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OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

WINTER 2020

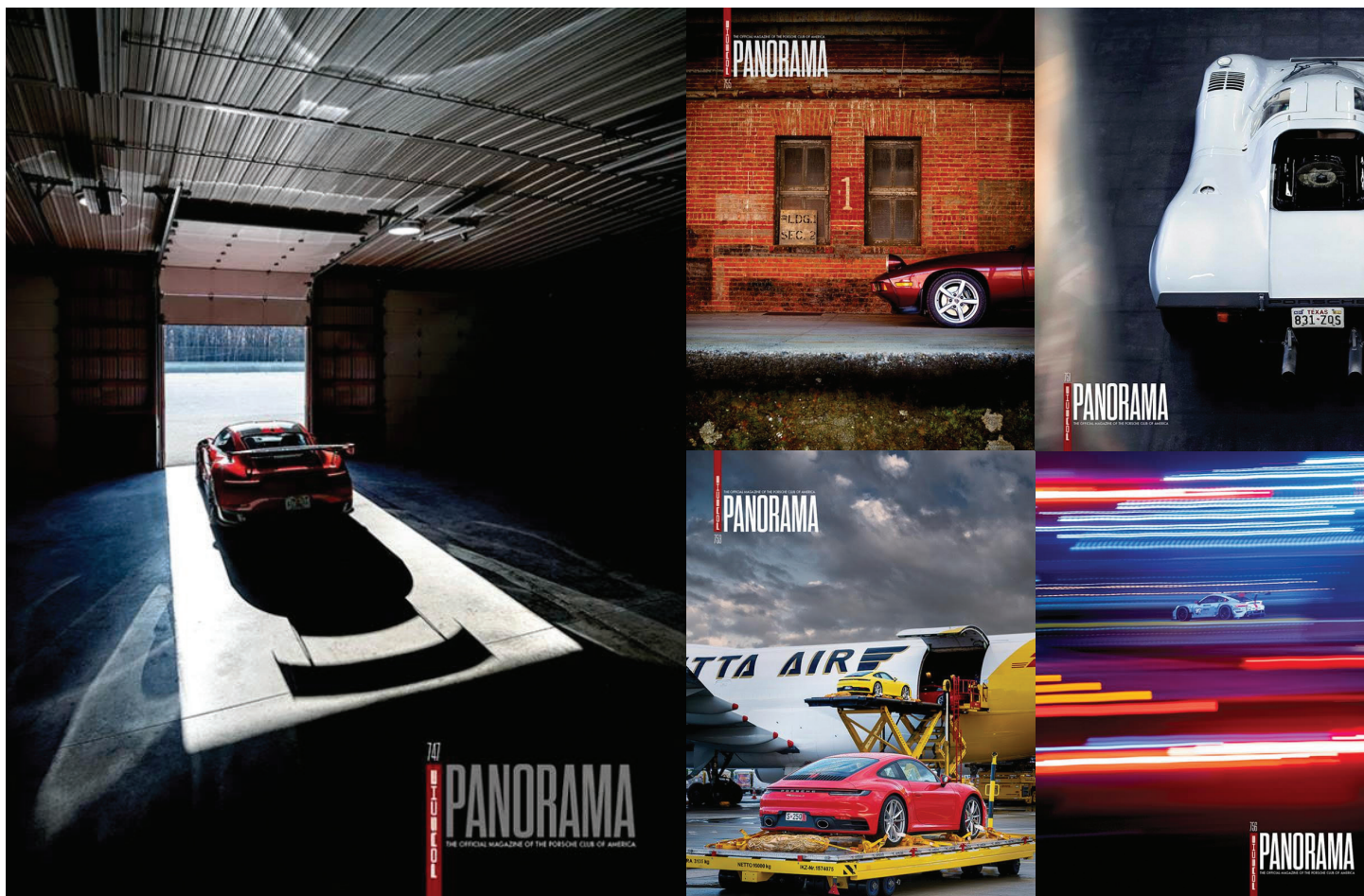
VOL. 47 - NO. 4



HERITAGE TOUR 2020



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FLAGGING PROTOCOL
MORE MINI TWINS



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TABLE OF CONTENTS

4 PRESIDENT'S UPDATE

5 CALENDAR

6 NOSTALGIA DRIVING

12 MINI TWINS

18 NIGHT OF LIGHTS DRIVE

20 FLAG PROTOCOL

23 TRACK DRIVES FOR LADIES

24 HERITAGE TOUR

28 GERMAN EXCELLENCE AX

30 PORSCHE EXPERIENCE ATL

THE SPIEL

The Spiel is the official club Magazine 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 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 lyndseymcoyle@gmail.com.

Cover photo: Barbara Duffy



PRESIDENT'S UPDATE

COVID ISSUES continue to limit FLC activities. We have cancelled our indoor club meetings, but still hold our tours, autocrosses, and DE. Thank you to the individuals that made each event happen and those who participated – safely.

