

THE SPiEL

CITRUS

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

SUMMER 2020

VOLUME 47 - NUMBER 2



REMEMBERING

"SMOOTH HANDS"

**GENE
DINON**

1944-2020

PLUS

**Upcoming
Events**

**Oil Changes
& Wine**

Why Speed?

Werks Reunion





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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](http://FLC.PCA.ORG).

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SUMMER CALENDAR

July

5 (SUN)	CARS AND COFFEE - CENTRAL FLORIDA SAM'S CLUB - 11920 NARCOOSSEE RD
6 (MON)	MONTHLY MEETING TAPROOM - DUBSDREAD ORLANDO
11 (SAT)	CARS AND COFFEE LOCATION TO BE ANNOUNCED!
12 (SUN)	CARS AND COFFEE - ORLANDO VARIOUS LOCATIONS
18 (SAT)	CLUB TOUR TO SILVER SPRINGS RAIN DATE 7/20 - INFO ON PAGE 10
18 (SAT)	CARS AND COFFEE - GARY MERIDETH HOUSE BLEND CAFE
20 (MON)	PORSCHE NIGHT AT THE ACE ACE CAFE

August

1 (SAT)	CLUB TOUR TO CAPE CANAVERAL RAIN DATE 8/2
2 (SUN)	CARS AND COFFEE - CENTRAL FLORIDA SAM'S CLUB - 11920 NARCOOSSEE RD
3 (MON)	MONTHLY MEETING TAPROOM - DUBSDREAD ORLANDO
8 (SAT)	CARS AND COFFEE - PORSCHE PORSCHE OF ORLANDO
9 (SUN)	CARS AND COFFEE - ORLANDO VARIOUS LOCATIONS
15 (SAT)	CARS AND COFFEE - HAGERTY ACE CAFE
15 (SAT)	CARS AND COFFEE - GARY MERIDETH HOUSE BLEND CAFE
17 (MON)	PORSCHE NIGHT AT THE ACE ACE CAFE

SEPTEMBER

6 (SUN)	CARS AND COFFEE - CENTRAL FLORIDA SAM'S CLUB - 11920 NARCOOSSEE RD
7 (MON)	MONTHLY MEETING TAPROOM - DUBSDREAD ORLANDO
11-13 (FRI-SUN)	(CANCELLED) APPALACHIAN ADVENTURE BOONE, N.C.
12 (SAT)	CARS AND COFFEE - PORSCHE PORSCHE OF ORLANDO
13 (SUN)	CARS AND COFFEE - ORLANDO VARIOUS LOCATIONS
19 (SAT)	CARS AND COFFEE - HAGERTY ACE CAFE
19 (SAT)	CARS AND COFFEE - GARY MERIDETH HOUSE BLEND CAFE
21 (MON)	PORSCHE NIGHT AT THE ACE ACE CAFE

FULL DETAILS AT: FLC.PCA.ORG/CALENDAR

ALL DATES SUBJECT TO CHANGE/CANCELLATION.

This issue of the Spiel is very special. It is a tribute to a valued member of FLC – Gene Dinon. Gene was a great friend, as well as an active driver and instructor for our Drivers Ed program. He introduced new approaches for teaching novice drivers and was loved by all of his students. Gene was tough. He suffered from severe arthritis, but continued his driving activities for years, despite the pain. Gene died after a short illness on March 13th, 2020. Be sure to read Simon Youngman's article, and comments from friends and family.

Fortunately, we were able to hold several events before the COVID shut down. We were able to run our February DE, 3 autocrosses, and a fantastic tour to Ravine Gardens. But most of our activities for the first 6 months were cancelled.

Despite the shut down and because of it, FLC has maintained our commitment to supporting worthy causes. FLC and Coastal Empire co-sponsored a Go Fund Me page to benefit the course workers at RRR. These workers are paid very little (when they are able to work) and do so because they are committed to the safety of drivers on track. Many of our members made personal contributions and the club made a substantial contribution. The workers were very appreciative.

While PCA sponsored events are mostly on hold, we have learned that groups of FLC members are still doing fun things with other venues. A group of FLC drivers attended a Suncoast Region PCA held DE in May. Sebring and NASCAR imposed strict rules requiring that each person sign PCA and COVID waivers, have their temperature checked before entering the track, wear masks at all times (except when driving, eating, etc.), and maintain social distancing. There are no reports of virus transmission. In addition, some of our members gather regularly for non-PCA events, including Donovan Dean's drives, Gary Merideth's Cars and Coffee, MSCC autocrosses, etc.

