

THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 43 - Number 2
March - April 2016

Upcoming Events

March 19 (Sat) Sebring Race Watching Party
9:30am @ South East Performance

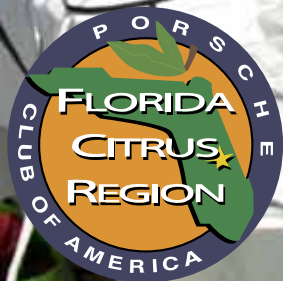
March 20 (Sun) Autocross
Tavares Sheriff's Training Facility

March 26 (Sat) Zotz Tech Session
9:00am @ Zotz Racing

April 4 (Mon) Monthly Meeting
7:00pm @ Porsche of Orlando

April 24 (Sun) Russell Home Rally
8:00am @ Millenia Motors

Chili Cook Off
Holiday Party Recap
Shelby's Pride
Rolex 24
Spec Cayman Racing
Advanced Driving School
Wolf in Sheep's Clothing



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Published Monthly
615 Members
<http://flc.pca.org>



Chili Cook Off
by Jim Peters



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Cover Photo



2016 Chili Cook Off

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The Citrus Spiel is the official club newsletter of the Florida Citrus Region of the Porsche Club of America. Members receive 6 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 must be received by the 15th of the month. Please contact us with any questions and send your articles to KineticFlow@mac.com and C2hennings@yahoo.com.

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President's Update

by Lisa Lewis - Club President

So far, 2016 is turning out to be an exciting and busy year! We've enjoyed unique up-close-and-personal sportscar and driver access at the Roar Before the 24; a fun and educational DE primer at Zotz Racing; our first couple of German Excellence autocrosses; and a fantastic few days of world-class around-the-clock Rolex 24 racing at the new and oh-so-improved World Center of Racing. We had our annual winter DE at Roebing, as well as our first – and very successful – Advanced HPDE Driving School. Sebring started the 2016 PCA Club Racing season off well. And even the weather cooperated and stayed a bit cool as the record crowd enjoyed all the delicious chili, sides, desserts and drinks at the annual Chili Cook-off!

Hopefully many of you were able to attend the Rolex – an annual event just down the street from us, but something checked off of many people's bucket lists. If you spent time at the Porsche Corral, you had the opportunity to not only see almost 200 Porsches displayed, but you got to meet fellow club members from other PCA regions as well as other Porsche clubs from around the world. And who knew you could have so much fun parking cars in "freezing" cold, at 6:30 a.m.? Everyone who showed up to help us seemed to be having fun and enjoyed making new contacts. Personally, while scurrying around lining up cars, I finally found out that I really can run without breaking a leg. However, I looked at my new Fitbit and saw a message scroll across my wrist, "Hey, you don't run - whyyyy are you running? And why are you up so darn early?!" Turns out Fitbits are more judgmental and nosey than I thought.

We really did have fun out there organizing all the beautiful examples of Porsche pride, as well as helping (and eating!) in the hospitality tent. The day went really well thanks to our hard-working team of volunteers, and I hope to not leave anyone out: Howard Washington, Leslie Sikorski, Nilo Argudin, Robert Layne, Steve Williamson, Mike Colon, Linda Cruz, Lyn Perez, Linda Morgan, John Cordoba, Jack Hollrah, Curtis Hollrah, and Gary Stratton. Our new Zone Rep Steve Kidd and his wonderful wife Dottie gave guidance and assistance all weekend, and several reps from PCA National and PCNA were there providing support as well.



Our DE and Advanced Driver's School at Roebing was another great weekend of on-track excitement and off-track camaraderie at the Friday night and Saturday night socials (thanks to Orlando Brewing for supplying the beer!). We appreciate all the work put in by the DE Committee and all of the DE Team and volunteers: Kevin Duffy, Bert Del Villano, Ron Zitza, Mark Peebles, Mike Colon, David Edwards, Simon Youngman, Anne Del Villano and Linda Cruz.

To close out our February fun, we had a great turnout for the Chili Cook-off – and we appreciate Jim and Christie LaPiana's hard work organizing everything! Thanks to everyone who brought a delicious dish for us all to enjoy, and a huge thanks to everyone who showed up early to help set up and those who stayed late to clean up. The happy category winners got some great prizes from Porsche of Orlando, the Nort Northam Collection, Driver's Choice Motors, Nuke's Mobile Detailing, and Jane's Short and Sweet cookies. A big shout out to the Hourglass Brewery for providing the great brews, and Bert & Anne for being excellent bartenders. Thanks to Jim Peters for taking superb pictures throughout the night, and to Karyn Rinaldi, Leslie Sikorski, Nancy Phillips, Candace Thompson, Nilo Argudin, David Fekete, Lyn Perez, Paul Bishop, Jan & Dave Rothfeld, Frederic Elzarki, Chris Henningsen, Travis and David Young, and Michael and Yani Langshaw. As always, much appreciation goes to Emilio Cortes for getting prizes for us, helping us set up, and staying 'til the end when we finally left the showroom (spotless, this time!).

So now, on to our next few months of fun. We've launched our new website, with the full calendar of events ready for you to check out and save the dates. Visit flc.pca.org for full details, and register for it all on ClubRegistration.net.

In March, we'll take a road trip to the Salvador Dali Museum on the 5th; visit a different restaurant after our March 7 meeting; and go to the Amelia Island Concours the 11th-13th. On March 19th, we'll meet up together to watch the start of Sebring at Southeast Performance or go to Sebring for the race and enjoy all the sights, sounds, - *continued next page*

Welcome New Members



Total membership as of Feb 29 was 615.

Michael Hayt Longwood 2015 911 Carrera GTS	Jason Fitzgerald Windermere 2006 911 Carrera
Richard Caldwell Winter Park 2016 Panamera Edition	Jen Herlong Leesburg 2002 911 Carrera Cabriolet
Brian Hennessey Orlando 1986 911 Carrera Cabriolet	Patrick Dean Orlando 2014 Cayman
Charlotte Henningsen Orlando 1999 Boxster	Jorge Mendez Orlando 2003 911 Carrera
J. Daniel Mancini Winter Park 2014 Boxster	Daniel Wassell Lady Lake 2013 Boxster S
Elena Luneva Orlando 2001 Boxster S	Michael Harkins Apopka 2011 911 Carrera S
Daniel McCarty Leesburg 1999 911 Carrera	Brian James Altamonte Springs 2003 911 Turbo
Phillip Trickey Orlando 1982 911 SC	Edwin Justiniano Orlando 2008 911 Carrera 4S

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, or send information to Bill at daviswm@cfl.rr.com

Presidents Update Cont...

and other unique entertainment the historic event always provides. Our next AX in Tavares is March 20th, and we'll have a suspension tech session at Zotz Racing on the 26th.

