

THE SPIEL

CITRUS

OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

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The *Spiel* is the official club Magazine of the Florida Citrus Region of the Porsche Club of America. Members receive four issues per year as part of their club dues. Back issues are available at flc.pca.org.

Submissions must be received by the 1st of March, June, Sept., and Dec. Send your articles to spielrepository@gmail.com.

Statements appearing in the Citrus Spiel reflect the views of their authors and not necessarily those of the Porsche Club of America, the Florida Citrus Region, the Board of Directors, or the Spiel Editor.

Cover photo: Robin Thompson, Vintage Motorsport Magazine (see article on p. 8)

JANUARY

2 (Sun)	CFL Cars & Coffee Drive Shack Orlando
3 (Mon)	Membership Meeting TBA
9 (Sun)	Orlando Cars & Coffee Various - Check FB
16 (Sun)	Autocross Tavares
17 (Mon)	Porsche Night The Ace Cafe
20-23 (Thu-Sun)	PBOC Sebring
21-23 (Fri-Sun)	Roar Before the 24 Daytona Intl. Speedway
22-23 (Fri-Sun)	Florida Crown DE Roebling Road
27-30 (Thu-Sun)	Rolex 24 Daytona Intl. Speedway

FEBRUARY

4 (Fri)	Ladies Day/Solo Day Roebling Road
5-6 (Sat-Sun)	Drivers Ed Roebling Road
6 (Sun)	CFL Cars & Coffee Drive Shack Orlando
7 (Mon)	Membership Meeting TBA
12 (Sat)	Chili Cookoff Porsche of Orlando
13 (Sun)	Orlando Cars & Coffee Various - Check FB
19 (Mon)	Autocross Orange Co. Conv. Center
21 (Mon)	Porsche Night The Ace Cafe

MARCH

4 (Fri)	Werks Reunion Amelia Island
6 (Sun)	CFL Cars & Coffee Drive Shack Orlando
7 (Mon)	Membership Meeting TBA
13 (Sun)	Orlando Cars & Coffee Various - Check FB
16-19 (Wed-Sat)	12 Hours of Sebring Sebring
20 (Mon)	Autocross Tavares
21 (Mon)	Porsche Night The Ace Cafe

Subject to change. Details at: flc.pca.org



PRESIDENT'S LETTER

BY BERT DEL VILLANO

THE PAST TWO YEARS HAVE BEEN..... INTERESTING.

As is the case for all new FLC Presidents, I started my term with a set of goals and high expectations. Initially, I had simple goals, including:

- Build on the success of previous Presidents, especially those of Lyn Perez.
- Maintain the high standards in the DE and AX performance driving events.
- Expand social activities.
- Broaden participation in FLC Tours.
- Assure that all Porsche series were recognized as members of the Porsche family.

Then Covid came.

Many of our activities were held despite Covid. Sure we had to mask-up for some and sign two releases for others. Participation was down. But we only missed a couple of monthly meetings, had post-meeting dinners and were asked to not return to just a couple of venues. Not so bad for the meetings. Most other social activities were put on hold. Not so good, but... The AX and DE events continued almost unabated. Again, not so bad. Tours continue and were easier, since drivers meetings were outside. Of course there were only 2 friends per car, and folks could choose to join gatherings at tour destinations. Still, not so bad. All this without a single incident of Covid transmission. Better than not so bad.

With all this happening, we were "requested" by PCA Natioal to update our Bylaws. John Vick, Lyn Perez, and I worked for more than a year and finally reached an agreement with PCA regarding the terms in the document. The final version was mailed October 20 in the fall Spiel, along with a ballot. 105 voted to approve and 0 voted to disapprove - PASSED UNANIMOUSLY. The new Bylaws more clearly define the functions of club management, by establishing an Executive Council and defining the roles of the EC and Board. Please be sure to thank John and Lyn for the extraordinary effort they made to complete the project. Also, each member was sent a copy of the final Bylaws by email. The document has been posted at flc.pca.org. Please read them.

Later in this issue you will find stories about our fall activities - very busy. Tours, Treffen, Autocrosses, Instructor School and DE, and meetings, including our annual election at Dezerland.

Congratulations to our officers for 2022: **Karyn Rinaldi (President)**, **John Vick (Vice President)**, **Jim LaPiana (Secretary)**, and **Dan Beyer (Treasurer)**. Please give them your full support.

