered, from Texas westward, no one had 93 octane. Really? Not even California with its high-end vehicles? I asked once, why nobody carried it, 'I guess we don't need it,' was the the clerk's response. Over several states, filling up with 91, the car never once knocked. I couldn't even tell there was a let down in horsepower. Not that it would be very noticeable with almost 400hp.

This is where the scenery really began to change. It obviously was the drought having an effect. The land was hot, almost arid; the outside temperature hitting 108 degrees in the shade! Unlike Florida, it wasn't humid with sweat sitting on your forehead. Here the sweat seemed to evaporate almost as soon as it formed. We also found some of the most diverse examples of Route 66 here. Not too far into the state we found the '9-foot Hwy', also known as the Sidewalk Highway. This short stretch (less than four miles) was once only one lane, complete with concrete curbs. It has since been used as a base for a two-lane dirt road between farms now. We took the drive slow with the gravel and pebbles.

"Dirt 66" refers to the dusty, gravelly, usually abandoned roads along the Route. Just before New Mexico there is an eighteen-mile stretch Dirt 66 from Glen Rio, TX to San Jon, NM. In Texas, we left the Interstate at Exit 0. You may think I am crazy for taking a practically brand new Porsche Carrera down a long dirt trail. You could be right. The way I see it, people make

The first time Route 66 beat us was in Oklahoma. Attempting to see the remains of the Key Suspension Bridge, we were forced back. Back in the 1920's, this bridge charged people \$1.00 to \$1.50 for each vehicle to pass, about \$15 today. Today only the piers of the bridge remain. The way to them was via another unpaved road outside of Geary. It too was a dirt road; we drove one the day before. We were confident the car could do it. It couldn't be that bad, right? We discovered this was no dirt road. It was just shy of a rocky path. There were so many stones of an inch diameter that we were barely making 13mph it was so rough. To make it worse, we knew the trail was a dead end and would have to double back to get out., a twelve mile round trip. After seemingly only twenty minutes





definition of 'previously', but over time a nice gravel byway has taken over making for a slow bumpy ride of about 15-30mph. We did see some nice sites along this stretch. There were the defunct towns of Endee and Bard. There are several wooden post bridges over empty washes and an occasional snake. We did pass a couple of trucks going in the opposite direction; the drivers were probably thinking 'Idiots!' When we did pop out onto asphalt, we were excited about overcoming this, after retreating at Bridgeport. I can't say it was a harrowing travail, but again, for city folk it was a lot to accomplish. That little jaunt took us at least an hour of travel time.

rally cars out of them, and 911s are known to be exceptionally tough, 'everyday supercar', right? We may only come this way once, road less traveled, never know until you try, whatever excuse you can think of. Never mind our earlier defeat. My wife and I are glad we took this chance. This was a spot where we felt extremely isolated. Our cell phones only worked on hilltops, and we only had a single bottle of water each. For city folk, this was a huge challenge. Besides, if it is as bad as the Bridgeport attempt, we can always perform a cowardly retreat. I am told, this road was previously paved. Can't say I'm too sure about their

We didn't have the time or the proper vehicle, i.e. Cayenne, to do the preferred Santa Fe loop, but New Mexico was a great state to drive through. Much of it was on the main interstate. From here westward, most of Route 66 had been paved over by the freeway. So we did not completely feel like we were cheating by driving I-40. After seeing so many rundown towns and dead/dying villages, emerging in Albuquerque was a real surprise in the middle of the state. Here is one spot we would have liked to spend more time to explore. This city was large, and has great feel to it, very



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alive and vibrant. Alas, there was a reservation to be kept at a roadside motel where we were told weeks ago in a Russian accent, "You no pet! You no smoke!" Early the next day, we were on to Arizona after another nine-hour jaunt.

