

THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 45 - Number 2
Summer 2018

Upcoming Events

- | | |
|-------------------------|---|
| July 2
(Mon) | Monthly Meeting
7:00 pm Porsche of Orlando |
| July 14
(Sat) | Fishlips Dine and Drive |
| Aug 6
(Mon) | Monthly Meeting
7:00 pm Porsche of Orlando |
| Aug 16-19
(Thur-Sun) | Appalachian Adventure |
| Aug 20
(Sun) | AutoCross
Sheriff Training Facility - Tavarres |
| Sept 3
(Mon) | Monthly Meeting
7:00 pm Porsche of Orlando |
| Sept 23
(Sun) | AutoCross
Sheriff Training Facility - Tavarres |

Howey Mansion Tour

LeMans Start Party

Owning a Classic Porsche

Porsche Taycan

Project 356

Origins of a 70 Year Legacy



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photo by John Reker



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Advertisers Index

Brennan Auto Body	Page 2
Troysport Repair	Page 4
Dent Wizard	Page 4
Ameriprise Financial	Page 5
Orlando Brewing	Page 9
Millenia Motors	Page 11
German Excellence	Page 13
Zotz Autowerks & Racing	Page 14
Flat 6 Innovations	Page 15
Gus Villeta - Insurance	Page 21
David Edwards - Holistic Dentistry	Page 23
Hagerty Insurance	Page 23
Porsche of Orlando	Page 25
924S944.com	Page 26
Drivers Choice Motors	Page 28

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Cover Photo



The reason the photo has "Project" 356 instead of, say, Model 356 is that creation of the car was assigned internal project number 356 by the Porsche Design and Engineering firm, which was started in 1931 and had designed many other things. So the model was named after the Project Number.

Editor

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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.

In This Issue

Feature Articles

- 8 Howey Mansion Tour
- 11 LeMans Start Party
- 12 Owning a Classic Porsche
- 16 Amelia Island Concours
- 18 Porsche Rubbers
- 21 Upcoming AutoCrosses
- 22 The Howey Mansion
- 23 Fishlips Dine and Drive
- 24 Porsche Taycan
- 26 Re-Introduction of the 944
- April 1 Press Release

Departments

- 5 President's Update
- 7 Calendar / Upcoming Events
- 27 Classified Ads

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President's Update

by Lyn Perez - Club President

It is hard to believe that we are already halfway through 2018. During this past quarter our club has been active. Unlike many other Regions we have a monthly membership meeting at Porsche of Orlando where we go over the upcoming events, give reports, and then go out to dinner for an evening of socializing. In addition, we have Porsche Night at ACE Café every third Monday of the month. That's 24 events right there.

In addition, Florida Citrus Region has an Autocross series of 8-9 events each year and 3 Drivers Education weekends; 2 at Roebing Road in Savannah and 1 at Sebring International Raceway in Sebring Florida.

Then throughout the year we will have seminars, drive and dines, tours and rally's. And speaking of Rally's, our recent rally to Boggy Creek Camp was a great success raising over \$6000 for the camp. I want to thank Bill and Prudy Davis for the outstanding drive they arranged and thank each of you who participated and contributed toward our gift to Boggy Creek Camp.

Also, let me remind you we have a drive and dine coming up July 14. We will be meeting at Millenia Motors, leaving there for a 2 hour drive ending at Fish Lips Restaurant in Cape Canaveral. Registration is open on Clubregistration.net.

And for our North Carolina Drive this year we are going to participate in the Appalachian Regions "Appalachian Adventure" being held at the Ridges Resort in Young Harris, GA. A beautiful location on Lake Chatuge. Participation is limited, so register now at clubregistration for the Appalachian Regions event, make your hotel reservation at the resort then let me now if you wish to drive together to the resort. We will be driving up on August 16th returning August 19th.

I want to thank Travis Young our Spiel Editor for his faithful service producing the Spiel for over 10 years. He has done a terrific job and raised the bar on our magazine's design when he took over. We are seeking a volunteer to take the baton from Travis and give him a much needed break from this work. If you are a designer and can do mag-

azine layout work, we need your help. Travis will still do the printing but we need someone to do the design work in the future. Please contact me if you are willing and able to assist the club in this way.