Finally, I want to thank each of the officers, committee chairs and volunteers that allowed FLC to manage through this difficult period and come out a strong club. It is true, "It's not the cars, it's the people."

Bert Del Villano concludes his term as Club President this month. He will serve as DE, CDI, and AX Chair.



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MEMBERSHIP NEWS

BY LESLIE SIKORSKI
MEMBERSHIP CHAIR

NEW MEMBERS: Welcome to all the new PCA members and those folks that have transferred into Florida Citrus from other regions! Come join us at our monthly meetings or one of our other events we have coming up. Check out our calendar on p. 3 and find full details at flc.pca.org/calendar.

September

Anthony Lombardi
Peter Crage
Christopher Bredesen
Alex Lorenzo-Rojas
Daniel Niccum
Josh Foley

October

Kenneth Luzadder
Robert Young
Robert Burns
Gerald Vega
Jorge Rodriguez
Carlos Santiago
Rafael Cruz

ANNIVERSARIES: Let's celebrate those members that have PCA Anniversaries coming up the first quarter of 2022. If you see any of these folks out and about, be sure and congratulate them!

45 Years

John & Janet Reker

30 Years

Christopher & Michelle Nye

20 Years

Brian & Leslie Cheney
Wayne Donnelly
Veronica De guenther
Ross & Genie Evers
Terry Wolters

15 Years

Alexander & Jennifer Calder
Stan Hildebrand
Lawrence & Cynthia Lewis
Serena Stornaiuolo
Roberto Franceschetti

Pu Guo
Tate Scott
George Ashley
Pablo Ortiz
David Wiercinski

November

Dean Dephillips
Peter Ruggiero
Ragnar Gustafson
Brian Feeney
Douglas Olvey
Assed Moises Amar
Jason Carl
Darren Devine
Joseph Antequino
Ahmad Khan

Transfers from other regions:

Robert McCue - Western Michigan
Anthony Mirra - Riesentoter
Jon Daves - Space Coast
Dean DePhillips - Carolin

10 Years

Rodolfo & Nicolas Schuessler

5 Years

William & Tricia Barr
Chris Campbell
Paul DiLorenzo
Greg Fiore
Todd Graeber
Steve Heafner
Yubin Jeng
Matthew & Penny Jolly
Eric & Kourtney Katanich
Peter Kelley
Robert Lightsey
William Mayoral
Mark Mccallum
Scott & Jennifer Moller
Bobby Moran
J Royston
John & Trudy Shoemaker
Eric & Rick Spong
Calvin Thompson



FLC INSTRUCTOR SCHOOL

FEBRUARY 4, 2021 BY BERT DEL VILLANO

Serendipity smiled on the Florida Citrus Region PCA/Motorsport Safety Foundation Instructor School.

Instructor Candidates, Mentors, and a group of solo drivers all arrived at Roebling Road Raceway on February 4 with high hopes for another Instructor School, only to face near continuous rain. This School is intended to have Mentors, who are highly experienced PCA Instructors, drive Candidates' cars and role-play a series of scenarios in which the Mentor pretends to be different personality types and to have different levels of ability/experience. The Candidate must adjust to the various "student" personalities and then teach the basics of performance driving. Of course, this means doing some very weird things while driving the Candidate's car - with the windows down. Not good.

We were faced with a dilemma. How can we properly train new instructors safely and without risk to their cars in the rain. The answer... Do not use the Candidate cars, use SUVs and pick up trucks with the windows up. Jack Abbott, RRR Track Manager, gave us authorization to do this, as long as the speeds were

less than 50 mph. And so we did.

The staff was very concerned that the Candidates would not get sufficient exposure to typical novice behaviors while riding in a truck. Actually, everyone felt that the quality of the educational experience in this School was far better than in previous schools, primarily because everything was slowed down by the track conditions. Mentors were able to communicate more effectively. Candidates were able to digest information. Yes, serendipity was at work.

At the end of the day, we graduated 13 new instructors, all of whom would be included in the corps of PCA instructors, as well as being certified as a Level 2 Instructor with MSF.

For sure, we have learned from this school and will make certain that our next Instructor School will be done using the lessons from our truck adventure.

Bert Del Villano is FLC's Instructor School Chair. He is also AX chair and is finishing his term as Club President. He will begin serving as Immediate Past President in 2022.