Looking ahead, we are planning several events, as on our calendar. On July 18, Annette Vasickanin will run a tour to Silver Springs State Park, COVID regulations permitting. This will be a terrific day with a drive thru country roads and an on your own afternoon enjoying the wonders of one of Florida's oldest attractions. We plan to hold 3 autocrosses – 9/20; 10/18; and 11/15, all at Tavares. October 9-11, FLC will hold a 3 day DE at Roebling Road near Savannah. PCA is requiring participants in most event to sign a COVID waiver, so be prepared for this and possibly other requirements at our events.

We have rescheduled the regular club meetings, starting on 7/6 and continuing for the next 3 months on the first Monday of the month. Meetings will be held starting at 7:00 at The Taproom at Dubsdread (549 W. Par St., Orlando). We will have a short business meeting and then enjoy a dinner with good Porsche friends -- old and new. Of course, we will have appropriate social distancing, face masks except while eating and drinking, and hand sanitizers. Space is limited to 40. You must pre-register at www.clubregistration.net and sign the PCA Communicable Disease Waiver, either on-line or in person.

Please join me in a huge thank you to Travis Young, retiring editor of the Spiel. For 10 long years, Travis worked diligently

to assure that we published an excellent newsletter. He had to struggle to get content, arrange articles and ads, and then print hundreds of copies on his own copier, and then send off to be mailed. We all looked forward to seeing his efforts in the Spiel in our mailboxes. Travis will be "Editor, Emeritus" and will help as needed for future issues. We have retained Lyndsey Coyle, a professional graphic designer and daughter of a FLC member, to serve as Editor. This is her first work with us and is a testimony to her skills. Please welcome her and thank her for her efforts.

Stay well.

Bert Del Villano
President (FLC – PCA)

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PORSCHE CLUB OF AMERICA

IN MEMORY OF "SMOOTH HANDS" GENE BY SIMON YOUNGMAN



For those of you who were not aware, our Florida Citrus PCA family recently lost a great man with the passing of Gene Dinon. For those of us who truly considered him family, this loss has been especially hard because of everything he stood for, and meant to us over the years we were lucky enough to spend with him. Whether he was your long-time track buddy, your first Instructor, or just someone you met in passing at an event, he always seemed to engage with everyone he met in a way that made them feel cared-for and important. Whether it be a waitress at a restaurant or a CEO of a major corporation, Gene made time for lighthearted and deep conversations alike, while taking a genuine interest in people for who they were, not what they were. I believe my first ever encounter with Gene best describes exactly what I mean in a real sense.

During my tenure as a dealership technician with Porsche of Orlando, I was once given a Tech Inspection to complete for an upcoming DE event. The car in question was a simple base Boxster, and after completing the inspection I had a few questions pertaining to the more important items, such as a brake flush being performed recently. After mentioning this to the service writer, I was pointed in the direction of the new car lot in order to find the client who was checking out the new arrivals. As I crossed the parking lot, I noticed a small man in what I would come to learn was his trademark outfit, a long sleeve sailing shirt with the sleeves cut to his forearms (later to be replaced by track event shirts), jeans, a baseball hat, flip flops, aviator sunglasses and a big smile. After a short conversation about his track experience and the car in general, he asked me to go ahead with a brake system flush while appearing genuinely happy to have me do so. He also mentioned that the costs involved were still a hell of a lot cheaper than racing sailboats, by the time you paid for the high-tech sails, gear, and the crew. Which I thought was a baller move, while still somehow not bragging in the slightest way.

I carried on with my work while completing the vehicle, followed by a short test drive. As I drove by the service drive, I noticed Gene standing around chatting with another Boxster owner who had just arrived. I just happened to have the driver's window down as I passed by, at which point I could hear Gene say, "That's Simon, he's a great guy and works on my cars." Now, keep in mind, I had never met this man before our conversation an hour earlier. But, here he

was, selling me as a person he knows and trusts to someone he had also just met in a friendly conversation. As I learned over the following years, in so many other moments together, this was just Gene and the energy he passed on to others in any way he could.

