

THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 44 - Number 4
Winter 2017

Upcoming Events

Jan 6 (Sat)	Roar Before the 24 Daytona International Speedway
Jan 6 (Sat)	Alignment Seminar Driver's Choice Motors
Jan 8 (Mon)	Monthly Meeting 7:00 pm Porsche of Orlando
Jan 13 (Sat)	DE Tech Seminar Zotz Racing
Jan 27 (Sat)	Rollex 24 Corral Daytona International Speedway
Feb 2-4	Sebring 48 Hour Race Sebring International Speedway
Feb 5 (Mon)	Monthly Meeting 7:00 pm Porsche of Orlando
Feb 9 (Fri)	Instructor School Roebeling Road, Savannah GA
Feb 10-11 (Sat-Sun)	Drivers Education Roebeling Road, Savannah GA
Feb 17 (Sat)	Chili Cook Off 7:00 pm Porsche of Orlando
Mar 5 (Mon)	Monthly Meeting 7:00 pm Porsche of Orlando
Mar 9 (Fri)	Werks Reunion Amelia Island Concours

Holiday Party Recap

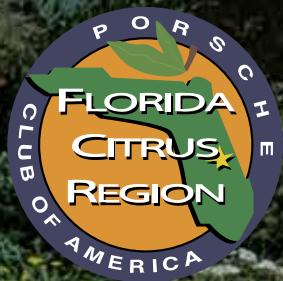
Continuity Report

Passing of Peter Schutz

Yet Another IMS Story

The Value of Continuing Education

The 944 and 924S



Chartered in 1974
Published Quarterly
1114 Total Members
<http://flc.pca.org>



Cover - Holiday Party Sunset
by Sondra McDonald

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caymanacrazy2012@yahoo.com



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jfp1234@gmail.com



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jimlapiana@mac.com



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ardengriffith@yahoo.com

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Holiday Party Sunset by Sondra McDonald

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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 4 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

As we wind up another great year, I hope you all enjoyed the holidays and got to spend time making memories with family and friends. That's one of the most important things in life, no matter what surprises life brings us or what material prizes we gain. Family is what you make it, and sometimes you can create a new "family" full of friends you've chosen. In my case, I've added some great friends to my family, but I was already lucky because I had the best parents ever. And I'm blessed to still have my wonderful Mom here to help me and enjoy this journey with me. For those of you who know her, you know she's had as much of a blast as I have!

As I wind down my five years as an Officer – first as VP and Social Chair, then President – I'm thankful for the friends I've made and the fun I've had, and I certainly hope you've enjoyed some good times too. Thanks so much to everyone who assisted me at every turn, offering to help at events in any way they could. You are very special.

As usual, we had an active fall with a great Advanced Solo Day and DE at Roebbing in October. Thanks to the entire DE team and volunteers, and of course to the drivers who came out to play with us. At the end of October, we enjoyed a wonderful few days at Daytona as the OktoberFast Club Race and DE made its annual visit. Thanks to Chairman Steve Williamson and all the fantastic volunteers who gave their time to ensure a perfect weekend for all the participants.

On November 4, we filled our frunks for Loaves & Fishes in Apopka and then had a nice lunch afterward. If you're so inclined, Loaves & Fishes is always in need of donations, financial assistance or a helping hand whenever you have time.

For our November meeting, we had a great time at Orlando Brewing. George and Cindy Cain are some of our most supportive sponsors, and we certainly appreciate that. They and their staff again welcomed us and provided a wonderful venue for our party. Thanks to everyone who helped park cars, welcome members and serve up some pizza. And thanks to Michelle and Rodney Sherwood for setting up our Citrus store so we could buy shirts and gear. Remember, you can buy Citrus gear online anytime at www.pfclothing.com.

On December 3, we had a full house for our Holiday Party at Enzo's on the Lake, where we enjoyed a wonderful evening catching up and sharing laughs. And the food and service really were exceptional. We raised \$1,300 for the Russell Home for Atypical Children, which was greatly appreciated. Any time you have an opportunity, please visit their website to donate or find out other ways you can help.

At this year's party, I presented awards of appreciation to several members who've made their own unique impacts on the Club:

- Enthusiast of the Year: Jim LaPiana. For serving as Secretary, Webmaster, Insurance Coordinator, Chili Cook-off Master and all-around happy helper whenever needed; along with much appreciation to Christie, for always helping at events and being supportive.

- Enthusiast of the Year: Travis Young. For laying out and printing the Spiel; cooking for our parties and hosting us at his and David's house and providing his office for meetings/storage; and always having a wonderful, helpful attitude, wanting to pitch in whenever he can.

- Dynamic Duo: Bert & Anne Del Villano. Simply put, without Bert, with Anne always by his side helping, we wouldn't have a DE or Autocross program; and they offer help, support, advice and hosting whenever it's needed.

- "Trooper" of the Year: Kevin Duffy (who was a Trooper in his past life). For teaching and also creating teaching materials and curriculum for all our DEs, seminars and Driving Schools.

- Treasurer ... for Life: Arden Griffith. For dutifully serving as Treasurer year after year, keeping us financially safe and sound.

- Porsche of Orlando: For continually supporting and hosting us, year after year.

