

THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 46 - Number 3
Fall 2019

Upcoming Events

Oct 7 (Mon)	Monthly Meeting 7:00 pm ACE Cafe
Oct 11-13 (Sat-Sun)	Drivers Education Roebeling Road
Oct 25-27 (Fri-Sun)	Oktoberfest 2019 Daytona International Speedway
Nov 5 (Mon)	Monthly Meeting 7:00 pm Porsche of Orlando
Nov 10 (Sun)	Auto Cross Tavares Sheriff Facility
Dec 1 (Sun)	Auto Cross Tavares Sheriff Facility
Dec 2 (Mon)	Monthly Meeting 7:00 pm Porsche South Orlando
Dec 15 (Sun)	Holiday Party Fresco Cucina Italiana



Chartered in 1974
Published Quarterly
1,265 Total Members
<http://flc.pca.org>

Porsche Parade in Boca Raton, FL
photo by Melanie Thompson





THE
CITRUS

SPIEL

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About the Newsletter

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.

Upcoming Calendar

Full details on our calendar at flc.pca.org

Oct

- | | |
|---------------------------|---|
| 7
(Mon) | Monthly Meeting
Porsche of Orlando |
| 11
(Fri) | Instructor School
Roebbling Road Raceway |
| 12-13
(Sat-Sun) | Drivers Education
Roebbling Road Raceway |
| 12
(Sat) | Cars and Coffee
Porsche of Orlando |
| 19
(Sat) | Cars and Coffee
Ocoee |
| 21
(Mon) | Porsche Night
Ace Cafe |
| 25-27
(Fri-Sun) | OktoberFast 2019
Daytona International Speedway |

November

- | | |
|--------------------------|---|
| 5
(Mon) | Monthly Meeting
Orlando Brewing |
| 8-10
(Fri-Sun) | Sunrise to Sunset Rally
See Page 8 |
| 9
(Sat) | Cars and Coffee
Porsche of Orlando |
| 10
(Sun) | Auto Cross
See Page 12 |
| 16 (Sat) | Cars and Coffee - Ocoee |
| 18 (Mon) | Porsche Night - Ace Cafe |

December

- | | |
|------------------------|--|
| 1
(Sun) | Auto Cross
See Page 12 |
| 2
(Mon) | Monthly Meeting
Porsche of South Orlando |
| 14 (Sat) | Cars and Coffee- Porsche of Orlando |
| Dec 15
(Sun) | Holiday Party
See Page 8 |
| 16 (Mon) | Porsche Night - Ace Cafe |
| 21 (Sat) | Cars and Coffee - Ocoee |

President's Update

by Lyn Perez - Club President

Here we are entering the last quarter of 2019. Seems the year just started and here we are in hurricane season again.

We had a busy summer with Porsche Parade held in Florida, in Boca Raton at the Boca Resort. There was a good representation from Florida Citrus members who took advantage of Parade being so close. It was an event jammed week of meetings, drives and meals and a great time to see friends across the regions that you don't get to see on a regular basis.

Also in July, our monthly meeting was held at Ace Café and the club provided an all-American dinner of hot-dogs, beans and slaw with all the fixins and good ole apple pie for dessert. We had a record crowd attend. It was a nice change from the hot dog dinners we have held in the past at the dealer. Everyone seemed to have enjoyed the food and atmosphere.

Then in August, we had our North Carolina excursion with a group of Florida Citrus members that joined the Appalachian Region PCA for the Appalachian Adventure at the Ridges Resort in Young Harris Georgia, located right on the North Georgia/Western North Carolina line. This is an event expected to be held each year and you should plan to attend in the future. A good time of driving the North Carolina Mountains with fellow PCA members.

We had to cancel the September membership meeting. We had Hurricane Dorian coming to visit the area. As it turned out, after decimating the Abaco and Grand Bahama Islands, it skirted the Florida coast and went to visit Charleston and the North Carolina Outer Banks. As it turned out, the Monday of our meeting was a beautiful day, but this storm was unpredictable and most businesses had closed and people stayed close to home.

Our October meeting will be held at Porsche Orlando, then in November we will meet at Orlando Brewing as we have done the last few years. There will be tickets for a free craft beer at the registration desk, and a food truck will be on location for you to order dinner.