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- o Hot Chili
- o Side Dish
- o Dessert

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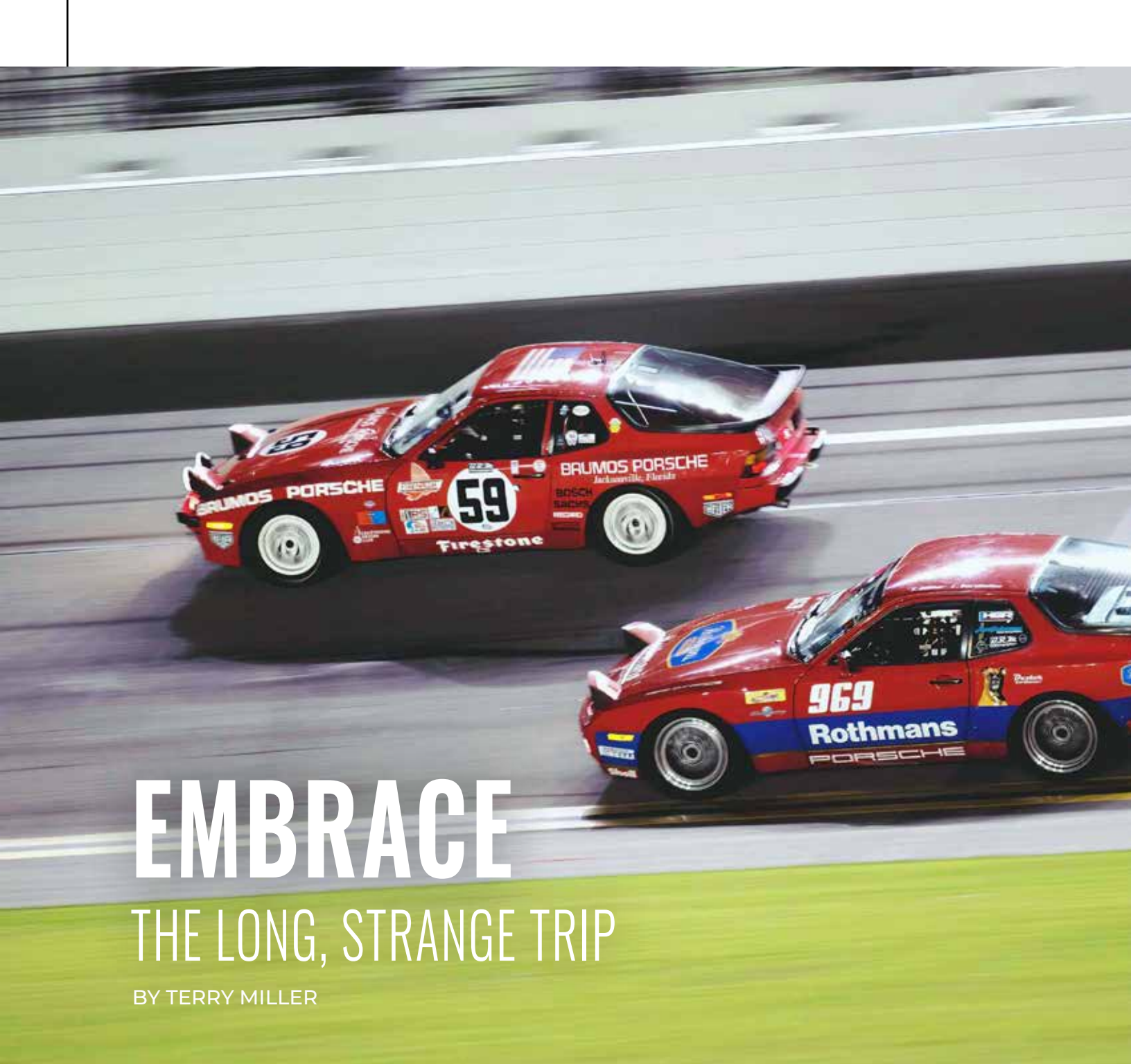


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- "Door" prizes will be presented in addition to those for the cook-off. (tickets to be given as you vote - and will be drawn after the announcement of the Cook-Off winners).

Questions can be directed to Mike Hollosy at 860.304.9233 or via email @ dwrocks@hotmail.com.

