

# THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 45 - Number 1  
Spring 2018

## Upcoming Events

- |                        |  |
|------------------------|--|
| April 2<br>(Mon)       | Monthly Meeting<br>7:00 pm Porsche of Orlando              |
| April 22<br>(Sun)      | Boggy Creek Camp Charity Rally<br>10:00 am Millenia Motors |
| April 29<br>(Sun)      | AutoCross<br>Sheriff Training Facility - Tavarres          |
| May 5<br>(Sat)         | New Members & Cinco De Mayo<br>Party - Orlando Brewing     |
| May 7<br>(Mon)         | Monthly Meeting<br>7:00 pm Porsche of Orlando              |
| May 12-13<br>(Sat/Sun) | Driver's Eduction<br>Sebring International Raceway         |
| May 20<br>(Sun)        | AutoCross<br>Sheriff Training Facility - Tavarres          |
| June 4<br>(Mon)        | Monthly Meeting<br>7:00 pm Porsche of Orlando              |
| June 16<br>(Sat)       | LeMans Start Party<br>8:30 am Johnnys Other Side           |

**2018 Chili Cookoff**  
**Drive Those Cars!**  
**Buying the Right**  
**Car For You**  
**Charity Challenge Rally**  
**Alignment Seminar**  
**Ace Cafe Night**  
**Old VW/Porsche**  
**Dealerships**  
**Instructors**  
**"Walk the Wild Side"**



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<http://flc.pca.org>

In Memory of Bob Wilson,  
President North Florida Porsche Club  
1947 - 2018



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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](mailto:KineticFlow@mac.com) and [C2hennings@yahoo.com](mailto:C2hennings@yahoo.com).

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# PCA Anniversaries

## 50 Years

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## 40 Years

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## 35 Years

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## 30 Years

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## 25 Years

David Grant

## 20 Years

Gary Jensen  
Aamir Waheed  
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## 15 Years

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# President's Update

by Lyn Perez - Club President

Most of you have heard that during our February Drivers Education event there was an accident at Roebling Road Raceway where Bob Wilson, the driver died and his instructor, Patrick Wilson (no relation) was significantly injured. The details have circulated through various means so I won't go into all of that here. But in the case of Patrick Wilson, there are and will be significant rehabilitation and medical costs. Florida Citrus Porsche Club members as well as many others across the country have contributed toward a GoFundMe account for Patrick to help in his expenses. As of this writing there is almost \$40,000 raised toward a \$50,000 goal. If you have not yet joined the more than 450 others and made a contribution, would you consider doing that today? The GoFundMe account can be found at <https://www.gofundme.com/patrickwilsonsrecoveryfund>. Patrick and his family thank you.

Changing the topic slightly, let me say, this accident was not the result of carelessness or driving beyond the capabilities of the driver or the car. It involved a medical situation where we believe the driver could no longer control the car. This is a rare event, a tragedy we hope will not be repeated. The PCA DE program is normally a safe and well organized training venue. It is organized to be sure you do stay safe while you are learning to enjoy the handling characteristics of your car. But things do happen. Going forward we want to emphasize that high performance driving on a race track can be very stressful and physically demanding. Before you participate in a driver's education event, be sure you are in good health and in good physical condition to be able to safely participate in the event.

This past quarter the Florida Citrus Porsche Club hosted the PCA corral for the Rolex 24 Hour race. Let me thank all the volunteers who arrived at sun up on Saturday to help park cars, register members, provide coffee, soft drinks, donuts and snacks for our guests. Additionally we had members volunteer for the corral at the 12 Hours of Sebring. The corrals could not be provided to our

members without the help of our volunteers. We want you to know we are thankful for your service and it does not go unnoticed.

Thanks also to Christie and Jim LaPiana who put on a terrific Chili Cook Off this year. The event was well attended and well organized. Thanks to Orlando Brewing, Porsche of Orlando, Drivers Choice Motors, German Excellence and Zotz Racing for their sponsorship of the event. Also thank to the many volunteers who helped set up, tear down, and help with the various needed tasks through the evening.

Going forward, let me remind you of our upcoming Charity Challenge Rally on Sunday April 22nd for the benefit of Camp Boggy Creek, a camp facility in Lake County that serves the areas youth who are struggling with illness and physical limitations. We will gather at 9:00 am at Millenia Motors in Longwood to register and get our wrist bands. Drivers meeting is at 10:00 am with first car out at 10:30 sharp. Bill and Prudy Davis have designed another great drive and challenging questionnaire for your Sunday drive and dine. Registration is at [www.clubregistration.net](http://www.clubregistration.net). You need to register in advance and pay \$10 per person for lunch. We need a count a week prior to the event.

*Lyn Perez*  
Club President



# Welcome New Members



Total membership as of March 1 was 1115, Primary Membership 749.

Jeff Lippencott Lake Mary 2018 911 Carrera	Jonathan Sykora Winter Garden 2007 Cayman S	Kent Terry Winter Garden 2014 Cayman S	Norm Wolff Windermere 2018 911 Carrera S
Michael McClure Casselberry 2007 Cayman	Daniel Bellows Winter Park 2018 Cayenne	Jane Elizabeth Morton Sanford 2016 911 Carrera	Shanna Lee Bender Orlando 2017 Panamera
Brad Londeree Orlando 2010 911 Carrera S	David Stump Windermere 2016 Cayman S	Jason Hendren Orlando 2018 911 GT3	Danny Yang Orlando 2018 911 Targa 4 GTS
Steven Parmee Windermere 2018 911 Carrera	Mark Troum Maitland 2015 911 Carrera	Art Slodkowski Orlando 2008 Cayenne	Chase & Erin McMorrough Lake Mary 2009 911 Carrera
Randy Wood Oviedo 2005 911 Carrera	Bill Stoner Orlando 2003 Boxster	Nilaida Martinez Orlando 2010 911 Carrera S	Ron St. Pierre Eustis 2002 911 Carrera Cabriolet
Michael Wood Winter Springs 2005 911 Carrera	Andy Bonanno Windermere 2009 911 Carrera 4S	Tipu Keen Maitland 2016 Panamera Edition	Samer Tabbara Windermere 2018 911 Carrera S
Phillip Wilkinson Longwood 2009 911 Carrera S	Tomas Lorenzo Oviedo 2009 911 Turbo	Ryan DelMonte Casselberry 2015 911 Carrera	Richard Blair Oviedo 2011 Cayenne Turbo
Teddy Cruz Saint Cloud 2013 911 Carrera S Cabriolet	Alice Tisdell Longwood 2006 Cayman S	Ryan Inloes Orlando 2015 Cayman S	Tim Nash Orlando 2014 911 Carrera
Owen Berry Windermere 2018 718 Cayman	Luke & Jessica Reed Orlando 1987 944 Turbo	Olen Duncan Longwood 2013 Boxster	Thomas Calvert II Orlando 2001 Boxster 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](http://www.pca.org), or send information to Leslie at [oneporschegirl@gmail.com](mailto:oneporschegirl@gmail.com)



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

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<http://flc.pca.org>

# Upcoming Calendar

Your guide to Citrus Region Events (find full details on our calendar at [flc.pca.org](http://flc.pca.org))