"Uncle Gene," as he would come to be known by more than a few of us within the local Porsche community, was many things. He was a Vietnam Veteran, who served with the Naval Construction Force, or "Seabees," and later went on to graduate from college using his G.I. Bill. He didn't speak of it often, or at least didn't yearn for his glory days in the military as some do. In fact, my favorite mention of it was always when someone would genuinely ask if he was sleeping in his little pop up tent that he always set up at the track and professionally sailor knotted to a nearby tree, to which his response was always, "No, the last time I slept in a tent was f***ing Vietnam!" Gene later became a successful and self-made businessman, after taking a leap of faith and a plane flight to sell himself to Lloyd's of London. He was always very proud of the way in which he conducted full-faith business deals while underwriting massive maritime contracts with them, based solely on a handshake. And he loved telling stories of how the "Brits" could drink, heavily, all day and all night, while still conducting business fluidly.



Gene was also a loving and supportive father and grandfather. He loved to proudly boast about his boys, Stephen, Nick, and Kevin, while retelling stories of their many exploits and accomplishments while growing into the men they had become. And of course, his darling little girl, Sarah, who totally upended his entire world when it came to him raising boys for decades beforehand. Sarah was "the kid," his super star, whom he loved to gloat about as often as he could while she was attending and graduating from college, before recently moving on to Law School, and later to "take over the world," as he put it. I grew to know and treat his kids as family to me, because they felt like they were just that, including instructing Sarah and Kevin on track at several events (if anyone else was even allowed to instruct Sarah, other than Gene, that is). One of the greatest things to me was when they all got together and had Dinon Racing t-shirts made for their father, including a cartoon character of Gene "Smooth Hands" Dinon. He loved them, and would wear different versions regularly. I of course had to have some of my own in order to represent for the man himself.

My favorite aspect and representation of Gene as a person was always his better half, his amazing wife, Nancy. She is an elegant force of nature, and you would have to be to keep Gene's adventurous and instigating side in check, who is equally as comfortable in boardrooms and gala events as she is intently listening to us blab on about cars, lap times,

apexes, and any number of other things women don't usually care about. I always loved the way in which Gene would playfully flirt with Nancy on a daily basis, as if he had just met her for the first time. My favorite story of this had recently come up during our last weekend with them just before he passed away. While on a flight together when they were newly dating, Gene and Nancy were holding hands and being "lovers in love," while another gentleman was seated next to them. When the flight ended, Gene suddenly stood up, said, "Well ma'am, it was nice meeting you," and exited the plane separately, only to leave the other man completely confused. Nancy laughed it off, her go-to in many a situation with him. He always made us laugh and kept everyone on their toes with his antics and mischievous smile, including embracing his new found "senility" in order to just screw with people, or to get out of a speeding ticket...



Over the years, Gene and I became track buddies and great friends, which was always interesting to explain, considering he looked like my grandfather at first glance. That is, until you heard us talking crap to each other (to put it politely), especially when it came to our Driver's Choice and Turn 5 Club family and the "digs" thrown back and forth. He could certainly keep up with the worst of us, even while coming across as a complete angel. I always preferred "Mean Gene" because it was a shock to those who were not expecting it.

He and I did most DE events together, especially while moving up the ranks together. Then came Gene's check ride for "Going Solo," as in being allowed to drive by himself on track after being signed off by a Lead/Check Out Instructor, i.e., one of the important milestones for every DE driver. At this point, he had been battling severe Rheumatoid Arthritis for several years, which in turn ended his sailing days after he was unable to handle the ropes properly. He would suffer horrible flare ups that would ruin his track weekends at times, including this most recent one, as one of his hands would not fully close around the steering wheel. Me being me, I wasn't having it, and told a rarely down-on-himself Gene that he was indeed going to drive his check ride with one hand if need be, as long as he felt safe in doing so. So, off he went, resting his gloved/nonworking hand on the steering wheel as he drove several laps in order to prove that he wouldn't kill himself or, more importantly, anyone else on track. He passed, of course, and loved telling the story of how I forced him to go solo with one hand. This incident also led to Gene teaching students "The Arthritis Line" through Turn 5 at Roebing Road Raceway, insisting you could do this smoothly with just one hand, much to other instructors' chagrin, myself included. But that was Gene.

Later, after becoming an Instructor himself by passing the FL Citrus PCA Instructor School and gaining the nickname "Smooth Hands," after Mr. Ron Zitza himself declared he had the smoothest hands of anyone driving that day, Gene

found his true calling. Teaching and supporting others on track while sharing something he loved so much. He wasn't a world class driver, and he definitely wasn't the fastest out there, but he was a calming force and the best cheerleader a student could ever ask for. He would make anyone and everyone feel like the next Senna or Schumacher, while teaching them everything he knew and understood of the sport we all enjoyed together, aerial survey maps included.

