

THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 40 - Number 3
June - Aug 2013

Upcoming Events

- | | |
|------------------|--|
| Jun 4
(Mon) | Monthly Meeting
7:00pm @ Porsche of Orlando |
| Jun 22
(Sat) | LeMans Kickoff Party
8:30am @ Johnny's Fillin Station |
| Jul 2
(Mon) | Monthly Meeting
7:00pm @ Porsche of Orlando |
| Aug 5
(Mon) | Monthly Meeting
7:00pm @ Porsche of Orlando |
| Sept 15
(Sun) | Auto Cross
Tavares |
| Sept 28
(Sat) | Brumos Tour
Brumos Porsche |

Brumos Tour
King of the Curve
Roadster's Return
What to Do
Memorial Day
Auto-Cross



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Brumos Tour
photo by Lyn Perez



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June - August 2013

Cover Photo by Lyn Perez



Brumos Tour

Editor

Travis Young

Distribution and Mailing

Nilo Argudin

Advertising Manager

Lyn Perez

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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Other Contacts

Director of Instructor Training

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TeamZotz@aol.com

Chief Driving Instructors

Tom King (407) 876-6675
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President's Update

by Steve Williamson - Club President

President's message -

It happened again! Time for service as the computer message in the middle of the tach gives me a reminder. So annoying and impossible to ignore, I made the appointment knowing that taping over the message so you don't see it is sacrilege in a machine as fine and beloved as my 997. Okay, so the changing of the fluids and checks of operating systems are essential to my continued enjoyment of the car, these visits for service are about as much fun for me as a root canal. Added to that is the dilemma of what to do while the car is in for service. Shall I wait? Beg my better half to forego her plans for the day and come pick me up? Ask for a loaner car?

The last time I decided to wait, I saw the 997 for the first time that I now own and is currently due for service. The last time I asked for a loaner, I was given a Panamera to drive. I was determined not to like it. By the end of the day, I decided a Panamera could easily be in my future. The last time she picked me up, based on my suggestion, she ordered her prized Panamera GTS that now resides in her garage. So what to do? I asked for a loaner for the day and I was told that the only thing available was a Cayenne GTS. I was equally determined to dislike all Cayennes, it is a truck of course and I was a bit disappointed that a new Cayman or perhaps a 991 was not available. Oh my was I wrong about the Cayenne GTS. Now can you finish this story?

And of course, my daughter, newly graduated and working in her new career driving a Toyota Land Runner or High Cruiser or something like that, attended our last auto-cross. She had questions about what cars there might be for sale including one particularly pristine red 964. Enjoying your passion with family members is a great feeling. I hope that you have that opportunity.

In closing, thank you to all the volunteers that make this club work so successfully. Driver's Ed, auto crosses, tours, rallies, and dinners all require a concentrated effort for organization. Recently, we have had a variety of new events that I hope you have enjoyed. If you have enjoyed them, please say thanks to those who chaired the event. Without members willing to volunteer their time and efforts, nothing would be happening. For those of you still on the sidelines not participating, I encourage you to come out and join in the fun.

Enjoy you Porsche!
Steve Williamson
President - Florida Citrus Region



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Pushpal Banerjee
2013 Panamera
Mount Dora

Timothy Brabowski
2003 Boxster
Winter Garden

James Carlson
2011 Carrera
Chuluota

Pedro Fernandez
2007 Cayman
Orlando

Curtis Hanks
2008 Boxster
The Villages

Philip Holmes
2013 911
Howey in the Hills

John Privett
1983 911
Ocklawaha

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



Be sure to keep up to date on all of our latest news:

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Ronald Sims
1986 011
Winter Garden

David Bloodgood
2006 Cayman S
Winter Park

John Church
2013 Boxster S
Sanford

Mike Hone
2007 Cayman
Orlando

Raymond Lam
Orlando
1955 356

Joseph Pennisi
2014 Cayman
Lake Mary

Kai Ringenson
2004 911
Winter Park

From the Editor



Wow, thank you everyone for submitting so much great content to make this such a packed issue!

It looks like the weather has been super nice and all of our members are enjoying their Porsches. We have a long feature article from Larry Sharp who you might have seen from a TV show on the Speed Channel - King of the Curve which is a very enjoyable read. The quest for the PCA participants in that event started online at the Cayman Registry... definitely a great site to check out.

Be sure to sign up early for the next Brumos Tour. Our last tour "sold out" very fast. We also have an Auto-Cross, Club Race/DE at Daytona, and DE at Roebeling Road coming up in the early fall. Check out the next Spiel for more.

Travis Young - KineticFlow@mac.com

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Upcoming Calendar

Your guide to Citrus Region Events

Monthly Meeting

Jun 3 at 7pm
Porsche of Orlando
1st Monday of Each Month



June 2013						
Sun	Mon	Tue	Wed	Thur	Fri	Sat
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						

LeMans Kickoff Party

Jun 22 at 8:30am
Johnny's Fillin Station
see below



Cars & Coffee

Jun 22 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

Monthly Meeting

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



July 2013						
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			

Cars & Coffee

July 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

Future Events

Sept 15 Auto-Cross @ Tavares
Sept 28 Brumos Tour
Oct 4-6 Club Race and Advanced
DE @ Daytona Speedway
Oct 19-20 Drivers Ed @ Roebling Rd

Events in bold represent Florida 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 Kinetic-Flow@mac.com. The most up-to-date list of events is always available on our website at <http://flc.pca.org>.

Le Mans 24 Hours Kickoff Party!

Come join members of the Florida Citrus Porsche Club at Johnny's Fillin Station and Other Side to watch the start of the 2013 Le Mans race on Saturday, June 22, 8:30 a.m. until ??

Johnny's is at the corner of Michigan and Fern Creek in Orlando. They have a large patio on the side and back of the building, with four 50" TVs. There's room to have up to 100 people, and they have lots of overhead fans with water-misters on the patio, just in case it is a little warm.

They will serve a brunch with omelets, skilletts, and most any other breakfast meal you would want. Wait to eat 'til lunchtime, and Johnny's Fillin' Station is known for some of the best hamburgers in town!!

We will have a special parking area for Porsche parking only, right next to the building.

<http://johnnysfillinstation.com>, 2631 S Ferncreek Ave, Orlando.

Brumos Tour



Article and Photos by Lyn Perez

On Saturday April 27th more than 20 Porsches gathered at 7:30 am at Millers Ale House on the corner of Lee Road for a trip up Interstate 4 and 95 to the Brumos Racing Museum. A quick stop to pick of another 4 or 5 cars at a rest stop on 95 just north of Palm Coast, we then arrived at the Brumos Porsche dealer just after 11:00.