For April, our monthly meeting is on the 4th, and the next DE at Sebring is the 16th-17th (register under Suncoast events on ClubRegistration.net). And April 24th is the spring Russell Home Rally, sponsored again by Millenia Motors.

Then in May, our monthly meeting will be on the 2nd, and our 1-day DE at Sebring will be on Saturday the 7th. The next weekend we'll have our 4th German Excellence AX on the 15th. And Zone Fest 2016 will be at Sebring during Memorial Day weekend, the 27th-29th.

For the summer, we'll look forward to Parade, and we're planning some more Drive & Dines and tech sessions, as well as some fun road trips. If you have the time to volunteer and join us in the fun of planning and organizing all these great events, thanks in advance! I've tried to personally thank everyone who helps, but if I accidentally left anyone out, please accept our appreciation. If you have any questions or suggestions, please send an email or give me a call. See you at an event soon!

Lisa Lewis

President - Florida Citrus Region PCA

PCA Anniversaries

40 Year	Jeffrey Keiner	15 Years	Roderick Kiser	5 Years	Robert Fairchild
35 Year	John Cannavino	10 Years	Richard Loper		Rich Bodeker
30 Year	Ronnie Bledsoe		Frederick Nelson		Daniel Trivison
25 Year	Don Flanagan		David Corral		Daniel Kent
20 Year	David Hill		Paul Bishop		Heriot Prentice
			Chris Godkin		Michael Woodhall
			Albert Carioti		James Peters

Upcoming Calendar

Your guide to Citrus Region Events (visit flc.pca.org)

Monthly Meeting

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

Autocross

March 20
Tavares Sheriff Training Facility
See Page 16

March 2016						
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		

Dali Museum Trip

March 5 at 7:30a-1:30p
Dali Museum
Register at clubregistration.net

Race Watching Party

March 19 at 9:30a-1:30p
South East Performance
Register at clubregistration.net

12 Hours of Sebring

March 19
at Sebring International
Raceway

Tech Session

March 26 at 9am
Zotz Racing
Register at clubregistration.net

Monthly Meeting

April 4 at 7pm
Porsche of Orlando
1st Monday of Each Month

April 2016						
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

Russell Home Rally

April 24 at 8am
Millenia Motors
Register at clubregistration.net

Sebring DE

April 16 - 17
at Sebring Raceway
Register at clubregistration.net

Turbo Mayhem

April 23
at BreitWerks - Melbourne
Register at clubregistration.net

Other & Future Events

March 11-13 Amelia Island Concours
April 3 Festivals of Speed - St. Pete
April 9 Honor Flight Welcome Home
April 10 Festivals of Speed - Mission Inn
April 14-17 Celebration Exotic Car Festival
May 7 Sebring DE
May 15 Autocross
May 27-29 ZoneFest Sebring
June 19-26 Porsche Parade

Cars & Coffees

March 19 from 9am - 11am House Blend Café
April 16 from 9am - 11am Gathering of car-nuts on the third Saturday morning of each month in Ocoee for all car makes. www.houseblendcafe.com
March 26 from 9am - 11am Southeast Performance
April 23 from 9am - 11am Last Saturday of each month
1116 Solana Ave - Winter Park
The donuts and coffee are free so grab a few while you look at some of the area's most beautiful cars
March 26 from 9am - 11am Celebration Cars and Coffee
April 23 from 9am - 11am 2nd Saturday of each month
1116 Solana Ave - Winter Park
1530 Celebration Blvd
8:00 - 10:00am

Editor's 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>.



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

<http://www.facebook.com/pages/Porsche-Club-of-America-Citrus-Region-Central-Florida/185608963885>

<http://twitter.com/FLCPCA>

<http://flc.pca.org>

Chili Cook Off



by Jim & Christie LaPiana

photos by Jim Peters

Winter in Central Florida is like early spring with a few days of deep fall sprinkled in to provide a little contrast. It is wonderful and why we live here, well that but mostly we are waiting for the time for the Florida Citrus Region Chili Cook-off to arrive!

Our 13th annual Chili Cook-off was attended by approximately 150 club members and guests. Cook-off regulars were joined by first time attendees, brand new members and one visiting from the St. Louis Region. Porsche of Orlando had undergone a major expansion and renovation over a year ago and it turns out to be very good timing as the new space was put to good use.

Dishes entered in the four categories were in abundance and our newly expanded table space was used to the fullest. We were fortunate to receive a well balanced 10 mild and 10 hot chili entries, 13 side dishes and 12 wonderful desserts. It was apparent from tasting, and evident that everyone agreed from the voting results, that they were all delicious.

The winners were:

Mild Chili	1st:	Leslie Sikorski
	2nd:	Diane Dreyer
Hot Chili	1st:	Jim & Sheresa Kelly
	2nd:	Mike Morsburger
Side Dish	1st:	Chuck & Rita Hennings
	2nd:	Randy & Jill Mullford
Dessert	1st:	Mike & Linda Colon
	2nd:	Michael & Yani Langshaw

HourGlass brewing provided three of their craft beer selections; Mike Chuck Pale Ale, Wee Peaty, a Wee Heavy, and Au Naturelle Stout, a Chocolate Hazelnut Imperial Stout. All very different styles of brew and each a treat that required a couple of samples to fully appreciate their qualities. And with 10 hot chilies nearby, they were a godsend. Thanks to Brett, Keith, Merra and Bill from The Hourglass Brewery for serving their drafts and keeping us entertained.

With the leadership of Club President Lisa Lewis, we enjoyed a fantastic level of support and assistance from many leading up to the event, setting up and staying late to return the dealership to its original pristine condition. We would like to thank Lisa, Karyn Rinaldi, Emelio Cortez (dealer liaison), Leslie Sikorski, Bert & Anne Del Villano, Jan & Dave Rothfeld, Travis & David Young, Michael and Yani Langshaw, Nancy Phillips, Jim & Jan Peters, Paul Bishop, Nilo Argudin, David Feteke, Candace Thompson, Frederic Elzarki, and Chris Henningson for their much appreciated help. And a note of thanks to Jim Peters for photographing the event for a second year running.

We would like to thank the following businesses for providing prizes for the Cook-off winners and for door prizes raffled off:

Porsche of Orlando (Event location, 4 wheel alignment & several polo shirts & hats)

The Hourglass Brewery - Brett Mason & Keith Rose (Donated their Craft Beer and Engaging Serving Staff)

Driver's Choice Motors - Mike Colon (4 wheel alignment)



Nuke's Mobile Detailing - Jeff Kaufman (Auto detail)

Nort Northam Collection - Nort Northam (Oil Change)

Florida Citrus PCA - (Driver's Ed @ Roebling Road - Logo Coffee Mugs & Notebooks)

Jane's Short & Sweet (Jane Hursh - Cookies & Sugar Scrubs Basket)

See you all next year!