- Please sign up on Club Registration to let us know if you will be bringing a dish or just sampling and voting. www.clubregistration.net



EMBRACE THE LONG, STRANGE TRIP

BY TERRY MILLER

SO HOW DID I GET to the podium at the historic 24 Hours of Daytona a few weeks ago???

The Grateful Dead said, "What a Long Strange Trip It's Been"

The First People of the Lakota tribe of the Sioux Nation (I had the pleasure of spending 4 months with them on the Pine Ridge Reservation) said that in the Western world we saw the sky as BLUE, so let's break it down with

science and technology and over-analyze and fear what we see. The Lakotas' view is simple: "It is pretty, let's enjoy."

My life has seen the best and worst in humans as I have traveled the world to explore life in many different ways. I had no children of my own (and my hat is off to those of you who do) so I took that free time to travel, explore, learn, and

share with others, as I always travel the back roads of the world where "real" people live with whom I can learn and share.

Trains, planes, and automobiles (mainly motorcycles) and all of the people around them often brought out the best in knowledge, sacrifice, creation, comradery, family, helpfulness, and freedom. Enjoying the beauty of the drive,



to help explore and teach and encourage, as well as befriend others in ways they never thought they would, and enrich so many lives. We all have our "families" that we have been born or married into, but there are still those families we choose to belong to, who might even be better than our natural ones. Citrus Region and PCA as a whole can provide those opportunities, so take some time to experience all they have to offer.

BE A REBEL, live, and enjoy life a little on the wild side while you can. Don't regret not trying something new or different. Simplify "life" as best you can and enjoy all that we often miss, which can offer so much. Get off the "interstate" and take the back roads where there is more color and life to be seen and admired and taken in. Get "lost" and have fun.

I have often taken trips to California or Canada without a map or a GPS to tell me where to go, and that is freedom- to enjoy it all. Besides, it freaks people out when you ask them what is a good, fun, scenic road to the West or the North or back East or the South. Come to a fork in the road and throw a leaf in the air and see which way the wind blows for direction. Find a river and follow it and then take a nap somewhere along the way. Find a swing and swing on it. Open up and listen and take it all in. Do not eat at any restaurant of which there is more than one. Instead of looking at a menu, just ask them to serve you what they do best. Stop and do please smell the Roses, then smell them again, and maybe try growing them.

I am very proud to call so many members of Citrus Region part of my racing, driving, or showing-off-great-cars family, and some of my racing abilities are a result of them over the years. We get together to help others at DE's or any event

to enjoy the cars and what they can do, because of the people involved.

THE HSR 24 HOURS Historic Races allowed me 6 days with some of the most wonderful people with memories that always will make me smile and share, of the cars that were there as well as the fans. (You can ask me about the midnight PINK rabbit later). Another simple but great conversation with Ron Zitza and others over dinner at the track one evening was just but one of those moments that will always make me smile and remember all the good people who give to others with knowledge, support, insight, and lots of laughter about life.

The ability to accept a place on the podium at Daytona in such an important race was an honor and humbling experience, as so many different people over the years made it possible. While I have been fortunate to be on other podiums with other people and raced with many great drivers, this one at Daytona was special, so, THANK YOU TO ALL.

Go to TGPRacing.com for some great pictures and the whole story on our Rothmans Porsche 944 Turbo, Deter, our Boxer Co-Owner of the car, and Lou Verdiles from Aero Dynamics, who is the other guy in Two Guys and a Porsche Racing (TGP Racing). You will enjoy it, I hope, and no there are NO photos of the PINK rabbit, as she will remain down the rabbit hole for at least a year.

Smile! ■

Terry Miller has been very active in the FLC DE program, running the at-track tech inspections. He placed third in class at a recent Historic Sportscar Racing event. His commentary on life is a window into the character of a good driver and an even better person.

the showing off of our vehicles to others, or riding them in all of Nature's glory is and has always been a thrill. Racing with so many different cars and all the people involved has been icing on the cake for me.

So, with this said, let's bring it back to what PCA clubs (and especially Citrus Region) have to offer in such a wide variety of ways and to so many different people,



BOXSTER NIGHT

AT THE ACE

Great turn out for Boxster night at the Ace on October 18. First place winner was Ingrid Fong and her white 2015 Boxster GTS Cab. Second place was Ron Branom and his immaculate grey 1997 Boxster with 63k miles. Third place went to Ed Piatkowski and his 2008 Boxster with 31k (car not pictured).