Any towns we came across now were similar to islands in an ocean. Or more like oases in a desert. The land was extremely dry, as you can imagine even without the ongoing drought. Yet in this barren area there was some wonderful scenery. Practically the first must-stop within the state is the Painted Desert/Petrified Forest National Parks, a great place to see. Best of all, the entire park is car oriented. You drive from spot to spot, parking, gawking, get back in, and onto the next stop. Get there when it's not overcast for a better experience. There were even some nice winding hillside drives, a foreshadowing of things to come. That night we slept in a cement Teepee and headed out for the Grand Canyon the next day. I also want to mention the Mesa Italian Restaurant in Holbrook, what a find!

Everybody should stop to see the Grand Canyon at least once. This may not actually be on Route 66, but why miss one of the Seven Natural Wonders of the World. The view is rather surreal. You can easily make out the many deep valleys and escarpments throughout the area and see across to the north ridge of the canyon eleven miles away. Yet, it all looks two-dimensional. There is nothing to gauge distances, giving the appearance of a huge matte painting. One of the guides told us what a child said, referencing the view of the Canyon, "I know grownups lie to kids all the time, but this isn't real, is it?" We spent two plus days there, site seeing, eating great food, taking a mule ride, but basically resting for the first time in two weeks at one of the lodges. We only saw a small portion of the Canyon, all from the south rim. It is a truly remarkable location.

I do wish we had more pictures of the road to Oatman, AZ. This road through the Black Mountains, from Cool Springs to Oatman, is about eight miles long and has an elevation change of 2100ft. I have no idea of how many curves we came around, but heading in from the east, all of our travel was along the outside edge of the mountain road, the passenger side, my wife's side. There are little to no guardrails to add to the fun/excitement. There are several tight hair-pin turns with many of them requesting you to slow down to 15mph. On one of them the bottom-front of the car scraped as I came around the steep twist. This drive was a blast! My wife, who is afraid of heights, did her best to get the few pictures we do have. My favorite segment of this trip happened when I tried to comfort her by patting her shoulder. I got the retort, "TWO HANDS ON THE WHEEL MEANS I LOVE YOU!" Wish I had that recorded! The best part was we actually did it twice! How so lucky? Every night I check the footage from our time-lapse camera, and for some reason it stopped recording at Seligman, AZ, which is about an hour into the days trip. Fearing nobody would believe her description of the Oatman drive, she suggested we do it again, and this time get it on film. How could I say no?

We spent the night in Needles, CA before doing our second trip through Oatman. Leaving earlier we began our final leg to Los Angeles. This part of the trip took us through the Mojave Desert and some lava lands. Who knew they had volcanoes in California? I-40 pretty much straightens out Route 66 as it cuts straight between a northern loop and a southern loop. Each portion is pretty desolate with practically nothing along them. The former has several abandoned 'towns' along its course. This desolation has two positives though. By being empty it allows you to just drive. And that drive allows for some decent speeds on a roller coaster like road. The road is in good





shape as well, for the most part. A few stops that did have gas were charging over five dollars a gallon, and of course it wasn't 93 octane either.

Well, we had a great time and the car did great. It screamed for an oil change near the end of the journey, which we got at Porsche of Downtown LA. That was when we were also notified that we had a nail in the rear passenger tire that was not repairable. No idea when we acquired it. The other rear tire was replaced on our way home in San Antonio. It too had another nail that couldn't be fixed. That one was problematic as we noticed the psi dropping when leaving Tucson, AZ. The tire lasted the extra 800 miles to San Antonio. Using the air compressor that came with

the vehicle, we stopped and filled it up every two hours or so. Our Tire/Wheel warranty has paid for itself so far. The entire trip took twenty-one days; four of them were the drive home on I-10. Except for three days, we drove eight to twelve hours every day. We would love to do it again. Next time we may skip the California part, as there were many roads that were just terrible. So bad, that we were forced to drive on the gravel shoulder. The road was really terrible at that point.

We put 6726 miles on the car during the entire trip. The trip odometer rolled over at 6213 miles, as that is when it reaches 9,999 km, weird. We averaged 27.3mpg, a tad higher than the listed 27mpg. And spent \$880.58 on fuel. Our cameras took over 2500 photos. We saw four baseball parks and six games. We climbed to an elevation of 7,410ft, and saw an untold number of 'Giants' along the way. Maybe we will drive the Lincoln Highway next?