Jim & Christie LaPiana

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by Tom Gorsuch

PCA held its winter board of directors meeting in Atlanta on the last weekend of January. We were very fortunate to have several Zone 12 Presidents attend, including Citrus Region President Lisa Lewis—exercising their responsibility as PCA Board members. We have just experienced the fastest growth year in the history of PCA with 6.4% growth overall—the addition of 4,370 primary members. Participation is up at national events and regions seem to be thriving in the current environment. Closer to home, Zone 12 is the fastest growing Zone in PCA reaching 11.7% last year. That means that one in every ten members in Florida is enjoying their first year with PCA. Take the time to welcome them when you see them at one of our many events.

The PCA Executive Council board presentation included forward looking projections in a framework of continued growth. These include better understanding of our multi-generational membership and how younger generations are volunteering in new ways. A primary component to our evolution is the rapid growth of social media ala Facebook, YouTube and Twitter with real-time

content delivery including streaming event coverage and Porsche videos. PCA is leveraging exclusive insights through our Porsche relationships and unprecedented coverage of the Porsche world through the breadth of our organization. You can expect continued innovation with our online services for an ever improving premium membership experience.

Following the Board meeting, the national staff enjoyed the evening at the Porsche Experience Center (PEC) including dinner at the fine Restaurant 356. The evening included a tour of the facility and a few passenger hot laps around the test track in brightly colored 911 GTSS. Our President Dr. Caren Cooper presented Klaus Zellmer, PCNA's new CEO, with an honorary membership and invited him to join in the fun. It looks like he has already registered for Parade and we may see him again soon at the April 1st launch of the PCA Cayman GT4 Clubsport Trophy-East inaugural race in Atlanta. While having dinner with Klaus I was able to brag about our vibrant Zone 12 PCA activities. Klaus understands PCA's role as keepers of the flame. We are currently working with the PCNA

staff to develop a PEC club visit program which hopefully we will be able to take advantage of in the near future. Visit www.PorscheDriving.com/centers for more information about the PEC.

Zone 12 has a new Zone Representative, Steve Kidd who is a recent past President of the Gold Coast Region. Steve and his wife Dottie have hit the ground running—organizing the large number of Zone level first quarter activities and the Memorial Day Zone Fest. When you run into Steve and Dottie at one of our many events, take the time to thank them for their dedication to our cause and lend a helping hand when you can. Nearly every weekend in the Florida spring offers a Porsche passion indulgence so I look forward to greeting you somewhere soon.





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Holiday Party & 40th Anniversary



by Nort Northam
photos by Bill Kent

It was with great pride that I welcomed past and present Porsche friends to the Holiday Party this past December.

We took the opportunity of our 40th anniversary as a PCA Region to invite our charter members and past presidents.

We started our region with only 27 cars and the help of local retiree Bill Sholar who was the founder of PCA 60 years ago.

Many years have passed and the Florida Citrus Region has had it's up and downs but steadily grew along with the Orlando area.

I never imagined that my idea would eventually have over 600 Porsches and 1000 members in our membership.

I am ever thankful for the great memories and friends that the Florida Citrus has given me and to those who have worked so hard over the years to keep the club going and growing.

Nort Northam





Past Presidents

1974 & Founder
Nort Northam et al
1974 Nat Pratt
1975 Dave Theis
1976 Gary Stratton
1977 Luke Cain
1978 Thomas Ressler
1979 Linda Breeding
1980 Pete Rogers
1981 Mike Canine
1982 Thomas Ressler
1983 Buddy Tuell
1984 Marilyn Zielke
1985 Brady Owen
1986 Greg Gronemeir
1987 Chuck Fry
1988 Frank Oliver (Jan-Feb)
1989 Ron Folden
1990 Andy Sullivan
1991 Mark Peebles
1992 Mark Peebles
1993 Frank Goyco
1994 Andrew Gaworowski
1995 Stephan Rahn

1996 Phil Weis
1997 Mark Peebles
1998 John Reker
1999 Gary Stratton
2000 Jeff Phillips
2001 Jeff Phillips
2002 Jennifer Barrows
2003 Jennifer Barrows
2004 Carlos Aviles
2005 Mark Peebles
2006 Mark Peebles
2007 Jim Kelley
2008 Jeff Phillips
2009 Chuck Hennings
2010 Chuck Hennings
2011 Steve Williamson
2012 Steve Williamson
2013 Steve Williamson
2014 Lyn Perez
2015 Lyn Perez

Letter of Petition

The undersigned, all members in good standing of the Porsche Club of America, herewith petition for recognition as a "Chartered Region" of the Porsche Club of America.

1. *Joan Chaffee* Joan Chaffee
2. *Nat Pratt & Donna Pratt* Nat Pratt & Donna Pratt
3. *Mr. & Mrs. Wendell Hawes* Mr. & Mrs. Wendell Hawes
4. *Mike Stamp* Mike Stamp
5. *H. J. Northam* H. J. Northam
6. *Norman J. Smith* Norman J. Smith
7. *Gary A. Stratton* Gary A. Stratton
8. *Mark W. Faller* Mark W. Faller
9. *Todd H. Tatum* Todd H. Tatum
10. *Julie & R.C. Girdley* Julie & R.C. Girdley
11. *David R. English* David R. English
12. *W. David Balfour* W. David Balfour
13. *Jenny and Alan Keith* Jenny & Alan Keith
14. *Terry & Nancy Ma* Terry & Nancy Ma
15. *Terry & Toni Walters* Terry & Toni Walters
16. *Frank & Paula Lindrum* Frank & Paula Lindrum
17. *Larry & Linda Detryberry* Larry & Linda Detryberry
18. *David R. Roberts* David R. Roberts
19. *Harold J. Williams* Harold J. Williams
20. *Thomas W. Johnson* Thomas W. Johnson
21. *Frank E. Hamilton III* Frank E. Hamilton III
22. *Arthur Hawes* Arthur Hawes
23. *Hugh Gonzales* Hugh Gonzales
24. *Roger Rowe* Roger Rowe
25. *W.R. Herbert III* W.R. Herbert III

Club Event

Upcoming Autocrosses Sponsored by German Excellence

#3 Sunday March 20 at Tavares Sheriff's Facility

#4 Sunday May 15 at Tavares Sheriff's Facility

#5 Sunday June 26 at Tavares Sheriff's Facility

Please come to the German Excellence autocross event on Sunday, March 20. Registration is 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 Tavares Sheriff's Training Facility. 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.