## April

- 2**  
(Mon) **Monthly Meeting**  
Porsche of Orlando
- 7**  
(Sat) **Cars and Coffee**  
Porsche of Orlando
- 7**  
(Sat) **Bob Wilson Memorial**  
Tallahassee, FL
- 7-8**  
(Sat-Sun) **Suncoast Driver's Ed**  
Sebring, FL
- 14**  
(Sat) **Hot Rods and Heros**  
Ace Cafe
- 16**  
(Mon) **Porsche Night**  
Ace Cafe
- 20-21**  
(Fri-Sat) **Wheels and Keels**  
Mooring Yacht Club, Vero Beach
- 21**  
(Sat) **Cars and Coffee**  
Ocoee
- 22**  
(Sun) **Boggy Creek Camp**  
**Charity Rally**  
See Page 19
- 25-29**  
(Wed-Sun) **Treffen Tamaya**  
San Anna Pueblo, NM
- 29**  
(Sun) **Auto Cross**  
See Page 25

## May

- 3**  
(Sat) **Cars and Coffee**  
Porsche of Orlando
- 5**  
(Sat) **New Members Party and Cinco De Mayo**  
Orlando Brewing
- 7**  
(Mon) **Monthly Meeting**  
Porsche of Orlando
- 12-13**  
(Sat-Sun) **Drivers Education**  
Sebring, FL
- 20**  
(Sun) **Auto Cross**  
See Page 25
- 21**  
(Mon) **Porsche Night**  
Ace Cafe

## June

- 4**  
(Mon) **Monthly Meeting**  
Porsche of Orlando
- 16**  
(Sat) **LeMans Start Party**  
Johnnies Other Side 8:30a

### 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](mailto:KineticFlow@mac.com).

The most up-to-date list of events is always available on our website at <http://flc.pca.org>.



# 2018 Chili Cookoff Recap



by Jim LaPiana

The 15th annual Florida Citrus Chili Cook-Off was a rousing success not judging by the numbers alone but by the smiles on the faces of the over 111 people there and the comments afterwards. The chili, sides and dessert tables at Porsche of Orlando were filled to overflowing.

We had a great showing of people bringing their favorite recipes for the Cook-Off including: 9 hot chilis, 10 mild, 13 sides and 15 desserts. All were very tasty, making the voting process pretty challenging. And filling.



The winners were:

## Hot Chili

1st: Tie – Jim Kelley for Dragon's Breath Chili

1st: Tie – Jim LaPiana for Sneaky Pete Chili

## Mild Chili

1st: David Stump for German Mild Chili

2nd: Tom Lorenzo for Emerson's White Bean Chicken Chili

## Side Dish

1st: Charlotte Henningsen for Buffalo Mac & Cheese

2nd: Mark & Norma Peebles for Texas Caviar

## Dessert

1st: Leslie Sikorski for Hummingbird Cake

2nd: Glenn Matchett for Triple Chocolate Chip Cookies

Orlando Brewing presented three of their craft beer styles to our thirsty crowd; La Guera Blonde Ale, Right on Red Irish Ale and Homer's Flying Circus Schwarzbier. All delicious, and very much appreciated. Cindy & George Cain served up the drafts while providing insights on the brew styles.

A new wrinkle this year was a charge of \$10 per person for those not bringing a dish, all proceeds benefiting Camp Boggy Creek founded by Paul





Newman. \$260 in total was contributed by tasters and also donations made by people bringing dishes.

The Chili Cook-Off Team setting up, making sure things flowed smoothly during the event, putting it all away and staying to clean up the dealership (in record time) make the Cook-Off the fun event it is. And they make it look so easy, it isn't. They are: Leslie Sikorski, Ron & Pat Craven, Lyn & Marjorie Perez, Ian Collins, Mike Hollosy, Nancy Gibbons, Jan and Dave Rothfeld, Nancy Burgos, George and Cindy Cain (Orlando Brewing), Rodney Sherwood and the indispensable Emilio Cortes of Porsche of Orlando. A special thank you to Kim and Keith Fri-

tze of the Nord Stern Region helping for the second year in a row.

We would like to thank the following businesses for providing prizes for the Cook-off winners and for door prizes raffled off to those that submitted their votes:

Porsche of Orlando (Event location and eight envy-worthy gifts)

Orlando Brewing (Donated their Organic Craft Beer)

German Excellence – Don & Shay Northrup (Oil Change and 4 wheel alignment)

Driver's Choice Motors - Mike Colon (4 wheel



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alignment)

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Florida Citrus PCA - (Driver's Ed @ Roebling Road and Autocross)

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See you next year!

Jim & Christie LaPiana











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# Drive Those Cars!



By John Reker

(This is a slightly edited version of an article published quite a few years ago. It is being republished in the interest of encouraging people to adventure forth in their Porsche – JR)

Porsches are beautiful cars. But they were designed to be as thrilling at speed as they are beautiful at rest. An earlier article chronicled the adventure of a 3113 mile, three and a half week trip in my 1965 356C Cabriolet. This is the same theme, but a different car.

A year ago I bought a 1996 911 Carrera (993) coupe to replace my 1979 911SC. The excuse was to have a more suitable car for long trips and hilly racetracks. With the Milwaukee Porsche Parade in mind we started designing an appropriate trip. It started out a fairly modest one centered on being in Milwaukee for a week with a bit of visiting on the way back. But as usual for us, bigger plans hatched quickly. I decided to attend a convention in Cleveland three weeks after Parade. I figured if 3000 miles was a decent challenge for a 356, then a 993 warranted at least 5000 miles, with a Driver Ed event thrown in. By the time my wife Jan, chief plotter/rallyer, filled in all the blanks we had a five and a half week trip with 15 stops and over 5000 miles! Herr Porsche would be proud.

In contrast to the 356 trip, the mechanical preparation was modest, the “what to take” a challenge. I had the oil changed and A/C checked, and since I was going to do a Driver Ed, opted for a new set of front pads. We were starting out in Florida in June, would be as far north as Wisconsin, west to Nebraska, east to Washington D.C., so clothes ran the gamut in requirement. Also, I needed a helmet and paraphernalia for DE. And of course we had to leave a little room for shopping items along the way. We packed light and could see clearly out the rearview mirror.

We rolled out of Winter Park on a Thursday and headed directly to Milwaukee, site of the 46th annual Porsche Parade. It was mundane interstate all the way, but just very pleasant rolling along in a stable, low to the highway, car with plenty of passing power. I will be the first to admit that the cruise control and climate control made such long days quite tolerable. I had set my tire pressures on the high side to minimize wear. When we reached the vicinity of Chicago the road told me in no uncertain terms we were up north. The thumping of the rough road almost convinced me to pull off and lower the pressures, but we kept going.

The one-week Parade was held in downtown Milwaukee, which provided very nice venues and side activities. The kickoff is always the concours. It was held at a city park site on the shores of Lake Michigan, with the modern Milwaukee skyline in the background. Jan volunteered to help one of the judging teams as a timer/messenger. She willingly got up at 5:30 AM Sunday morning to take part. When the 150 plus cars were all in place it was literally a "field of dreams"- exquisite examples of nearly every production model, along with a special section featuring a real 959, a 917/30 etc.

The concours awards banquet was that night. Besides those awards they have two additional standing awards: Parade Attendance Award, and Long Distance Award. Mike Robbins, the person who won the Parade Attendance Award is a legend. He was attending his 43rd consecutive Parade! He has driven the same car, a 1958 Speedster, to all but two of those Parades, and has a total of 469,000 miles on the car. Wow! The Long Distance guy's achievement seemed to pale in comparison, but he had clocked 3,750 miles from Alaska. These award winners are real "drive those cars" people.