I'd like to also thank our 2017 Board for their service and commitment: VP Joe Pennisi, Secretary Jim LaPiana and Treasurer Arden Griffith. Thanks to Leslie Sikorski for serving for two years as Social Chair and now taking over as Membership Chair. She'll do a great job growing our membership. And thanks to retiring Bill Davis (and Prudy) for serving as Membership Chair for many, many years and for continuing to be one of our Rally Masters.

Of course, we couldn't do what we do without the ongoing help and support of all of our great sponsors and partners: Driver's Choice Motors, German Excellence, Hagerty Insurance, Millenia Motors, Orlando Brewing, Zotz Racing, and Martin Sports Car Club.

For our incoming 2018 Board, we'd like to welcome back Lyn Perez as President, Jim LaPiana as VP, David Fekete as Secretary (was 2016 VP), and Arden Griffith as Treasurer. They'll do a great job keeping us busy in 2018.

Remember, our January meeting is a week late, on January 8. But our routine monthly meetings are on the first Monday at 7 p.m., at Porsche of Orlando, with a chance to socialize at dinner afterward. In the first few months of the year, we have our annual big events, plus some helpful seminars:

- Roar Before the 24 (at Daytona International Speedway), Jan 6-7; it's free, with your Rolex ticket

- Seminars at Driver's Choice Motors (Jan 6) & Zotz Racing (Jan 13); register on ClubReg



- Rolex 24 at Daytona, Jan 26-28; volunteer to help at the Porsche Corral during our normal Saturday (27th) morning shift or for any of the other shifts. Please email lyncperez@gmail.com

- 48 Hours at Sebring, Feb 1-4; come out and enjoy the first PCA Club Race of the year and the first advanced DE

- Instructor School and DE at Roebling Road, Feb 9, 10-11; register on ClubReg

- Chili Cookoff, Feb 17; register on ClubReg and plan to bring your best chili

- Werks Reunion & Amelia Island Concours, March 9, 10-11; register to park in the Werks Corral

- 12 Hours of Sebring, March 16-17; email me if you'd like to volunteer at the Porscheplatz (caymancrazy2012@yahoo.com)

Now that I'm "retired" from the Club, I'd hoped to be able to stay in the back of the room and just enjoy events with everyone else. But I was asked to be the 2018-2019 Zone Rep, and I appreciate the honor to be able to support the entire Zone 12. As ZR, I'll be traveling to all the Regions, so I won't be able to go to all the Citrus events but I'll look forward to catching up at as many events as I can.

My Dad is the reason I love all this so much, and he had dozens of fun cars in his lifetime but never anything like a Porsche, though he certainly deserved one. When I was a kid I thought those license plate frames that say "My other car is a Porsche" were so funny, since the person's other car was probably NOT a Porsche. I knew I'd never be able to afford the car, but I thought it would be funny to have the frame someday.

When I finally was able to afford a Porsche, I had no idea how much fun it would be and how it would significantly change my life. And to think, I almost bought a "reasonable" Mercedes SUV instead of an impractical Cayman ... wow, what a boring last 5 years this would have been!

Never forget to enjoy the drive and the memories you make!!

Happy New Year!

Lisa Lewis

Immediate Past President - Florida Citrus Region PCA
Zone 12 Representative

Welcome New Members



Total membership as of Oct 1 was 1114, Primary Membership 725.

Dave Brewer
Sanford
2013 Cayenne Turbo S

Don Cross
Ocoee
2017 Cayman GTS

Rollin Latimore
Kissimmee
2018 718 Cayman

Kenton Gifford
Clermont
2014 Cayman S

Matthew Brown
Orlando
2007 Boxster

Derek Deler
Orlando
2008 Cayman S

Jordan Bell
Windermere
2017 Cayman S

Chris Rosoff
Maitland
2009 911 Carrera S

Phil Tosto
Clermont
2013 911 Carrera S Cabriolet

Lance Jackson
Orlando
2008 Cayman

William Hardy
Oviedo
2014 Cayman

Samuel Almodovar
Orlando
2015 Macan S

Jason Somers
Sanford
2010 911 Carrera

Steve Elstermann
Kissimmee
2003 911 Carrera 4S

Albert Socol
Orlando
2018 Panamera

Wendy Radeka
Winter Park
2007 911 Carrera S

Lee Pontes
Orlando
2016 Boxster

Cameron Drake
Chuluota
2013 Boxster

Neil Paz
Orlando
2006 Cayman S

Brian Liden
Lake Mary
2009 911 Carrera

Juan Rincon
Orlando
2007 911 Turbo

Christopher Lemnah
Winter Springs
2015 Macan S

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



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>

Upcoming Calendar

Your guide to Citrus Region Events (find full details on our calendar at flc.pca.org)

January

5-7 **Roar Before the 24**
Daytona International Speedway

6 **Alignment Seminar**
(Sat) Driver's Choice Motors

6 **Cars and Coffee**
(Sat) Porsche of Orlando

8 **Monthly Meeting**
(Mon) 7:00pm Porsche of Orlando

13 **Tech Session**
(Sat) Zotz Racing

15 **Ace Cafe Night**
(Mon) 7:00pm Ace Cafe

25-28 **Rolex 24**
Daytona International Speedway

17
(Sat)

19
(Mon)

Chili Cook-off
7:00pm Porsche of Orlando

Ace Cafe Night
7:00pm Ace Cafe

March

3 **Cars and Coffee**
(Sat) Porsche of Orlando

5 **Monthly Meeting**
(Mon) 7:00pm Porsche of Orlando

9 **Werks Reunion**
Amelia Island

9-11 **Amelia Concours**
Amelia Island

19 **Ace Cafe Night**
(Mon) 7:00pm Ace Cafe

February

2-4 **Sebring 48 Hour Race**
Sebring International Speedway

3 **Cars and Coffee**
(Sat) Porsche of Orlando

5 **Monthly Meeting**
(Mon) 7:00pm Porsche of Orlando

9 **Instructor School**
(Fri) Roebling Road Raceway

10-11 **Driver's Ed**
(Sat-Sun) Roebling Road Raceway

Future

Apr 22 Spring Rally

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>.