Two big club motorsport events coming up that we hope you are planning to attend; the October Instructor School and Drivers Education event at Roebing Road Raceway October 13-15 and then Oktoberfest at Daytona, a PCA Club Race, Advanced DE and AX. More information is available about these events at clubregistration.net




On a final note, election for 2020 FLC Club Officers will be held at the November meeting. The nominations will be announced at the October meeting. If you are interested in serving as an officer of the club please contact the Chair of the Nominations Committee, Nort Northam. I will not be standing for election as President for next year and want to thank you for allowing me to serve as President these past two years. I also want to thank Jim LaPiana our VP, Nancy Burgos our Secretary and Dan Beyer our Treasurer for the outstanding jobs they have done. They carry the heavy loads. Our club is fortunate to have such dedicated volunteers.

It has been a very busy time for our club these past two years. Our event calendar has been full, our finances have grown and we are financially healthy, and we now have more members in the club than ever before. And it all due to you and your club participation because, it's not just the cars, it's the people! Thank you again.

Lyn Perez
Club President




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911 To Boxster

Hard At First, Then Very Easy



By Chuck Hennings

On a visit to Rick Vimmerstedt's Southeast Performance to deliver Spiels over 10 years ago, I saw a beautiful, guards red 911 C4S he had on consignment. Given the keys for a ride, the rest of the story became history. Its growl, looks and performance were overpowering and the G2 spoiler! Terrific! I added a roll bar, Porsche seats, 5-point harnesses, Momo steering wheel, Porsche decals and some guards red interior work. I had done DEs at Roebeling Road with earlier 911s but the C4S provided more happy days on the track than ever before. And thank yous to Ron Zitz, Sid Collins, Bert DelVillano and the many other volunteers who made tracking so enjoyable.

Fast forward to Spring of 2018. We had moved from Orlando to Cocoa. And now very retired, we had looked in Lake, Osceola, Volusia and Brevard counties for a less busy area. Cocoa was ideal as I knew the area well from working at KSC on the Apollo program (half century ago)! Not much had changed and we moved near Indian River Road which is quite scenic as it follows the river for many miles down to Eau Gallie. I envisioned cruising along it in a convertible without having to shift or annoy the neighbors with the C4S exhaust. Thanks to a short Google search, a 2015 Boxster S with PDK was for sale at the Hickory NC Porsche dealer.

Our summer cabin in Blowing Rock NC was only 1 hour away and after the test drive a second Porsche became a family member. But not for long as Nort Northam sold the C4S for me, thankfully to a Club Member who's enjoying tracking it.

So, C4S 911 to Boxster S? I had always been a 911 person starting with a 1990 Carrera 2 Targa with several other 911s to follow. The profile is timeless and selling the C4S was hard. However, my track days were behind me and the Turbo Cabriolet with PDK was not in the budget. But after putting a sport exhaust on the Boxster and learning to do a little manual shifting with PDK, I'm a convert. I saw my first Boxster in 1996 and was awed by the look and it's evolved well with its current sleek, rakish design. And the 315 hp and torque is almost what the C4S has, so it really jumps when you ask! Not only can I now do my river's edge cruise but can whip along winding, NC mountain roads!

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Porsche Loyalty and the 944



by Kevin Duffy

A couple of weekends ago 924S944.com went to Lake Chatuge in northeastern Georgia with the Appalachian Region of PCA for their annual Appalachian Adventure. With lots of Porsches in attendance, there was only a 944 Turbo and our 924S representing all the 924, 944 and 968 models. Too bad there weren't more – with nearly perfect weather and some great driving roads, a great time was had by all.

Our featured speaker at the closing banquet was Doug Urban from Porsche of Asheville. Doug is service director for the dealership and he had some interesting insights on those he meets in the service department. One quote was especially telling. "Porsche owners are the most brand-loyal owners in the world." This comment was backed up with stories and quips that focused on the concept that Porsche People become Porsche People early in life, before ever acquiring a Porsche, and they stay with the brand for life. Further, he said that the addition of the SUV and Panamera models allowed Porsche People to continue in the brand through life changes, physical changes and other challenges. He pointed to PCA as another focus point, saying, "You don't see a national 'Camry Club!'"