Monday it was rally day. This is your full-blown Time-Speed-Distance rally. Separate from the actual route and speed instructions there are three sets of General and Special instructions that supplement, or can override the main route instructions. It helps to be a lawyer to survive. This particular rally had a required speed change about every time you shifted gears. Even though a stopwatch and clipboard are allowed, you quickly learn to just watch the speedometer and guesstimate how to make up for stop signs and traffic. The route took us out into the rolling hills, with picturesque dairy farms and little traffic. A deer ran across the road in front of us, and people waved as we went through the small towns. There were seven checkpoints and a main stop for lunch. It was really a lot of fun if you did not take it too seriously.

Tuesday was the day I had been waiting for with some trepidation. A one day Driver Ed at Road America – 4 miles and 14 turns of thrilling, picturesque countryside with plenty of elevation. It was up at 4:45 AM to partake of the experience.

The track was an hour from the hotel. As we rolled onto the highway taking us out of town there were few cars in site. In a short time we were part of a four Porsche caravan zipping along. Phenomenally, all four cars were midnight blue 911's. We were off to a good day! The event was for experienced solo drivers. They sent me an excellent instructional video tape of the course a month before we left Florida and then they just put us out on the course. As always, safety was the watchword. A strict "one-spin" rule was in force, and I am told it never had to be invoked. The track was everything advertised. Tree lined meandering high-speed sections, blind left just over the crest of a hill and a tight uphill turn under a narrow, very concrete bridge.

The remainder of the week offered many more activities, both car and non-car related. The major car events were an autocross that took two days to run, and a technical quiz. On the 4th of July PCA had arranged for a block of tickets at the new Miller Park baseball stadium. Although the Brewers lost, the Park fireworks made up for it. We partook of the PCA tours to the Kohler Design Center and a Harley-Davidson drive-train assembly plant. PCA had a dinner at the Milwaukee County Zoo and on our own we went to the new Art Museum



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designed by Brazilian Santiago Calatrava.

After Parade we remained in Wisconsin and stayed in the area where Frank Lloyd Wright had his home and studio, Taliesin. We toured his home and buildings and also the surrounding countryside. We discovered some great Porsche roads. They were two-lane, well maintained, county roads that wound their way over the rolling hills through occasional small towns. One afternoon we clocked 76 miles of challenging curves and hills and postcard scenery while encountering maybe only twenty cars!

The rest of the trip had its comic items. In Indiana we passed through a town called Gnaw Bone. Still in Indiana, we planned to stop at Nashville, a small craft and art town we had been to before. Lo and behold there was a biker fest going on and this tiny town was overrun by 15,000 Harleys. As I sat on a bench on Main Street one biker went by with a case of beer and two sacks of ice strapped on the rear seat!

In Cleveland we attended a convention and also visited the Rock and Roll Hall of Fame. Our daughter Julie drove her 1972 911T up from Pittsburgh

to be with us. The Hall was actually very impressive, starting with a spectacular building design by international architect I.M. Pei. Inside, the exhibits were both educational and nostalgic.

We had two blue Porsches parading back to Pittsburgh.

After visiting our other daughter in D.C. we headed down I-95 past Roebling and on to home. The trip turned out to be not only a test of the comfort and performance of the car, but also its luggage carrying capability. If you have any qualms about fitting enough stuff in a 911, here is what we pulled out of our car when we got home: 2 medium suitcases, 2 large duffels, 1 small duffel, 1 helmet, 1 backpack, 2 briefcases, 3 large shopping bags, 1 framed picture 2'x3', 1 16"x20" print, 2 pair loose shoes, 2 empty duffels, 1 large storage container (jumper cables, oil etc.), 1 garment bag, a dozen small packages, and 2 jackets. And I could still see out the rearview mirror. So you see there is no excuse not to take a trip in your Porsche.

Final tally: 5575 enjoyable miles – Drive Those Cars!

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# Buying the Right Car for You



by Ron Branom

So recently I was asked to write an article about "buying the right car for you, track or Street". I thought I've gone thru so many cars this will be easy, but when I started looking at all the cars I've owned I realized I'm not sure it's about the right car. It's about your frame of mind at that time and where you are in life.

I started rebuilding cars with my Father Ron Sr. when I was in high school starting with a 1971 MG Midget. After college I started traveling with my best friend as his crew chief running in the Pro series Spec racing program, and I fell in love with racing! From there I built a Datsun 510 from a roller and started auto crossing. In 1996 a few of the local Citrus region guys talked me into taking the 510 to their DE in Savannah. I had a Jeep and a tow dolly. That weekend ruined me for life! I ran as many DE's as possible till I started with Skip Barber in 1999. After getting my license and running a few more Skippy events I went head first into the Citrus DE group becoming an instructor, then

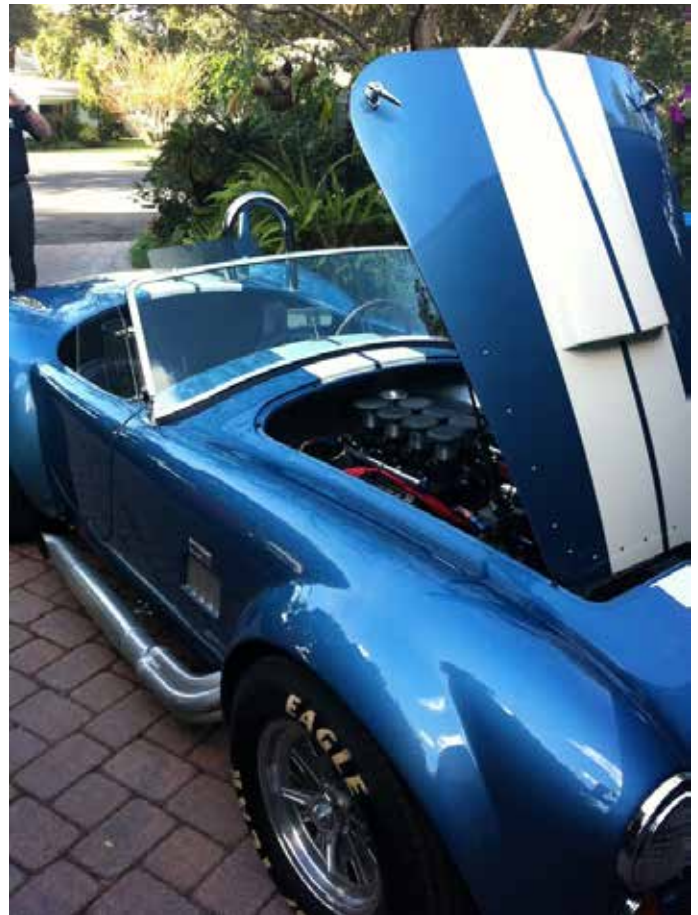
the Director of Drivers education, to Chief driving Instructor. Along the way Ron Zitza got me running in the Vintage groups with my 71 911 and everything exploded. In 2005 I ran 22 weekends between racing and drivers education. I went from a Jeep and a tow dolly, thru many trucks and trailers to a full toter home rig in 10 years, my whole life was consumed with cars and racing.



I've been thru the 4 X 4 trucks, the British sports cars, the Japanese, the Porsches, the muscle cars, and back to the Porsches. On the racing end I started with Datsun, then Porsche to Miata, and finally back to a Datsun 510. Granted a lot of the choices in racing were based on my financial stability.