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Cayenne Towing



by Travis Young

Over the last few years I have really enjoyed participating in Drivers Education events around the country. I have migrated from exclusively driving in our local DEs at Roebing Road (Georgia) to longer treks at world renowned tracks such as Barber Motorsports Park (Alabama), Road Atlanta (Georgia), Virginia International Raceway (Virginia), and Road America (Wisconsin). As with any "hobby", you start to collect things along the way, which in this case includes racing pads, car jacks, brake bleeders, fluids, tool chests, tool kits, air compressors, and so on.

Now you can stuff all that in your track car (or on top of it), but soon you are making decisions like "should I bring my spouse or the cool suit?" So, like everyone else, I ended up purchasing a trailer to make the journeys more comfortable. Since storing an open trailer on the side of the house is not an option in my community, and the storage costs were the same for open or enclosed (about \$85 a month at Adult Toy Storage in Maitland), I opted to go for the enclosed (and an enclosed keeps your stuff out of the elements, especially on longer road trips, and if needed you can use it to get out of the sun / heat / rain / cold.

Being on a budget, a new steel trailer from Georgia was found. Of course aluminum would have been 1000 lbs lighter (my 20' steel / plywood weights 3250 lbs) and would last much longer, but at 4 times the cost! The trailer I found had a good mix of options including 5500lb axles, which I will never need for gross weight reasons but the extra braking capacity sure is nice in those larger hubs. I did not want to add additional weight to the trailer in having rubber flooring or aluminum interior walls installed, so opted for 2 gallons of paint instead (which after 4 weekends is holding up great).

Now for the decision of the tow vehicle. For anyone that has not spent some time driving around a Cayenne, especially the current model, you really cannot appreciate what an amazingly versatile vehicle it is. Throw in some air conditioned seats and navigation and you have a vehicle that is a delight to drive for hours on end. The only question is, can that small of a SUV really tow a 20 foot, 7000 pound rig around?

Well, after 7,000 miles of towing in the first 4 month of ownership of my new Cayenne Hybrid (including trips from Orlando to Wisconsin, Birmingham, and At-



lanta), I can tell you it does so with ease. Equipped with optional air suspension, the Cayenne stays completely level and poised with or without a load on its back. On flat Interstate roads, your speeds can easily creep past 75 when not on cruise control (although your gas gauge will remind you pretty quickly to slow down). Driving around the paddock the Hybrid will actually tow the entire rig with the engine off, which is pretty impressive! The only downside to towing is the MPG, or lack there of. At 73 MPH pulling that huge trailer you can expect 8.5-9.0 MPG. Slowing down boosts that into the 12 MPG range. I hear the

diesel models get substantially better, but have yet to compare apples to apples (in theory diesel should give you 30% better MPG).

All current model Cayennes are pre-wired to accept a trailer brake controller and send the output directly through the built in plugs. You do need to get the controller and the plug for the rear of the vehicle. I also found some great mirror extenders that work on the very aerodynamic rear view mirrors on the Cayenne and do not vibrate at speed (Google: Aero 2 Mirrors).

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Waxes and Sealers

by Fred Kohly

I'm often asked, "How do you get your paint looking so good?" Of course, the answer is that it starts with superior paint, which our Porsche cars are fortunate to have. Even though the paint technology has changed over the years, the older cars can still look outstanding and right out of a show room. This article addresses some of the basics of wax rather than how to apply it. We can deal with that in a later article.

Your car paint, like your skin, has pores or tiny little holes. These openings in the paint surface can allow dirt, water and other chemicals to infiltrate, which could damage or dull your finish. Car wax can play a role in maintaining that pristine bright new look. The waxes used for car paint generally come in two forms known as Carnauba and the new Synthetic waxes often referred to as "paint sealants". Carnauba is an interesting product and is generally preferred by car enthusiasts and collectors, as it seems to provide a rich, warm, liquid pool-like glow that shimmers in changing light conditions. It seems to blend into the paint, as opposed to sitting on the paint and provides an excellent shine.