Expect that our indoor activities will start up again early in the year. Watch for news from both the PCA.org and clubregistration.net websites. Hopefully, the case rate will decrease substantially so that we can meet again.

We have scheduled several performance driving events in 2021, including autocrosses on 1/17, 2/21, 3/28, 4/10, and 5/16. All are at Tavares, and dates and locations are subject to change. We are working on dates at Orange County Convention Center, so watch for announcements to confirm date and location. For those who have not done an autocross, I encourage you to come out and try, or just watch. These events are safe, will not damage your car, and will be more exciting than the best roller coaster at our theme parks. If you have questions, call me.

We will also hold a special High Performance Driver Education event from Feb. 5-7 at Roebling Road Raceway near Savannah. In addition to a DE on Saturday and Sunday (clubregistration.net/events/signUp.cfm/event/11100), the event will feature Ladies Day on Friday, Feb. 5. (clubregistration.net/events/signUp.cfm/event/11101). [See Anne's article.] Ladies will be able to drive their car at speed – safely and without pressure. They will have the choice to run in a separate Ladies run group with an instructor or solo, if qualified. Interested drivers, men and women, should plan to attend the FLC DE Seminar Jan. 16 at Ace Café. Breakfast included. Register at the following link: clubregistration.net/events/signUp.cfm/event/11024.

FLC will continue to sponsor driving tours on interesting roads and ending at interesting destinations, but we are delaying the

announcements to see whether there will be any impact of changes in Covid regulations. Stay tuned and watch for announcements.

We had four very successful tours, thanks to the efforts of Annette Vasickanin and hubby Jim Whitaker, and to Dan Beyer. Annette and Jim led our Hurricane Dockside, Bok Tower, and St. Augustine tours and Dan led the Heritage tour. Read about them later in this issue.

Finally, congratulations to our Zone Rep, Lisa Lewis, who married Gold Coast member Mike Koller on December 5. When you see them, be sure to wish them many years of happiness together.

Bert Del Villano
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WELCOME, NEW MEMBERS!

Welcome to all our new Florida Citrus Region Members!!

We are so happy you have joined us. Florida Citrus Region offers a wide variety of activities – everything from Driver Education (DE), Autocross (AX) social events, rallies, and great scenic drives. Come check out some of our activities and join up with other Porsche enthusiasts.

The Florida Citrus Region has a website (flc.pca.org) that contains information about our club. The calendar lists many events where you will be able to meet up with some of your fellow Florida Citrus Region Members. We also have a Facebook page that can be found at facebook.com/ForidaCitrusPorscheClub/.

We hope to have monthly meetings that usually occur on the first Monday of each month. We have suspended the meetings temporarily due to the pandemic, but with vaccines a reality, we plan to hold the meetings soon. Check our calendar (flc.pca.org/calendar/) for meeting location.

Hope to see you out there!!

Leslie Sikorski
Membership Chair

WINTER 2021 CALENDAR

JANUARY

- | | |
|-------------|--|
| 3
(Sun) | CFL Cars & Coffee
Sam's Club - 11920 Narcoossee Rd |
| 4
(Mon) | Membership Meeting
Cancelled |
| 10
(Sun) | Orlando Cars & Coffee
Various - Check FB |
| 17
(Sun) | FLC/German Excellence AX
Frankies Road |
| 18
(Mon) | Porsche Night
The Ace Cafe |

FEBRUARY

- | | |
|------------------|--|
| 1
(Mon) | Membership Meeting
Location TBA |
| 5
(Fri) | Ladies Day + Solo Day
Roebing Road Raceway |
| 6-7
(Sat-Sun) | Drivers Ed
Roebing Road Raceway |
| 7
(Sun) | CFL Cars & Coffee
Sam's Club - 11920 Narcoossee Rd |
| 14
(Sun) | Orlando Cars & Coffee
Various - Check FB |
| 15
(Mon) | Porsche Night
The Ace Cafe |
| 20
(Sat) | Gary Merideth's Cars & Coffee
House Blend Cafe |
| 21
(Sun) | FLC/German Excellence AX
Frankies Road |

MARCH

- | | |
|-------------|--|
| 1
(Mon) | Membership Meeting
Location TBA |
| 7
(Sun) | CFL Cars & Coffee
Sam's Club - 11920 Narcoossee Rd |
| 14
(Sun) | Orlando Cars & Coffee
Various - Check FB |
| 15
(Mon) | Porsche Night
The Ace Cafe |
| 20
(Sat) | Gary Merideth's Cars & Coffee
House Blend Cafe |
| 28
(Sun) | FLC/German Excellence AX
Frankies Road |

Full details at: flc.pca.org/calendar
all events subject to change or cancellation.