All that being said looking back at all my cars I can say for the street I'm still old school, I love my 1987 Porsche 911 the most. (as a second car) The Porsche Boxster S was outstanding and did everything you could ask for and the AC worked! My biggest mistake was a Superformance AC cobra pumping out 550 hp of loud fuel burning power! You could not get gas without 5 people wanting to talk and my wife hated it because of course every time you took off you had to nail it!

When it comes to the track I've loved all of them! The Porsches just have a history and the ability to make you smile no matter what! Based on all the years of racing and instructing, I will say if you want to start out, start simple, start on the economical side! Putting your car on the track is ad-



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dictive, and once that bug bites you there is no turning back! I believe the most economical, and fun car is a Miata, it is a momentum car so you can really learn to drive! Most people won't consider it because of the hairdresser comments, and ego! Well I can tell you I had a blast and won an endurance championship for a third of what my other cars cost. If you have the financial resources and can really drive a momentum car, I would then say go where your heart takes you, but start simple. If I have to be completely honest I would say my two favorite racecars were the 1971 911RSR, and the 1995 993. Zotz racing helped me with these cars, and Ron Zitza coached and drove with me winning 24 out of 25 enduros in the 71 911.

So after all that babble I would say it's all about where your heart and wallet can take you, just be careful there is no turning back after a track day!



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# Charity Challenge Rally

Registration is now open on [www.clubregistration.net](http://www.clubregistration.net) for our spring Charity Challenge Rally.

Our Charity Challenge Rally will be held on Sunday, April 22. You'll enjoy a great back-road scavenger hunt we've all come to love, so bring a navigator to ride with you and pack your patience!

This year we are again supporting Camp Boggy Creek, a great local charity with the mission of fostering a spirit of joy in the lives of children with serious illnesses and their families, by creating a free, safe and medically sound camp for them to get away and forget their problems for a moment in time.

We'll gather at Millenia Motors at 9:00 a.m. to register, pay the entry fee (i.e., your donation to Camp Boggy Creek), sign waivers, and enjoy food, coffee and fellowship. The drivers meeting will be held at 10:00 a.m. and first car out at 10:30 a.m.

As in the past, all entry fees will be cash or check collected on the day of the rally (preferably checks!). Early registration (i.e., register here, on ClubReg!) will be \$50 (per car). Walk-up registration will be allowed on the day of the rally and will be \$55 (though please register in advance here – plus, you'll save \$5!). All checks should be made out to "CAMP BOGGY CREEK." As always, any donations above that will be greatly appreciated!

PLEASE REGISTER NOW AND PAY FOR LUNCH (\$10 per person). We must have a final count for lunch a week before, so we need everyone to register on ClubRegistration and pay for lunch, rather than our usual routine of allowing registration at Millenia Motors on the day of. Please bring your check for Camp Boggy Creek when you sign in at Millenia Motors the day of the rally.

Plans for the day:

- Meet at Millenia Motors at 9 a.m. to register/check-in, sign waivers and enjoy fellowship
- Start departures for the drive at 10:30 a.m.
- Arrive at our lunch location at around 12:30 p.m. (pay in advance on ClubReg, \$10 each for lunch)

We'll be taking some new roads and ending at a new location for lunch. This is one of our favorite events and your donations will benefit another worthwhile cause. (And as a side note, we'll be having other events this year to support the Russell Home, as always!)

In case you're wondering ... What is a Challenge Rally? It's basically a scavenger hunt, while enjoying a drive along mainly back roads. You'll be given a detailed list of streets and turns to follow, with questions regarding "signs" or "places" along the way. You might have a question such as "Why did the 'chikin' cross the road?" - and you just passed a Chick-fil-A restaurant. So, the answer would be: "To get away from Chick-fil-A."

Answer as many of the questions as you can, and the "winner" is the one with the most correct answers. Of course, the "correct" answer is determined by the Rally Master! No worries if you miss any of the hints and don't get the right answers - you can just enjoy the lovely drive and have a great time when you arrive for lunch.

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Camp Boggy Creek:  
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<http://www.boggycreek.org/the-camp/quickfacts/>



# Alignment Seminar



by Nancy Burgos

Alignment noun align·ment: 1: the act of aligning or state of being aligned; especially : the proper positioning or state of adjustment of parts (as of a mechanical or electronic device) in relation to each other.

On January 6th Driver's Choice Motors hosted an alignment seminar at their shop in Longwood. 50+ club members attended. Donuts and coffee were served and everyone was greeted by DCM's friendly staff. Around 10ish, Simon Youngman conducted an introduction of the subjects he would be covering alongside with fellow Porsche trained technician Rob. After pulling the winning raffle ticket for a free alignment that day, Simon started explaining in detail all about different types of alignment. Some of us would think alignment only helps wheels to travel in a straight line, but there is more to it.

During the seminar that lasted about an hour, different types alignment were explained. Toe in , camber and caster. A Q&A session was conducted towards the end of the seminar. Many of the attendees are active High Performance Driving Education students. Overall, the seminar gave a clear understanding of alignment according to

different driving styles. Stay tuned to upcoming seminars at Drivers Choice Motors about other mechanical and driving related topics to better understand your Porsche.







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By Simon Youngman

## Getting to know your "Nanny" - A Porsche Stability Management Overview

Being an astute Porsche owner, have you ever looked at your PSM OFF button (vehicle doing a sweet burnout button on newer vehicles) and wondered what it actually did? Or what would actually happen if you were brave enough to turn it off? Well, you're in luck, because here is a somewhat technical and slightly informative article on that exact subject! Yay!

As per any number of technical descriptions by Porsche Engineers, Porsche Stability Management, or PSM (and not PASM), is an electronic control system that helps maintain stability and increases driving safety even at the limits of dynamic driving performance. Through the use of sensors continuously monitoring the direction of travel, vehicle speed, yaw velocity and lateral acceleration of the vehicle, PSM computes the actual direction of movement. If the vehicle begins to deviate from this desired course, ie oversteer or understeer, PSM initiates selective braking for individual wheels in order to restore stability.

In layman terms, it is the automatic safety net that saves you and your prized possession when your intentions of being a driving god are far outweighed by the actual driving skills you possess.

Or, in an emergency situation, but what's the fun in that. Basically, PSM is an all encompassing and integrated system, including ABS and Traction control functions, that plays a role in even the most mundane daily functions of your Porsche vehicle. Ever wonder how your Porsche holds itself on an incline even while releasing the brakes? Yep, that's PSM. In this article we will cover the basic inputs and functions of this incredibly engineered and ever evolving system, and some of the many advantages that come with using Porsche's dynamic safety net, or "Nanny", over the conventional ABS and Traction Control systems found in your average vehicle.

So how does the PSM system work? Well, Black Magic really. But, I suppose we should first cover the real world inputs that come into play when looking at the PSM system as a whole first. As with any ABS based system, brake application, whether intended or as part of a controlled safety intervention, plays a large part in how the system operates. Along with throttle control, transmission gear selection, individual wheel speeds, steering angle, and yaw rates or how the vehicle is moving (lateral acceleration, axial acceleration, rate of turn about the vertical axis). Let's break these down in easy to understand terms...



- Brake Pedal (on/off, how hard)
- Wheel Speeds (how fast is the vehicle going, and individual wheels compared to the others)
- Steering Angle (which way is the steering wheel turned, and how “turned”)
- Throttle Pedal (how hard is the vehicle accelerating, ie how hard are you flooring it!)
- Lateral Acceleration (how hard are you cornering, how much is the vehicle leaning)
- Axial Acceleration (which direction is the vehicle moving, suspension load/height, etc)
- Rate of Turn (is the back end trying to overtake you)

With these in mind, let’s talk about what occurs when PSM enters the fold to save you and your exquisite piece of German Engineering...