It is a natural product, which comes from a type of palm tree in Brazil known as the "tree of life". This very unusual tree produces a waxy matter on its leaves for the purpose of protection during the long hot dry months. Carnauba is solidified in its original form and serves a dual purpose for the tree. It protects itself against the harsh sun and it repels any occasional rain to the ground to be absorbed by the roots. What's truly amazing about this rock hard substance is that the carnauba coating on the leaves still allows the tree to breathe. Remember from Junior High science that green plants take in carbon dioxide and expel oxygen. Sounds like the perfect product for our paint: rock hard, protection against the elements, dispels water and lets our paint breathe. How they came up with this idea is beyond me! Not all Carnauba is the same, and different regions in Brazil are considered better than others. Carnauba can be harvested differently and is graded on quality, with the northern regions of the country producing the best. The chemical process and ingredients in making it into car wax can vary, but all are similar and no wax is 100% Carnauba. Even though some brands advertise it as such,

they are referring to the quality of the wax as even the "very best" waxes are no more than 1/3 Carnauba.

Synthetic car waxes, also known as "paint sealants", are the creation of modern technology and science. Just like we can create synthetic oil for our engines, synthetic waxes are growing in popularity and growing in popularity among enthusiasts. They can provide a slightly different finish referred to as a "hard as gloss look", and provides just as much protection, while lasting even longer. Synthetic wax is easier to apply and can provide protection for 4-6 months, with some brands advertising up to 12 months. Carnauba waxes, on the other hand, usually offer 6-8 weeks protection. Of course, this depends for sure on the climate, the conditions you drive in, where you store your vehicle, and other variables.

So which type of wax is better? My answer is: use the one you like and fits your purpose and color the best. If you like to drive more and detail less, try a synthetic. It lasts longer, provides excellent protection, and is easier to apply. Personally I like the synthetic on the daily drivers, like the wife's SUV for example. But for the Concours cars I still prefer the Carnauba. I like the way it looks, and the spray detailer I use (Meguiar's Quick mist and wipe Detailer) does not seem to be compatible with synthetic waxes so check your detailer spray.

As for brands of waxes to be frank I really can't tell the difference between Premium waxes and less expensive waxes, but in fairness I have not tried these over the top priced ones as of yet, and still experiment with different brands. My good friend David Seeland (who sits in the PCA Technical Committee and answers the tech questions in the Panorama magazine) has won multiple Parades buys his supplies at Kmart, and then buys what's on sale. In 2010 I won my class in the Chicago Parade Concours and used a \$12.00 synthetic wax (Eagle One-Nanowax) recommended by GPCPA member Stan Pearlman who knows a thing or two about Concoarsing. I'm sure that there are many winners who use very expensive waxes with sophisticated applications and maybe they are better, but my recommendation is to use what you like, can afford, and makes your car look exceptional.

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Octoberfest Cook Off

Saturday Oct 27 - Porsche of Orlando

Come out and join us on Saturday October 27 at 7:00pm at Porsche of Orlando for our first annual Octoberfest Cook Off! The format will be very similar to our Chili Cook Off which is held each winter(ish).

Cook up your best German themed entree, side dish, or desert and show off your culinary skills. Not only will attendees get to sample a variety of creations, they will vote for their favorite dishes in each category, with prizes being awarded for the best in each.

Drinks - beer, wine, soda, and water will be provided.

Travis Young - Spiel Editor - Event Organizer
(407) 496-8011 - KineticFlow@mac.com



Upcoming Auto-Crosses

**Saturday Oct 20 - Orange Count Convention Center
With Martin Sports Car Club**

The seventh autocross of the 2012 FLC Autocross Series will be held on Saturday, Oct 20. Registration for the FLC 10/20 AX will be open at www.clubregistration.net, and is still only \$30, payable at the site, including lunch. A \$5 discount (making the total \$25) is offered for those that pre-register and pay before the event.