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ALL OF OUR LATEST NEWS:**



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NOSTALGIA DRIVING OF THE 80'S

ARTICLE BY **KEVIN DUFFY, 924S944.COM**

PHOTOS BY **BARBARA DUFFY**

THE TERM "TRANSAXLE CARS"

refers to the front engine, rear transaxle Porsches that were built between 1976 and 1995 with the general designations of 924, 928, 944, and 968. While the 928 was the V8 luxury sport coupe of the bunch, the other three were powered by four-cylinder engines in various configurations. Our discussions

here will center around these four-cylinder Porsches.

Without going into a bunch of history, suffice to say that the humble beginning of the series was a somewhat underpowered mid-seventies coupe that was meant to replace the 914 in the Porsche/VW lineup. Porsche introduced this joint-venture car, the 924, as their own in

1976, albeit with an VW/Audi 2.0L fuel injected engine and Audi transaxle, together with a lot of parts from the VW parts bin. The US version was a whopping 95 horsepower, and while the reviews of the day were very generous, that fervor didn't last. Porsche people wanted more, so in 1983 the North American market got



the 944. Sexy lines and more power from the 2.5L engine made it a winner, and from there the turbo, sixteen valve, 2.7L and 3.0L engines came to be. And Porsche sold a ton of them - about 330,000 in its nineteen-year run. During the same time period, Porsche also sold an additional 61,000 928's for a total of almost 400,000



Above: A 1987 924S that was totaled from an engine fire, rescued by Kevin Duffy and 924S944.com. It's a 33-year-old daily driver with the "JUSAT0Y" tag that has been on Duffy Porsches since 1985.

Left: Another 924S owned by Kevin. A 1988 Special Edition. One of 980 produced world-wide, one of 500 imported to North America.

Says its owner: "This 944 red race car (in the 1984 championship winning livery) made its first public appearance since 1986 at this event."

Balance performance makes 944's winners even today.





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front-engine water-cooled cars. By comparison, Porsche sold about 275,000 911's during that same period.

With the introduction of the higher horsepower Boxster and the 996 in the late nineties, interest in the front-engine cars waned. By the early 2000's you could pick one up for well under \$10K. Since they were good drivers, could easily be used for commuting, grocery runs and such, they accumulated a lot of miles and when they were worn out, they were mostly discarded. Many that remained were "rode hard and put up wet." In a lot of cases, budget repairs with non-Porsche parts and procedures were common. With sometimes hundreds of thousands of miles, dashboards and interiors showed wear, paint faded, and the mechanicals just wore out.

BUT IN THE LAST TEN YEARS

or so, popularity for these nostalgic 80's sports cars has come back. Prices started to creep up for good, solid, stock examples, and a strong aftermarket rose up to meet the demand for both new and used replacement parts. International parts manufacturers started tooling up to reproduce many of the "No Longer Available" parts, and businesses popped up to both service them and to also harvest parts from cars that were no longer road-worthy. The transaxles were back. A very detailed discussion or the values of transaxle cars can be found on www.924S944.com.

If you think that buying a 924, 944 or 968 is an "appreciating



investment," you will probably be disappointed. However, you can buy and maintain one, enjoy it, take it to track days, autocrosses, the office and the grocery store, and when it comes time to sell it to the next enthusiast, you can get your purchase price back. You can't do that with a Honda or a Ford - or almost anything else on the road. Your cost of ownership is the maintenance that you do to keep it in top shape.

IF YOU'RE CONSIDERING

buying a front-engine, water-cooled car, remember that a pre-purchase inspection by someone familiar with these cars can be a real money-saver. There are some problems that must be identified before you make the deal to ensure that initial repair and maintenance costs won't break the bank. Low-mileage cars that have

been sitting - not being driven - can hide a multitude of "deferred maintenance" costs. Get a second - and third - opinion. Then climb in and enjoy!

Kevin bought his first Porsche in the early 80's - a 1978 924, and he's been hooked on the front-engine water-cooled Porsches ever since. In retirement he does what he can to keep them running by rescuing, restoring and servicing them. Go to 924S944.com for over a hundred and fifty original articles about these wonderful Porsches - including an April Fool's Day 2018 article announcing Porsche's reintroduction of the 944 that fooled thousands of enthusiasts! (One reader was so excited about the prospect that he actually got permission from his wife to go down to the dealership and order one!) ■

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MINI TWINS

By Dan Beyer & Tobias Hintenaus



IN THE FALL SPIEL article about Christian and Ortrun Hartinger and their “twin” GT3RSs, we also showcased their Jade Green (mislabelled as “Mint” on the cover) 991 generation Speedster. In one of the photos, “Speedy”—Christian’s nickname for his Speedster—can be seen parked proudly in their living room in Leipzig. (That’s the 1/1 scale version, i.e., the full-sized car.)