Ray Shaffer, Brumos General Manager, and his team provided a warm welcome. After a quick orientation of the dealership and its relationship to Brumos Racing, Hurley Haywood was introduced and gave his on welcome to our club. The next 30 minutes were spent visiting together, many gathering around Hurley to ask questions and to share their appreciation for his stellar racing career.

At noon, everyone lined up in their cars for the short 3 block trip over to the actual Museum and race shops. As we gathered in the race shop, Hurley again addressed the crowd explaining the changes that were taking place in Grand Am racing and why Brumos

Racing has chosen to end their racing at this time. We were then served lunch and allowed to wander around the race shop viewing the current cars that were being restored which included an antique Indy car and a couple of 1970's Porsches.

After lunch the doors of the Museum were opened and the group was allowed to view the extraordinary collection. There were a number of Brumos staff and members of the Florida Crown Region PCA in attendance who were able to share inside information about each car. After an hour and a half we headed off for a short drive together down A1A to the Conch House at St. Augustine.

Due to the overwhelming response to this tour and the limited number of participants we were able to accommodate, we have scheduled with Brumos another tour for September 8th. Please keep an eye open for the opening of registration at www.clubregistration.net. Members of the Florida Citrus region PCA will be given first preference for registration.



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King of the Curve



My day as a TV star

by Larry Sharp

Photograph by Mo Satarzadeh

Waiting for over four months for the details to be finalized for the second part of the Porsche Cars North America (PCNA), SpeedTV co-production of the TV show "King of the Curve" was almost unbearable. But on April 6, I started to receive a flurry of e-mails asking me for a bio. Then a member of the PCNA marketing team, Alex Campbell, called and arranged for me to fly down to Los Angeles on Sunday, April 14, to be ready for the shooting of the show the next day. I was also told beforehand how the event was going to run. The Speed TV production crew (Robert Dalrymple Productions) had organized three teams to compete in three exercises. Each team would be comprised of a pro driver as the lead, a celebrity driver, and one Porsche Club of America (PCA) finalist from the preliminary competition held last December in Las Vegas.

The first team was led by Porsche factory driver Patrick Long, actor Brian Austin Green, and Mike Pederson, the PCA finalist. The second team was Indycar driver Graham Rahal, Olympic gold medalist Dara Torres, and PCA finalist, Carl Vanderschuit. My team was led by NASCAR's Brian Vickers, actor Bill Fichtner, followed up humbly by myself.

To arrive at the Autoclub Speedway in Fontana on Monday, and walk into this group of drivers was very intimidating at first. First off, I was surrounded by not only these drivers, but a very large production staff for the TV show. The pro drivers were all people I had

The three teams: (L to R) Carl Vanderschuit, Graham Rahal, Dara Torres, Brian Austin Green, Patrick Long, Michael Pederson, William Fichtner, Brian Vickers, and Larry Sharp.

watched on television for many years. The celebrity drivers had all won outright the Long Beach Grand Prix Toyota celebrity race. Mike, Carl, and I were all dumbfounded at first trying to fit in. I first met up with Brian Vickers as we were both checking out the 2014 Cayman S team car with our names on the door. At first Brian had his pro driver "shield" up and seemed a little bit distant. But then we talked about the car a few minutes and he seemed to relax. He had never driven a Porsche of any kind before, and was really looking forward to see what all the fuss was about. Soon, Bill Fichtner joined us and the three of us seemed to have some good chemistry.

We were all gathered into the track media center and greeted by Bobby Akin of SpeedTV, the producer and son of Bob Akin, the famous Porsche racer from the 962 era of Porsches. We were all shown a short lead-in of video from the December 2012 Las Vegas PCNA/PCA event that earned Mike, Carl, and myself a spot in the show. It was very unreal seeing myself on the video. The director gave all the drivers the schedule for the exercises we were going to do. At the end of the briefing, we all went out and did some shots for the introduction of the show. With the Hollywood stuff out of the way, we could go out and practice.

We were first to practice the Pit Stop Challenge, where one driver would start at the pit entrance of

the speedway. You accelerate down the pit lane as fast as the car could go, then brake into a "pit box" marked by cones. The first driver would then put the car in park, and exit the vehicle. The next driver gets in and accelerates to the end of the pit lane. Timing was kept from when the car entered the pit lane until it exited the pit lane. The second driver would then proceed untimed around to the pit entrance, and the second and third driver would repeat the same routine as the first and second drivers. While our team practiced this exercise, the other two teams practiced the two other exercises. As a constant reminder we were going to be on a TV show, the cameras were all around us as we were talking strategy and practicing. The only strategy we could think of for this exercise was to have Brian, our pro driver, drive in the longer middle leg. We practiced this exercise a few times, and it was especially fun because all three of us were allowed go counter-course down the front straight of the speedway at full speed to return to the start.

After about a half hour, all three teams shifted to another exercise to continue practice in another area. We moved into the Slalom Challenge area. The slalom course was made up of ten tall pylons spaced over 90 feet apart. At the end was a turn around "barrel." The object of this exercise is, from a standing start, accelerate and drive to the right of the first cone, then alternate which side you drive past each cone, just like Giant Slalom snow skiing. At the end of the cones, you went around the "barrel" clockwise to turn around, then weave through the same cones back to

the start. Of course, you want to do this as fast as possible, without hitting any of the cones. For me, this was something I was used to doing, since this is standard fare on an autocross course. But Brian and Bill had never really done it before. Brian went out first and took Bill with him as a passenger, then Bill drove with Brian instructing. By this time, Brian had really opened up and relaxed around the two of us, and the team was beginning to gel. I went out with Brian and he was a great help in teaching me a few things. All three of us seemed to be able to do the slalom very quick and smoothly. Bill took his second run, and knocked over the fifth cone in the slalom... but on his way back at full speed, he picked it back up! No wiggle, no drama, and he didn't even know he did it. I think the cameras got it on tape... pretty cool.

Things were going well for us, but since we were unable to watch the other teams, everything was a mystery to us how the other teams were doing. Our time was up for practicing the slalom and we moved over to the autocross course.

This course was more of a mini road course, set up in the infield of the oval track. Once again, Bill and I let Brian drive with us as passengers for him to give us pointers. Then we went out with Brian as a passenger with us driving. It was sure fun riding along with a NASCAR driver who not only loves to run right into those curbs, but encourages me to do it too. "It helps rotate the car," he tells me.