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 - bertdelvillano@aol.com

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Observations of a DE Rookie

by Dave Johnson

"Let's just get you in the car and see how you do – then we'll work on a couple of things. If you try to improve on everything at once – it's too much. It's just too much to focus on."

I'll admit it – I think I was more nervous at the Roebing Road HPDE this time than I was my first time around. I had been moved out of the Green group into Blue after having participated in a few HPDE's at both Roebing and Sebring. I knew that I had improved my driving skills over the last 7 months – but by how much? A couple of weeks before the event I had reached out to the HPDE instructor, David Edwards, who had coached me during my first event at Roebing. He agreed to instruct me again for this event. David and I had a good dynamic in the car – his instruction was clear, he communicated in a way that made sense to me, and – of course – he's an exceptionally talented driver and coach.

My personal goals for this event were modest. Staying safe and keeping the "shiny side up" was a foregone conclusion as the entire premise behind these events is safety. Whereas my goals in my first HPDE were to simply "get around the track" and not scare myself or my instructor too bad (though I do admit to wanting to see how fast I could go), the goals that I had set for this event were rather simple; Don't drive the hood of the car and to gain consistency around every turn. For me, this meant a couple of things. First, it meant being acutely aware of where the car was at all times and what was around me. While



that sounds almost "elementary" it can prove to be more difficult than it seems. Second, driving "the line" doesn't (or at least it shouldn't) utilize "hope" as your main strategy. You should be able to place the car where you want it, when you want to, and pointed in the right direction – and do so repetitively. I was told that "traction isn't an issue if you're on the right line." While fundamentally, I believe that, I'm still new enough to HPDE that it's a harrowing sentiment that does require a significant amount of trust in your coaches ability to direct you and your personal ability to execute.

My first time at a HPDE was interesting. I realized that everything I had learned over 25 years of driving had considerably less practical application on the track than I thought it would. The feedback that I heard consistently was "quit following that guy's line – pick your own," and "you've got to look farther ahead – you've got to see what's in front of you." Simply put – I was driving the hood of the car. When quizzed as to whether or not I saw the flag that the corner worker was waving – the answer was always the same... "not really." "Quit following the car in front of you" was a common theme. I'll admit it – it's really easy to get tunnel vision and allow your line of sight to move back towards the front of the car. This is something that I knew I needed to work on. I made it a point to make mental note as to what each of the corner workers were wearing and doing at every station. On Sunday, for instance, the corner worker between 6 and 7 was wearing a wide brimmed hat with a brown shirt. At one point when I drove past – they were looking down at something in



their hand. The unintended consequence of doing this was hugely helpful. By doing so I had (almost inadvertently) opened up an awareness to the rest of my surroundings. The mark on the ground between the rumble strips on turn 5, the white concrete spot going around turn 8, the last tire mark on the left hand side of 4 – all of which I was oblivious to at my first event – became reassurances that I had put the car where I wanted it, when I wanted it there, and pointed in the right direction. I guess the simplest way to put it is this; I was worried less about driving the car and as such, became much more aware of where the car was. By gaining this awareness – I was able to drive the car better, relax more, and focus on the fundamentals. Let's face it – the first time you take your car to a HPDE event you're a bundle of nerves that bounces between a state of sensory overload and adrenaline rush – neither of which lend themselves well to situational awareness or a focus on the fundamentals.

"Quit following the car in front of you." "Yes, I hear you. Yes, I understand what you mean. Yes, I need to drive my own line. I understand all of that. But my hands have a mind of their own. I'm drawn



to the rear bumper of the car in front of me like a moth to a flame. I'm powerless against them." That was probably the most frustrating thing for me at my first event at Roebbling. I was reminded of it at Sebring – several times. Especially when starting out – it's just too easy to follow the car in front of you – all the while assuming that they know what they're doing. It's also completely counterproductive and, at times, dangerous. By following the car in front of you, two things happen. First, you lose your expanded line of sight. You start driving the hood of your car again at

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the peril of situational awareness. Second, you are relying on someone else to put your car in the right place at the right time. The likelihood of truly developing advanced skills by watching the person directly in front of you and “just doing what they do” is pretty slim (unless, of course, the person in front is an instructor, cup driver, or otherwise far advanced driver – in which case you’re more likely to see them coming up in your rear view mirror waiting for the point-by....again... for the 3rd time). While there is no magic answer to this – I will say that having some experience at driving events allows you to relax a bit more. This lead me to being able to focus less on the car in front of me and more on being in the right place consistently; find consistency of turn-ins, hit the apex, have the car positioned correctly, and reach

the track-out points with some moderate degree of repeatability. There is simply no substitute for experience and patience here. It can’t be taught in a classroom.

So what’s the difference between then and now? I don’t know. Nothing... Everything... It’s the same only different. Less adrenaline, less fear, and nowhere near the sensory overload of the first time. Are you any less focused? Absolutely not. If anything, you’re more focused – but on different things. I was more focused on the things that really mattered – safety, situational awareness, and fundamentals. I cared less about top speed and more about being smooth. Less about survival and more about consistency. Less about the car in front of me and more about where I should be. More than anything – I realized (and still do today) that there is only one way to get better – to sharpen your skills. You have to drive. You have to gain experience. The Florida Citrus PCA group provides ample opportunity to do so as well – whether it be HPDE’s, Autocross events, or Car-Control clinics. All of them are really geared towards one thing – making you more comfortable behind the wheel of your car and, in turn, a better driver. These skills and this level of comfort will only serve to make you safer in your day to day driving and will certainly lead to a more enjoyable day on the track.

I’m almost embarrassed to admit it but at my first HPDE I secretly longed for the checkered flag to wave. At the end of every 20 minute session I was cooked. I wanted out. I was overwhelmed and overloaded. That feeling starts to yield over time and with more events completed; more experience. This time around I found myself wanting more....just one more crack at turn 5, one more rotation, one more lap, one more turn in, one more feeling that I “got it,” one more...everything. I guess that’s the difference. I guess that’s the difference that 10 months can make.

Now I find myself in a precarious situation – the balance between life, time, other hobbies, work, and an otherwise unyielding desire to get back behind the wheel. I can’t wait for the next event... till then – cheers.

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Dottie Kidd is the Zonefest Chair so feel free to call at 954-946-3196 or email at dottiekidd@bellsouth.net.





by Michael Allen Langshaw

I'm writing this so we don't have to see kitties with hats in our PCA Spiel. That being said I am an automotive artist wanting to share with my fellow PCA members, a story about how my art led me to meet an automotive icon.