The fall will be here soon with another flurry of activities. Keep on your calendar the upcoming DE in October as well as Octoberfast. You can find a list of upcoming events on our website at flc.pca.org. Check it often, it does change.

Lyn Perez
Club President





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Welcome New Members



Total membership as of June 1 was 1116, Primary Membership 753.

Kenneth Ameno Apopka 2014 Cayman S	James Currie Windermere 2002 911 Carrera 4S	Rey Lorenzo Lake Mary 2015 911 GT3	William Schulze Orlando 2015 911 Carrera
Zachary Anglemyer Windermere 2011 Cayenne Turbo	Maoz Goldshtein Winderemere 2013 Panamera	Ismael Mendez Orlando 2011 911 Carrera	Mark Sims Oviedo 2014 Cayman
Tom Avallone Orlando 2004 911 Turbo	Maurice Goodwin Windermere 1996 911 Carrera Cabriolet	Manuel Perez Altamonte Springs 2018 911 GT3	Pete Small Longwood 1995 911 Carrera
Mike Brau Apopka 2001 Boxster S	Maury Hamill Summerfield 2013 Boxster	David Pierce Minneola 1987 944	Lee Smith Oviedo 2018 Macan
Joe Carroll Lake Mary 2012 911 Turbo Cabriolet	Robin Hoyle Winter Park 2004 Boxster	Jon Proechel Orlando 2010 Panamera S	Eric Swagler Kissimmee 1984 944
John Chung Orlando 2015 911 Turbo	Scott Kennedy Winter Garden 2012 911 Carrera S	Michael Rule Oviedo 2008 911 Carrera	Henry Wasmer Oviedo 2001 Boxster
Scott Corbin windermere 2015 Panamera S E-Hybrid	Byron Knibbs Mount Dora 2008 Cayman S	Justin Schmidt Orlando 2012 911 Carrera GTS	Nagi George Youssef Oviedo 2018 911 Carrera

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 Leslie at oneporschegirl@gmail.com

Editor's Note:

If you have an upcoming event you would like to see listed on our calendar, please contact Travis Young at KineticFlow@mac.com.

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



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

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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)

July

- 2**
(Mon) **Monthly Meeting
& Hot Dog Cookout**
Porsche of Orlando
- 7**
(Sat) **Cars and Coffee**
Porsche of Orlando
- 14**
(Sat) **Fish Lips Dine & Drive**
See Page 23
- 16**
(Mon) **Porsche Night**
Ace Cafe
- 21**
(Sat) **Cars and Coffee**
Ocoee

August

- 4**
(Sat) **Cars and Coffee**
Porsche of Orlando
- 6**
(Mon) **Monthly Meeting**
Porsche of Orlando
- 16-19**
(Thur-Sun) **Appalachian Adventure**
See Below
- 20**
(Sun) **Auto Cross**
See Page 25

September

- 1**
(Sat) **Cars and Coffee**
Porsche of Orlando
- 3**
(Mon) **Monthly Meeting**
Porsche of Orlando
- 15-16**
(Sat-Sun) **Sebring Drivers Ed**
Suncoast Region
- 12-15**
(Wed-Sat) **Treffen Banff**
See Page 10
- 17**
(Mon) **Porsche Night**
Ace Cafe
- 22**
(Sat) **Drivers Ed Seminar**
Drivers Choice Motors
- 22**
(Sat) **Cars and Coffee**
Ocoee
- 23**
(Sun) **AutoCross**
See Page 21
- 27-30**
(Thur-Sun) **Rennsport Reunion**
Monterey, CA
- Oct 12-14**
(Fri-Sun) **RRR Drivers Ed**
Savannah, GA
- Oct 25-28**
(Thur-Sun) **Octoberfast Race**
Daytona Club Race & DE

Appalachian Adventure

The Appalachian Adventure offers a great blend of socializing, driving and sightseeing on a lake in the middle of the beautiful Blue Ridge Mountains.