Larry Sharp and William Fichtner check out their ride for the competition.

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Graham Rahal and Patrick Long look over the Caymans. Photograph by Larry Sharp

As a side note, we were driving these new 2014 Caymans S cars very, very hard with no breaks or cool-down period. They had smoking brake pads and hot tires, but kept going without complaint.

Practice time ended much faster than you could imagine, and we headed off to get some food. By this time the team members and production crews (each team had its own camera crew) were all one big family. As we sat in the lunchroom, all the people were talking and sharing stories about this event and other things they all had done. It was a cool experience to sit with three pro drivers and three celebrities, all talking just like every day, normal people.

Now, we were all ready for the real deal. All the camera crews and race teams were going to be at each exercise together. Each team would do the exercise and be timed, then be followed by the second team, and the third team would finish the exercise. First exercise for all of us was the Pit Stop Challenge. In the background I could overhear each team's producer betting with each other on who was going to win. With three times as many cameras around compared to practice, it seemed no matter what, the bug eye of a camera was always right in my face. The biggest difference was now, each team was being timed, and there was a big, bright display of the time for all to see. No hiding any more how well each team thinks it is doing. First up was the Long team. They seemed to have only a few issues with not getting the car into gear as they tried to leave the pit stop box, but their combined time was 57.xx seconds. Next up was team Rahal. They seemed very smooth, had no drama, and had a time of 52.xx seconds, which seemed very good.

It was our turn. I was to drive first into the pit box with

Brian taking over, and Bill doing the finish leg. Doing a "poor man's launch control," the PDK-equipped Cayman S accelerates like a scalded reptile down the pit lane. I do an almost full-on ABS stop into the middle of the pit box, undoing my seat belt with one hand as I come to a stop. I slam the gear lever into park, open the door, hop out, and step around Brian in a great dance move. Brian slides into the driver's seat as I reach around him to grab the seat belt and pull it out for him to grab it from me. He takes the seat belt and... it locks in place... arghhhhhh! Quickly, Brian lets it go back a little bit and then he can buckle up... he closes the door, puts it in gear, and races to the end of the pit lane. Our split time comes up onto the large display and it reads 26.8xx seconds. Hmmmm, even with our seat belt issue, we were still in the hunt. So Brian lines up at the entrance to pit lane and starts his half with Bill. Brian is a real pro, does everything just right, and hops out doing the same dance he and I had just done. Bill grabs onto the seat belt as Brian hands it to him and... arghhhhhh! Same thing - it locks in place. Bill does the little movement it takes to release it, and off he goes to the end of pit lane with a total time of 52.6xx seconds. Whew, that was close, but at least we were in close proximity to the first place team.

The whole big circus crew now packs up all the timing and camera gear, and moves to the far side of the track for the Slalom Challenge. The team who gets to lead the way this time is team Rahal. Graham wanted to put some pressure on the rest of us, and decided to be the first driver in his team to run, followed by Dara Torres, then Carl Vanderschuit. Graham went out and seemed to never lift on the gas or get out of shape, and was smooth and controlled. He raced back towards us past the finish and had a time of 25.6xx seconds. Since Rahal was the first driver timed, we didn't know how good or bad his time was... but it looked



Larry Sharp and Brian Vickers talk strategy in the pit lane.

fast. Dara hopped into the driver's seat and had this very serious look that all Olympic athletes seem to have. You could tell she didn't have quite the same speed that Graham had shown to us, but her run was smooth and drama free, with a time of 27.xx seconds. Next up was Carl, the PCA driver. Graham explained to us that Carl was quite the expert at slaloms and his team felt he was the fastest of the three on slalom. When Carl left the start he did show that he was more aggressive than even the pro driver Rahal. He carried just a touch more speed thru the cones and even touched the brakes at one point. At the turn around point, he was tidy and close to the pylon and was perfect until just about the second from the last cone, when he got a touch (ok, maybe more than a touch) sideways as he hit some loose gravel. The Cayman S helped him control this slide by reducing power just a touch as he was crossing the finish line. His time flashed up onto the display as 25.4xx seconds, beating Graham by just a little bit.

Next up was my team, and I learned that NASCAR drivers are just as competitive as any other type of driver out there. Brian really wants to drive first to either take the pressure off the two of us, or to make a statement to the other pro drivers. So he settled

into our Agate Grey Cayman S, and approached the starting line. When Brian took off it seemed fast, but somehow smoother than anyone else. He stayed tight to the cones but didn't hit any, and the car on the way out, never put a wheel sideways or got into the gravel. He then did the turn around the pylon at the end, and headed back towards where we stood watching. You could tell he was moving faster than the other drivers, and held it wide open past the finish line. No drama at all and seemed smooth as butter. The display flashed his time of 24.9xx seconds, for the top time of the day. The whole group of us - camera crew and drivers - cheered him. Bill was up next and seemed to gain some confidence in seeing how well Brian had done. He went onto the slalom course and drove very smooth and clean up to the turn around. He went slightly wide at that turn, but was clean all the way past the finish line. His time turned out to be 26.8xx seconds, which put him slightly ahead of Dara.

As I headed towards the Cayman S for my turn, I was only slightly aware of the encouragements I was getting from the crowd, and tried to visualize what I wanted to do before I drove it. I got to the starting line and the director told me how he was going to signal me to start. I looked through the windshield far down



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the track as I waiting for my signal to start. I saw the director give me the thumbs up and the go ahead, and I put my left foot on the brake and right foot on the gas at the same time. Releasing the brake and putting the gas pedal to the stop, I did a nice smooth launch toward the first cone. The car seemed to be very stable and gave me the confidence not to lift as I weaved past the next two cones. Then for some reason I grew a few chicken feathers, and slightly eased out of the gas for the next two cones but at least I didn't hit the brakes. Flooring it to my braking point for the turn-around, I stayed in close at the middle and exit. As I exited the turn, the car felt stable enough to floor it past the next three cones. Again, I slightly eased off the gas through the middle cones and floored it towards the finish line. I hit some slippery gravel areas before the last cone and could feel the Cayman S helping me do what I was asking it to do. For me, it seemed to not back off the gas, and the Cayman S let me carry speed past the finish line. Since I was in the car, I had no idea what time I had turned. I drove the car back to the parking area and could see Bill was approaching me clapping, letting me know that I didn't do a bad job. I didn't find out until later that my time was 25.3xx seconds.