In 2003 I was living in San Jose, not far from where they will be playing the 50th Super Bowl. My art was taking off and the desire to generate buzz and success overwhelmed all of my thoughts. How could I attract someone to notice my work, generate buzz and still give back in some way. Well I decided previously to attend Barrett Jackson auto auction in Scottsdale, AZ. , with other fellow automotive artists. We all booked booths together to show our art, this was after a show at SEMA in Las Vegas. Well, Carroll Shelby was celebrating his 80th birthday at the auction at Barrett Jackson that year. So, being a Porsche guy, not a Mustang guy, I wanted to show off my paintings of Porsches. Yet, what an opportunity to connect with a Racing and automotive icon at an important time in his life, a Cobra painting was my decision. So I decided to paint a painting of Mr. Shelby's pride and joy for his 80th birthday as a thank you gift for all he had done for the automotive industry.

Anticipation for this event was all I could think of as I painted this work of art for Mr. Shelby.

It was finally here, arrived, set up my booth, arranged all of my art and took a sigh of relief. Now I thought, all I need to do is find Carroll Shelby and give him his painting, that can't be too hard. Enlisting some-

one to watch my booth, I began to search all through the auction for Mr. Shelby. As intention would have it my searching was short lived. Walking past my fellow artists all accomplished in their own right, I was on a mission to meet an icon. The art booths were grouped together close to an opening in the large big top white tent we were displaying in. This opening led to the outside pre-viewing of the cars there to be auctioned. I walked outside and there sitting in his Cobra golf cart was the man himself. My heart began beating faster, I got excited and walked over to him, trying to stay calm, waiting for him to finish talking to someone, I then introduced myself,

" Good Morning Mr. Shelby, my name is Michael Langshaw",

" Hello, would you like an autograph? "

" No , sir"

" OK , how can I help you"

" Well I have a gift for you"

" A gift for me?", strong Texas accent,

" Yes Sir Mr. Shelby, I painted you a painting"

" You painted me a painting?"

" Yes sir I did"

" Well where is this painting?"

"It's at my booth inside"

"Well show me the way!"

So with Carroll Shelby by my side we walked into the tent passed all the other artists, all of them pointing , looking, wondering what he was doing walking with me, we arrived at my booth, there hanging for all to

see was his painting, "There it is Mr. Shelby, my gift to you , Happy 80th Birthday, for all that you have done as an automotive icon, thank you."

"Let's take a picture", he said

"Sure"

"What a beautiful gift, thank you so much"

"My pleasure Mr. Shelby, I'm going to sign it , frame it and then I would like to send it to you. "Where can I send it?"

"You want me to sign it?"

"No Sir, I'm going to sign it for you then I will send it to you"

"Really, your giving this to me?"

"Yes , Sir it is your painting, my gift to you"

"Well this is very generous, thank you so much"

We took a picture and BOOM! There it was , I did it!



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Spotlight on the "Bucket List" Event in Our Own Backyard!
Reprinted article, by Rod Moore, Redwoods Region PCA

The 24 Hours of Daytona has been on my bucket list for a long time. Sports car racing began as the Continental in 1962 and evolved into the 24-hour race. I remember reading about sports car racing at Daytona when I was a kid and always wanted to see it. Last fall, I decided to attend the 54th running of the race.

It was a great time to go, Daytona has just completed a \$400M upgrade to the facility. Among the many upgrades are a new Fan Zone in the infield and the installation of new seats, all with seat backs.

I was not familiar with the track and wanted to make sure I knew all my options. I looked at the Rolex 24 web site but needed more information. I was confident that someone at PCA could help me. I contacted the President of the Citrus Region and she provided me info and suggested different vantage points. She was very enthusiastic about the event and that got me even more pumped up about the race.

When I arrived on Friday, my first impression was how huge the facility is and how steep the 31-degree banking is. It made me think about how great it must have been to see and hear 917s on the banking in 1970 or at the 3rd Rennsport Reunion.

I took a tram into the infield and spotted the Porsche corral, it was centrally located in the infield, with a grandstand at one edge of the corral. I essentially used the corral as a base of operations. I started out there in the morning with a cup of coffee and later came back to sit and watch some of the race on a TV. Although I didn't know anyone, I felt very much at home and talked to several people, and of course

there were a lot of cool cars to look at. It was just like being in the corral at Laguna Seca.

On Saturday before the start, the corral featured a Q&A with the factory drivers. I later had them auto-graph pictures of the two 911 RSR factory cars, taken by a vendor on Thursday in the rain. The club held a number of presentations, tours and held raffles for Hot Pit tours. The race started at 2:40 p.m. and ended at 2:40 on Sunday. Before the start I walked up the 18-degree banking at the start finish line, and even that felt quite steep.

During the race I moved around to different vantage points. I especially liked turn 4 where you could see the cars transitioning from the infield to the banking. Many fans went to restaurants across the street for dinner and followed the race on TV, and they later returned to watch the race at night. Watching the race in the dark is a totally different experience. One thing that is especially noticeable is the red glow of the brakes.

My first stop Sunday was the corral for coffee. When I got there a PCA rep alerted me that a raffle for a Hot Pit tour was about to begin. I got my ticket just in time and was thrilled when I was one of the winners of the Hot Pit tour. During briefing for the tour, the IMSA guide warned us that most of the crews had no sleep and tensions ran high with a couple of hours to go. The tour took us to the back of pit tents and where you could see the Porsche engineers and crew monitoring the cars via a host of computer screens. One of the factory drivers was watching the telemetry before beginning his shift. The guide found an empty

slot and positioned us right on the pit wall near the Corvette team, where we saw their cars come in for fuel & tires. What an experience! The tour was the highlight of my trip.

After leading most of the night, the two Porsche team cars fell back and the last few hours were led by the yellow Corvettes. They came in 1st and 2nd in the GTLM category while a factory Porsche on the lead lap came in 3rd. The overall winner was a Honda powered Liger prototype.



When I left the corral for the last time I briefly spoke with the Zone 12 rep who seemed to be working the whole weekend. I said I'm from the Redwood Region, and I appreciate your hospitality. I attended the race with a childhood friend from NY, and he later told his wife that the Porsche people were very friendly.

My bucket list trip exceeded all my expectations. I sure wish I could go to the next race at Sebring in March. However, the race at Laguna Seca in April is more realistic.

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The Spec Cayman Class



Creation of a New Racing Class The Spec Cayman
by Keith Fritze via Club Racing News January 2016

This spring, Vicki Earnshaw envisioned adding a new spec racing class to PCA. In order to speed progress, she asked me to help with this process at this year's Parade in French Lick, Indiana. Being a spec class racer in the SPB (Spec Boxster) class, of course I accepted! Vicki then informed me that we didn't have much time. The spec was to be ready for people to start building cars after its release this Fall.