Each month, we celebrate a different model Porsche at the Ace. Come on out and compete for a certificate of merit, a \$50 gift card, and a bottle of DFS High Performance Spray Wax from Craig and Jessica Ross of www.DFSpolish.com.



996 NIGHT

BY LYN PEREZ

AT THE ACE

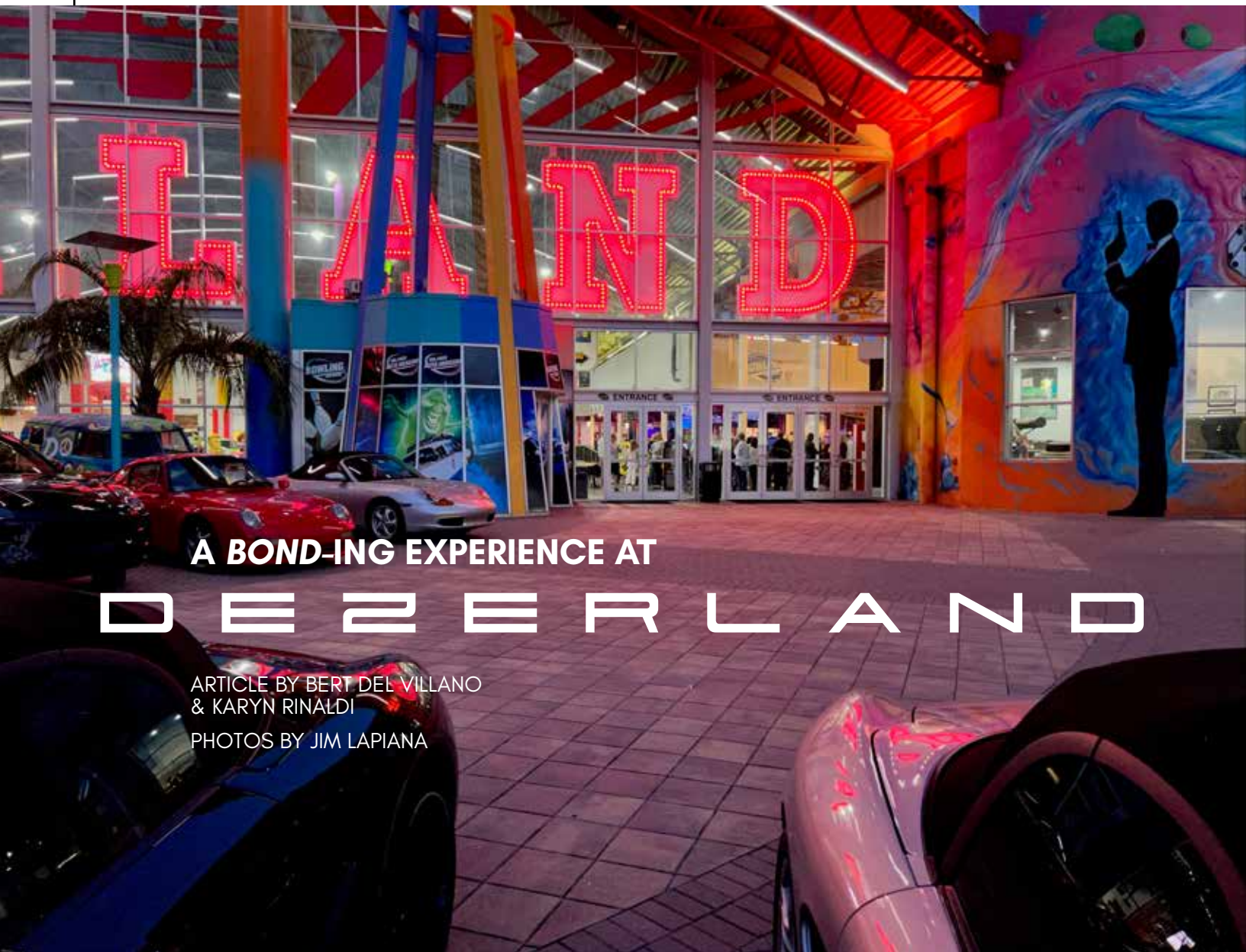


Great turnout on November 22 for Porsche Night at the Ace celebrating the 996. First place winner was Sandy Showalter and his white 47k mile 2000 Champion Porsche C4. Second place was Kory Gellinger and his silver 2003 125k mile 900HP to the

wheels Turbo. Third place went to Carolyn Holihan and her black 2001 89k mile track prepared C2.