Holiday Party Recap



by Dan Beyer

The Florida Citrus Region's Holiday Party was held on Sunday evening December 3rd at Enzo's on the Lake in Longwood. The event was sold out, with members which included the current and no fewer than five former Citrus PCA presidents. This year's event was also a little bittersweet as outgoing president Lisa Lewis took the floor and spent several minutes thanking the individuals and organizations who have assisted her and the club, while presenting awards as tokens of her appreciation.

At the end of her remarks, Lisa surprised us by revealing that she will be the new PCA Zone 12 Representative. After she handed out all the awards (some new ones this year!), she literally passed a classic Porsche steering wheel to Lyn Perez signifying his new status as Citrus' current president. Lyn made a few remarks and next came raffle time.

Many terrific door prizes were raffled off – including a weekend DE event and a certificate for a 4-wheel alignment donated by Driver's Choice, which ironically went to someone from Porsche of Orlando who graciously put it back in play for another lucky member to win. It was a great event.

Thanks to everyone who helped make it happen.

This year's awards were:

Enthusiast of the Year: Jim (and Christie) LaPiana

Enthusiast of the Year: Travis Young

Dynamic Duo: Bert & Anne Del Villano

"Trooper" of the Year: Kevin Duffy

In appreciation to Arden Griffith, for serving as everlasting Treasurer

In appreciation to Porsche of Orlando, for constant support







Message from Incoming President

by Lyn Perez

We had a terrific Holiday Party at Enzo's on the Lake in December. The food was the best I think we have had for a holiday party. The Holiday Party is the event where new officers of the club take the wheel for the coming year. Also, the President presents the "Enthusiast of the Year" Award. The Enthusiast of the Year award this year went to both Jim and Christie LaPiana and to Travis and David Young. Lisa also gave some additional awards this year. The "Dynamic Duo" Award went to Bert and Anne DeVillano who tirelessly serves our club in multiple roles. The "Trooper" award went to Kevin Duffy who handles so much of the teaching and curriculum responsibilities for our advanced DE, Safety and Instructor programs.

We want to thank Lisa Lewis for her dedicated service to the Florida Citrus Porsche Club, serving as President these last two years, and as Vice President the prior three years. She has served well and our club is the better for it. We look forward to her serving as our new Zone 12 Rep. Congratulations on your appointment Lisa!

We want to also thank Joe Pennisi for his service last year as Vice President. Jim LaPiana, who served as secretary last year will step into that role, and David Fekete will take over the secretary duties for the 2018 term. Arden Griffith continues to serve as our treasurer, managing the club's finances. We are grateful for her many years of service and are thankful she continues to serve us in that role. Also we want to thank Bill Davis who is

retiring from his long held service as Membership Chair. We appreciate your faithful service. Leslie Sikorski has been appointed the new Membership Chair. Thanks Leslie.

Last year was an active year with a full calendar of events and we expect the current year to follow a similar schedule. January brings us the memorable Rolex 24 hour race at Daytona, and our club will again participate in hosting at the Porscheplatz and Car Corral. Our club's responsibility is for the Saturday morning race day from 6:00 am until noon. We will need volunteers for parking and hosting guests at the Porsche Corral tent. Please let us know if you are willing to volunteer.

Right after the Rolex is an event that has become popular over the last few years - the 48 Hours at Sebring. This is the largest Porsche Club Race in the U.S. with cars and drivers coming from all across the country. There is an advance Drivers Ed event that runs concurrent with the races. If you are an advanced DE driver, this is an event you will not want to miss. Sebring is an easy 2 hour drive from Orlando, and we invite everyone to come on down on the Saturday or Sunday of the races to watch the action.

Please remember our monthly membership meetings, normally the first Monday of the month. After a brief meeting going over the upcoming schedule, we have dinner together at a local restaurant. If you have not yet attended one of our meetings, we invite you to join us for our next meeting!



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Zotz High Performance Driver's Education Seminars

On Saturday, January 13, 2018, Zotz Racing will again host two seminars on High Performance Driver's Education for novice and for advanced drivers.

If you're a new DE driver or if you've ever thought about registering for our track events at Roebling or to learn to drive on one of the major speedways like Sebring, Road Atlanta or Homestead, this is an opportunity to learn what High Performance Driver's Education is all about.

For advanced drivers, there will be a separate presentation on advanced driving techniques and an introduction to using data systems to improve driving performance.

The program will begin at 9:00, and refreshments will be provided.
Zotz Racing: 6625 Edgewater Drive, Unit A Orlando, FL 32810

There is NO cost to attend, but please register so we have an accurate number of attendees.