Let’s say you enter a turn too quickly, or “hot”. Now, being the intuitive and intelligent system that it is, PSM will give you a lot more leeway than most over the counter systems that you might find in your common grocery getter. If your inputs as far as steering angle, brake application, and throttle are somewhat correct, PSM will step in minimally



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without you even noticing by lightly applying individual brakes in order to slow rotation. (cough, cough all of you track gods who go through rear pads waaay too often...) But, if you REALLY screw the pooch, PSM will step in as the dog lover it is and give you a myriad of sensations to experience while it takes over, including but not limited to...

- PSM warning light flashing in the instrument cluster
- Hydraulic noises and brake pedal pulsation with ABS application
- Reduced engine power, ie lack of throttle input even if you're applying
- Altered steering wheel forces as wheel speeds dramatically change

So, you come out of the corner in one piece, and only after promising your first born to the PSM deity. But what actually happened here? Well, in short, PSM was applying different brake inputs (ie inside and outside wheels depending on the direction of rotation), and reducing the amount of throttle input you could apply while you were unable to control yourself, and typically in split second intervals. Here is how this actually happens in real time:

- If the vehicle understeers, ie the front end is losing grip/pushing, the engine power (throttle) is reduced and the rear wheel on the inside of the turn is slowed with braking, in turn increasing vehicle rotation.
- If the vehicle oversteers, ie the rear end is losing grip/sliding, the front wheel on the outside of the turn is slowed with braking, in turn slowing rotation.

With this in mind, let's cover the real advantages of using PSM as a driver aid in your Porsche. By using (and not leaning upon) the system as intended, you will find the best possible traction, even on varying road surfaces and conditions. You will find the system compensating for undesired vehicle reactions to incorrect inputs, ie dramatic throttle, steering and braking application in corners. You will also find increased braking stability and function, especially during emergency situations with features such as brake system pre-filling, which in turn prepares the system for subsequent emergency braking if a sudden release of the throttle pedal is registered by gently applying the brake pads to the rotors.

Now that you're feeling well educated and brave, let's get into what happens when you actually push and hold that "PSM OFF" button down for over 1 second. (pause for gasps of horror, followed by Kenny Loggins "Danger Zone"). In this moment, you will be greeted by a yellow warning glaring "PSM OFF" to remind you of just how very brave you are. But fret not my Porsche driving friend, because your favorite "Nanny" is still creeping in the shadows on the off chance things get too real.

In this "OFF" setting, PSM provides no assistance while outside of the ABS control range or threshold. For this reason, PSM should always be switched on during "normal" driving. But, when it comes to using your Porsche in a spirited manner, say on a race track (closed course), if you brake hard within the ABS threshold, the vehicle is still stabilized to some degree. Also, one-sided spinning of the wheels is still prevented using the traction control function.

Now here's where things get really interesting. The PSM system is intelligent enough to turn itself back on in the off chance that you are not the next Ayrton Senna while partaking in moments of driving bliss. If while in this moment of mere mortal driving status you decide to lock up one wheel under braking (ie exceed the ABS threshold mentioned above), the system will in turn decide to turn itself back on in order to protect you once again. In vehicles optioned with "Sport" and "Sport Plus", this ABS threshold is only exceeded by locking up two wheels, rather than one, while these modes are activated. At which point you will be brought back into the safe embrace of PSM once again. Thanks Porsche!

I hope you've learned a little something from this article, and that you will forever gaze lovingly at that little "PSM OFF"/"Sweet Burnout" button while remembering the countless hours of research and development spent while designing the dynamic safety and control systems your Porsche features with spirited driving in mind. And remember, when in doubt, Nanny has your back!

*Simon Youngman is a factory trained Porsche technician and currently a partner at Drivers Choice Motors in Longwood Florida*





# PCA Juniors

by Leslie Sikorski

It's not just the cars, and not it's not just for grown-ups! PCA is about the kids too! The PCA Juniors program has been created so kids can enjoy events, learn about Porsches, and build the enthusiasm that runs throughout the Porsche Club of America. Children must be registered by an active PCA Member. Any child under the age of 18, who is registered by a current PCA member, can participate in the program. PCA Juniors will receive a welcome package that includes an age appropriate gift and PCA Juniors ID Badge. This is a free program, no cost to join. If you would like to register your child, you can do so on the PCA web-site at: <https://www.pca.org/pca-juniors> and use the link that says "Register for the PCA Juniors Program Here". If you have any questions, don't hesitate to contact me.

Oneporschegirl@Gmail.com



## Club Event

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**Sunday May 20 at Tavares Sheriff's Facility**  
**Sunday June 17 at Tavares Sheriff's Facility**

Please come to one of the German Excellence autocross events listed above. Registration will be open at [www.clubregistration.net](http://www.clubregistration.net), and is still only \$35, payable at the site, including lunch. A \$5 discount (making the total \$30) is offered for those that pre-register.

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, on site registration closes at 8:30. Please preregister.



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# Ace Cafe Night



by Nancy Burgos

A new venue for car enthusiast arrived to the heart of Orlando. On June 5th, 2017, Ace Café opened its doors to the first North America location. It's original café is in London. Not only Ace Café offers a full menu of delicious entrées, excellent happy hours, exciting automotive and motorcycle history, they also have a calendar packed of motoring events held daily at their top notch Orlando location. With that being said they have included Porsche night every third Monday of the month from 6:00pm to 9:00pm, providing front seat parking spots for P-Cars.

Even thou it is not considered an official PCA event, many of our Citrus and neighbor regions members has turned up to show case their P-Cars during Porsche night. In spite of the growing turnout of Porsches every month, YouTube channel Cycle Fever TV has done some live broadcasts during Porsche night, highlighting different topics of the Porsche culture.

On a very cold January 15th night, our very own Nort Northam and his prized 1989 – 911 Speedster, were a guests during Cycle Fever TV broadcast hosted by Brian Cheney. Nort shared his story

on how he became a dedicated Porsche enthusiast and moved to Florida from Indiana. As many of you know, Nort is the founder of the Florida Citrus Region, owner of Nort Northam Collection at Fairbanks and a very successful race car driver for Club Races and other prestigious race events.

Right after Nort's interview, Andreas Moratis took center stage to talk about the future of Porsche and electric technology. Porsche of Orlando provided 2018 Cayenne E-Hybrid to display during the broadcast. Andreas, who formally worked at Porsche of Orlando, explained the benefits of hybrid or electric Porsches. He made it clear that no matter what, every Porsche is a sports car. During Andreas conversation with Brian, he mentioned how Porsche has always been ahead of the game in automotive engineering and technology and what can be expected in the near future.

And to wrap up the broadcast, Simon Youngman from Drivers Choice Motors gave his final thoughts about Nort being a local legend, the arrival of E-Hybrid to the Porsche brand and a preview of upcoming topics for Porsche night. Youngman is a certified Porsche Technician who previously



worked for Porsche of Orlando and now services Porsches at DCM in Longwood.

Overall, despite the cold weather, it was a fun gathering where likeminded car enthusiasts shared their love for their P-Cars and learned more about the past and future of Porsche.