Thanks to all 20 of the 996 owners who brought their cars out to show. There were such a variety of cars. It was great to see them all together. ■





A BOND-ING EXPERIENCE AT

DEZERLAND

ARTICLE BY BERT DEL VILLANO
& KARYN RINALDI

PHOTOS BY JIM LAPIANA

The November FLC monthly meeting was held at Dezerland Orlando, an indoor entertainment and attractions complex. Dezerland features the largest auto museum of any kind with over 1700 vehicles, including eclectic collections of Thunderbirds, Batmobiles, Duesenbergs, motor scooters, cars from Buckingham Palace, and some from movie stars. Amazing.

The club meeting was in the Bond Lounge, overlooking the astonishing collection of vehicles and artifacts from the entire series of 26 James Bond movies. FLC provided dinner in the Bond Lounge for all who attended. What a treat - enjoying bar food and beverages overlooking Goldfinger's Rolls and more - all provided by FLC. After dinner, many of us

were able to tour the museum and get up close to actual vehicles used in the films.

During the meeting, officers for 2022 - 2023 were elected by unanimous proclamation. The new Executive Council includes:

Karyn Rinaldi	President
John Vick	Vice President
Jim LaPiana	Secretary
Dan Beyer	Treasurer
Bert Del Villano	Immediate Past President

Ballots to accept the new Bylaws were collected and later counted. The Bylaws were approved unanimously by those who submitted their ballots.



Dezerland Orlando boasts 800k ft² of shops, restaurants, and attractions, including go-karts, arcades, a trampoline park, axe-throwing, a Bass Pro Shop, a movie theater, and many more. See DezerlandPark.com/Orlando for more information.

FLC members await entry to the Bond Lounge, a sit down restaurant with a “killer menu.” The Lounge features several “Drink Fatales,” such as the Vesper Lynd.

Can you spot the Russian T55 tank driven by Pierce Brosnan in 1995’s *GoldenEye*?



TEST YOUR BOND KNOWLEDGE

Dezerland Orlando is home to the world's largest collection of James Bond movie cars, aircraft, and memorabilia. Here are a few photos of some of the oldest and best of the series.

Can you answer the questions AND name the movies? (Answers are at the bottom of the page.)



1.



2.



3.



4.

1. Name of the plane's target and movie.

2. Name of the vehicle and the Bond girl that went with it and movie.

3. Type of car and the agricultural product it highlighted and movie.

4. Bonus round: Type of car and all eight movies it appeared in. ■

1. Fort Knox, Goldfinger 2. "Dragon," Ursula Andress, Dr. No 3. Citroën 2CV, olives, For Your Eyes Only 4. Aston Martin DB5, Goldfinger, Thunderball, GoldenEye, Tomorrow Never Dies, Casino Royale, Skyfall, Spectre, No Time To Die



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AUTOCROSS 2021 YEAR-END RESULTS

SPONSORED BY GERMAN EXCELLENCE

BY BERT DEL VILLANO

Results for the 2021 FLC - German Excellence Autocross Series are in the attached table. Over 100 drivers of Porsches and a similar number of drivers of other marques competed in nine events, including the infamous rain out at the Convention Center. Points are awarded according to best times in class, using 10 for first, 8 for second, etc. We show first and second place for class champions who competed in at least five events. Congratulations to all.

If you have not done a FLC autocross, please come and play with us. We offer a fun, safe environment to learn the limits of your car and yourself. If you are an experienced AX driver, you know how much fun our events are.

The dates for the 2022 season are 1/16, 2/20, 3/20, 4/24, 5/15. As always, dates are subject to change, look for announcements.

See you in 2022.