The thing he enjoyed more than anything in our track-focused world was volunteering for PBOC's "Kids Racing for Life" events, where children with cancer or terminal illnesses are given an all-expenses-paid trip to the racetrack for the weekend, including riding along with RaceCar Drivers and Instructors in order to give them an experience of a lifetime, something that we take for granted at times, and just enjoy themselves as kids and teenagers. Gene loved this yearly event, and also never missed a Tire Rack Street Survival event hosted by Suncoast PCA, where newly-licensed teens are put through advanced driving exercises in order to help them work through real life situations behind the wheel. These events combined two of his greatest joys in life, driving on track, and helping others in need, even if just to make them feel cared for and important during his time with them.

I know they felt special, because I always did, along with many others in our community who were lucky enough to experience their very own moments with Gene. He had also hoped to organize a track event specifically for handicapped and disabled drivers, with a focus on the use of hand controls on a track all to themselves, having seen a woman who was doing so in the U.K. He didn't just talk about, Gene went full force into the logistics, getting other clubs and track-based entities on board, and resolving any and all insurance underwriting issues, as was his specialty. Sadly, as with most things involving people and politics, his event never came to fruition, while leaving a bad taste in his mouth for others just not doing what was needed in order to help those he was attempting to champion.

Recently, after mostly retiring from instructing, "Smooth Hands" was given the task of teaching our Beginner/Green Student classes for new and inexperienced drivers on track. This seemed like the perfect fit for all involved, and he of course took it very seriously, showing up to his first lesson with a fully-detailed aerial map. Sadly, I never got the chance to haze him or tell his students not to even listen to a word he said, because his first class in February was also to be his very



last. This truly saddens me, not just because of how much I know it meant to him, but because I feel like many new drivers to come will miss out on what Gene had to offer in his own special way.

In the end, Gene will be sorely-missed in many circles because of exactly who he was to so many. To me, he will always be a significant part of my growth and enjoyment within our Porsche community over the better part of the last decade. A buddy, a cheerleader, a father-figure, and more importantly, just Gene. Because he is now, and will forever be, irreplaceable.

Godspeed, Sailor. ■

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QUOTES ABOUT GENE FROM HIS FAMILY & FRIENDS



FROM HIS KIDS

Sara:

"I'm not quite sure how I got so lucky to call him 'dad...' He passed down his strength, wisdom, compassion, and determination to my brothers and me. He taught us to appreciate the little things. He showed us what true love is. He filled my heart with so much love every single day. He has changed so many lives. I cannot imagine going forward without my biggest cheerleader and the one person who could always make me smile. You were simply the best. I can never say, 'I love you,' enough, Dad."

Kevin:

"He was a force in the life of so many people... I am incredibly sad at the loss, and insanely happy to have had him as my father. I know my life will never be the same- he will miss some pretty significant events in all of our lives, but I cannot begin to express how happy I am that I had as much time with him as I did. It was never going to be enough, but what I had was meaningful. Thank you, Dad, for every experience."

Stephen:

"My dad, my hero, the coolest guy I ever met. He helped me become the father, man, and husband I am today. I am so grateful and lucky to be his son. I love him and will always miss him."

Nick:

"The GOAT!!!!" [Greatest of All Time]

FROM FLC MEMBERS:

Diane Bonheim:

"Gene was a terrific guy. Being a very green 'green run' member was uncomfortable until Gene took you under his wing. He was calm, cool and collected..... and always generous with his knowledge, his time

and his possessions. He was a tremendous asset to the Citrus Club and to everyone he helped. He will be missed at every event.

From J-P Morales:

"Today has been one of the roughest days for me. I lost one of my good friends to a heart attack. A gentleman that served in the Vietnam War, a gentleman that was able to put a smile on my face on and off the track, a person who was so kind hearted and cared for everyone, and one of the coolest old guys you could hang with. I hope you're loving life up in heaven and you can look down on me and hope for the best. Thank you for all the lessons you taught me and the love you shared. RIP Gene Dinon. You will be missed."

Nancy Whitman:

"Gene was my very first instructor at Roebling and he was so aware of what I needed to hear to fall in love with tracking my car and he did just that. Gene was hospitable and generous to me with his patience and knowledge of the track. He encouraged me to take calculated risks and they paid off. I now do that a lot in my daily life and yes, it has paid off. Thank you, Gene, may you rest in eternal peace."

FROM OTHERS:

"Your dad was such a great person (runs in the family) and I'm so happy I was able to meet him... He's watching down on you and the family now and is in a great place sitting back, relaxing and telling everyone about the amazing life he had and even better family he raised."