For upcoming events check out the Florida Citrus Facebook page and Ace Café at [www.acecafeusa.com](http://www.acecafeusa.com)

For past broadcasts, visit Cycle Fever TV channel on YouTube.



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# Old VW/Porsche Dealerships



by Robert Kondos

My father, John Kondos graduated from Mainland High School in Daytona Beach, FL in 1962. Not long afterwards, he found himself a newlywed living in Ocala, FL, selling insurance to make ends meet. He hated selling insurance and he was awful at it. But with a baby on the way he had to do something, something different.

Fortunately, a friend of his, John Anderson, was working at a VW/Porsche dealership in Gainesville, FL as a mechanic and was able to get him an entry-level job there. The dealership was called Miller Brown Motors Inc. and he started out doing basic jobs like changing oil on vehicles. Being a car guy, he was glad to have this job and thrilled not to be selling insurance anymore.

To help explain how the dealerships ran back then, all the big wigs were from Germany. Most of them were good guys and he enjoyed joking with them (just don't joke with them about Hogan's Heroes, they hated that TV show)! There were ace mechanics from the homeland to ensure maintenance and repair was done right and

also to pass on the expertise. One such mechanic was Horst Baylow. Horst was a unique person and he knew it. He said he was that way from being "shellshocked" from the bombings in Berlin. And my dad could believe it.

On a weekend trip to Daytona Beach in 1965 my dad stopped by a local dealership to see if they needed help. They said "Oh yeah!" My dad wanted to be loyal to Miller Brown but also wanted to be back at the beach. So he talked to his boss at Miller Brown and he said in so many words, "Go for it." This was his start at Ellwood Motor Cars, Inc. of Daytona Beach, which was also a VW/Porsche dealership.

The Ellwood family had made a fortune in barbed wire in the 1800's. But now John Ellwood was selling Packards. Packard sales were tanking. He needed a new line of cars to sell. So he took a gamble on VW/Porsche in the early 1950s. That venture would turn out to be just like the barbed wire, a fortune! Porsche was the cream of the crop! But the VW Bug was the dealership's bread and butter. They sold so many. You couldn't just walk on the lot and buy a Bug, you had to get on a



waiting list. As the dealership thrived, Mr. Ellwood even through occasional company parties at his estate in Ponce Inlet, right across the street from the lighthouse.

The head Porsche mechanic at Ellwood was Gunt-er from Germany. He had a wealth of knowledge that he happily shared with the younger guys. At some point my dad was made mechanic and they sent him for training at factory schools in Jackson-ville.

Mr. Ellwood, along with some of his mechanics and coworkers (Bob Dawes and Don Holton, just to name a few) used to dabble in racing. Don Holton would later buy the dealership. They would take cars down to race at Sebring before there was the Daytona sports car race. Years later there was still one race car on the lot at the dealership. It was a Porsche 550 Spider. At that time it had no num-bers or decals on it and it was painted all green. It was a really ugly shade of green, it wasn't even army green. That car seemed to sit there for sale forever, almost like they couldn't give that 4 cam away. Outside in the sun/rain, open cockpit and all. My dad can't remember how much they were asking for it or who eventually bought it but just remembers seeing it gone as he took the trash out one day and asked "what happened to the old Porsche?". It had finally sold. "Looking back, I should have bought that one," my dad now says laughing.

The workers at Ellwood had an hour for lunch. If they heard the surf was good they would go surf-ing on their lunch break. They would load their long boards into Steve Freund's (fellow mechanic) old panel truck and head to the beach. His truck used to deliver donuts and still had them painted on the side. My dad says looking back he doesn't



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know how they pulled that off, surfing at lunch-time and then going back to work on cars the rest of the day.

Used Porsches were cheaper in Florida than on the West Coast so it was common for people to fly in from out West to buy one. One such buyer stopped by the dealership with a 356 that needed a clutch job before he could drive it back to California. He wanted to get on the road right away but the shop was all booked up. So my dad did him a favor and stayed late to do the clutch job. As my dad puts it, "the clutch job on the 356 was a piece of cake." Afterwards the grateful customer fired up his Porsche and headed back to California that very night.

My dad liked working on the 356's. The engine bay was roomy and its transmission mounts were nice to work with. The clutch job on the 356 was easier than one on a VW bug. The 911 was the new kid on the block. Working on them was mostly maintenance, oil changes, 3000mi spark plug changes and so on. The engines seemed bullet proof and rarely needed a rebuild. The last 911 motor my dad remembers rebuilding was actually a 914-6. It was owned by Don Holton(coworker), he was a cool hot rodder and that might explain the need for a rebuild.

Speaking of engines, when my dad hears the term Boxer engine he just laughs. He says nobody used the term boxer engine back then, it was horizontally opposed, flat 4 or flat 6.



Don Holton bought Ellwood's dealership in the early 1970's and renamed it Holton. Then a few years later workers there (Bob Dawes and Marty Boyce) started their own independent repair shop, M & B in Ormond Beach. They recruited my dad and that was his end with the factory dealership. He doesn't remember when Porsche split from the VW dealerships but must not have been long after he left.

As for me, I have fond memories of my mom taking me to visit my dad working at the VW/Porsche dealership. I was in awe of the Porsches and the garage. Cars up in the air, motors on stands, the smell of grease and gas...wow, awesome!

I hope this give some insight on how things were back in the day. Thanks for reading.



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# Instructors, "Walk the Wild Side"

By Gene Dinon

This piece started as a thank you to the Suncoast Florida Region's John Vita and Bill Wade of Tire Rack "Street Survival Foundation"- a unique teen driver safety program designed to improve teen driver competence through hands on experiences in real world driving situations. As I wrote the thank you note to John and Bill for a very satisfying track experience and day at Sebring International Speedway, I found myself preaching to the choir regarding how constructive and informative the course and driving program was....and the kids were great.

From GT3s, R8V10s, 911 GTs to a Prius; from experienced track drivers to novice young teenage drivers - What a Transition!

I was assigned two fantastic young ladies, one a home schooled high school student and the other young lady a physics major at UCF.

I had read the information concerning the program exercises and, in addition, a very good piece on how to properly approach these new young drivers with awareness to their attitudes about the day ahead such as "My parents made me sign up" or "I have been driving for a year now", "I know how to drive" and finally "I'll just go through the motions." These attitudes were quickly addressed with instructors' positive input and understanding (remember way back when our parents put us in similar situations!). I assured the young ladies they were going to have a SAFE, fun and very informative day and they were going to have a "blast" learning and experiencing the upcoming driving exercises.

The student drivers were divided into two groups (A&B), each group with 15 drivers (program max 30). Each group was further divided into three driving groups of five drivers each.

First session first student "the braking exercise" where students get to activate their ABS system, to understand the sound and feel of the vehicle when the system is activated. Both students, at first, were a little timid slamming on the brakes but by the third run they both were "pounding"

the brake pedal and pushing the ABS system. This is an excellent exercise for all drivers.

Second exercise was the "Slalom" course. This teaches student drivers vehicle control regarding speed, balance, steering and vision forward at each pass. Both young ladies were driving the course very well, increasing pace and control.

Next, the "Skid Pad," a great exercise for vehicle control in a safe driving environment. Students were encouraged to accelerate to a speed where control becomes problematic and learn the proper driving techniques to gain and maintain control.

Next, the "Abrupt Lane Change" course or "Emergency Avoidance" exercise. This teaches the student an understanding of vehicle response as well as students ability to learn proactive driving in avoiding real world driving circumstances.