Florida Citrus participants will meet early Thursday morning August 16th, and drive to Asheville and the resort together. Please book your room at the Ridges Resort (<http://www.theridgesresort.com>) and register for the event at clubregistration.net. Then email Lyn Perez at lyncperez@gmail.com to let him know you will joining us for the ride up.

Howey Mansion Tour



by Nancy Burgos

Florida is known internationally for its many tourist attractions. What very few know is its history and hidden gems. In this case, the Howey Mansion located at Howey in the Hills. On May 6th, a group of over 20 cars, BMW, Porsche, Ferrarri to name a few, gathered at Ace Café for breakfast. Soon after, the rally drive started through the back roads across Orange County out to Lake County. Upon arrival, we were all greeted by the mansion's friendly staff and was instructed that the place was a self-guided tour.

Here is a little background history about The Howey Mansion.

An architectural gem in the Lake County community of Howey-in-the-Hills attests to Ernest Hemingway's oft-quoted remark "The rich are different." To wander through the 20 room mansion built in 1925 by the community's founder, William J. Howey, and stroll over the 15 acres surrounding, brings a nostalgic feeling of how "Once upon a time--."

William J. Howey purchased 60,000 acres in Lake County in 1916, founding the town that was to

bear his name four years later. Following his previous formula for success practice in Polk County, he planted citrus on the majority of his newly acquired acreage.

Unlike many purchasers of Florida property in the ensuing boom years, Mr. Howey was not a speculator, but a land promoter who used the fledgling citrus industry of Central Florida as his economic base. Therefore, in 1924, he and his wife, Mary Hastings Howey, completed the plans for their permanent home in Howey-in-the-Hills, and by the end of 1925, the show place was finished, furnished and occupied.

The architect was Katherine Cotheal Budd who during World War I had designed temporary lodgings for women who visited male relatives at military training camps. The "hostess home" idea was a new concept for that time, and Budd is credited for giving 72 lodgings a homelike atmosphere. The Howey home is possibly the only existing example of her work.

Today The Mansion is open for historic tours and serves as a venue for weddings and private functions.



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Le Mans Start Party Photos

Lyn Perez



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Owning a Classic Porsche



By John Reker

Owning a classic Porsche can be very satisfying. (For this discussion classic means the 356 and early 911 models, spanning 1948 to early 1970's) Each person has a different mix of reasons. Probably first off is the pleasure of experiencing the iconic design lines of the early cars. Then maybe those were the cars you grew up admiring and you want to connect back to that generally "simpler" period. Maybe you want to travel the open road. The driving experience is very engaging – you really drive the car. Or you want a ticket to various concours events to get recognition, and self satisfaction, from restoring and preparing your car.

It is important to think through your motivation because that will lead you to the level of investment and involvement required. In terms of investment the "entry" level is what is termed a "driver". This is a car that is in general good running order, but shows the passage of time in terms of paint condition, interior wear, and perhaps it does not have the original engine. Likely it has some degree of older restoration. These can be a lot of fun because you can take them on trips and even

jump in them to go to the hardware store. Which leads to one satisfying aspect of ownership. You will attract plenty of everyday admirers, some of whom owned a similar model earlier in their life. Others just appreciate the early cars and the effort you have put in to preserving them. When I am on a trip, even locally, I regularly get thumbs up from people driving older cars of other makes, various good old boys, motorcycle riders, people in vans, you name it. Pull into a gas station and there is no lack of potential conversation. Even though I get questions like "is that a Karmann Ghia?" I look upon it as an educational opportunity.

Another key pleasure of a "driver" is that you can enjoy events featuring like model cars. In the 356 world there is a national club the Porsche 356 Registry, that puts on events and has many resources, classifieds, etc, and there is an active local club Porsche 356 Florida Owners Group. Due to the simplicity of the car, and the era of the car, most owners do some level of work on their cars, so you can compare notes, get advice, help each other. The demographic of the other owners is

generally people who grew up in the 50's to 70's so you can while away many hours talking cars or life experiences from a like era.