PCA Anniversaries

40 Years

John Reker
John Townsend

35 Years

Nort Northam
Samuel Katanich

30 Years

Paul McQueen
Ted Szymankiewicz

25 Years

Philip Weis

20 Years

Vernon Knoll
Miles Beach
Gregory Barrows
Nilo Gutierrez
Fred Levine
John Lovejoy
Craig Maguire
Valerie Scott
Thomas Singer
John Maher
Shel Hart
Donald Czech

15 Years

Danny Newport
Lyn Perez
Michael Davis
William Davis
Deborah Pandeline
Parke Hill
David Hayes
Brian Olson
Eugene Kapiszka
Thierry Coup

10 Years

Tim Atkinson
Alex Nicholas
Mark Terry

Jeff Crowley
Michael Blake
Dale Nunn
Nick Colangelo
Ralph Mullins
Michael Langshaw
John Vick
Melvin McBride
Alwyn Walker
Stacey Pullman
Russell Alcorn
M Luczak
John Bird

5 Years

Lisa Lewis
Richard Nethercote
Roberto Correa
Michael Perry
Jamie Cielewich
James Holloway
Dana Parrish
Christopher Godbold
Tony Keena
John Cordoba
David Fekete
David Cloutier
Robert Lang
Michael Caputo
Jon Storm
Leslie Sikorski
Stephen Tuenge



The
Russell Home
For Atypical Children

Florida Citrus Region Porsche Club of America

December 7, 2017

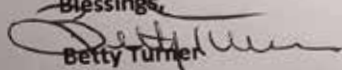
Dear Friends of the Russell Home,

We thank you so much for the generous donation of \$1305.00 to the Russell Home. We thank you also for continuing to help the Russell Home and support our very special children and adults. We have just moved into our new remodeled home and we can't wait for you to come and visit and tour and see how your donations have helped us through this transition.

Our grandmother and grandfather I know would be so happy to know that this community is still such faithful donors to their legacy. Please know that you are always welcome to come by anytime and tour the home and see the children and adults.

Thank you again for caring and sharing with our home and we hope that you and your families have a Very Merry Christmas and Happy New Year!

Blessings,



Betty Turner

Russell Home Administrator

510 Holden Avenue, Orlando, FL 32839 Phone: 407-855-8063

■ Visit us on the Web @ www.RussellHome.org

Citrus Region PCA Drivers Ed

Feb 10th and 11th 2018

Florida Citrus Region PCA is hosting its Annual February Drivers Ed
@ Roebling Road Savannah, GA

High Performance Driving School

- 2.02 Mile technical road course with ample runoff room for added safety
- 5 Run groups ranging from 1st time beginners to advanced solo driver
- Classroom training for beginning drivers
- Instructors provided
- 4x 20 Minute sessions per day
- Non-driving students welcome
- Friday night social
- More information on ClubRegistration.net



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

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

For more information contact Bert DeVillano at
bertdelvillano997@gmail.com or sign up at
<http://www.clubregistration.net>



Continuity Report

Florida Citrus Porsche Club 2018 Board of Directors and Committee Chairs

Each year the national offices of the PCA requests a "Continuity Report" from each regional club. This report lists the officers and the appointed committee chairs for the regional club for the coming year.

As the new board takes their place in overseeing the Florida Citrus Club activities, it has reviewed the stated committees of the club and the chair persons who have previously held these positions. The board found that many of the established committees are no longer active, and that administrative responsibilities of certain committees unclear.

In the interest of realistically reflecting the active committees of the club and to make clear who has authority and responsibility for the committee's activities, the following committee structure and chair appointments have been established for 2018. There are no other official committees or positions approved by the board other than the following:

2018 Board of Directors

Lyn Perez, President
Jim LaPiana, Vice President
David Fekete, Secretary
Arden Griffith, Treasurer
Lisa Lewis, Immediate Past President and Zone 12 Representative (ex officio)

Committees

Chair - Membership and Email Coordinator – Leslie Sikorski
Chair - Rally Master – Bill and Prudy Davis
Chair - Newsletter – Travis Young
Chair - Social – Unfilled
Chair - Drivers Ed, Instructor School, Auto Cross – Bert Del Villano

All administrative positions required for our drivers education events and instructor schools will be appointed by the chair on a per event basis including the Chief Driving Instructor.

Chair – Safety – Kevin Duffy

Other Club Responsibilities

Webmaster – Jim LaPiana
Clubregistration.net Registrar – Michael Colon
Social Media – Lyn Perez, Jim LaPiana, Nancy Burgos



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Passing of Peter Schutz

Peter Schutz was the President of Porsche AG 1981-1988. He was widely credited to be the savior of the model 911 from extinction during a period of difficult times.

Of further interest, Peter Schutz and Alex Job were the featured speakers at our Florida Citrus Region 25th Anniversary dinner, August 28th, 1999.

From Wikipedia:

Peter Werner Schutz (April 20, 1930 – October 29, 2017) was the president and CEO of Porsche between 1981 and 1987, a time in which the company greatly expanded sales, primarily in the United States.

Peter Schutz was born to Jewish parents in Berlin, Germany. The rise of the Nazi party led to the family fleeing to Havana, Cuba in 1937. In March 1939 they emigrated to Chicago, Illinois. Schutz grew up in Chicago, and received a BS degree in Mechanical Engineering from the Illinois Institute of Technology.