In a spec class, cars are built from a pre-specified "build list" or Bill of Materials such that the major components that affect performance are the same. Also, competitors in this class all race on the same tires. This equalizes the hardware platform and allows competitors to compete based upon their driving skills and abilities rather than differences in car performance.

Having raced in a spec class for the last five years, it was exciting for me to be able to help define a class and car that I would personally want to race. Kim and I have a 2006 Cayman S that we have driven almost 100K miles. So I could draw upon both my driving experience in the SPB class as well as having a Cayman S as a daily driver. Additionally Walt Fricke, Club Race Rules Chair, would have a significant role in the specs construction.

Goals and criteria for this class were established:

- The car should have great handling characteristics and be fun to drive and race. The car would have the characteristics of a GTBx class car with reduced performance levels.
- The operating cost for consumables (tires, brakes, fuel) for a race weekend should be reasonable.
- The cost of entry into this class would be lower than the GTBx cars, but higher than 944 SP1 and SPB class cars. Performance levels for this class would also be expected to match the cost positioning. This would affect many of the choices made including the choice of Cayman model year(s) that would be participating.
- We would focus on suspension, transaxle (LSD) and over all reliability for the hardware platform.
- The choice of a spec tire. Cost, performance levels and longevity (and other criteria) would all play a role in its selection.

The Cayman model selected was the 987.1 Cayman S, covering the 2006-2008 model years. This choice was based upon base entry cost for the car and number of cars built of the S model.

Research was next done to select the best components for the car to meet our goals, but find a good balance between cost and performance level. This

was done in a few ways. First, I would draw upon my personal experience as an SPB class racer. Portions of the SPB spec were used as a baseline for this development. Second, the knowledge and experience of top GTBx class racers and race shops was utilized. We also talked to suspension component vendors and tire vendors before making final choices.

In order to increase the reliability of the hard working components of the car, we allowed additional cooling components to be added in key areas such as engine, transmission and power steering. To protect the engine from oil starvation, we allowed multiple types of extended sumps and baffles. Cooling of brakes and larger master cylinders were also allowed for both reliability and safety reasons.

When we specified suspension components, a number of criteria were reviewed for their selection. Again cost, reliability and safety benefits were taken into account during their selection. Two key examples of this selection were the rear shock monoball mounts and the lower control arm monoball ends. For the first case, use of rear shock top mount monoballs added cost where I thought this to be unnecessary. After discussion with top GTBx shops and the spring/shock vendor JRZ, this was deemed necessary to meet reliability goals. The monoball lower control arm ends were another example where these were recommended by top racers and shops in the GTBx car class. Also after review of incremental cost for these over a standard Porsche rubber part (they were not large), the benefits outweighed the small incremental costs. The choice of clutch pressure plate/disc were also good examples of cost/ benefit trade-offs that were made. The standard dual mass clutch, if replaced, would cost just as much as the sport pressure plate/disc that was finally selected.

It is my belief that a race car that performs at higher levels should have a limited slip differential. This component was specified so that the SPC could perform better, the car would be safer to drive and benefit from better tire wear. This would also add to the driver's experience of driving a real, well setup spec race car. The additional cost for this component was deemed worthwhile for this class.

All cars in this class must race on the same tire. There are two tire choices: one for dry pavement and one for wet conditions. The Cayman is a car that can perform at a high level. Choice of the tire vendor, tire

type and width will influence how well the SPC can perform. Additionally, a tire with a very high level of grip adds cost, decreases longevity, and will stress car components (such as suspension and brakes) harder. Conversely, a tire that has too little grip could unnecessarily limit performance, which would handicap the Cayman's capabilities and amount of fun a person can have with their racing experience! Additionally, the tire should have a track record (no pun intended!) of usage and be available in sufficient quantity from the manufacturer. Also, as an added benefit, a tire vendor may offer contingencies to racers in the form of tire purchases/free tires for podium (and beyond) race finishes. Trade-offs must be made and one can see the importance and challenges associated with tire selection.

In order to ease the difficulty in building a Spec Class Cayman, we also reviewed weights (car and driver) for the class. The goal here was to make the car light enough so that it would perform well on the track, and ease stress on braking and suspension components, but also be easier for everyone to meet class weight without extreme weight reducing measures.

Spec class racing within the PCA Club Racing program, and many other racing venues, is experiencing large growth. SPC is expected to be a very popular class with a large number of participants as the class matures. Our attempt in creating this spec was to maximize performance and fun through careful analysis and selection of components and to maintain a reasonable budget based upon the characteristics of the platform and its position in the PCA racing class hierarchy.

The Facebook Forum name will be: PCA Spec Cayman SPC Forum (this will be a closed group). The email address that I will use for SPC dialog will be: spccayman@gmail.com.



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Florida Citrus PCA Holds Advanced Drivers School
by Lyn Perez

It was talked about for some time. Pro's, con's, driver interest, course content? Might we have an advanced driver's school for instructors and advanced drivers? We provide a lot of good instruction for novice drivers but what about our long time instructors and advanced drivers? What access do they have for advanced driver training?

Florida Citrus has a standing booking for three days at Roebeling Road Raceway each year in February which was made originally with the intention of holding an Instructors Weekend every year on the Friday prior to a Saturday/Sunday DE. But circumstances changed with other instructor schools now available each year from other PCA Regions, and it was felt Florida Citrus only needed an Instructor Weekend once every other year.

So what do we do with that extra day every other year when an Instructor Weekend is not held? Well, I am so glad the decision was made to offer an advanced drivers school with the intention of offering it every other year, rotating it opposite an instructors weekend. One of the best learning experiences I have had.

Our first school was held for February 12th, 2016.

Registration was limited to only 20 advanced drivers. This limit was largely due to having professional driver Ron Zitz of Zitz Racing ride with each driver to assess their skills and to help him or her develop a personal plan for driver improvement. This was a time consuming exercise that was held twice during the day. In the morning Ron rode with each driver and in the afternoon after a mid-day classroom time and group evaluation, he again drove with each driver helping them implement what had been learned during the morning classes and driving exercises.

There were three extended chalk talk classes during the day led by Ron. The first in the morning went over some basic concepts of physics and car handling dynamics as well as technical approaches to evaluating how a driver breaks down and understands turns and cornering. A noon class helped drivers improve in areas of weakness they had discovered in the morning drives with Ron, and then an afternoon class of questions and assessment where Ron's years of experience was shared in great detail and where some very advanced concepts were introduced.