The event will be held at the Orange County Convention Center. We will run an exciting course on the big lot. Gates open at 7:00 and on site registration closes at 8:30. Please preregister, we need the time to process the registration data.



If you are an experienced autocrosser, you know the FLC series offers friendly competition and great camaraderie. If you have not done an autocross, please join us. We offer a fun, safe environment in which you can drive your Porsche the way the engineers designed it. We welcome novices, women, and young drivers (over 16 with a valid license). Instructors and loaner helmets are available.

Bert Del Villano - FLC Autocross Chair - (407) 909-0636 - bert-delvillano@aol.com



Challenge Rally 2012

Sunday, November 18, 2011
To Benefit the Russell Home For Children



The Annual Challenge Rally is a charity fun-rally to benefit the **Russell Home for Children**. You will be given the chance to drive your car through some of the best roads and unspoiled areas in N. Central Florida. Come join your fellow European car enthusiasts while raising money for Charity. There will be door prizes and awards for a variety of categories. This year's event is hosted by the Florida Citrus Region, PCA. We look forward to seeing all of you come out for this great event.

**Club
Event**

Start of Rally:		Entry Fees
Porsche of Orlando 9590 S Highway 17-92 Maitland, FL 32751 407-262-0800		Advance Registration: \$40.00 / Car (registration must be received by 11/10/11) Day of Rally: \$45.00 / Car
The Schedule (Rain or Shine)		The Cars
9:30am	Registration Begins	Everyone is welcome including: <ul style="list-style-type: none"> ● Audi ● BMW ● Alfa Romeo ● Jaguar ● Porsche ● Lamborghini ● Mercedes ● Ferrari
10:00am	Breakfast and Concours	
10:20am	Drivers Meeting	
10:45am	First Car Launches	
3:00pm	Last Car In	
3:30pm	Awards and Party	

2011 Challenge Rally - Registration Form

Name		Co Driver Name	
Address			
City	State	Zip	Cell Phone
Car Make	Model	Year	Color
License Tag #			
Pre registration price: -registration must be received by 11/10	\$40	Rules: <ul style="list-style-type: none"> ● All Drivers must be 18 years or older ● All rules of the road apply, obey all traffic laws ● Each entry is encouraged to have a co-driver/Navigator ● In case of a tie, the Rallymaster will decide final score ● Rallymaster has final say in all aspects of the rally 	
Day of rally registration price:	\$45		
Amount included:			
Payment:			
Mail registration & check to: William Davis 1374 Blue Spruce Ct. Winter Springs, FL 32708-3832		Make Checks Payable To: Russell Home For Children	
		For More Information: Chuck Hennings e: wmd968@gmail.com	



Saturday, November 3

3:30 to 7:00 p.m.

(Registration and car placement from noon to 3 p.m.)

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Private Owners: \$25/car
Commercial Entries: \$100/car

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This event is open to all sports type cars with limited safety exceptions (convertible cars must have roll over protection, and drivers must wear proper helmets)

Drivers must be 18 to enter and have a valid drivers license

For more information contact Bert DeVillano at
BertDeVillano@aol.com or sign up at
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American Le Mans Series

Round 9 at VIR



Porsche pilots gain ground in the championship

Stuttgart. A successful premiere for Porsche on the Virginia International Raceway. At the first American Le Mans Series race on the challenging natural race track close to Alton in the US State of Virginia, Porsche works drivers Joerg Bergmeister (Germany) and Patrick Long (USA) scored second place in the GT class at the wheel of the Porsche 911 GT3 RSR fielded by Flying Lizard Motorsports. With this, the winners from Lime Rock moved up the championship table to now rank third. In the manufacturers' classification, Porsche has overtaken BMW to now lie second.