The students were also directed to a semi-truck and instructed to observe the placement of vehicles alongside the semi. They were then given the opportunity to climb into the driver's seat and observe the difficulties semi operators have with visual limitations. Students came away with a whole new outlook on the difficulties semi drivers face and their awareness of the safety which should be taken with these vehicles.

In addition to on-track driving exercises, the students attended two classrooms sessions and my students regarded the class room lectures as very informative.

For the last exercise, all the students gathered in a semi-circle about 10 to 15 feet away from an airbag display. With a countdown, the airbag was deployed. The speed and force of the deployment of the bag was impressive - especially the force. The point being made to the students was the importance of hand placement on the wheel. Then graduation and certificate presentations.

This was a great day from the students to the parents and the instructors. If you have the opportunity to instruct at this venue please consider it. It is an experience that is rewarding with a fantastic approach and message.



Minutes of the  
Florida Citrus Region - Porsche Club of America  
Location: Porsche of Orlando  
January 8, 2018  
[Flc.pca.org](http://Flc.pca.org)

Welcome

Introduction of new members and guests (**new members get a free Autocross!** Just email Bert @ [bertdelvillano@aol.com](mailto:bertdelvillano@aol.com))  
Check the calendar to see all our events – more are added as we plan them! [Flc.pca.org/calendar](http://Flc.pca.org/calendar)

**Standing Reports**

Officers Present: Lyn Perez, President; Jim LaPiana, Vice President; David Fekete, Secretary; Lisa Lewis, Zone 12 rep  
Membership: 742 primary, 399 affiliate = 1,141 total  
Finance: Savings \$95,764.16; Checking \$5127.84; CR.net (Feb DE) \$10,303.88; CR.net; Total: \$111,195.88  
New Members present: Steve Asmann from Clermont and his 2013 Porsche 911. All New Members are entitled to a free Autocross. Please contact BertDelvillano@aol.com via email before you attend.

**Reports:**

- **December 3** – Holiday Party at Enzo's on the Lake
- **January 6** - Porsche of Orlando Cars and Coffee
- **January 6** – Alignment Seminar at Drivers Choice Motors
- **January 5-7** – Roar Before the 24

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

- **January 6** – Porsche of Orlando – Cars and Coffee -
- **January 13-14** – Florida Crown DE – [Clubregistration.net](http://Clubregistration.net)
- **January 13** – Orlando Cars and Coffee – 495 N. Semoran Blvd, Winter Park
- **January 13** – DE Seminar – Zotz Racing – Lyn briefed the importance of attending the DE seminars prior to attending a DE event.
- **January 15** – Porsche Night at The Ace Café; 100 W Livingston St., Orlando – no registration needed
- **January 20** – Gary Meredith's Cars and Coffee; House Blend, 10730 W. Colonial Dr., Ocoee (8-10 a.m.)
- **January 21** – FLC/German Excellence Autocross (Tavares); register at [Clubregistration.net](http://Clubregistration.net)
- **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 email 2018 President Lyn Perez to volunteer: [lyncperez@gmail.com](mailto:lyncperez@gmail.com) Lisa Lewis stressed that after 8:00pm on Friday, any cars remaining in the Porsche Corral will be towed.
- **February 1-4** – Sebring 48 Hours – PCA Club Race and Advanced DE
- **February 3** – Porsche of Orlando – Cars and Coffee ; Lake Nona Cars and Coffee
- **February 5** – February FLC Membership Meeting
- **February 9-11** – FLC Instructor School and DE – Lyn mentioned that Friday February 9 is the instructor training course and the DE event is Saturday and Sunday at Roebeling.
- **February 10** – Cars for the Cure – Lake Mary
- **February 13** – Orlando Cars and Coffee – 495 N. Semoran Blvd, Winter Park
- **February 17** – Chile Cook-off – Porsche of Orlando – You must register online at [Clubregistration.net](http://Clubregistration.net), selecting what you will bring or pay \$10.00 per person at the door. Jim LaPiana announced that registration is open at [Clubregistration.net](http://Clubregistration.net) for the Chili Cook-off on Monday January 8. Set up for the cook-off will start at 6:00pm and the event starts at 7:00pm. Orlando Brewing will be the featured brewery again this year.
- **February 19** – Porsche Night at Ace Café - 100 W Livingston St., Orlando – no registration needed!
- **February 24-25** – Suncoast PCA – Sebring DE

**Other news/Save these dates**

- **March 10,11** – Amelia Island Concours d'Elegance
- **April 22** – Boggy Creek Charity Rally
- **April 25-29**– Treffen Tamaya, San Anna Pueblo, NM
- **May 25-27** – Zonefest to be held at the Boca Raton Resort and Club

- **Buy your Citrus PCA gear on our website!** Visit the **Club Store** on our website or go directly to [pcfclclothing.com](http://pcfclclothing.com).
- Emilio Cortez was thanked for setting up and hosting us at Porsche of Orlando.
- Meeting adjourned with dinner following at Marlow's Tavern

**Happy New Year!**

David Fekete  
David Fekete  
Secretary





**Minutes of the  
Florida Citrus Region - Porsche Club of America  
February 5, 2018  
flc.pca.org**

Welcome

Introduction of new members and guests (**new members get a free Autocross!** Just email Bert @ [bertdelvillano@aol.com](mailto:bertdelvillano@aol.com))

**Check the calendar to see all our events – more are added as we plan them! [Flc.pca.org/calendar](http://flc.pca.org/calendar)**

**Standing Reports**

Officers Present: Lyn Perez, President; Jim LaPiana, Vice President; David Fekete, Secretary

Membership: 748 primary, 403 affiliate = 1,151 total

Finance: Savings \$99,781.60; Checking \$5426.99; CR.net (Feb DE and Instructor School) \$29220.01; Total: \$134,428.60

New Members Present: William Donemann from Oviedo and his 2002 Boxster; Brad and Nily Londeree from Orlando with their 2010 911 Carrera S; We have, from Winter Garden, Paul Spera and his 1976 930; Also, we have Randy Wood from Oviedo and his 2005 911 Carrera. All new members are entitled to a free Autocross. Please contact [BertDelvillano@aol.com](mailto:BertDelvillano@aol.com) via email before you attend.

**Special Note**

Lyn Perez introduced Paul Spera, an FLC region member, who won the Fall 2017 PCA Raffle which consisted of a new Carrera T and \$25,000 in cash. Paul also has a 1976 930.

**Recent Events**

- **January 13** – DE Seminar – Zatz Racing
- **January 21** – FLC/German Excellence Autocross (Tavares)
- **January 27-28** - Rolex 24 Hour and Corral. Lyn thanked all the volunteers for all of their hard work.
- **February 1-4** – Sebring 48 Hours – PCA Club Race and Advanced DE. Lyn mentioned that there were about 280 cars that attended this event.