Now there’s an easier way to have a Porsche in your living room. Also recall the “mini-me” version of the car in another photo from the article. That small Porsche model is a 1/18 scale model that was designed by Spark for Porsche Leipzig using Christian’s 1/1 scale Speedy as its inspiration. Only 100 of these limited edition 1/18 model cars

were made and Christian has #001/100. Unfortunately, these 1/18 Speedy model cars are now sold out. [cont.]





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Fast forward. There is now another Speedy model, the 1/43 scale sized Jade Green car. This car is also produced by Spark and licensed for Porsche Leipzig. Only 300 of these smallest Speedys were made. At publication, just a few of these 1/43 scale Speedsters are still available to purchase from www.exclusive-porsche-models.de in Germany.



@ simply.just_lighter.green

I became acquainted with Exclusive-Porsche-Models and its owner Tobias Hintenaus while working with Christian Hartinger on the “twins” article. Tobias is an expert on model Porsche cars. He is a broker for model Porsche cars and can also create a 1-of-1, bespoke model of your Porsche car.

According to Tobias, “I started collecting models as a child, using each opportunity to play with the 1/18 scale collection of my father. While he was not dedicated solely to Porsche models, my main attention was directed to a yellow 911 993 made by Bburago. Ever since, the shape of the 911 caught my attention and interest. That was basically the start of my own Porsche model car collection.

My collection grew over the years, but I was not only into collecting models; rather, I also started customizing them [see photo on pg. 13]. Porsche Exclusive offers Porsche’s customers almost unlimited spec possibilities with their 1/1 scale cars - that’s the spirit I want to transfer to model cars in scale sizes such as 1/12, 1/18 and 1/43.



And so this is why I founded 'Exclusive-Porsche-Models' back in 2008. Even though the company reflects only a side-job of mine, it is constantly growing and nowadays I'm building approximately 50 custom models for customers all over the world.

Through this passion, I also got in contact with Porsche Leipzig and ultimately with Christian Hartinger. While the initial plan with Christian was

to create a 1-of-1, 1/12 scale model, the final plan ended up going with the series production of the 1/18 (100) and 1/43 (300) scale models, thus being able to share the models with more collectors. A lovely project and truly special models. That's why I'm doing Exclusive-Porsche-Models - the joy and passion of Porsche, independent of their scale."

And if you missed out on the recent PcarMarket.com charity auction of both



the 1/18 and 1/43 Speedy models (see www.pccarmarket.com/auction/jade-green-scale-model-cars-143-and-118-autographed-charity-auction/) there still may be another opportunity to order



the 1/43 scale model through Tobias and Exclusive-Porsche-Models. ■





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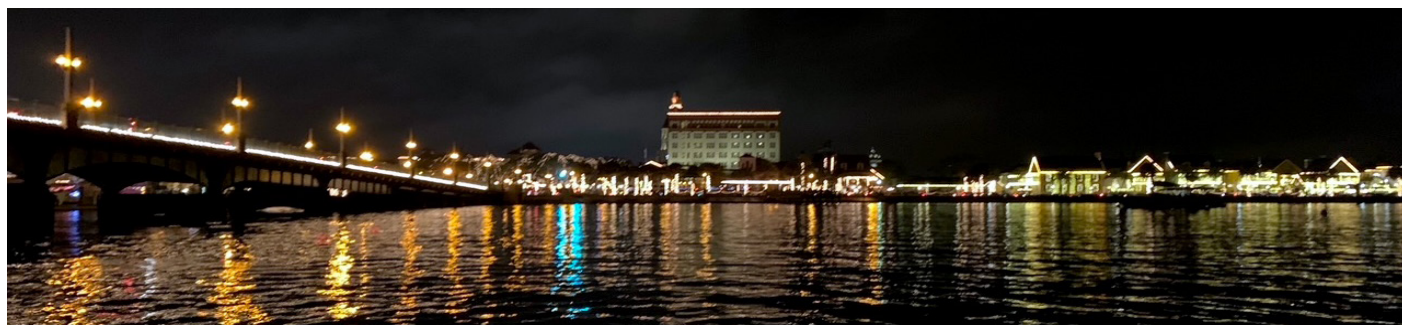
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PORSCHE CLUB OF AMERICA

NIGHT OF LIGHTS: THE LAST CITRUS REGION DRIVE OF 2020

by Annette Vasickanin



WE HAD OUR REGION'S last drive for 2020 on 12 December. In an effort to have a gathering during the Christmas Season, we had a drive together to see the Nights of Lights in Saint Augustine. This is when the entire waterside historic district (with the exception of one Scrooge) in Saint Augustine all light up and their business with festive lights, and it is really heart-warming to see.