What about maintenance and reliability of your "driver"? Fortunately, Porsches are known for endurance and reliability. Nevertheless, you will want to have a spare fan belt and other items in your travel kit. Either you, a fellow caravanner, or in many cases a local shop can do minor repairs. Low cost oil change/valve adjustment recommended every 3000 miles. Parts are very available from Porsche and many independent companies. I needed a door striker plate on one trip and it arrived at my hotel overnight.

Other than pursuit of a "driver" the other focus you might choose is to compete in judged concours. These are mostly by invitation only. This activity takes you to many high end venues, has the satisfaction of recognition by peers, and is a test of preparation and attention to detail. Typically, you will want to trailer the car to the show.

What is the investment level you ask? The more available 356 Coupe "drivers" start at \$75K and go past \$100K. Similar cabriolets are 50% more. Concours level cars are probably twice those levels.



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If you are considering owning a classic there are a number of excellent books on the topic. Talk to owners, join the appropriate club (ownership not required in the 356 world), and be patient in purchasing – have a pre purchase inspection by an experienced person. Then enjoy the “old” days.



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by Scott Newman

The Amelia Island Concours is one of the finest shows of classic automobiles and motorsport champions held anywhere in this country.

The show is normally held on a Sunday each year, but was moved back to Saturday this year as it was last year because of the prediction of bad weather. There are several hundred cars on display each year, and Porsche is always well represented.

This year there were several significant and historic Porsches in the field. The Martini Racing Porsche 917 Number 22 that won Le Mans in 1971 was on display from the Porsche Museum, with the sister car Nr. 23 that is part of the Revs Institute collection in Naples. The winning car Nr. 22 had a magnesium chassis, and was significantly lighter than the other 917s. The 917s had such a top speed that they spent over a minute each lap above 230 mph on the Mulsanne straight.

The Lowenbrau and Miller Porsche 962s were part

of the display of IMSA GTP racers, along with several others from Nissan and Jaguar.

The Porsche Model 597 Jagdwagen shows that the Cayenne wasn't necessarily the first Porsche SUV.

The Best in Show – Concours was a 1929 Duesenberg J/SJ Convertible, and the Best in Show – Sports was a Ferrari 250/275P.







Let's talk about tires. Sexy. I know. But, in the land of Porsches, tires always tend to be a regular topic of discussion and/or debate for a multitude of reasons. And considering that they are the only direct connection your highly engineered Porsche vehicle has to the actual road surface, this isn't necessarily a bad thing. Whether it be which tires, which brands, what sizes, correct pressures, age, "they're worn ALREADY?" and so on, Porsche owners tend to be keen to understand more about this vital part of what makes their prized possession actually feel and handle like a Porsche. Or just don't care at all and want the cheapest option available..... (Don't make it too obvious when you look around with disgust as we don't want to shun them just yet.) In this article, we will discuss the basics of just how important the correct tires are for your Porsche, and more specifically, cover the ever present subject of Porsche's N-Specification rating or designation.

So which tires should you buy? Well, if Porsche has their say, the correct N-Spec Original Equipment tire for your exact model and nothing else. This may not be horrible advice, all things considered. But, depending on the age of your vehicle, what you're specifically using it for, and the actual availability of said original tire, this may not always be the case. I suppose we should first cover what exactly an "N-Spec" tire is and what it takes to make it into this elite group of carefully molded rubber plants.

As with any engineering process within Porsche AG, developing and designating the correct tires

for each and every specific model is taken very seriously. Like German seriously. Not that flamboyantly passionate Italian seriously. Porsche aside, modern tire technology for sports cars is an ever advancing artform in creating the perfect balance of handling, safety, noise, and wear characteristics. But, when it comes to tire brands being accepted by Porsche as an N-Specification tire supplier, the car manufacturer's specific standards and requirements are met by means of the vehicle engineers working hand in hand with the tire engineers to develop the "perfect tire" for the specific Porsche in question. Whether it be for a brand new model, or providing replacement tires for previous models, these joint product developments between Porsche and the tire manufacturers continue throughout the production process in order to create tires that are capable of safely supporting the vehicle at any speed, while also allowing it to reach its top speed on the German Autobahn. You may never go 180+mph in your Porsche but, understand that if capable, it will do so safely in stock form just as it left the factory. (In a safe/controlled environment of course...)