The last group for the slalom was Patrick Long's team. Patrick had been watching his fellow pro drivers very closely and I think he really wanted to be the top pro driver at this event. It seemed like he left the start area faster than anyone else. All the competitors were closely watching his every move through the cones. He had a little bit more dust stirring up off the ground than we had seen up to this point, and he was very smooth as he went around the turn around pylon. The nice sound of a Porsche flat six at full throttle could be heard echoing off the wall of the track, but then we

all saw a slight wiggle near the end. We all watched Patrick do some great save moves with the steering wheel as he crossed over the finish line. All eyes in one human wave moved to see what his time was on the display. It flashed 25.6xx seconds, which meant that both Carl and I had times faster than two of the pros. We just happened to be next to each other and we were both smiling like raccoons eating their favorite food. Some of us did a quick tally of the scores in our heads and we all knew that the teams of Vickers and Graham were neck and neck with each other. The final track exercise would determine who would be the King of the Curve.

The final Autocross Challenge exercise would be one timed lap for each driver. The first driver would leave from a standing start, complete one lap and come to a stop in a pit box. The second driver would then trade places and drive one lap, and the team's third driver would take over and do a complete lap with a flying finish. The clock would start when the first driver went through the start lights and the time would stop when the third driver went through the finish lights. Just to make things really interesting, rain clouds were forming overhead and it was looking like it might not be dry for every team.

Our team was very happy to be first out in this last exercise. The driving order for our team was Bill Fichtner to drive first, with Brian Vickers second, and me being the anchor. Bill left in great shape on his run but unfortunately for those of us in the pits, we could not see past the first set of turns on the infield track. He soon appeared on our right, exiting the last hairpin turn and smoothly came to a stop in the pit box. Bill quickly exited the car and walked towards me. He realized almost at once he had forgotten to help Brian



Larry and Brian Vickers make a driver change.



Darra Torres, Graham Rahal, Larry Sharp, and Brian Vickers watch the action.

with the seat belt. He turned back and... argggggh! Again, the seat belt jammed on Brian. Eventually Brian got it buckled up, and off he went. With all the adrenaline pumping through me it was hard to estimate how long that error cost us, it seemed like five or six seconds elapsed but we wouldn't know for sure. Brian was soon backing into the pit box for me to take over. Thankfully I was able to do a good pit stop and exited out onto the track. It was dark from all the rain clouds obscuring the sun and the Cayman S was still purring like a kitten with no ill effects from Brian's fast lap. I knew the course pretty well by this time and charged into the first right/left combo of turns. As I exited the left hander, I noticed I had more revs on the tachometer than ever before, and the car was sticking very well. Every turn was that way, with a little bit more speed everywhere than I had tried before. The 2014 Cayman S was helping me in a seamless fashion, and I got pretty brave on the most critical turn leading onto the longest straight. I had a little bit of opposite lock as I went right over the apex I wanted on this left hand turn. Without lifting, I squirmed the car right out to the right edge of the track and looked down the long straight to my braking point for the next left/right turn combo. The next section of the track was just like a slightly large autocross course, many combo turns and some trail braking entrances. The last turn was a decreasing radius hairpin leading onto the final straight and the finish. I flashed across the finish line and knowing this was the end of my time with our new Cayman S, I took one more "cool down" lap and then pulled into the pits.

For this last exercise, the producers did not tell us

what our times were. A drama for TV thing, you know. So we all had to just hang around watching the other two teams drive and be held in suspense over the results. The good news is that the rain held off for everyone, which made for very close racing. Soon the host, Justin Bell, stood on top of a set of stairs and gave out the results. Well, that pit stop must have really cost us some time - we finished third in this event and second overall by around two seconds. Big congrats to the team of Rahal, Vanderschuit, and Torres, they drove a great event and

really deserved to win. The winning team earned ten thousand dollars for their charity of choice, the Ronald McDonald house. We all soon retired back to the hotel to get out of the cold weather, and bench raced until we couldn't keep our eyes open.

It was a great day and a once in a lifetime event I was so happy to be part of. I want to thank all that were involved with making this event: Paul Gregor and Alex Campbell from Porsche Cars North America, Kristin Vayda from Cramer-Krasselt, and Robert Dalrymple and Bob Akins of Speed TV. The TV show will be shown on Speed channel starting May 12.



Quick change artist Brian Vickers performs under the watchful eye of the TV camera.



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Roadster's Return



by Charles Christopher

For the first time in the last ten years the Porsche 356 will have a strong presence at this years 50th Anniversary of the Sports Car Club of America National Championships. The late September race meeting will be held at the Road America circuit in Elkhart Lake, Wisconsin.

Returning to the run offs are veteran SCCA driver Sid Collins of Troysport and his 1960 Roadster. Sid has recently finished an eight year, ground up, mechanical and cosmetic restoration of the Roadster that he began racing in 1978. The brilliant red Porsche is the only 356 model being actively campaigned on a national level.

Sid and his Roadster have already qualified and received an invitation to compete for the national title against the best cars and drivers from across the coun-

try running in the F Production class. As a production based car the Roadster must weigh in at 1840 lbs, including the driver and use the original sized valves and carbs, the Solex 40P11. Engine displacement is up from 1582cc to 1610cc. Power to the road is put down via a 356 transaxle while brakes are 356 discs.

The first weekend of May was spent at the Daytona International Speedway. During the SCCA race weekend, each practice, qualifying and race session was utilized to test different aspects of the Roadsters performance in both wet and dry track conditions. The remaining races of the summer season will also be test sessions as the final adjustments and tweaks are made to prepare the Roadster. With the main competition coming from Mazda and Acura with their current multi valve and computer technologies the drive for a national championship will be a battle.



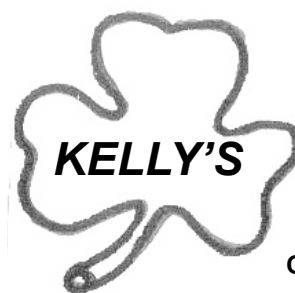
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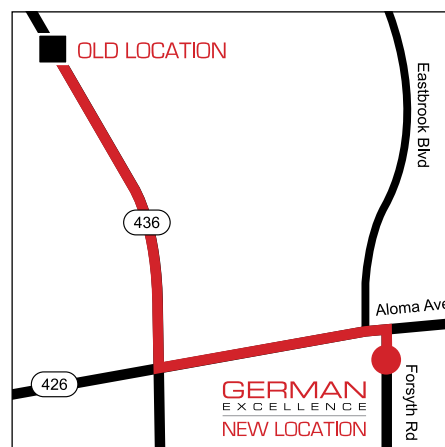
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What to Do?



by Robert Layne

Okay, now that I bought a Porsche what do I do with it? Do I baby it and put it in a exhibit for the rest of its life? Do I drive it around, as it is just a car? Do I take it out only for displays at car shows and such? Or should I gut it make it a racecar? I fall into the 'drive it around' group, but there's no reason why I can't do any of the other options as well. My car does not get babied like some Ferrari or other exotic import. My 911 is a daily driver. A little over a year old and already I have put more than 26,000 miles on it.