The drive began at Bill Dreggors Park near historic downtown DeLand, Florida. About twenty-three cars arrived mid-morning to begin our drive to East Palatka for lunch. Just before the meeting, on a morning when the Weather Channel advised 'no rain', it started to rain. Luckily we were all able to assemble under an amply-sized pavilion to have our drivers' meeting.

Our meandering took us past the cities of Pierson, Seville, and Welatka with a pass by grain silos, fish farms, and a grass airstrip. Lunch was at Corky Bells. Since we planned our arrival for right when they opened, we were able to spread out outside under their large patio. (The rain let up for lunchtime.) To stay safe we had multiple tables of six, four, and two. (Depending on your personal comfort level and known 'bubbles'.) Corky Bell's has beautiful views as it

sits right on a bend of the Saint Johns River, and they are also known for their delicious Loin of Cod.

After lunch we headed out again in our two groups to continue on to Saint Augustine. Our route took us past a long stretch of the ambling Saint John's River. If you have been on one of my drives before, you will almost always have found it goes by a body of water as I love to look upon the water! Our halfway point to historic Saint Augustine was at Buddy Boys for a comfort break.

The destination was the historic area's multi-level parking garage. Even though we arrived early enough in the day it became full right after the first group arrived. However, others were able to continue on to a nearby parking lot or their lodging for the night. Groups of us met up and shopped together or had dinner together. Jim and I ended up doing the Nights of Lights Boat Cruise to enjoy the lights without being so tightly packed with others. Next year we will do this drive again but will probably make the boat ride something that we can all do together as a group. It was wonderful!

See you on the next drive. I look forward to driving with y'all again real soon.



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SITUATIONAL AWARENESS

by Steve Williamson

ONE OF THE BEST THINGS about the Citrus Region HPDE program is that everything that has garnered your attention in your daily life is pushed to the background and hardly a blip on your radar during that weekend of tracktime. You will likely find that those issues that kept your mind racing are reduced to their proper focus and your mind becomes occupied with hitting braking points and apexes, etc... Driving on-track requires all of your focus and attention to the matter at hand, a certain *situational awareness*.

At times we will find ourselves so overwhelmed with the focus required in driving the car that important aspects of surviving on track are set aside. For example, running out of fuel or forgetting to remove objects from the car are common. Forgetting to buckle your helmet, replace hood pins, start your Go-Pro etc... have been known to happen. More significant examples may be violations of the “rules of the road” like crossing the blend line early leaving pit road or missing or ignoring flags.

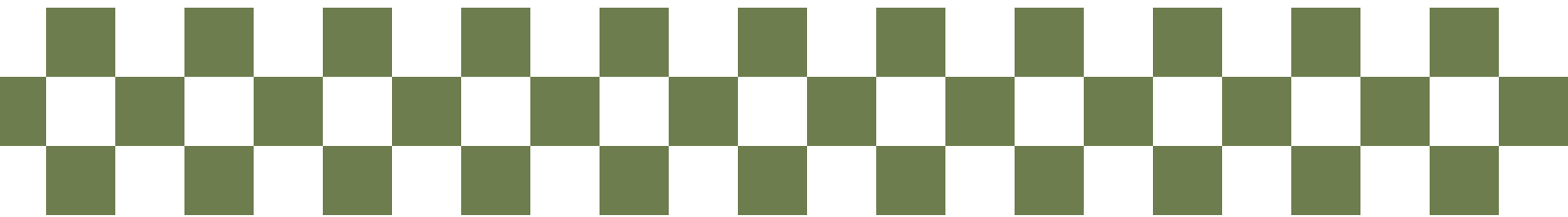
While all the other items may be worthy of an article, my focus this month is the issue of flags. If you have participated in any of the Citrus Region performance driving events, either autocross or HPDE, you have been subject to flagging protocol. Essentially, it is the only way Control is able to communicate with drivers on track. Some tracks that we drive (Daytona

and Homestead come to mind) have a combination of flag stations manned by corner workers and a series of lights. Why that combination is used in those environments is interesting and comes with both advantages and disadvantages and is probably a topic for a different time.

Not only do we ask drivers to be familiar with the meaning of each of our flags, but also to note the location of flag stations/corner workers. In most cases, flag stations are in highly visible locations in the direction of where your eyes would go for the next corner, toward the inside of the turn toward the apex. It’s a great habit to acknowledge the workers at flag stations during the first lap of the session and again at the close of the session. That way they know you are paying attention.

AS AN EXAMPLE of the importance of the above acknowledgement, track access at Roebeling Road requires traffic to cross the track at the end of pit out. Traffic leaving will line up awaiting the end of the session and will not be allowed to cross until Control is confident that there are no “runners” who may have missed or who are ignoring the flag. Running the flag delays the release of crossing traffic and further delays the start of the next session.