"He was such a special soul and truly brought so much light to mine and everyone's life. I thought he was the coolest guy.... just the absolute man."

"He was such an incredible guy, I'll never forget his big smiling face meeting him at school a few times"

"He was my favorite dad around. He was the man."

"Gene was like my second dad. I love him so much. He was a standup guy. There was no one else like him."

"He truly was an amazing guy and I'm so happy to have known him for so long"

"Always with a smile and a will to help anyone"

"Going to miss our deep talks solving all the world's problems. He was truly an amazing human with a heart of gold"

"Much love for all. And gratitude for all Gene tried to teach me"

"To know your dad was to love your dad! I will always cherish his witty personality."

"I wouldn't be where I am without Gene in my life. I am so grateful for our friendship." ■



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or glass-bottom kayaks. There are places where you can see the bottom, about 30' deep. Be prepared for FL heat!

We'll hold a drivers meeting to sign the standard and COVID waivers, then review PCA and local regulations. All will be done with proper social distancing. More info will be sent in the registraton confirmation email.

COME JOIN US!

For more info, contact Annette Vasickanin at nthesky@me.com

Have you ever had one of those “WHAT am I doing?” moments?

On December 13, 2019, I retired from my second career as a Program Engineer at a Major Theme Park Organization and started on a passionate new journey. My first career was a wonderful 20-year run in the US Navy Civil Engineer Corps as a Facilities Engineer. I did the grad school thing a few times in the Navy—check that box. Earned my Engineering License—check that box. I’ve already had two great careers doing what I enjoyed, something most people only dream of.

So why, when a lot of people at this stage in life are ready to stop working to travel and enjoy the retired life, am I so excited about going back to school? Because this is something I never, in my wildest dreams, would have thought I’d do. I’ve decided to learn the trade of Auto Technician and Universal Technical Institute (UTI) is going to make this happen!

Why, when a lot of people at this stage in life are ready to stop working to travel and enjoy the retired life, am I so excited about going back to school?

How did this come about? Three years ago, in the Porsche Corral at the 24-hour Sebring Race, the seed was planted during a conversation with Mark Harston, who had just joined Porsche Cars North America, coming from Universal Technical Institute in Arizona. We began to talk about UTI, which sounded like “an interesting place.”

A year and a half later, I heard an advertisement on the radio for an open

house at the UTI campus here in Orlando. Remembering that earlier conversation, I started to do some research on UTI, and was contacted by the Military Admissions Team Lead, Michael Colletti. At this point, the “wheels really began to turn”, and in February 2019, coincidentally on my birthday, I toured the campus. I was impressed by what I saw—enough to enroll in the program with a start date of December 16, 2019. Happy birthday to me!

Admittedly, my “technical experience” with cars to date involves the bare basics—drive them, put gas in them, air in the tires, watch others do the oil changes, and offer to help friends work on their cars by handing them the necessary tools. So basically, I went into this program knowing little to nothing (probably more on the nothing side). The staff at UTI assured me that this was ok—they start with the bare basics—whew!! But the key component here is that I enjoy my car—a 2012 Boxster S Limited Black Edition, I love



driving and auto-crossing it, and eventually would like to start doing Drivers Education events in it. So why not learn more about the car so I can take care of it myself?

The Program at UTI is 51 weeks, comprised of seventeen 3 week classes. Each class covers a separate component of the vehicle, from basic engine systems to computerized fuel injection, brake systems, restraint systems, and electrical systems, just to name a few. There is plenty of classroom time as well as lab time, where I will have the op-

I won't be hosting wine and cheese soirées anymore.

portunity to learn how to tear down engines and transmissions, learn about the circuitry in vehicles, diagnose, maintain, and repair domestic and foreign vehicles, as well as learn many different troubleshooting skills.

Apparently, as a Military Veteran using the GI bill, I could be required to take a "Challenge Test" before each class to determine if I have the necessary knowledge to test out of taking the class. If they ask questions like how much air to put in the tires, I'm golden - but anything more complicated, and I'll be learning in the class-

room. (I'm guessing that I'll be taking all 17 classes; but I will be having fun doing that.)