Overall, my car is not one of the special models Porsche has released. It is not a Carrera GT. It is not '72 911 RS. Those cars, I can expect them to be overly pampered and put on a pedestal. In the grand scheme of things, what I bought was simply a car. I love my car, yet it does not fit into that category. I got it because it is a car and it needs to be driven. I chose the Carrera after being dead set on a Panamera. After taking a 997 out for a test drive, I had changed my mind right then. It was just so much more alive than the sedan. The car was fun! Without even trying the soon to be released 991, I had ordered one, sight unseen. I am not disappointed in the least.

My car is a daily driver. Although, I wouldn't fit into

the 'daily' part anymore, when I do go for a drive, I like to make it count. I'll sometimes just get into my car, ignore the navigation screen and just get lost. It's nice to simply get out and explore the area. To find places that I have only heard about on the local news. Before this car, I had never been to Tavares, Lady Lake, or Eustis. I want to find that elusive great driving road in Florida, a state that is mainly known for their straight flat lanes. If I ever get a chance to make a trip, I am always itching to bring my car along. Going to see the Bucs in Tampa, I'm taking my car. Why fly to see the relatives, when I can drive to them? It's just another excuse to go somewhere in my car. Besides, when they live in West Virginia and North Carolina, it's just more of a chance to get that special experience! Heck, we even took it to drive the entire Route 66 last year.

This little Porsche gets used. I don't abuse it, but I will say that it does show some wear if you really inspect it. I do have a few paint chips, some scratches on the front bumper, and it's beginning to show some use on the leather. Even still, my car gets washed once a week, more or less, usually depending on the weather. I get it detailed once a month for that special care. At the beginning of the May I even washed it three

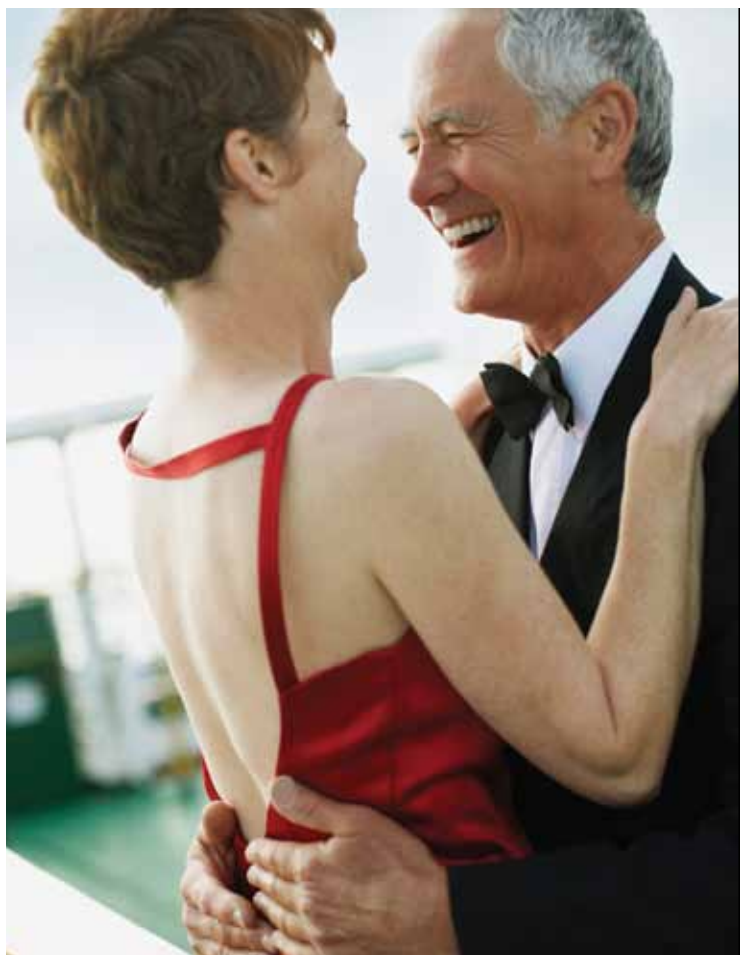
days in a row. The reason, I found an excuse to go to a Cars n Coffee in Sarasota on a Saturday. So, I washed it Friday. That Sunday afterward we had the Festival of Speed at Mission Inn, with Porsche being the Marque du Jour, so I washed it again. Although I didn't win anything, Porsche cars took home five awards that day. Driving home from there in May made for a terrible love bug day. I took at least another half an hour cleaning the front of the car again. To keep me on my toes I visit local Cars n Coffees too. There is at least a car show every week in Central Florida. I don't go to all of them, but I will try to get to them if time permits.

What is a Cars n' Coffee? For the most part it's nothing more than a chance to talk about cars or listen to other enthusiasts to talk about their cars. There is no excuse to not be able to meet somebody new at one. Simply, walk up to a car, and ask the owner a single question about their car. More than likely, you will be there for another thirty minutes exchanging stories. It's a great chance to just talk, swap stories, and relax.

At many of these occasions, people will bring out their cars set up for the track or even their racers. Making my little automobile into a racecar? Yeah, I don't think so. I plan to keep this little guy for quite some time.

How many times have you heard that? I tell you what; this car is difficult to get tired of. For me there is a limit to attain, and I have not yet even gotten close to it. To help me learn those boundaries, I am planning on attaining my first Autocross at the end of May. Doubly, I want to attend more Drivers Education events. Both of these, usually, high-speed occasions are a great way to learn the frontiers of yourself and the car. It also gives me a chance to add numbers to my car. POOF! It's a racecar! Damn, this car feeds some addictive tendencies.

Purchasing this car was a dream of mine since I was ten years old. Fifteen months into it; I am loving it. There is not much I cannot do with this car. I find any excuse I can to drive it. It may be my baby, but I don't treat it like one. I drive it when I can, where I can, as often as I can. Then bring it home and clean it up. It's like owning a horse. Like the other guys at a car shows, I will gladly talk about my car and what it has been through. And although the car or me are not racers, it is great fun to drive fast like one at the safety of a track event. So, now that I have a Porsche, I definitely know what I have the opportunity to do.