After graduation, Schutz worked as an engineer at Caterpillar Tractor in Peoria, Illinois for 15 years. He left Caterpillar for Cummins Engine, where he served 11 years, initially in corporate strategic planning, and then 8 years as Vice President responsible for sales and service of truck engines in the U.S. and Canada. During this time he worked with freight hauling companies to improve their profitability, instituting driver performance measures. Profits surged, and the Teamsters invited Schutz to speak at their 1976 convention. When Cummins management questioned his decision to accept the appearance, he left the company. In 1978 he took over the Deutz Engine Division of Klöckner-Humboldt-Deutz.

In 1980 Porsche suffered its first money-losing year in history, much of the problem due to falling sales in the U.S. and lackluster takeup of their new designs, the 924 and 928. Porsche removed long-time CEO Ernst Fuhrmann and started looking for a replacement. Ferry Porsche personally invited Schutz to apply as one of 12 potential candidates for the position. Porsche told Schutz that the company was simply not working as a unit,

**You are invited to a dinner to celebrate the
25th anniversary of the
Florida Citrus Region, PCA**

From an idea by a few enthusiasts in 1974, to over 400 members today, we have the opportunity to meet and celebrate the Porsche automobile as our common bond of interest. The President and Board of Directors invite you.

August 28th, 1999, 6:00PM

HILTON HOTEL, ROYAL PALM ROOM
350 S. North Lake Blvd., Altamonte Springs
(1 block East & 2 blocks South of I-4 and Rt. 436)

6:00PM - Hor D'oeuvres and Cash Bar
7:00PM - Welcome from your President

ENTREE, your choice
(A) - Filet Mignon served with Armagnac Demi Glace
(B) - Breast of Chicken, stuffed with Parmesan cheese and pine nuts served with Chardonnay sauce.

8:00PM - PROGRAM
Guest Speakers
ALEX and HOLLY JOB, the winning Porsche race car builders and team managers.
PETER SCHUTZ, President, Porsche AG., 1981-1988

RESERVATIONS must be received by 8/21/99
Your cost: \$20.00 per person,
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Seating will be limited to the first 200 reservations

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Questions? ...851-0824

and needed someone to bring the various divisions together. Although it was never specifically stated, it was widely believed that Schutz was selected in order to have an American running the company to re-ignite sales in the U.S.

Schutz responded to the challenges rapidly. Dealers complained that the prices were too high and the cars had constant quality control problems; Schutz decided the former was only a problem due to the latter. Asking the automobile division, he found that a simple problem with the drive chain for the camshafts was the cause for many of these complaints. When he asked why the problem had not been fixed, he was told that there was no reason to do so; the 911 was ending production in favor of the 924 and 928.

Cancellation of the 911 was also causing low morale in the engineering department, where the 911 was seen as the quintessential Porsche. While sitting in the office of Helmuth Bott (de), chief of engineering, he noticed a chart that showed the evolution of the 924, 928 and 911 on the wall.

The line for the 911 stopped at the end of 1981. Schutz picked up a marker, extended the 911's line off the end of the chart onto the wall, and told Bott to make it happen. In the meantime he had the camshaft and other minor fixes implemented, quickly ending the quality control issues.

Meanwhile, the Porsche racing team was in the process of entering 24 Hours of Le Mans with modified 924s, which they stated had no hope of winning. Schutz said that they were either going to the race with the intention of winning, or not going at all. The engineers responded by pulling three 936's from museum displays, equipping them with experimental engines developed for Indy Car racing, and winning the race. This was followed by the 956 that dominated Le Mans in 1982 and 1000 km Nürburgring in 1983, and the all-wheel-drive 953, which won the Paris-Dakar Rally in 1984 and the 959 in 1986.

Under Schutz's new orders, Bott started process of dramatically improving the 911. The result was the 3.2 litre third-generation Carrera series of 1984. He also used the new 911 engine as the basis for an aircraft engine, the ill-fated Porsche PFM 3200. Racing success, improved models and, most importantly, a strong U.S. economy and exchange rate all fed into ever-increasing sales through the mid-1980s. During the Schutz tenure, Porsche worldwide sales grew from 28,000 units in 1980-81 to a peak of 53,000 units in 1986.

When the U.S. economy suffered a major downturn in 1987, coupled with a dramatic drop in the US-German exchange rate, U.S. street prices of the Porsche lineup increased dramatically. Production for all models dropped to 48,520 cars and U.S. sales, earlier making up over 60% of Porsche sales, dropped to under half of output. In December, Porsche announced that Schutz was being replaced by Heinz Brannitzki (de).

Club Event

Alignment Seminar at Drivers Choice Motors

Drivers Choice Motors will be hosting a seminar on Porsche alignments on Saturday January 6th at their facilities at 199 W Marvin Ave., Longwood. Because of the Porsche of Orlando Cars and Coffee we will begin at 10 am so you can drop by the Cars and Coffee on your way. Please register on Clubregistration.net so we will know how many will be attending.

This seminar will provide everything you ever wanted to know about alignments. We will be aligning a vehicle from our guests as a demonstration and will offer discounted alignments to our club members during the following week but you must attend the seminar to receive the discount.

Topics of discussion will be Camber, Caster, Toe and Thrust angle. If you have heard any of these terms in the past and want to know how they apply to your alignment or just want to know how to increase tire life, then this is a must attend event.