I heard nothing but glowing positive comments from all participating drivers. Everyone appreciated the

great opportunity to have a one on one with a professional driving coach and being able to address questions they had about the Roebing Road track and their own driving issues. Everyone finished the day feeling they not only had improved their driving skills but they also were given tools to continue their own driver improvement process.

Accolades and sincere thanks go to Ron Zitza for his kind, gentle but pointed, honest and in depth instruction. And a hearty thanks to Bert DelVilano and to Kevin Duffy for their contribution in the planning and execution of the day's schedule.

If you are an advanced driver, this is a school you do not want to miss the next time it is held. I have a feeling it will sell out minutes after registration opens. Put this on your calendar now for February 2018 and hope you are one of the lucky drivers selected to participate.



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Wolf in sheep's clothing



The new Porsche 911 R

Stuttgart. With its new 911 R, Porsche is unveiling a puristic sports car in classical design at the 2016 Geneva International Motor Show. Its 368 kW (500 hp) four-litre naturally aspirated flat engine and six-speed sports transmission places the 911 R firmly in the tradition of its historic role model: a road-homologated racing car from 1967. Produced as part of a limited production series, the 911 R (R for Racing) performed in rallies, in the Targa Florio and in world record runs. Like its legendary predecessor, the new 911 R relies on systematic lightweight construction, maximum performance and an unfiltered driving experience: this special limited-edition model of 991 units has an overall weight of 1,370 kilograms and is currently the lightest version of the 911. With the high-revving six-cylinder naturally aspirated engine and manual sports transmission, Porsche is once again displaying its commitment to especially emotional high-performance sports cars. Developed in the motorsport workshop, the 911 R extends the spectrum of high-performance naturally aspirated engines alongside the motor racing models 911 GT3 and 911 GT3 RS.

At work in the rear of the 911 R is the six-cylinder flat engine with a displacement of four litres, familiar from the 911 GT3 RS. The racing engine delivers 500 hp at 8,250 rpm and generates 460 Nm at a speed of 6,250 rpm. From a standing start, the rear-engined car breaks through the 100 km/h barrier in 3.8 seconds. In

keeping with the puristic character of the vehicle, the 911 with its lightweight design is available exclusively with a six-speed sports transmission. Short gearshift travel underlines the active driving experience. The forward thrust of the 911 R continues to a speed of 323 km/h. Combined fuel consumption in the NEDC is 13.3 l/100 km.

A thoroughbred driving machine: technology from the race track The 911 R could almost have been made for tight corners. The specially tuned standard rear-axle steering guarantees especially direct turn-in characteristics and precise handling while maintaining high stability. The mechanical rear differential lock builds up maximum traction. Ensuring the greatest possible deceleration is the Porsche Ceramic Composite Brake (PCCB) as a standard feature. It measures a generous 410 millimetres on the front axle and 390 millimetres on the rear. Ultra High Performance Tyres of size 245 millimetres at the front and 305 millimetres at the rear are responsible for contact to the road. They are mounted on forged 20-inch lightweight wheels with central lock in matt aluminium.

Motorsport development has specially adapted the control systems of the Porsche Stability Management (PSM) for the 911 R. A double-declutch function activated by pressing a button for perfect gearshifts when changing down is also part of the repertoire of the 911 R as is the optional single-mass flywheel.

The result is a significant improvement in spontaneity and high-revving dynamics of the engine. For unrestricted practicality in everyday use, a lift system can also be ordered: it raises ground clearance of the front axle by approximately 30 millimetres.

With its overall weight of 1,370 kilograms, the 911 R undercuts the 911 GT3 RS by 50 kilograms. Bonnet and wings are made of carbon and the roof of magnesium. This re-



duces the centre of gravity for the vehicle. Rear windscreen and rear side windows consist of lightweight plastic. Additional factors are the reduced insulation in the interior and the omission of a rear bench seat. The optional air conditioning system and the radio including audio system also fell victim to the slimming cure.

Wolf in sheep's clothing: classic 911 look with GT motor racing technology. From the exterior, the 911 R gives a reserved impression. At first sight, the body resembles that of the Carrera. Merely the nose and rear body familiar from the 911 GT3 hint at the birthplace of the 911 R: namely the motorsport department in Flacht.

All the lightweight components of the body and the complete chassis originate from the 911 GT3. However, with a view to road use, the body manages without the fixed rear wing. Instead, a retractable rear spoiler, familiar from the Carrera models, and a rear underbody diffuser specific to R models provide the necessary downforce. Front and rear apron come from the 911 GT3. The sports exhaust system consists of the lightweight construction material titanium. A redesigned spoiler lip is installed at the front. Porsche logos on the sides of the vehicle and continuous colour stripes in red or green over the entire mid-section of the vehicle show the relationship to its legendary predecessor.

The driver sits in a carbon full bucket seat with fabric centre panels in Pepita tartan design, recalling the first 911 in the 1960s. An "R-specific" GT sport steering wheel with a diameter of 360 millimetres receives steering commands from the driver. Gearshifts take place in traditional manner via an R-specific short gearshift lever and the clutch pedal. Carbon trim strips in the interior with an embedded aluminium badge on the front passenger's side indicate the limited number of the 911 R. A typical feature of GT vehicles are the pull straps as door openers.



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Dana Point 356 Concours



by Gary Meridith

In July, Vivian and I flew to Southern California on a Friday. The very next morning my gracious wife agreed to get up at the crack of dawn to go to the Aliso Ridge Cars & Coffee. Theirs starts at 6am every Saturday and brings together 400-600 of the most amazing cars on the planet. As everyone was starting to leave, despite the volume of Porsches, Ferraris, Cobras, Citroens, etc., I was drawn to a Meyers Manx (I presumed it was a clone) sitting at the far end of the parking lot. It turned out to be real and owned by John Dinkel, the former Editor of Road & Track. He told us about a 356 Concours the next day down in Dana Point. Now I'm not sure what I was expecting, but it wasn't 350 pristine, gorgeous early Porsches, nor the 40 or so long-hood 911s just there to spectate, nor the stunning setting overlooking the Pacific. If you're anywhere close, don't miss it!

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Minutes of the
Florida Citrus Region Porsche Club of America
Location: Porsche of Orlando
January 4, 2016

Officers Present: Lisa Lewis, President; David Fekete, Vice President; Robert Layne, Secretary
Members Present: Approximately 45 members
Finances: Savings \$43,762.02; Checking \$13,968.09; Club Race \$15,483.62; CR.net \$7,247.15 (Feb. DE). Total \$80,460.88

Our current membership sits at 992: 618 Primary, and 374 Secondary.

A New Members present: Steven Sellier of Widemer with a 2015 911 GTS and a GT3, and Chad Lawrence also of Widemer with a 2013 911 C4 and 1987 911

Reports:

- Dec 13th – Citrus Club Holiday Party at Highland Manor, approximately \$2250 was donated to Russell Home and a Cayenne full of toys.