**Upcoming Events**

- **February 9-11** – FLC Instructor School and DE. Lyn encouraged all of the new members that they should attend at least one of these DEs. There are two of these events per year at Roebbling Road in Georgia. One event is in February and the other is in October.
- **February 10** – Cars for the Cure – Lake Mary
- **February 13** – Orlando Cars and Coffee – 495 N. Semoran Blvd, Winter Park
- **February 17** – Cars and Coffee Ocoee
- **February 17** – Chile Cook-off – Porsche of Orlando – You must register online at [Clubregistration.net](http://Clubregistration.net), selecting what you will bring or pay \$10 per person at the door. Set up for this event is around 6:00 or so and the event kicks off at 7:00pm. Orlando Brewing will supply the beer.
- **February 19** – Porsche Night at Ace Café - 100 W Livingston St., Orlando – no registration needed!
- **February 24-25** – Suncoast PCA – Sebring DE
- **March 3** – Lake Nona Cars and Coffee
- **March 5** – FLC Membership Meeting. The post meeting dinner will take place at TR Fireside Grill.
- **March 9-11** – Amelia Island Werks Reunion and Concours d'Elegance
- **March 14-17** – Sebring 12 Hour
- **March 15-17** – Zone 2 DE at VIR
- **March 19** – Porsche Night at Ace Café - 100 W Livingston St., Orlando – no registration needed!

**Other news/Save these dates**

- **March 1-4** - SVRA racing at Sebring
- **April 14** – Karen Rinaldi spoke of Hot Rods for Heroes at Ace Café. This benefits Honor Flight.
- **April 22** – Boggy Creek Charity Rally. The event will start at Millenia Motors and Lyn thanked Earnest and Oliver at Millenia Motors for offering to have the rally begin at Millenia Motors.
- **April 25-29** – Treffen Tamaya, San Anna Pueblo, NM
- **April 26** – Walter Mitty HSR racing in Atlanta. Approximately 400 cars are expected at this event
- **May 25-27** – Zonefest Boca Raton
- **Buy your Citrus PCA gear on our website!** Visit the **Club Store** on our website or go directly to [pcfclclothing.com](http://pcfclclothing.com).

***Thanks to Emelio Cortes of Porsche of Orlando for hosting our monthly meeting!***

David Fekete

Secretary



Minutes of the  
Florida Citrus Region - Porsche Club of America  
March 5, 2018  
flc.pca.org

Welcome

Introduction of new members and guests (**new members get a free Autocross!** Email Bert @ [bertdelvillano997@gmail.com](mailto:bertdelvillano997@gmail.com))

Check the calendar to see all our events – more are added as we plan them! [Flc.pca.org/calendar](http://Flc.pca.org/calendar)

**Standing Reports**

Officers Present: Lyn Perez, President; Jim LaPiana, Vice President; David Fekete, Secretary

Membership: 749 primary, 406 affiliate = 1,155 total

Finance: Savings \$74,781.60; Checking \$7,742.59; CR.net \$32,922.60; Total: \$115,446.79

New Members Present: Bill McAlpin from Orlando and his 2016 Panamera; Mike Hatcher from Orlando and his 2015 Cayman; and from Oviedo we have Geoff Gilpin and his 2002 996 C4 Cabriolet.

All new members are entitled to a free Autocross. Please contact [BertDelvillano@aol.com](mailto:BertDelvillano@aol.com) via email before you attend.

**Special Notes**

- Lyn discussed the injuries sustained by Patrick Wilson and also his recovery status. In addition, it was mentioned that 43,000 out of 50,000 goal has been raised through a GoFundMe page entitled "Patrick Wilson's Road to Recovery".  
<https://www.gofundme.com/patrickwilsonsrecoveryfund>
- Lyn announced that there would be no Zonefest in Boca Raton, or one at all this year.
- Congratulations to Kevin Duffy for winning "Trooper of the Year" award. Great job Kevin.
- It was announced that the Florida Citrus Region received the level 2 certification, for the High Performance Driver Education instructor training, from the Motorsport Safety Foundation. FLC is one of only 2 regions of PCA in the country to receive this honor. Bert Del Villano presented.

**Recent Events**

- **February 9-11** – FLC Instructor School and DE
- **February 17** – Chile Cook-off – Porsche of Orlando. Lyn congratulated Jim and Christie LaPiana for a great event
- **February 24-25** – Suncoast PCA – Sebring DE

**Upcoming Events**

- **March 9-11** – Amelia Island Werks Reunion and Concours d'Elegance. There are approximately 650 to 700 cars expected this year.
- **March 14-17** – Sebring 12 Hour. Lyn mentioned that we need volunteers for Saturday. If you can help out please contact Lisa Lewis. [Caymancrazy2012@yahoo.com](mailto:Caymancrazy2012@yahoo.com)
- **March 15-17** – Zone 2 DE at VIR
- **March 17** – Cars and Coffee Ocoee
- **March 18** – FLC/German Excellence AX at Tavaries
- **March 19** – Porsche Night at Ace Café - 100 W Livingston St., Orlando – no registration needed!
- **April 2** – FLC Membership Meeting and dinner will be at Marlow's Tavern
- **April 7** – Cars and Coffee at Porsche of Orlando
- **April 7-8** – Suncoast DE Sebring
- **April 14** – Hot Rods and Heroes car show at Ace Café from Noon until 5:00pm. This is a fundraising event which will support Honor Flight.
- **April 16** – Porsche Night at Ace Café - 100 W Livingston St., Orlando – no registration needed!
- **April 21** – Cars and Coffee Ocoee
- **April 22** – Boggy Creek Charity Rally. Registration is open now at club registration, [clubregistration.net](http://clubregistration.net). Participants will meet at Millenia Motors for registration at 9:00am and a drivers meeting will be held at 10:00am.
- **April 25-29** – Treffen Tamaya, San Anna Pueblo, NM
- **April 29** – FLC/German Excellence AX at Tavaries

**Other news/Save these dates**

- **May 5** – New Members Party at Orlando Brewing. The event will be a Cinco de Mayo theme. The participants are encouraged to dress the part.
- **May 12-13** – Joint DE with Suncoast at Sebring
- **May 25-27** – Zonefest now scheduled for Ocala hosted by Thoroughbred Region.
- **Buy your Citrus PCA gear on our website!** Visit the **Club Store** on our website or go directly to [pcfclclothing.com](http://pcfclclothing.com).
- Meeting adjourned with dinner following at Teak.

David Fekete  
David Fekete  
Secretary

*Thanks to David Stone of Porsche of Orlando for  
hosting our monthly meeting!*



# Classifieds

**2007 Porsche Carrera 4S** - Meteor Grey. Silver Avant Garde Ruger Mesh wheels wrapped in Hankook Tires that have good tread with less than 8k miles on them (mild curb rash on right rear wheel), aftermarket TranzitBlu Bluetooth and Mic system, factory navigation, 6cd changer and Bose sound system.



I also still have the factory 19" OEM Porsche 5 spoke Carrera Sport wheels that are in good shape and included, along with a CD of the 997.1 Workshop Manual.

Last thing I added to the car was a Fister Exhaust which adds the perfect touch. \$37000.

Julius Anthony - juliusanthony@gmail.com

**2012 Cayman R** Beautiful street car. Amazing track car. You decide. Original owner. Always garaged. No smoking. Setup for track. All original parts available to put back to stock.



Burr Clausen - burrclausen@hotmail.com or

(407) 902-9550.

Price based on street or track setup e-mail for details.

**FabSpeed 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

**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.

## 2 Sets of 45/35/18 & 315/30/18 Hoosiers R6

Track Tires for \$300 per set. The tires have 50-70% left and stored in my garage. Jim West at

jimlwest@mac.com or (407) 929-1921



## Tarett Engineering Harness Bar for Cayman

**987.** Perfect condition. List \$445.00. Paid \$422.75. Best Offer. Contact: Burr Clausen at burrclausen@hotmail.com or (407) 902-9550

**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

*Classifieds are Free to Members;  
3-4 lines please, small photos desirable.  
E-Mail to kineticflow@mac.com.*



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