The most important flag that may be displayed is the red flag. All of our classroom sessions in instructed groups are taught



its meaning. In short, a red flag means extreme danger. STOP driving. Come to a CONTROLLED STOP as quickly as possible to the edge of the track, within the driver's line of sight of a flag station. Proceed cautiously to pits only upon indication from a corner worker. Some emphasis is placed on STOP and CONTROLLED STOP. Situational awareness is again required... check your mirror to make sure you are not going to be the reason for the next red flag as following traffic needs to be paying attention... a full on ABS inducing retardation is likely not required... but STOP... WAIT to move again until you are given authorization to do so.

We recently had a red flag test in a solo group. A risk versus reward consideration is always important as you don't want to create a red flag situation from a test. We awaited the end of the session and chose a time when no traffic was trained together. We had observers stationed around the track to view the test. A debrief was conducted following the session with each driver individually to get a feel for what they observed. Here are some of the reactions...

- DIDN'T SEE THE FLAG (DROVE PAST 4 STATIONS)
- SAW THE FLAG, DIDN'T THINK IT WAS FOR ME
- SLOWED DOWN, KEPT DRIVING
- SLOWED DOWN & FOLLOWED THE CARS IN FRONT
- CHOSE TO DRIVE TO THE EXIT BETWEEN TURNS 4 & 5, NEVER RETURNING TO PIT ROAD

REMEMBER THAT FLAGS are the only way we can communicate with drivers. Some drivers did stop in response to the red flag. Here's the problem... just like the end of the session checkered flag, Control cannot respond until ALL drivers have acknowledged the red flag. All drivers must STOP before fire, rescue, medical, and a roll-back can be safely dispatched. This is true if you are driving Homestead, Daytona, or Roebling Road.

Although exiting the track between turns 4 and 5 at Roebling Road and not returning to pit road may sound ok, Control cannot account for you, and if fire, rescue, medical, or roll back have been dispatched through that track access point, you have become part of the problem.

As a bonus to anyone who has read this entire article...there will be a red flag at Roebling Road in February...hook your peepers on the flag stands! :)

And for those who know me... I have blown flags myself and have lacked situational awareness... Not perfect in that regard for sure... But I am trying...

Steve Williamson is the Chief Driving Instructor for the Citrus Region PCA.



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A GREAT DEAL FOR LADIES AWAITS YOU

by Anne DelVillano



FL Citrus offers ladies a great opportunity to track your car for free at the upcoming “Ladies Day” Drivers Education event taking place on Feb. 5th, 2021. What a neat way to expand your driving skills with an experienced driving instructor riding with you. The instructor will guide you on how to navigate the track, how fast you should go, how to pass and how to signal cars to pass you. Most importantly, you will have assurance and confidence having an experienced instructor riding with you. This event is a great opportunity for solo lady drivers to participate, who can be motivators for first-time lady drivers. The link to register for Ladies Day is clubregistration.net/events/signUp.cfm/event/11101.

I first started driving in the mid-nineties and retired twice, but the track “keeps pulling me back,” as quoted from the *Sopranos* mafia series. When Steve Williamson dedicated one day for ladies to drive for the day at no cost, no pressure, and a chance to share the track with “ladies only,” it is hard to turn it down. So I am

coming back for this special weekend event.

The link to register for the Saturday/Sunday DE is clubregistration.net/events/signUp.cfm/event/11100.

If you have never driven on the track, and would like to expand your horizon, come on out. You will get lots of track time, classroom instruction, a great instructor and an emphasis on driving at speed safely. You will learn how to pass, which is really exhilarating, and if you get hooked, you can drive Saturday and Sunday for the standard registration fee.

Plan to attend the Florida Citrus “High Performance Driver Education Seminar” on January 16th. This will provide basic information about the upcoming DE and will give you insight on what to expect at the track. The link for the event is clubregistration.net/events/signUp.cfm/event/11024.

Sign up and let’s drive together.

HERITAGE TOUR

ARTICLE BY KEVIN DUFFY, 924S944.COM

PHOTOS BY BARBARA DUFFY



Left: Sam
Katanich's '73
911 Carrera RS
Tribute in Gulf Blue

Right: Karim
Rahemtulla's '65
356C in Slate Gray

Top Right: Tony
Gray's '69 911T in
Burgundy Red next
to a 2013 Guards
Red 981 Boxster

SATURDAY MORNING was cloudy and a little cool for Central Florida, but with 43 cars pre-registered for the event, a little weather wasn't going to stop anyone. The Florida Citrus Region 2020 "Heritage Tour" started at Porsche of South Orlando to tour Central Florida back roads from the dealership to Inverness and the Fisherman's Cove Restaurant west of Inverness. As an extra added attraction, members could pre-register for an exciting airboat tour of the Withlacoochee River and its birds, alligators, and turtles. "Captain Dave" provided a great hour-long ride with some cool sights at Wild Bill's Airport Tours.