As I've been telling my friends - I won't be hosting wine and cheese soirées anymore. Bring your camp chair, my friends, because in one year, we will be hanging out in the garage for "Wine and Oil Change" parties! ■



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I was driving my 924S on infamous Interstate-4 in the Orlando area today. If you don't know, I-4 has over twenty miles through Orlando under a complete six-year construction project to reroute, widen, change exits – they call it the I-4 Ultimate. I was driving around the posted limits (or a little above) and was being passed regularly by drivers going 15-30 mph faster, weaving in and out of trucks and cars across three lanes.

This road is the primary highway through Orlando from Daytona Beach to Tampa/St. Petersburg, slicing the state in half. Construction winds its way around and through and over and under new and old sections of road. The pavement is harsh, lane markings sometimes confusing, and exit ramps are constantly changing. Traffic is a nightmare.



The speed limit on this road varies between 50 mph and 65 mph. Typical traffic moves at 70-75, and there are some who go faster. Trucks normally stay near or below the 65 limit as a matter of survival. There are some, though, who brave the elements and go a lot faster, weaving their way through traffic and sometimes scaring the hell out of everyone else. There have been five construction workers killed in this project, and

I-4 has been named “The Most Dangerous Highway in the Country” due to its crash statistics – many in the construction zone.

We drive sports cars, and they like to be driven quickly. They brake well, handle well, and threading your way through traffic is a lot easier in a 944 than, say, a '64 VW bug. But it begs the question – how much real time do we “gain” or “save” by going faster than everyone else? Well, we did the math here at 924S944.com, and the answers are quite surprising. In a word – NONE.

We did a spreadsheet for a course that I taught to emergency responders to illustrate how much time is gained by driving really fast to get to an emergency. That same spreadsheet applies here, too. So here are some examples.

You are on a crowded interstate through downtown, and traffic is moving at about 60 mph. You weave through traffic and average 70 mph on the three miles of interstate. How much quicker do you get through that three miles by accelerating past 70, jamming brakes, changing lanes and such? 25.5 SECONDS. You will lose that time at a traffic light when you get off the highway.

You are headed to the grocery store through a 30 mph residential zone. It's a nice day, traffic is light, kids should be in school, so you go 50 mph, hoping that the local constabulary is busy with something else. You go a mile and a half to get to the store. Time gained? A mere 71.35 SECONDS.

But let's say that you are going on a longer trip – our home in DeLand to Daytona Beach. We are running a little late and need to make up some time. Traffic on the nine miles of interstate usually runs about 75 mph, but we

juice it up by 20 mph – a smooth 95 mph. We are hauling the mail!! Time gained: 90.13 seconds...we will get there a minute and a half earlier. But I know that once I get to Daytona, there is bound to be a traffic light to slow me down, and I will probably lose that ninety seconds.



Each year there are over fifty traffic fatalities that kill emergency responders on the streets – mostly police officers. Many of these crashes are caused by excessive speed. This spreadsheet was developed so that we could help recruit officers understand that going really fast through traffic to get to a call was not only dangerous, but most of the time unnecessary.

Something to think about next time you're running late. ●



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The 2020 Werks Reunion did not disappoint and it was great seeing many of our PCA friends including – Nort Northam, Patrick Duffy, Chris Pashley, Jennifer and Greg Barrows, and Zone 12 Rep. Lisa Lewis. We even spent a few minutes chatting with Patrick Long about his upcoming Luftgekühlt event.

The setup of the new venue, the Amelia River Golf Club, arranged the corral and judged areas side by side, making it very convenient to get around. The featured model this year was the 914 and there were almost 40 of these classic Porsches prominently positioned on the fairway.



One of the most interesting stories associated with the event was the couple from Germany who had GT3RS's (his white and hers blue) flown in from Leipzig in time to participate in Werks. After both cars separately won first place trophies in the GT3/GT2 class, co-winners Christian and Ortrun Hartinger shared that they will now be driving their GT3RS's across the US over the next several months (with German tags), ending up later this year at the Werks Reunion In Monterrey, CA. And speaking of Werks winners, we would also like to congratulate Citrus' own Kevin Duffy, whose 924S won in the transaxle category. ●



Porsche Corporate brought some of our favorite manufacturer's hottest new models including both the 718 Speedster and GT4, and what was likely most everyone's first viewing of the new Cayenne Coupe in "cannot-be-missed" lava orange. Additionally, a classic Porsche race-car transporter truck made the trek to Amelia Island. Finally, three Taycans arrived dressed in historic 917 racing liveries (#23 Pink Pig, #23 Red & White, and #59 Brumos liveries). Speaking of Porsche's new electric sensation, PCA's Executive Director Vu Nguyen revealed at Werks that PCA's fall raffle will include the Taycan.





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