Once top tire manufacturers such as Michelin, Pirelli, Bridgestone, and Continental successfully complete the initial development tests for speed, noise, hydroplaning and handling, further laboratory and test/race track trials are performed to ensure that the tire manufacturers products live up to Porsche's strict standards. Only after being given the green light by Porsche's engineering department, and what I can only assume is a ruckus graduation party, these newly crowned N-Spec tires are released for mass production.

These newly developed tires are then branded with an N-Specification marking on the sidewall in order to clearly identify them as Porsche approved tires. The first generation of a specific tire, say a Michelin Pilot Sport 4S, starts with an N-0 designation. Future generations or updates/refinements of that same tire will follow with designations in a numerical sequence such as N-1, N-2, N-3, and so on. These markings stand solely for the generation of that specific approved tire,

and have no further meaning as far as speed or load ratings. If a completely new tire for that same vehicle is later approved, it once again receives an N-0 branding and the succession starts all over again for that specific tire.



Now this N-Spec designation and the engineering process behind it comes at a price. Porsche approved tires are not cheap. While shopping for a new set of tires for your Porsche, you may notice that the same exact tire, from the same manufacturer, can be half the price without the N-Spec designation. It may appear identical, with the same wear, load, and speed ratings. But, it is not the same tire. Period. Porsche is known to dictate specific tread compound and sidewall structures specific to your exact vehicle, even while appearing identical on paper and even visually. Now, that's not to say that the same exact tire without an N-Spec designation isn't a good tire. But there is always a difference.

So, the million dollar question (or more specifically the several thousand dollars question), do you have to buy the exact same Porsche approved tires that came on your vehicle? Well, to put it simply, no. Porsche, and therefore dealerships, dictate that you always should, and rarely give any other options as such. They also have specific replacement recommendations such as always replacing in pairs (front/rear), and with the same tire make, type, and N-specification. The only caveat being that you can replace a single tire with the exact same tire, but only if it shows less than 30% wear from new. Otherwise, two new tires FOR YOU! It gets even worse for you if your original tires are discontinued or no longer available. Then it's four

new tires FOR YOU! As in changing all four to the higher numeric N-Spec, or the latest version available for your specific Porsche. Mixing tires is always a big no no, as in not permissible according to Porsche.

Again, this definitely isn't bad advice, and comes from a strict safety and engineering standpoint (again German). But, what if the original equipment N-Spec tire is no longer available for your slightly seasoned Porsche? Or isn't available until months from now even for your newer Porsche model (here's looking at you Michelin...)? Well, the good news is that you have options! There are plenty of great non N-Spec tires available for every need, some even better than the original tires available at the time of production, or the generations that followed. And this brings us to the other side to this rubberized dilemma.

Tire technology is like anything else in our modern world, it's always advancing. You wouldn't stick to the same cell phone your provider sold you 10-15 years ago would you? The same theory can be applied to quality non-Porsche approved tires. They may not be a Motorola "Brick" or Razor, but they may completely transform your Porsche while making future tire replacements less of a headache. This is especially true in the "Max Performance Summer" category and for more aggressive track based tires. Older/original versions are typically proven to be outdated, or slower, by the tire manufacturer's latest offering. In the end it's all about finding what suits your needs best.



So which tires should you buy? In short, not the cheap ones. That's the best advice I can give to cover a massive swath of individual Porsche owners across all models. We don't typically see any major issues with non N-Spec tires, but we do with cheaper/incorrect tires. Sometimes even just a lesser version of a perfectly acceptable tire, but with an incorrect load rating which can create unsafe sidewall deflection or collapsing, especially with all the weight in the rear of a 911 under load. How do you figure out what's best for you? Do your research, read reviews, or ask someone you trust about their personal opinions and experiences with specific brands and individual tires. The rest is personal preference, based on grip, wet performance, specific wear patterns, longevity, and of course just how much you want your wallet to scream. Just don't go cheap!