Whether you track or autocross your car, drive your car on public streets in a "spirited manner" or not, we will have an alignment package specific to your needs. We have developed multiple levels of track and autocross alignment setups that are customized for specific tracks. Our street alignments increase the positive handling characteristics of your Porsche, but also extend tire life. We will discuss how this is possible at the event - "better handling with increased tire life"!

Questions will be answered by factory Porsche alignment specialists and professional race team alignment specialist versed not only in imaging or commonly known as laser aligners but also string alignments and we will discuss the pros and cons of each.

We will be providing coffee and donuts and other refreshments. Please plan to join us.



Yet Another 996 IMS Story

by Patrick Daugherty

I had no idea what the salesman at the Porsche dealership had just said when he told me that the IMS bearing had already been "fixed". The lovely low mileage Porsche 996, cabriolet, manual, (that is the same as "a sports car with a rag top and six on the floor"), was my first Porsche.

Soon afterward began my education, consisting of books, magazine articles, and a seemingly endless supply of YouTube opinions, statistics, theories, class action lawsuits, etc., etc., about the infamous M96 engine and it's undersized flawed IMS bearing. I contacted the previous owner who assured that he had the bearing replaced proactively just 4 months before I bought the car. I spoke with the owner of the shop that did the work, which had been done at the time the car was 10 years old and had just 24,000 miles on the clock. I learned that this reputable shop had replaced the original factory bearing with one manufactured by LN Engineering and it was a single row bearing with ceramic balls. Everything checked out and I loved driving the car for the next 4 years and 16,000 more miles. I have since learned that LN no longer makes the single row and the latest state of the art (don't you hate that overworked phrase), was the newer double row ceramic. The new recommendations are to replace the older single row ceramic at 4 years, (see above time noted on the first replacement). Still no worries, the car runs great, I change oil myself earlier than the recommended interval, the filters were clean, the magnetic drain plug (a good idea) showed nothing of concern, my little single row ceramic replacement bearing was running in circles just like it should.

Then a couple weeks ago a funny noise on start up. Then the noise quit! Drove a short distance, noise again, then it quit. Thinking this was something external such as the alternator, or an idler pulley going bad, I took it to a shop which was thankfully only 2 blocks away. The engine sounded normal again upon shop arrival. Then on another start up, it sounded like eye protection would be a good idea for anyone near the engine. Sure enough the ceramic "upgrade, solution" bearing had failed at 16K miles. The real danger here is that if the IMS

shaft wobbles around enough, it can throw a timing chain (skip a link), the valve timing is then off, the pistons and valves start hitting each other and the engine is instant junk. The engine replacement cost is about what the car is worth, more or less of course depending on the car's condition. I understand in the case of a Boxster, the car to engine value numbers are even worse.

The good news is that the valve timing was undamaged, as evidenced by the fact that the engine was running when we shut it off, and the engine was saved. LN engineering now makes a double row ceramic bearing that they claim has 95% more load capacity. That bearing was installed, and as a precaution a new oil pump also installed. Two very quick oil and filter changes (one after idling for 15 minutes, and the second at 160 miles) have verified that minimal debris has been caught by the filters. Again the car runs great and approximately \$3,200 later all seems well again. Kudos to my mechanic, a knowledgeable straight shooter. This has been an expensive learning experience, and I think I got lucky. I pass this strong suggestion to any of my fellow 996 owners. If you haven't replaced your original IMS bearing, do so; and if it has been replaced with another single row ball bearing (ceramic or not), replace it again, with one of the several improved aftermarket designs now available. SOON.

* * *



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The Value of Continuing Education



By Mark Needham

Having been participating in DE's for the past 13 years and being an instructor for the past 5 or 6 years, I was feeling confident not only in my coaching skills (having completed the PCA Instructors School) but also my driving ability in my 1992 964 street coupe. I found I was comfortable, but felt the need for a new experience.

The timing was perfect. Happened into Zotz Racing to check on the status of my car for the upcoming PCA DE week-end at Sebring. Was told the car had some issues and would not be ready for the event. Incredulous, I asked, "what am I going to do"? Eric Zitza, in his ever so mellow, unassuming style replied, "buy that 964 race car". Pointing to a 1991 3.8 liter dedicated track/race car.

The car was purchased and the first time on the track with the new car was a whole new experience. The car was faster, had more grip, was more responsive, had better brakes, was an absolute blast to drive and took the DE driving experience to a whole new level. The only immediate downside was the noticeable increase in fuel consumption/cost.

But hey, speed costs money...how fast do you want to spend?

After a few DE events, I felt I was used to the car and was beginning to extract the majority of what the car had to offer.....until I was the passenger with Ron Zitza behind the wheel. Four laps around the track with Ron behind the wheel quickly demonstrated to me there was a TON of car I was not using. It was very apparent it was time for some "continuing education". A little humbling to say the least, but it was evident I had become complacent in my driving.

Decided to schedule some coaching by the Team at Zotz. The investment in coaching was better than ANY go-fast parts or anything I have done to the car(s) over the years. The insight offered, the subtle (and in some cases NOT so subtle) changes in technique, corner approach, use of speed and braking along with drive line was invaluable. This experience has convinced me that in order for me to be the best instructor/driver I can be, I too can use some instruction and continuing "driver education" on a regular basis.