Taking this concept of brand loyalty a bit further, many of the admittedly older folks in the group talked about their "first Porsche." Some bought an old 356 (back in the day when they were cheap), some got into a 914, and there were even a few who talked about their 924 or 944. Today, these folks have

progressed in life and are in much more expensive Porsches, but they started out "on the cheap." Here at 924S944.com, we started our Porsche career in a 1978 924 that we bought used in 1982 for \$6,000 if memory serves. We took that 30,000 mile Porsche up past a quarter million miles and two generations. (Admittedly I did drive a Boxster S for about a year, then went back to the 944 crowd.)

While you are driving, repairing and enjoying your 924, 924S or 944, remember that you are in a line of many PCA members who started out with a "cheap" Porsche that they could afford at the time, eventually moving up to newer, more sophisticated, more technologically advanced Porsches over time. Even the president of the Appalachian Region who took his Porsche 912 to another region and did not feel he was welcomed turned to national PCA and helped to start the Appalachian Region four years ago.

It can be a bit repetitive, but at the Florida Citrus Region PCA in Orlando, we are welcomed to bring our 944's into the club and its events. Annual dues are only about \$40, and we have many events each month. Go to PCA.org and join with your 924, 944 or 968 and come to our events! There are nine events on the Florida Citrus Region calendar for September, including Cars and Coffee events and an Autocross! If you are not in the metro Orlando area, go to the PCA website and find the closest region of PCA near you and join!

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**Club
Event**

Holiday Party

Sunday December 15, 2019

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Register on ClubRegistration.net

Sunrise to Sunset Rally - Nov 8-10

It's time for the Sunrise to Sunset Rally! The SUNCHASER TROPHY is once again up for grabs between the Space Coast, Sun Coast and Citrus Regions on November 8-10, 2019. Plan to attend the Friday evening reception at 7PM hosted by Shay Rowe and Porsche Melbourne at their new showroom. On Saturday morning at 6:30 AM we will watch the sunrise at the Crown Plaza Hotel on Melbourne Beach where our generous Porsche of Melbourne Dealer will host a fantastic buffet breakfast before setting out across Florida on a fun gimmick rally. Drivers meeting at 7:30 AM and first car out at 7:45 AM. The new rally masters will have some interesting elements to find.

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20 years of the Porsche GT3



Stuttgart.

The unveiling of the first Porsche 911 GT3 in March 1999 at the Geneva Motor Show signalled the start of a new era for discerning sports car drivers. Like no other Porsche 911, the GT3 embodies the hallmarks of Porsche Motorsport. Developed by two-time World Rally Champion Walter Röhrl, race engineer Roland Kussmaul and the Porsche Motorsport specialists from Weissach, the Porsche 911 GT3 brought race track agility to the road. Since then, this road-going athlete has become even faster, more precise and more dynamic with every generation — and with a naturally aspirated engine, manual transmission and rear-wheel drive, it remains the most popular Porsche 911 among purists up to the present day.

The race versions of the Porsche 911 GT3 have written motorsport history. In addition to countless class wins, the GT3 achieved numerous overall victories in the major endurance races, including the 24 Hours of Spa, the 24 Hours of Daytona and the 24 Hours Nürburgring, which it won seven times starting with the year 2000. It is part of the recipe for success of the Porsche 911 GT3 that the experience and innovations from motorsport are always incorporated into the development of the next road version. It is no wonder that around 80 per cent of all 911 GT3 ever produced are regularly driven on the race track.

Shortly before the start of the new century and featuring advanced racing technology, the Porsche 911 GT3 continued the tradition that had started in the 1970s with the legendary Porsche 911 Carrera RS 2.7. For the first time, the model was not given the designation "RS" for Race Sport, but the name GT3 — a reference to the GT class in which the motorsport versions of the model were to compete. The water-cooled 3.6-litre six-cylinder boxer engine of the new sports car delivered 265 kW (360 PS). Therefore it was hardly a surprise that the Porsche 911 GT3 had already earned its first laurels even before its debut in Geneva: with Walter Röhrl at the wheel, it completed the 20.8 kilometre Nürburgring Nordschleife in less than eight minutes — and in so doing set a new benchmark for road-going sports cars.