Upcoming Events:

- Jan 8-10th – The Roar Before the 24 at Daytona. Attendance is free if you have a ticket to the rolex 24Hrs of Daytona, else about \$15. Dinner at Ale House across the street for attendees.
- Jan 16th – Tech Session at Zotz Racing, presented by Ross Evers and Ron Zitza

- Jan 24th – German Excellence Autocross in Tavares, first of the season.
- Jan 28-31st – The Rolex 24Hrs of Daytona, volunteers for Sat morning at 7am, are needed if you are going.
- Feb 1st – Membership Meeting at Porsche of Orlando
- Feb 4-7th – the 48Hrs of Sebring, the largest PCA racing event in America, the Superbowl of PCA Racing with over 300 cars.
- Feb 6th – Zone 12 Autocross at Sebring, more info at Suncoast website.
- Feb 12-14th – Instructor Day, Advanced DE, and Driver's Ed at Roebbling Road Raceway.
- Feb 20th – Annual Chili Cook-off at Porsche of Orlando, 7pm, presented by Jim Lapiana.
- Feb 27-28th – Suncoast & Goldcoast DE at Sebring
- Feb 28th - German Excellence Autocross in Tavares, second of the season.

Other Events:

- 2016 Christmas Party planning is already underway, Possibly at 310 Lakeside at Lake Eola.
- No Emilio was thanked for setting up and hosting us!
- Meeting adjourned with dinner at Marlow's Tavern.

Robert Layne
Secretary

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Minutes of the
Florida Citrus Region Porsche Club of America
Location: Porsche of Orlando
February 1, 2016

Officers Present: Lisa Lewis, President; Robert Layne, Secretary

Members Present: Approximately 53 members

Finances: Savings \$43,763.36; Checking \$12,064.47; Club Race \$15,483.62; CR.net Feb School \$3,641.25, CR.net Feb RRR DE \$13,048.75. Total \$88,001.45

Our current membership sits at 995: 620 Primary, and 375 Secondary.

New Members present: Mo Mohandas of Lake Mary with a 2013 Boxster and Steve Purysa with his 1988 924S

Reports:

- Andreas, of Porsche of Orlando, announced a possible monthly Porsche night to be held on the first Monday of each month at the soon to be open Ace Café.
- Jan 8-10th – The Roar Before the 24 at Daytona and dinner at Ale House with other attendees.
- Jan 16th – Driver's Ed Tech Session at Zotz Racing.
- Jan 24th – German Excellence Autocross in Tavares, first of the season, approximately 50 cars in attendance.
- Jan 28-31st – The Rolex 24Hrs of Daytona with a BIG thanks to the volunteers, Howard Washington, Leslie Sikorski, Nilo Argudin, Robert Layne, Steve Williamson, Mike Colon, Linda Cruz, Lyn Perez, Linda Morgan, John Cordoba, and Curtis Hollrah.
- The Winter PCA Board of Directors Meeting held in Atlanta at the PCNA HQ.
- The New FLC PCA website is now up, FLC.PCA.org

Upcoming Events:

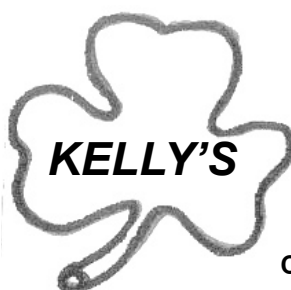
- Feb 5-7th – the 48Hrs of Sebring, the largest PCA racing event in America, 282 racers, and over 100 DE cars. Parade Laps are available during lunch. Volunteers contact Steve Kidd, steve_kidd@bellsouth.net
- Feb 6th – Zone 12 Autocross at Sebring, register at clubregistration.net
- Feb 12-14th – Instructor Day, Advanced DE, and Driver's Ed at Roebing Road Raceway. Green group is filled, Blue is nearing capacity, register at clubregistration.net
- Feb 20th – Annual Chili Cook-off at Porsche of Orlando, 7pm, presented by Jim Lapiana, RSVP and include dish to jimlapiana@mac.com

- Feb 27-28th – Suncoast & Goldcoast DE at Sebring, register at clubregistration.net
- Feb 28th - German Excellence Autocross in Tavares, second of the season, register at clubregistration.net
- Mar 5th – Raod Trip to the Dali Museum in St Pete w/ lunch, register at clubregistration.net
- Mar 7th – Monthly meeting
- Mar 11-13th – Amelia Island Concours; ameliaconcours.org
- Mar 19th – 12 Hours of Sebring race. Works are in place to have a watching party. Details coming soon.
- Mar 20th – German Excellence Autocross in Tavares, register at clubregistration.net
- Mar 26th – Tech Session at Zotz Racing, details coming soon.

Other Events:

- Emilio was thanked for setting up and hosting us!
- Meeting adjourned with dinner at Marlow's Tavern.

Robert Layne
Secretary



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GT3 for \$59999. Selling it this low because of the paintwork. Clean car fax 43000 miles, Porsche Crest, Porsche Racing Seats, 5 Point Scroth Belts, half roll cage, New Potenza's SO4As, Full Black on Black Leather. New front brakes! Contact Jim West at jim@totallifecounseling.com or (407) 248-0030



Porsche Factory Repair Manuals - These range from 356 to 928 as well as microfiche manuals for the same (911, 930, 924, 944, 928) Should anyone have an interest in these please have them contact me. Gerald O. Butler marinergb757@gmail.com

Cayenne accessories 2005+ - Sold as a bundle - New Front Bra OEM, New Space saver spare / wheel, New windshield shade with bag, Sandalwood colored OEM floor mat set: All for \$450.00 Contact Fred at Fslevine1@gmail.com or (407) 760-9761

Sport Steering Wheel for Porsche Boxster S

- Available for all Boxster models 2013 and newer with manual transmission. This steering wheel was purchased new from Porsche, and was used for only 1000 miles on my 2014 Boxster S. Please call or email Jason for additional photos and information. JConroe33@hotmail.com or (407) 741-3789 - Cost new \$1195, will sell for \$850.



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- Center caps included. Rims are all in excellent condition with no curb rash, dents or scratches (except for a hair size 1/2" scratch on one of the rear wheels). A couple of tires are still good, however they are old. Removed from the car at 21K miles. Wheels are straight and true. \$995.00.



Contact Nicolas at nico-b@earthlink.net or (407) 766-3995

1959 356 Conv-D long-time Florida and family car. White body, black top/black interior outstanding condition. Contact Christian at Verbotn@gmail.com or (407) 383-1976



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