Zotz has been family owned and operated for over 50 years!
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The 944 and 924S



Front-Engine Water-Cooled Porsche
Kevin Duffy/Chris Duffy
924S944.com

This article is the first of a series of six articles about the four-cylinder front-engine Porsches – the 944, the 924S and the early 924. Here is a peek at the series, featured in the Florida Citrus Region Spiel over the next six issues.

- Part One: Reintroducing the Front Engine Water Cooled Porsches
- Part Two: How to Buy a Great 944 or 924S (or how to NOT buy a bad one)
- Part Three: 944/924S Maintenance Made Easy
- Part Four: Making your 944/924S Into Your Daily Driver
- Part Five: The 944/924S for Track and Race
- Part Six: The Early Car - the 77-82 924

Part One: Reintroducing the Front-Engine Water-Cooled Porsches

History is part art, part science and for some, part hobby. Understanding the history of the 9X4 Series Porsche means that you understand the how and why they came around, why they were so popular and why they remain popular for some even today.

The Porsche 356 was a great car, and while it wasn't cheap, it was inexpensive for the time. But by the time the sixties came around, competition in the European sports car market was getting hot, and Porsche knew that they needed to do something profound and different – thus the 911 was born. However, the new 911 was significantly more expensive than its predecessor, so in 1966 the 912 was born with the new body style and the old four-cylinder engine – and the “Entry-Level Porsche” was here to stay.

After the 912 came the 914, sold in Europe with the badge “VW+Audi” but sold in VW dealerships in the United States as a Porsche. With the growth of the Porsche brand in North America and worldwide as well as its growing and successful partnerships with VW and Audi, plans were made to develop a front-engine hatchback sports car for VW dealers to use as a replacement for the 914. The 924 was born, but not without its problems. The deal with VW fell apart in favor of their new Scirocco, and Porsche ended up with the 924 – a huge departure from their air-cooled rear-engine cars. So they ran with it, building the cars in their Neckarsulm factory north of Stuttgart. VW employees actually built the cars under Porsche supervision. Between 1976 and 1982, 43,000 924 and 924 Tur-

bos were sold in North America. Production continued for the rest of the world until 1985.

Using the same basic platform, Porsche continued the line with the introduction of the 944 in 1982, coming to North America in 1983. It was an immediate success here with its wider fenders and more sporty appearance, selling more than 86,000 between 1983 and 1991 in North America alone! The base 2.5 liter four-cylinder was durable and, for its day, powerful. The car was fun to drive, handled well, and was very comfortable. As the 944 grew, it added a turbocharger, 2.7 liter and 3.0 liter engines, and as the S2, lost its top. In 1992, it had eventually morphed into the last of the series, the 968.

The 968 lasted from 1992 to 1995, bringing 4,665 into North America – 48% of them Cabriolets. Thought as the high point of the series, the 968 is



getting to be a rare and desirable model sporting its 3.0 liter, 16 valve engine.

The series was always thought to be the “Entry-Level Porsche” throughout its nineteen-year history, but by the mid-eighties the 944 had added features and price to where “affordable sports car” wasn’t part of its description. Remembering that the 2.0 liter 924 was still being produced for



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Kevin Duffy

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consumption outside of North America, the earlier body style was cheaper to produce. In 1984, VW stopped manufacturing the 2.0 engine blocks used in the early 924, which left Porsche in a bit of a quandary. Dropping the 924 would leave them without an “Entry-Level Porsche,” so the decision was made to equip the narrow-body 924 with the engine, suspension and driveline from the base 944, retaining the early car interior. After introduction in 1986 in Europe, the newly-badged 924S came to the North American market in 1987 for just under \$20,000 – entry-level. With unfavorable exchange rates, the model was dropped after 1988. In two years, almost ten thousand 924S were sold in North America, with 70% of them sold as 1987 models.

In all, the 924/944/968/924S counted up for over 133,000 cars in North America alone, averaging seven thousand a year. By any measure, that is a success.

After the 968 production ended in 1995, the next “Entry-Level Porsche” landed as the 1997 Porsche Boxster. But that story is for another time.

These unique Porsches make great weekend cars that are at home on winding roads, autocross events or track days. With the hatchback rear win-

dow, you can even go to the grocery store or on that road trip. Many are still used today as daily drivers and commuters, even though the newest of the series – ‘95 968 - is over twenty years old. In PCA Club Racing, the most popular race groups are SP1, SP2 and SP3 – all 944, 968 and 924S.

What makes these cars so good? It comes down to simplicity in design and execution. The most complicated computer in my 924S is the CD player. No stability control, traction control – just the car and the driver. Simplicity in design means that there is nothing that is specifically unique or special, especially in the earlier 944 and the 924S. These cars were designed with many parts off-the-shelf from Volkswagen, which now means cheap and available.

So looking for an inexpensive track car, commuter car, or project car that is still a Porsche? Look next time when we bring you Part Two: How to Buy a Great 944 or 924S (or how to NOT buy a bad one).

* * *



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**Minutes of the
Florida Citrus Region Porsche Club of America
Location: Orlando Brewing
November 6, 2017**

Officers Present: Lisa Lewis, President;
Joe Pennisi, Vice President;
Jim LaPiana, Secretary

Members Present: Approximately 130

Finance: Savings \$75,158.78;
Checking \$9,250.28;
CR.net (Oct DE) \$25,605.38;
CR.net Holiday party \$2,080.13.
Total \$112,094.57

Our current membership is 737 Primary, 395 Affiliate

New Members present: Brian Liden from Lake Mary and his 2009 Porsche 997. All New Members are entitled to a free Autocross. Please contact BertDelvillano@aol.com via email before you attend.