So you've picked out your next shiny set of tires for your Porsche. But, when should you replace your previous tires? The obvious answer would be when they're worn. But, what does that mean aside from having the metal cords sparking down the road? A tire's tread depth, or life span, is measured in 1/32" increments here in the good ol' US of A. Most new tires for our Porsche vehicles start in the 9 to 11/32" brand new, and typically require replacement around 3/32", or once down to the "wear bars" (raised rubber lines between the tread pattern signifying the lowest minimum safe tread depth).



There is also a time to replace the tires on your Porsche vehicle when they are not worn, especially if not driven often or daily, ie when they're "old". And by that I mean more than 5-6 years old according to the manufacturing date shown as the last 4 digits of the DOT number on your side-

wall, such as 3012 (2 digit week, 2 digit year). This would signify that your tire was produced in the 30th week of 2012. As tires age, they tend to become harder while losing elasticity and dry out while eventually cracking/splitting. This has become even more apparent in recent years with changes in petroleum usage within rubber compounds, leading to cracking even within just a few years. Long before this becomes a safety concern, you've lost any performance gains due to the fact that the tire cannot flex as designed while attempting to grip using a harder rubber surface. Especially in Porsche vehicles with highly engineered chassis designed to use the tires to their full capacity.



Fresh tires always make the most noticeable difference in how your Porsche feels on the road, especially after years of slowly degrading, maybe even without you even noticing with how gradually it occurred. Because of this, there are more than a few older, low mileage vehicles roaming around on 10+ year old tires (Carrera GTs anyone), which at this point probably won't ever wear themselves out, but rather turn just morph into hockey pucks. Well my Porsche pals, it wasn't sexy, but we got through it! So in short. Buy tires, buy the right tires (not the cheap ones!), and wear them out accordingly in a timely manner. Now go out and impress your better halves, friends and coworkers with your newly gained knowledge of all things N-Spec tires. But, most of all, enjoy your Porsche safely out there with good rubbers!

Club Event

Upcoming Autocrosses Sponsored by German Excellence

Sunday Sept 23 at Tavares Sheriff's Facility
Saturday Nov 10 at Tavares Sheriff's Facility
Sunday Dec 16 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, 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.



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

Bert Del Villano - FLC Autocross Chair
 (407) 909-0636 - bertdelvillano997@gmail.com



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The Howey Mansion



by Kevin Duffy

About 60 people from the Porsche Club met at the Ace Cafe in Orlando for breakfast and drove through winding roads and around pristine lakes to arrive at Howey in the Hills, Florida. There, the "Road Tour" to benefit Special Olympics of Florida, ended at the Howey Mansion and a delightful visit of 1925 Florida grandeur being restored to its former glory.

Listed on National Registry of Historic Places, the 7,200 square foot mansion was built in 1925. Unfortunately, it endured serious neglect while vacant for nearly a decade before its purchase by Brad and Clay Cowherd last year. Today, the brothers have made remarkable progress restoring the home and surrounding area and plan to complete the restoration before the end of year.

The Mediterranean Revival mansion was built by William J. Howey, founder of Howey-in-the-Hills. Mr. Howey was a citrus grower who purchased 60,000 acres in Lake County in 1916. Today, the home still boasts the original light fixtures, a secret door to the basement built during the Prohibition Era, and portrait of Mr. Howey. Guests are met by a graceful curved stairwell in the center of the home. Bedrooms, a tea room for guests, the bedroom where President Calvin Coolidge is rumored to have stayed, and a private terrace are found on the second and third floors and remain inviting. A vista of the grounds, historic fountain and carriage house complete the scene of Florida

life of nearly one century ago.

Guided by the new owners, skilled workers are carefully restoring and creating a perfect venue for weddings, special events and a bed and breakfast as the Howey Mansion commences a new chapter of charming guests with magnificent Florida history.

It is well worth a visit!