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Memorial Day Auto-Cross



MAY 26, 2013 - ORANGE COUNTY CONVENTION CTR
by Bert DelVillano - photos Gary Merideth

The third autocross of the 2013 FLC season was held May 26 at the Orange County Convention Center under almost perfect Central Florida skies. Thirty-eight dedicated drivers chose to play on OCCC's big lot on a fast and fun course designed by Bob Blucher. As usual, Bob integrated very fast straight aways and sweepers with some highly challenging technical turns -- a perfect balance for expert and novice drivers alike to hone their skills. Thank you, Bob. Incidentally, poor Bob was felled by some bug and did not make the event. We all enjoyed his course and would have welcomed his showing us how a real expert does it.

Top Time Of Day honors for the Porsches went to Jim West (59.460) in his GT3. The course was almost custom made for Jim's aggressive driving style and the superb engineering of the GT3. Great job Jim. Mark Peebles (62.372) was second among Porsches in his purportedly "stock" 997 C2S. Mark's car hooked up well, but does not have the guts of a GT3. Note however, it does not take a monster car to get a fantastic time. Gary Merideth finished within 0.4 seconds of Mark in a 1989 944 S2. Sometimes, smoothness, a well balanced car, and an excellent driver can match power and modern engineering.

The Cayman/Boxster classes had the usual acute competition. Four drivers were about a second apart. I was very happy at 63.830 to edge out Wendy Mertz by a huge 0.015 seconds, roughly a quarter of a heart beat. Wendy took her dad, Erich, by a very small margin -- 0.224 seconds. Mel Saiz in his 2003 Boxster S

ran "like he stole it", but fell a bit short (64.965) of the Caymans.

Our friends from MSCC made a very impressive showing. Richard Fickes, driving a VW powered Caldwell open-wheel-racer actually topped our Jim West. FLC welcomes the Martin guys with their superb driving skills and their wide variety of cars -- everything from the Caldwell to a Mercedes CLK 55 AMG. We invite all to come to watch the MSCC guys try to outdo the Porsches.

Driving aside, the event also featured the birthday of our favorite Vice-President, Lisa Lewis. The assembled drivers serenaded her with Happy Birthday as she sat at the starting line waiting her turn. Her mom, brother and sister-in-law all joined us to thank Lisa for all she does for FLC. Many more, Lisa.

Special thanks to Gary and Vivian Merideth for standing in for Anne and me as we were sunning ourselves in Antigua. We were very comfortable knowing that they would handle all the details necessary to hold a successful event. Also, we could not have had the event without Karel and Travis Schneider who traveled from eastern Orlando to Traveres to get the trailer and then delivered it to OCCC in time to set up, almost a hundred miles, one way. And of course we thank all the volunteers, especially the MSCC drivers, for laying out the track and assuring a safe day. Finally, thanks again to Mel Saiz for his efforts to manage and post the data on flc.pca.org.

The next autocross is scheduled for Sunday, Sept. 15 at Tavares. Mark your calendars.

Latest Results

Driver	Car	Class	Score	Driver	Car	Class	Score
West James	GT3 2005	P4B	59.584	Hervieux Keith	986 2000	S1A	69.043
Peebles Mark	997 S 2006	P4B	62.372	Heverling John	Cayman R 2012	S1B	69.717
Meyers John	997 S 2005	S2A	63.330	Budnick Marty	Boxster 2003	S1A	71.537
Merideth Gary	944S2 1989	P2	63.723	Hawkins Tommy	Boxster S 2003	S1A	72.631
DelVillano Bert	Cayman R 2012	P5	63.830	Davis William	Panamera 2012	S3	72.929
Mertz Wendy	Cayman s 2008	SL	63.845	Angeles Quinones	968	P2	79.602
Mertz Erich	Cayman S 2008	S1B	64.069	Lancaster-			
Peffen Mark	Cayman S 2007	S1B	64.075	Budnick Robin	Boxster 2003	S1A	82.857
Doss Chris	964 1992	P4	64.088	Fickes Richard	D13 1972	FUN	59.460
Williamson Steve	997 2011	S2A	64.107	Travis Schneider	Miata 1994	FUN	60.997
Layne Robert	991 2012	S2	64.835	Schneider Karel	Miata 1994	FUN	61.044
Saiz Mel	Boxster S 2003	S1A	64.965	Glazar Terry	Evolution 2005	FUN	61.348
Kyriazis George	911 Carrera 4 2001	S2B	65.534	Bonafede George	FR-S 2013	FUN	61.683
Dieruff Douglas	911 C2S Cab '08	S2A	65.944	Gauldin Mickey	MR2 1985	FUN	61.982
Lewis Lisa	Cayman 2011	SL	67.798	Merideth Gary	335i 1989	FUN	62.250
Kee Scott	Boxster 2006	S1A	67.804	Flores Alexis	Rx7 1993	FUN	63.282
Quinones Frank	968 1994	P2	67.884	Kisio Cameron	M3 2006	FUN	63.290
Borden Harvey	Boxster 2013	S1A	68.232	Swartz Scott	Miata 1999	FUN	66.065
Wagner David	911 1987	P3	68.736	McDonald Tom	Miata 1999	FUN	66.488
Goetz Geoff	Carrera 2002	S2	68.797	May Michael	CLK 55 AMG '02	FUN	124.257



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Debut of 991 GT3 Cup



Clear victory for Sean Edwards at the race debut of the new 911 GT3 Cup

Stuttgart. Britain's Sean Edwards has won the season-opener of the Porsche Mobil 1 Supercup. At the wheel of the Allyouneedy by Project 1-run 460 hp new Porsche 911 GT3 Cup, which is based on the seventh generation of the 911, he took the flag 7.346 seconds ahead of Denmark's Nicki Thiim (Attempto Racing), who crowned his remarkable chase through the field with second place. Lechner Racing Team pilot Michael Ammermüller (Germany) was flagged off in third. The best rookie on the Circuit de Catalunya was Porsche Junior Michael Christensen (DAMS) from Denmark with fifth.

Taking up the race from pole position, Sean Edwards immediately set the pace ahead of the 25 Porsche 911 GT3 Cup racers. On the track on which he had already won back in 2011, he again clinched a commanding lights-to-flag victory. The group of pursuers behind him included Kuba Giermaziak (VERVA Racing Team), Michael Christensen and Michael Ammermüller, who had overtaken the Porsche Junior with a good start. Christensen had been able to hold this position only

until halfway through the 14-lap distance, when he braked too late and had to let Michael Ammermüller and the increasingly persistent Nicki Thiim overtake.