Reports:

- October 13-15 – Roebling Road Advanced Solo Day and weekend DE. Bert mentioned that there will be another Instructor School Weekend and DE on Feb 9-11 2018 and details will be forthcoming.
- October 27-29 – OktoberFast Club Race. Steve Williamson recognized volunteers and participants for OktoberFast and awarded David Edwards with a gift certificate for winning “Best Prepared Porsche”.

Upcoming Events (all listed on our site's calendar):

- November 9-12 – Historic Sportscar Racing, at Daytona International Speedway; Ron Zitze spoke about HSR and the basics of how the cars are organized into the various groups. Please visit hsrrace.com for details & ticket info.
- November 11 – Cars & Coffee at HSR; Porsche parking in the C&C corral; entry form on our website
- November 11 - Orlando Cars and Coffee, at various locations – check their Facebook page (8-11 a.m.); meet and rally.
- November 17-19 – Sebring Instructor Weekend & DE (Suncoast); register at ClubRegistration.net.
- November 18 – Gary Meredith's Cars and Coffee; House Blend, 10730 W. Colonial Dr., Ocoee (8-10 a.m.).
- November 20 – Porsche Night at The Ace Café; 100 W Livingston St., Orlando – no registration needed!
- November 29 - December 3 – Historic Sportscar Racing, at Sebring International Speedway; visit hsrrace.com.
- December 2 – Cars & Coffee at Porsche of Orlando (9 a.m.-11 a.m.).
- December 2 – Lake Nona Cars & Coffee (8 a.m.-11 a.m.); 9681 Lake Nona Village Place, Orlando.
- December 3 – Holiday Party at Enzo's on the Lake; limited to 100; register at ClubRegistration.net; \$50 each, and you'll select your entrée choice when you

register; closes Nov 27. Over 60 have already registered and there will be a hard cutoff at 100 people. Because of our party, there isn't a December meeting.

- December 9 - Orlando Cars and Coffee, at various locations – check their Facebook page (8-11 a.m.); meet and rally.
- December 16 – Gary Meredith's Cars and Coffee; House Blend, 10730 W. Colonial Dr., Ocoee (8-10 a.m.).
- December 17 – German Excellence Autocross (Tavares); register at ClubRegistration.net.
- December 18 – Porsche Night at The Ace Café; 100 W Livingston St., Orlando – no registration needed.

Other news/Save these dates


- January 8: January monthly meeting at Porsche of Orlando is a week late, due to New Year's Day.
- January 27: If you're going to the Rolex 24, please volunteer to help us at the Porsche Corral Saturday morning! You'll have a lot of fun, make new friends, learn about PCA and Porsche – and you can be out of there before the race starts! Please E-Mail 2018 President Lyn Perez to volunteer: lyncperez@gmail.com.
- Buy your Citrus PCA gear on our website! Visit the Club Store on our website or go directly to pcfclclothing.com.

Thanks to Zotz Racing for helping us pay for the pizza!
Thanks to George and Cindy Cain and Orlando Brewing for hosting us again!

Jim LaPiana - Secretary




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FREE! Two large,thick, color, original sales brochures. One is for 1992 Model year (964). The other for 1984 (3.2 engine). If you have one of these series of models just email me and you can pick it up at a meeting or at my house. John Reker at jreker@cfl.rr.com

FASBSPEED MAXFLO PERFORMANCE EXHAUST system for Porsche 981 (2013-2016) Boxster/Cayman. Used for only 2 months. Currently priced at \$2,395. Will sell for \$1,500. Contact Richard Gray at visions67@cfl.rr.com

1 Set of BBS Sport Rim and Tires (ET55). 9X17 and 7X17, not sure of the offset but from a 996. Some discoloring and curb rash on one, could be used for track or paint/powercoat.

Please email for more information. \$400.00 dbell@cfl.rr.com



Black Leather Seats from a 996. Good condition and fully power. \$150. dbell@cfl.rr.com



Cheap Track Tires -

Cayman and Boxster DE drivers: Do you want high-performance R Comp tires for your track days but don't want to spend \$1,000 per set? A Citrus Region PCA Spec Boxster racer has a half-dozen sets of lightly used Toyo Proxes RR - 255/40-17 with roughly 12 heat cycles each (2 weekends). Sets for \$200. More coming. Mike at we8there@gmail.com



993 Cab Bolt In Roll Bar. Only fits 1995-1998 cabs not coupes. Contact Dan at rsa964@yahoo.com.

1975 911 Door Panels. Body parts, hood, whale tail, 935 style rockers, bumpers. all for \$500 OBO 386 872 0552 , Robert Knodos rkondos@bell-south.net.

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Porsche Factory Repair Manuals - From 356 to 928 as well as microfiche manuals for the same (911, 930, 924, 944, 928). Gerald O. Butler at mari-nergb757@gmail.com

Cayenne Spare Tire and Wheel - New spare from my 2005 Cayenne, never used. Do not own the vehicle any longer. \$125.00 Contact Fred at Fslevine1@gmail.com or (407) 760-9761

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