Weddings, Events and Tours – The Howey Mansion

1001 Citrus Avenue
Howey-in-the-Hills, FL 34737

Phone – 407-906-4918

Email – events@thehoweymansion.com

Web site – <http://www.thehoweymansion.com/>

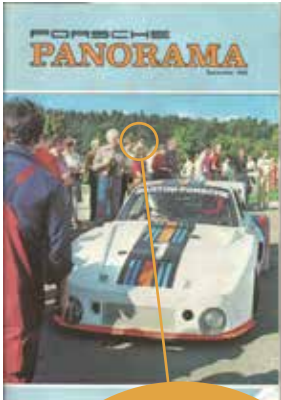


Club Event

Fishlips Dine and Drive

Saturday July 14th

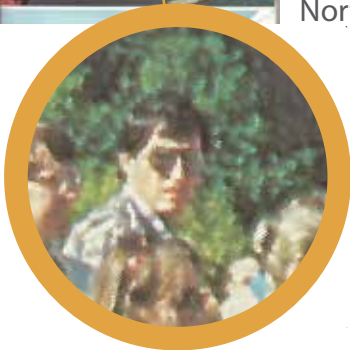
Come join us for a great drive, and dining on the Port Canaveral waterfront at Fishlips Grill in Port Canaveral on July 14. We will meet at Millenia Motors, (1020 Charles St, Longwood, FL 32750) for coffee, donuts and bagels starting at 9:30. Registration is from 9:30 to 10:30. Drivers meeting begins at 10:30 (Attendance at the Drivers meeting is mandatory). We will be leaving Millenia Motors at 11:00 for our scenic drive over to Fishlips (610 Glen Cheek Dr., Port Canaveral, 32920). Come join us for some fun – It will be a great day for a drive!!



This is the cover of the December 1982 Panorama. It features a photo of a racing 935 and a group of folks around it.

The cover credits say, "Rides in a 935 were the highlight of the Treffen 82 visit to the Porsche Research and Development Center at Weissach. Photo y David Bennett, Kentucky Region." His wife, Carol Bennett, wrote the article about it.

If you look in the crowd at the back, the tall guy in the checkered shirt with the aviator sunglasses (above the "m" in "Martini" is none other than our own Nort Northam.



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Porsche Taycan



Mission E: Porsche's first fully electric sports car is named Taycan

Stuttgart. The future of mobility is another step closer: Series production of the first purely electric Porsche is set to begin next year. In preparation, the vehicle has now been given its official name: The "Mission E" concept study, the name currently used to describe Porsche's complete electric offering, will be known as the Taycan. The name can be roughly translated as "lively young horse", referencing the imagery at the heart of the Porsche crest, which has featured a leaping steed since 1952. "Our new electric sports car is strong and dependable; it's a vehicle that can consistently cover long distances and that epitomises freedom", explains Oliver Blume, Chairman of the Executive Board of Porsche AG. The oriental name also signifies the launch of the first electric sports car with the soul of a Porsche. Porsche announced the name for its first purely electric series as part of the "70 years of sports cars" ceremony.

Two permanently excited synchronous motors (PSM) with a system output of over 600 hp (440 kW) accelerate the electric sports car to 100 km/h in well under 3.5 seconds and to 200 km/h in under twelve seconds. This performance is in addition to a continuous power level that is unprecedented among electric vehicles: Multiple jump starts are possible in succession without loss of

performance, and the vehicle's maximum range is over 500 km in accordance with the NEDC.

Names with real meaning

At Porsche, the vehicle names generally have a concrete connection with the corresponding model and its characteristics: The name Boxster describes the combination of the boxer engine and roadster design; Cayenne denotes fieriness, the Cayman is incisive and agile, and the Panamera offers more than a standard Gran Turismo, which is what allowed it to win the Carrera Panamericana long-distance race. The name Macan is derived from the Indonesian word for tiger, with connotations of suppleness, power, fascination and dynamics.

Future investment doubled

Porsche plans to invest more than six billion euro in electromobility by 2022, doubling the expenditure that the company had originally planned. Of the additional three billion euro, some 500 million euro will be used for the development of Taycan variants and derivatives, around one billion euro for electrification and hybridisation of the existing product range, several hundred million for the expansion of production sites, plus around 700 million euro for new technologies, charging infrastructure and smart mobility.