CLASS	DRIVER	YE POINTS
P2	Mike Gaboda	48
P6	Robert Blucher	54
P6	Don Cross	46
P7	Bert DelVillano	46
P7	Terry Johnson	40
P8	Nick Rocca	70
S5	Mel Saiz	84
S5	Keith Thompson	56
S6	Maury Hamill	66
S6	Bill Morthland	34
S7	Terry Glazar	56
SL	Heather O Hamill	88
SL	Karyn Rinaldi	48

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POSTCARD FROM THE ROAD

PORSCHE SPORTSCAR TOGETHER FEST

Leslie Sikorski

Indianapolis: September 10-12

In mid-September, there was the first-ever Sportscar Together Festival at the Indianapolis Motor Speedway. This event hosted an array of different activities. There was racing from three different groups: PCA Club Racing, Carrera Cup North America, and Porsche Sprint Challenge North America, daily parade laps, Kid's Zone, Goody Store. There was an amazing off-road course for Cayennes and an autocross that featured the GTS 4.0 Cayman, where you could ride with professional drivers. Needless to say, I was not quite used to the high speeds of the auto cross! There was also a large display of many rare Porsches. (I wish I had taken pictures!) The PCA hospitality tent hosted PCA Sim racing and a tent for PCA Juniors. I am sure I have forgotten some events because there was so much to do. It was a fun-filled weekend- one I will definitely attend next year.

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TREFFEN AT THE AMERICAN CLUB

BY KARYN RINALDI WITH TERRY JOHNSON



THE THOUGHT OF WISCONSIN in the fall brings to mind cooler temperatures, red, gold, and auburn leaves, delectable cheeses, amazing sausages, beautiful farms and dairy land scenes, and winding lakeshore drives. Treffen at the American Club was all of this and more! Three Florida Citrus Members were able to enjoy this experience: Terry Johnson and I as participants, and Leslie Sikorski in her capacity as the National Treffen Registrar.

Terry and I arrived in Milwaukee on Wednesday, October 13, and immediately went to get our rental car. Because Porsches were not available through any of the rental agencies or Turo, I reserved an "Elite" car that could possibly be an Audi A5 or Infinity Q50. (Not quite a Porsche, but it would do.) As we walked up to the booth, we were told we could pick any of the vehicles on the lot, which was full of Kias, Nissans, and Toyotas. Not that there is anything wrong with these vehicles, but I wanted something to keep up with the Porsches. When I requested my "Elite" car, they sent over a Ford Mustang from their remote lot. Normally, this might be acceptable, however... It was lime green and I felt like the safety flag at the end of a row of cars. We hoped the weekend would only get better... On the bright side, it wouldn't be hard

to find us in the Lime Green Behemoth if my navigation skills got us lost!

We arrived in Kohler Wisconsin later that evening where we joined other Treffen attendees at a buffet bursting with different sausages, cheeses, pretzels, and sauerkraut. Definitely the German influence of Wisconsin on those tables! It was nice to reconnect with other Porsche enthusiasts whom we'd met at past Treffens, and to meet new friends who share the same love of Porsche vehicles.

Our first Treffen tour on Thursday took us north along the Lake Michigan Shoreline, past Whistling Straights Golf course (Just missed the 2021 Ryder Cup held there!), through Manitowoc and Two Rivers (Birthplace of the ice cream sundae! No time to stop, though!), and into Door County Peninsula, the Midwest's very own "Cape Cod".

For lunch, we were treated to a traditional Door County Scandinavian fish boil at the Old Post Office Restaurant. The fish boil was as much theatrical entertainment as it was a fabulous meal preparation. The Chef and his assistant began with a huge pot of white fish, potatoes, and onions over an open fire. When the pot began to boil, the Chef threw a can of kerosene into the fire, creating an inferno that caused

This is the day the Lord had made, let us rejoice and be glad! Psalm918:24

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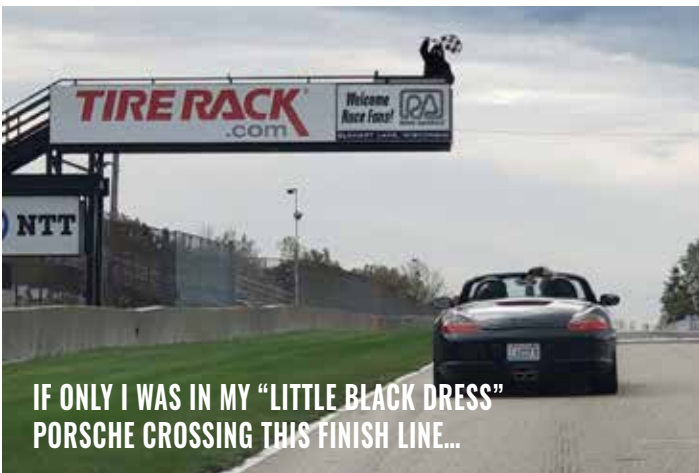
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THE LIME GREEN BEHEMOTH...
NOT QUITE A SLEEK PORSCHE



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BEAUTIFUL DAIRY LAND



IF ONLY I WAS IN MY "LITTLE BLACK DRESS"
PORSCHE CROSSING THIS FINISH LINE...