In the meantime, Sean Edwards had pulled well clear of the field, while the fight for the remainder of the podium spots continued unabated. For some time it seemed that

Kuba Giermaziak would secure second place, but his pursuers did not relent and put the Pole under immense pressure in the final laps. When he veered from the race line during an overtaking attempt by Michael Ammermüller in the final lap, Nicki Thiim grabbed his chance and swept past the pilots in front to snatch second. With this, the rookie winner of 2012 crowned his strong performance which had seen him go from tenth on the grid almost to the front of the field. Scoring fourth place, Kuba Giermaziak, however, missed out on the last podium spot.

At his first guest appearance in the Porsche Mobil 1 Supercup, rally star Sébastien Loeb (France) was locked in a gripping duel with the Supercup specialists. The nine-time World Rally Champion, who in his career has won 78 WRC rallies and 899 special



stages, became more and more accustomed to the new Porsche 911 GT3 Cup over the course of the race weekend in Barcelona. In the race, he was just shy of the top ten scoring eleventh. Porsche Junior Klaus Bachler also performed strongly: Driving for FÖRCH Racing, the Austrian earned valuable championship points for seventh place at his first Supercup race.

Sean Edwards (winner): "Today was the perfect day. Thank you to my team who made this success possible for me. I knew that I had to make a clean getaway if I wanted to pull clear and it worked. In the second half of the race I was able to take things a little easier. Now I'm looking forward to my home race in Monaco."

Nicki Thiim (second): "That was without doubt one of the best races I've ever driven. My tactic worked perfectly. For us all, this was the first race with the new car and that was my chance. I came from tenth on the grid to second and that's just incredible."

Michael Ammermüller (third): "In the beginning I struggled a little, but then I gained more and more momentum. The car set-up was really good. I very much enjoyed the fight for the podium."



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Celebrating a milestone at Porsche: 100,000th Panamera leaves the factory

Stuttgart / Leipzig. The Porsche plant in Leipzig, Germany, is producing the 100,000th Panamera today. Back in 2009, the decision to produce this new Porsche model series and manufacture the first customer vehicle started a success story. "In over 120 countries, Panamera customers drive a Porsche that is 'Made in Leipzig' and sport this quality seal around the globe. The team and I are very proud of this," says Siegfried Bülow, Chairman of the Board of Porsche Leipzig GmbH. Developed in the Swabian city of

Weissach and manufactured in the Saxon metropolis of Leipzig, the Panamera also illustrates successful cooperation between business sites within the Porsche company. The value that is placed in this team accomplishment is being expressed today as the 100,000th Panamera festively drives off the assembly line and through a paper wall that was signed by employees beforehand.

The milestone vehicle is a new Panamera S E-Hybrid in "rhodium-silver metallic". This vehicle the world's first plug-in hybrid of the luxury class made its debut before a world audience at the Shanghai Auto Show at the end of April 2013. The Panamera S E-Hybrid combines efficiency, sportiness and comfort with a very personal note: the number of possible combinations of factory installed exterior and interior colour combinations and decors is over 1,500. With 416 hp (306 kW) of system power, the car's NEDC fuel consumption is just 3.1 litres of fuel per 100 km, which equates to 71 g/km CO₂ emissions. The car is also a Porsche Gran Turismo through and through: it accelerates from 0 to 100 km/h in just 5.5 seconds, and its top speed is 270 km/h.



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Panamera S E-Hybrid consumes 4.4 l/100 km during test drives

Stuttgart. On the occasion of an international press event – in which over 42 test drives were conducted with journalists in the Panamera S E-Hybrid covering a total distance of over 1,200 kilometres – the model consumed just 4.4 l/100 km averaged over all drives. The top value recorded on the circuit course for the world's first plug-in hybrid in the luxury class was a low 2.8 l/100 km. These results illustrate that in real everyday operation, it is entirely possible to attain fuel consumption values of the same magnitude as the value determined in NEDC testing, which is 3.1 l/100 km. And it even accomplished this in four unmodified Panamera S E-Hybrid production cars, each carrying three to four persons, with the climate control system activated and accelerating up to 230 km/h on the motorway section of the route. The test circuit, which had a total length of 28.7 km, followed a course through

and around the city of Hockenheim and comprised 6.5 km city driving, 9.2 km of country roads and 13 km of German Autobahn – some without speed limits. A prerequisite for attaining such values is systematically exploiting opportunities for charging the 9.4 kWh lithium-ion battery on the electrical grid.

The car's range of 36 kilometres in all-electric driving was also confirmed in practice with a fuel consumption value of 0.0 l/100 km and zero local emissions, which was not only attainable in NEDC testing on a dynamometer, but also on the street. And it even attains this value at an average speed of 54 km/h, while the average speed in NEDC testing is just 33 km/h.

The Panamera S E-Hybrid offers a combined system power of 416 hp (306 kW), accelerates from zero to 100 km/h in 5.5 seconds and has a top speed of 270 km/h. The new Panamera S E-Hybrid will be at dealers starting July 27, 2013.

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MINUTES OF THE
Florida Citrus Region
Porsche Club of America
Monthly Meeting

Location: Porsche of Orlando
May 6, 2013

Officers Present: Steve Williamson, President; Lisa Lewis, Vice President; Lyn Perez, Secretary; Also present: 37 Members including 5 New Members – Joe and Mady Pennisi, Nilo Gutierrez, Angelo Bermudez, Jim Brock.

The meeting was called to order by President Steve Williamson who also gave the financial report in Arden's absence. The current bank balance stands at \$67,217, \$20,000 of which is reserved for the club race.

Steve Williamson gave a membership report updating the number of current members which stands at 553.

Sign up for the dinner after the meeting at Francisco's in Maitland yielded 21 people who attended

In Mel Saiz absence Lyn Perez reported the FLCPCA website and Facebook pages were up to date with coming events and pictures from the Brumos tour available on the Facebook page. The FLCPCA twitter page also is available for up to date postings of our clubs events.

Old Business

1) Zonefest 2013 registration is now open at clubregistration.net. Sponsored by Gold Coast PCA for their 50th anniversary, there will be an additional day for a DE at Sebring added to the event. Planned for the family, there will be plenty of activities for children.

2) Report was made by a few people who attended the Brumos Tour of the successful event. Plans are underway to schedule another event there in the fall. A big thanks to Lisa Lewis and the Brumos staff for making this such a wonderful experience.