The "Heritage" part of the Heritage Tour focused on both transaxle cars and air-cooled cars – the cars that brought Porsche up to the modern times of the Boxster and 996 – and on.



The group consisted of one 356C, ten air-cooled 911's and 912's, and fourteen transaxle cars. In the mix was not one, not two, but *four* 924S Special Edition cars. Of course, Sparky, our white '87 924S, was there and had the privilege of leading the first group out on the tour. The fact that one-third of the Porsches were transaxle cars was quite a statement – transaxles are

real Porsches and welcome at Porsche Club events.

The tour route took us through parts of Florida that tourists – and many residents – never see. Once we got out of the busy Interstate Four neighborhood, a slow drive through Windermere then snaked through growing small communities, ranch land, and farm land to Inverness and SR 44, headed west toward Crystal River and the Gulf of Mexico. Before getting to the Gulf, we passed over the Withlacoochee River and soon stopped at the Fisherman's Cove for lunch.

PORSCHE OF SOUTH ORLANDO

provided an open house with a catered COVID-safe buffet breakfast for all in attendance. A spotlight was the number 44 1983 944 race car that was actually raced when new in SSGT "back in the day." With its three Cicie lights on the bumper and period-correct





markings, the car was restored by Stan Kostewicz of Stashu's Import Car Service in Longwood.

The first of four run groups left at 9 AM with Sparky and two Special Edition 924S's behind. Three other groups left at fifteen minute intervals to create a suitable gap. It was a wonderful thing to see our 944's and 924S's driving a PCA tour front-to-rear with our newer 911, Boxster, Cayman and such Porsches. The second group was led by the #44 944 racer (see article on pg. 8).

LUNCH AT THE FISHERMAN'S COVE was great Florida seafood prepared quickly – and quite tasty! The small restaurant was ready for us, and the front of the place was absolutely “infested” with Porsches!



This photo: Jason H's '82 911SC in Platinum

Below: Kevin Duffy's '87 924S, “Sparky” in Alpine White



After lunch, those of us who registered for the airboat tour drove a couple of minutes back east on SR 44 to **Wild Bill's Airboat Tours**. The airboats were designed to hold about twenty passengers, powered by a Chevrolet LS6 Supercharged engine – of course, we had to ask! Captain Dave gave us a great tour with lots of birds, turtles, and even a few alligators taking advantage of the warm afternoon sun. The scenery was magnificent, and the ride was smooth and exciting. ■

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FLC - GERMAN EXCELLENCE AUTOCROSS YEAR-END RESULTS 2020

By Bert Del Villano, President and AX Chair

Despite all of the restrictions imposed because of the COVID pandemic, FLC managed to hold 6 autocross events, 5 of which were held at the Lake County Sheriff's Training Facility in Tavares, while the other was held at the Orange County Convention Center. A total of 123 drivers participated in the series.

We use a modification of the PCA Parade Competition Rules for autocross car classifications. Porsches are divided into 8 Stock, and 8 Production classes based upon model design, weight, horsepower, and modifications. Ladies run in their own class. In addition, we are pleased to have a great group of drivers of non-Porsche cars come and play with us – all in our Fun Class.

In the attached table, we show the results for drivers of Porsches, provided they drove in at least 3 of

the 6 events. The Hamill dynasty has dominated the AX series for years. In 2020, Heather Hamill won class SL in every event she ran. Her son, Zac Saubert, won his class in all but one event that he ran in. Heather's father, Maury Hamill, faced very heavy competition from Jimmy Strater, who won the class, and Bob Blucher, and so finished second in class overall. Other winners were Terry Glazar (S7), and Marc Gerber (S8). Class P2, 944's and similar, featured an ongoing competition between winner Mike Gaboda, and Bradley Thomas, who finished second. Also, in the P classes, winners were Chris Doss, Don Cross, and myself.

The autocross series could not have happened without the support of a large group of enthusiasts. Thanks to Don Northrup of German Excellence for his ongoing sponsorship of the

series. A special thank you to the cast that runs the events: Anne Del Villano who managed registration, Bob Blucher who designed the courses, Mel Saiz who tabulated the results, Gary Merideth who filled in for me to run some events, the team from Martin Sports Car Club (Mickey Gauldin, Steve Claxton, Chris Wells, Kevin Madyda) and of course, all the drivers that made the series a success.

In 2021, we will try to run at least 6 events, most at Tavares, and possibly some at the Convention Center. Come play with us. **Tentative dates are: 1/17; 2/21; 3/28; 4/10; 5/16.** All dates are subject to change. Final dates will be announced using the PCA email system, and our social media outlets. Registration will be available at www.clubregistration.net.

See Drive/Class results opposite.