"This race was a real challenge right from the start. If we'd had a little more luck with our first pit stop, it would have definitely been tight at the end," said Joerg Bergmeister. "But I came in shortly before a safety car phase. That was the worst possible timing. This threw me way back in the field." Still, just after the start, the German experienced good luck when he emerged unscathed from a mass collision in the first corner. "That was close. I'd made up two positions but then the track was blocked and I had to drive over the gravel at the side of the track to get past." Patrick Long said, "We can be happy with second place. After the safety car phase which came at a very inopportune moment for us, we were able to fight our way

up from twelfth place. After all the problems we've experienced this year it would be simply fantastic to conclude the season on the Road Atlanta circuit in second."

In the second Flying Lizard Motorsports Porsche 911 GT3 RSR, Marco Holzer (Germany) enjoyed one of his best races in the American Le Mans Series. At his first event on the Virginia International Raceway with team owner Seth Neiman (USA), the Porsche factory pilot spent more than three of the hour hours of racing in the cockpit and managed to beat the strong opposition from BMW and Corvette. For this first-class performance, he was rewarded with fifth place. "I started from sixth on the grid and had to drive onto the gravel to avoid the collision in the first corner, but luckily I got through without problems," he said. "Afterwards I worked my way into second place, and in doing so I turned the fastest race lap. Our car handled beautifully and the first stint was great fun. When I took the cockpit again from Seth we still had a little over an hour to go. We were running behind, but I managed to overtake several opponents and bring the Porsche over the line in fifth. The Lizard boys again gave us incredible support today with great pit stops."



With the Porsche 911 GT3 RSR of the Falken Tire squad, Porsche works driver Wolf Henzler (Germany) and his American teammate Bryan Sellers, the winners of the last race in Baltimore, were flagged off as seventh. "That was not a perfect day for us," said Wolf Henzler. "We had to pit more often than our competitors and it put us a couple laps down. But it turned out to be a handicap that we didn't test here like most of the other teams." Sascha Maassen (Germany) and Bryce Miller (USA) concluded the race in tenth with the 911 of Paul Miller Racing. Victory in the GTC class went to Americans Cooper MacNeil and Leh Keen in a Porsche 911 GT3 Cup. With their success, Cooper MacNeil has secured an early class win.

Round ten of the American Le Mans Series, "Petit Le Mans", is contested on 20 October on the Road Atlanta race track in Braselton in the US State of Georgia.

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918 Nurburgring



918 Spyder prototype turns in lap time of seven minutes and 14 seconds

Stuttgart. On September 18th, in test drives on the "Nürburgring-Nordschleife", a Porsche 918 Spyder prototype turned in a remarkable best time of just 07:14 minutes for the 20.6 km long circuit. One year before its production launch, the plug-in hybrid super sports car from Porsche AG is already proving its superlative dynamic performance potential far surpassing all expectations placed in it. Dr. Frank Walliser, overall project leader for the 918 Spyder: "By turning in a fabulous time of 07:14 minutes, the 918 Spyder prototype has already fully confirmed the viability of its future concept after just a few months on the road."

The lap time of the Porsche 918 Spyder prototype is one of the best ever clocked for street-legal vehicles with standard production tyres. The course was only available to the development team from Weissach for one lap, and it had to be started from a standstill. The plug-in hybrid super sports car with over 795 hp was equipped with production tyres from development partner Michelin as well as the optional "Weissach" package, which integrates modifications that boost driving performance.





Editors Note: So what are comparable lap times on the Nurburgring?

7:18	997 GT2 RS (2010)
7:28	Carerra GT (2004)
7:34	997 GT2 (2008)
7:38	997 Turbo (2008)
7:40	997 GT3 (2009)
7:56	Panamera Turbo (2009)
8:04	Cayman S (2009)

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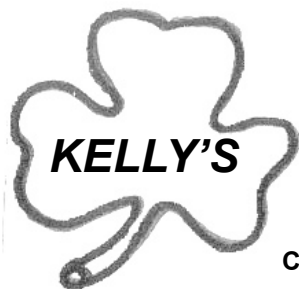
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