Such exceptional performance was made possible not just by the race-proven boxer engine, but also thanks to a precisely tuned overall package: the chassis was lowered by around 30 millimetres and the brakes upgraded. The six-speed manual transmission originated from the Porsche 911 GT2. The gearbox ratios, axle geometry, anti-roll bars and springs could be adapted depending on the circuit conditions. Lightweight construction came before comfort. A distinctive sign of its motorsport origins was the fixed rear wing of

the 911 GT3. As an option, customers were able to order their 911 GT3 as a Clubsport variant, which also included a bolt-in roll cage.

The first Porsche 911 GT3 vehicles rolled off the production line in Weissach in May 1999. As a homologation basis for motorsport, the new model also provided the foundation for the successful 911 GT3 Cup and the higher-positioned race versions — the 911 GT3 R and GT3 RSR, which achieved brilliant results in one-make and GT racing in the coming years.

After the great success of the first 911 GT3, Porsche presented a new evolution stage of the road-going sports car with racing genes every three to four years. In 2003, the power of the boxer engine increased to 381 HP thanks to the use of the VarioCam continuously variable camshaft control system. The GT3 could also now be ordered with the ultra-high-performance Porsche Ceramic Composite Brake (PCCB) system. The next increase in power, to 415 HP, followed three years later. For the first time, the Porsche 911 GT3 featured an active suspension with the sporty Porsche Active Suspension Management (PASM). In 2009, the engineers increased the displacement of the six-cylinder boxer engine to 3.8-litres and the power to 435 HP. The all new rear wing and full underbody panelling

produced such a substantial increase in downforce that this was more than doubled in comparison to its predecessor.

On the 50th birthday of the Porsche 911 in 2013, the fifth generation of the 911 GT3 celebrated its world premiere. The engine, transmission, body and chassis were completely new. The drivetrain consisted of a 3.8-litre naturally aspirated engine with 475 HP, mated for the first time to a Porsche Doppelkupplung (PDK) dual-clutch transmission. Also for the first time, this was complemented by active rear axle steering. By way of introduction, the new 911 GT3 completed the Nürburgring Nordschleife in just 7:25 minutes — more than half a minute faster than the first 911 GT3 on its record lap in 1999.

The latest version of the 911 GT3 was launched in 2017. The focus of development had been on the six-cylinder boxer engine: its displacement increased to 4.0 litres and the power output was 500 HP. Porsche also had two treats for purists: on the one hand, a manual six-speed transmission was now available as an alternative to the PDK. On the other, the 911 GT3 could be ordered with a discreet Touring Package, in which the fixed rear wing was replaced by an automatically extending spoiler — pure understatement.

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**Club
Event**

Upcoming Autocrosses Sponsored by German Excellence

Sunday 10/26 at Daytona - Oktoberfest

Sunday 11/10 at Tavares Sheriff's Facility

Sunday 12/01 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.



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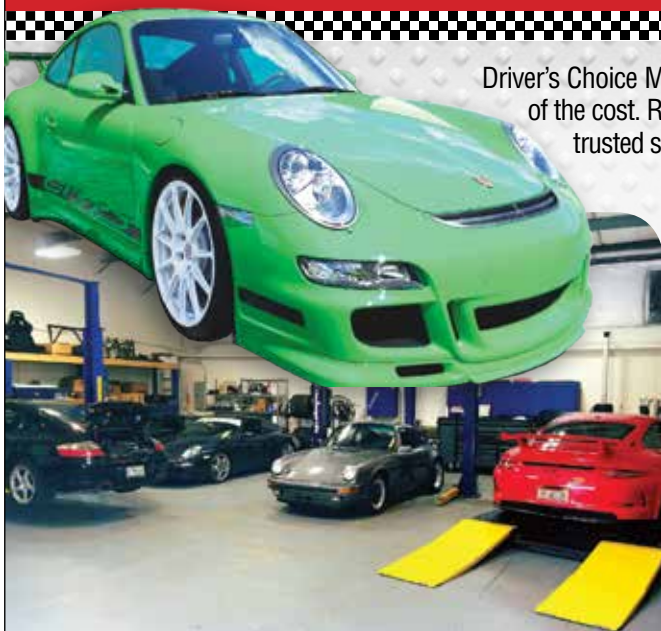
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