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FY2020 AUTOX DRIVER/CLASS SUMMARY

SL							
Heather Hamill	10	10		10	10	10	50
Anne Del Villano	6	8	10		4	4	32
Karyn Rinaldi	8			6	8	6	28
Sondra Miller				8	6	8	22
Sarah Thompson			8	4		2	14
S3							
Zac Saubert	10	8			10	10	38
Mel Saiz	6	6		8	6	4	30
Larry Hughes				10	4	8	22
Nelson Roque		4		4	2		10
Keith Thompson	2			6		2	10
S4							
Jimmy Strater		10		10	10	10	40
Maury Hamill	8	4	8		8	6	34
Mark Peebles	6	8				8	22
S7							
Terry Glazar				8	10	8	26
S8							
Marc Gerber	6			6	2	10	24
P2							
Mike Gaboda	10		10	10	10	10	50
Bradley Thomas	8		8		8		24
P5							
Chris Doss		10	10		10	10	40
P6							
Don Cross	10	10	10	4	10	8	52
P7							
Bert DelVillano	10	10	10		10	10	50



PORSCHE CELEBRATES 5TH ANNIVERSARY OF ITS U.S. HOME AT THE PORSCHE EXPERIENCE CENTER ATLANTA

Originally published 12/08/2020 on newsroom.porsche.com

Since first opening its doors in June 2015, the Porsche Experience Center Atlanta (PEC) has made its mark as a brand park where everyone – not just Porsche owners – gets to drive the Porsche of their dreams. To mark its fifth anniversary, the PEC hosted a virtual celebration on Wednesday, December 9. Hosted by factory racing driver Patrick Long, the celebration will feature special guests from its hometown in Atlanta including Mayor Keisha Lance Bottoms, NBA Hall of Fame legend Dominique Wilkins, chef, author and restaurateur Kevin Gillespie, 11Alive news anchor Francesca Amiker, social media influencer Shubble, DJ Skee, as well as entertainment from the Yacht Rock Revue.

“One Porsche Drive is such a special and inspiring environment – the feeling of excitement when approaching the building, even after five

years, is so strong. Welcoming over a quarter of a million visitors to our home in Atlanta in just five years is a testament to the enthusiasm we share with guests each and every day,” said Kjell Gruner, President and CEO of Porsche Cars North America, Inc. (PCNA). “We’re thrilled to celebrate the Porsche Experience Center Atlanta’s fifth anniversary with a special virtual event that everyone can enjoy from the comfort of their home. Like everything we do at Porsche, the celebration should bring the Porsche family together, and you don’t want to miss it.”

In addition to serving as its corporate headquarters, it is also home to an industry first in North America – the Porsche Experience Center, which features a module-based 1.6-mile driver development track. The venue also includes a Heritage Gallery, Classic Factory Restoration

Workshop, training facility for Porsche technicians, and the Porsche Exclusive Manufaktur – Personal Design Studio. Rounding out the experience center are a Driving Simulator Lab, the Porsche Retail Store, the newly-renovated Carrera Café, and Restaurant 356 for a contemporary fine-dining experience. Located adjacent to the Kimpton Overland Hotel, visitors can book a 90-minute driving experience on-road or off-road, coached by professional drivers who show them how to get the most out of a Porsche.

After five years at One Porsche Drive, PCNA announced in September that it will further develop its North American headquarters and U.S. footprint in Georgia with a multi-million dollar investment that includes a new Porsche Classic Factory Restoration facility as well as a track extension for the PEC. Additional details about that investment can be found on newsroom.porsche.com.

Since reopening in May after COVID-19 restrictions, the PEC has launched a new Porsche Owner Experience that offers Porsche customers a bespoke 90-minute driving experience. Divided into two 45-minute sessions, the program opens the track to customers' privately owned Porsche cars for the first portion of the experience, followed by customers driving a similar new model with instruction from a Porsche Driving Coach. The experience launched in October and is offered



monthly. Customer cars are limited to vehicles with air bags and other modern safety features.

The PEC also offers four unique driving experiences behind the wheel of the Taycan, the first all-electric Porsche sports car. Now anyone can drive the Taycan Turbo S and Taycan Turbo to experience their stellar performance firsthand.

Porsche Experience Center Atlanta's 90-minute experiences: Taycan Turbo S (\$650), Taycan Turbo (\$600), Taycan Turbo vs 911 Turbo (\$825), Taycan Turbo vs Panamera Turbo S E-Hybrid (\$750).

The Porsche Young Driver Experience (PYDE) is also offered as a new half-day program designed to provide new drivers who are 16 years or older with personal instruction from a Porsche Driving Coach. The program commenced in October in Atlanta and interested customers should call 888.204.7474 for additional information.

The PEC has implemented numerous health and safety measures to protect the well-being of visitors and staff from COVID-19, including modified driving experiences in a lead-follow format to maintain appropriate social distance, with driving instruction via radio. Restaurant 356 is open Thursday – Saturday from 11:30 a.m.–2:30 p.m. with limited capacity for lunch reservations.





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