3) Steve Williamson mentioned again the "Magical Escape to Orlando" event for fall 2014. We have been asked to take "Hospitality" and Mark Peebles and Gary Meredith will co-chair the "Driving Tours" committee for which we will request responsibility. Additional volunteers will be needed in the future.

4) Ross Evers reported that the Car Control Clinic scheduled for April 20th at the Florida International Rally Motorsports park was canceled. In addition to a weather forecast of rain, the track raised the negotiated track rental fee at the last minute. A possible Novice DE is being discussed for the October Daytona Race and Advanced DE event.

5) Steve Williamson commended Emilio and Porsche of Orlando for the top flight Cayman Launch Party that was held. The food was excellent and the event was highly attended.

New Business

1) Registration is open for the 3rd Auto cross in the 2013 series to be held May 26th at the Orange County Convention Center.

2) There will be another DYNO Day on May 11th sponsored by Millennia Motors at Performance Race Solutions. Refreshments will be provided and the first 16 cars to RSVP can be dyno'ed for \$40. RSVP to Mike Colon at colonmikec@aol.com .

Steve Williamson asked if there were any additional comments or announcements.

Lyn Perez and Lisa Lewis asked for a show of hands for anyone interested in joining the Crown Region PCA for a Tour to Homosassa Springs on Sunday May 19th. An email will go out seeking RSVPs and if there is enough interest the plan will be to meet again at Millers Ale House at 17-92 that morning a drive over together.

It was reported the One Lap America tour would be on the Daytona track tomorrow May 7th as they drive through this area. Nort Northam reported that FLC PCA had nine Porsches represented at the festival of Speed at Mission Inn last weekend. Five won awards. In addition Nort reported on the Porsche Swap Meet in Hershey PA, April 20th where he and a few other FLCPCA members attended, there were over 300 vendors of Porsche used parts.

There being no further business, Steve Williamson adjourned the meeting.

Lyn Perez - Secretary

MINUTES OF THE
Florida Citrus Region
Porsche Club of America
Monthly Meeting

Location: Porsche of Orlando
June 3, 2013

Officers Present: Steve Williamson, President; Lyn Perez, Secretary; Also present: 41 Members including 3 New Members – Karen Wonsetter, Ray Lam, Sevan Dakarian.

The meeting was called to order by President Steve Williamson who also gave the financial report in Arden's absence. The current bank balance stands at \$62,243, \$20,000 of which is reserved for the club race. This balance was reduced this month by the deposit which was required by Disney for the upcoming Porsche Escape to Magical Orlando event.

Steve Williamson gave a membership report updating the number of current members which stands at 938 which is made up of 547 member, 349 family members, 41 affiliate members and 2 unidentifiable members.

Old Business

1) Steve Williamson mentioned again the "Magical Escape to Orlando" event for fall 2014. We have been asked to take responsibility for the "Hospitality" and the "Driving Tours". Organizational meetings have not yet been scheduled. Additional volunteers will be needed in the future.

Classifieds

**Porsche Cayman S
Wheels and Tires -**
\$1300 (Orlando)
18" Cayman S
wheels with Han-
kook Ventus V12
Evo tires.



Tread is about 70% on the tires. Rims are Like New condition-there is not a scratch or nick to be found. Contact Ben Silver at silverapx@aol.com or (770) 355-8122

1987 924 S- 22,000 miles, Second owner, 2002 Porsche Parade concours winner, in storage since, limited slip differential, sport shocks, stabilizer bars, electric sunroof, Yokohama AVS tires, in almost "as new" condition, needs very little to be an unre-



stored concours winner. \$9950
Contact Bob Ricks at ricksre@yahoo.com or (352) 753-5711

*Classifieds are Free to Members;
3-4 lines please, small photos desirable.
E-Mail to kineticflow@mac.com.
Carried until sold or space runs out*

Porsche 911 Bra – OEM fits the stock 996 Series (1998–2005) – Great condition. Costs new \$165 with tax.....your price \$60.



Porsche 911 Canvas Seat Covers – fits 911 964, 993, 996 Series – Perfect condition. These offer casual protection for a sportsman looking to protect the car's seats from perspiration or dirt. Costs new \$90 with tax.....your price \$40.

Porsche 911 Cabriolet Sun Cover – fits 911 Cabriolet 964, 993, 996, 997, 991 Series – Perfect condition. This soft washable fabric is perfect for offering protection from the sun to protect the car's interior. Costs new \$75 with tax..your price \$30.



Porsche 911 Cabriolet Canvas Tonneau Cover – fits 911 Cabriolet 3.2 Carrera Series (1986 – 1989) – Brand new condition. This heavy duty and water proof black canvas snaps onto the frame surrounding the entire interior of the car. Excellent for protecting the car's interior if you don't want to continually put the normal top "up and down". Costs new \$120 with tax.....your price \$50. Contact Marcus at mfaller1@comcast.net or (407) 353-1556



New Business

- 1) There will be a Le Mans Kick Off party June 22, 2013 at Johnnys's Fillin Station at the corner of Michigan and Fern Creek – 2631 S Ferncreek Avenue in Orlando johnnysfillinstation.com. Register at clubregistration.net
- 2) Registration is now open at clubregistration.net for the fall DE at Roebing Road Raceway October 19-20.
- 3) Florida Citrus will sponsor the 2014 Zonefest. Nort Northam and Anne Del Villano will chair the event to be held at the Lake-side Inn in Mt Dora on Memorial Day weekend next year.
- 4) Florida Citrus will join Florida Crown for their 11th annual road trip to Deals Gap and Western NC mountains tour on August 16-19. For information about this event see either our Facebook page or go to the Florida Crown website at fcr.pca.org
- 5) There is another tour of the Brumos Museum scheduled for September 28th. If you missed the last Brumos Tour event, be sure to sign up. Information about registration for the tour will be forthcoming.

Steve Williamson asked for reports of recent events and if there were any additional comments or announcements. The following reports were made:

- 1) The date for the September Autocross has not yet been confirmed; watch the website and Facebook page for those dates.
- 2) Great fun on the Homosassa Tour. Eleven Florida Citrus cars joined Florida crown members for a day with the manatees. See pictures on the Florida Citrus Facebook page.
- 3) The DYNO Day on May 11th sponsored by Millennia Motors at Performance Race Solution went well. Thanks to Mike Colon and Irish Mike for providing this event.
- 4) By a show of hands, 15 people indicated their intention to meet for dinner at Francisco's. There being no further business, Steve Williamson adjourned the meeting on the count of three.

Lyn Perez - Secretary



Porsche Club of America
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