PORSCHE

Taycan

... means the equivalent of 'spirited young horse'

Link with the Porsche emblem: it has depicted a leaping horse since 1952
The name has its linguistic roots in the East

1,200 new jobs
The Taycan will create around 1,200 new jobs in Zuffenhausen alone

Engine plant conversion
Conversion of the existing engine plant for the production of electric drives, extended body construction department

Own factory
New paint shop and dedicated assembly facility, conveyor bridge for supplying painted bodywork and drive units to the final assembly



€6 billion investment
By 2022, Porsche will invest over €6 billion in e-mobility

Development
Around €500 million will go towards the development of variants and derivatives of the Taycan

Innovations
Around €700 million will boost new technologies, charging infrastructure and smart mobility

*'Our new electric sports car is powerful and active;
a car that stays the course over long distances and embodies freedom.'*

Olivier Blume, CEO of Porsche AG


> 440 kW (600 hp)
system power


> 500 km
range


100 km in 4 mins
charging time


800 V
system voltage


Lasting performance
Accelerate over and over again without losing performance


Acceleration
0–100 km/h: < 3.5 s
0–200 km/h: < 12 s



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Porsche Announces Re-Introduction of the 944

April 1, 2018

Kevin Duffy, the FLC PCA Safety chair and DE Instructor has written an article on his website <https://924s944.com> on this new development from Porsche. The article is as follows:

Porsche Announces Re-Introduction of the 944

In its pursuit of all things four-cylinder, Porsche announced today that it will bring back the much-maligned 944 model in 2019 as its entry-level model. Pulling the body stampings out of storage, the cars will be built in Germany at a factory currently under renovation and retooling outside of Stuttgart.

The new 2019 944 model will have the new 2.5L flat-four turbo Cayman engine mated to a six-speed manual transmission with an option for a seven-speed PDK. Even with changes to induction, cam profile and engine mapping, the 2.5 turbo engine will generate 345 HP at 4800 rpm and 310 lb/ft of torque at 3600 rpm.

"Putting the Cayman flat-four turbo into the old 944 chassis was rather simple," according to Dieter Braun, 944 Project Director. "The engine is forward of its position in the Cayman, so we just had to build a drive tube to connect the engine and transaxle, then upgrade the chassis stiffness, suspension and brakes to handle the power and torque." Mr Braun also explained that while the internal designation for the new/old car is the "744," the car will be marketed as a "944."

Pop-up headlights will be gone in favor of headlight pods sculpted into the front fenders. Other familiar styling cues remain, with 85% of the body retained from the 83-91 model 944 Turbo, including the "Turbo" script on the rear. Standard features will include a power driver's seat, heated front seats, full instrumentation, air conditioning, cruise control and a 7" touch screen infotainment system. Of course, four-wheel disc brakes and electric power steering are standard.

Porsche estimates performance figures to show 0-60 in less than five seconds with a top speed of 161 mph. Plans for new classes in PCA Club Racing and SCCA are in the works to support both pri-

vateer and factory teams sporting these new cars. Unfortunately, no photos of the new 944 are available to the public at this time.

Prices will start at \$39,900 for the new 944 model with the extensive performance and luxury option list pushing MSRPs even higher. Look for it to appear in showrooms in February 2019.

This article was published on April 1, 2018 and received a lot of attention. We duplicate it here for your enjoyment.



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Email or call for parts availability.

Kevin Duffy

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Call at **386.547.9625**

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Rear - OZ Alleggerita HLT 18X10 5-130 ET40 20.425 lbs. Qty. 2

Tires (used one DE) Paid \$1,285.40 Best Offer
Front - Hoosier R7 P245/35ZR18 Qty. 2

Rear - Hoosier R7 P275/35ZR18 Qty. 2

Seats Paid \$2,268.00 Best Offer
Sparco EVO w/sliders and mtg. hardware Qty. 2

Harness Paid \$654.50 Best Offer
Schroth Profi II-6 Qty. 2 (one red / one black)

Headers / Exhaust Paid \$4,401.00 Best Offer
Fabspeed Race Headers cat-less / Track Tec valve bypass exhaust

Roll Bar / Harness Bar Paid \$2,400.25 Best Offer
GMG WC

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Chuck Hennings - c2hennings@yahoo.com



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), after-market TransitBlu 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



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 week-ends). 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.

*Classifieds are Free to Members;
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