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FISH BOIL. I'M NOT
TRYING THIS IN MY
BACKYARD!



SOCIALIZING AMONG THE FIXTURES
AT THE KOHLER DESIGN CENTER



DINING BENEATH TOWERS OF TOILETS, SINKS, &
TUBS AT KOHLER'S "GREAT WALL OF CHINA"

a boil-over, leading to a perfectly-cooked lunch. Not something I will try in my backyard...

After lunch, we toured 2 different wineries on the way back to the hotel. (I can find a winery in every state, it seems!) We were given a private tour of the Trout Springs Winery, which is operated by fellow Porsche Enthusiasts Steve and Andrea DeBaker, owners of a beautiful 1984 911 Carrera Cabriolet wide body. I thoroughly enjoyed the intriguingly delicious flavors of Clara's Cranberry Cuvée wine, while Terry opted for the two port varieties. Finding this gem of a winery and getting a tour was an unexpected bonus, which came about through a conversation with Steve, who happened to be the sweep driver on the Door County tour.

Friday was "Navigator's Day Off," and we had the opportunity to drive parade laps on the 14 turns of Road America, the longest natural-terrain road race circuit in North America at 4.048 miles. Apparently, many racers consider this to be the best road course in the world. It definitely was an amazing track. I had a blast doing the parade laps - despite the fact that I was driving the bright green Ford Mustang rental car in lieu of my Porsche!

After lunch at the track, Treffen attendees were treated to a private tour of the Throttlestop Museum. This museum and private collection houses 200 historic motorcycles, and over 75 vintage, rare, and restored autos. I don't think co-owner Tom Kostrivas would have taken me seriously if I offered to trade the Lime Green Behemoth for the 1976 Porsche Kremer 935 Racecar.

Following the museum tour, we were able to drive around the original road Elkhart Lake Historic Race circuit. The route was well-marked, including 14 historical markers to relate the history and big events that occurred on the circuit between 1950 and 1952. It was fun to drive the route and imagine the excitement of the crowds lining the roads full of racers.

That evening we attended a social gathering in the very unique and inspiring environment of the Kohler Design Center and History Museum. The main level of the Design Center is the Product Pavilion, where we were "wined and dined" while surrounded by bathtubs, toilets, showers, lavatories, and faucets, providing an explosion of color, patterns, and textures. The showcase exhibit of the Pavilion was Kohler's "great wall of china," a full floor-to-ceiling display of plumbing fixtures of all shapes, sizes, and colors. Who would have thought that dining among toilets and lavatories could be so elegant?!?! I would be remiss if I did not say that it was a stunning social reception.

Our last tour, on Saturday, was through the twisty country roads of Kettle Moraine State Forest (pictured on p. 18). We were treated to a blend of twisty, hilly

roads, and roads with flowing, sweeping turns through the picturesque countryside full of dairy farms. Although the leaves were not in full color yet, the scenery along these roads was incredible, to say the least. Lunch was at the Lake Street Café in downtown Elkhart Lake, which has hosted many PCA enthusiasts in the past.

The closing banquet Saturday evening consisted of a 4-course beer pairing dinner. All of the beers were from local craft breweries and were readily consumed. Dinner was followed by the presentation of numerous door prizes, and the always fun KEF-sponsored music lounge. Vu Nguyen, Executive Director of the National PCA Executive Council, performed his DJ wizardry to keep the lounge rocking!

All in all, it was a wonderful 3 days, filled with great drives, fun new friends, and amazing scenery. The Host Regions, Fox Valley and Milwaukee, put on an event that was definitely wide-open throttle! ■

Karyn has served as Vice President of FLC - PCA for 2 years. She is now Club President.



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Communications, Sustainability and Politics, Corporate and Product Communications
Oliver Hilger | oliver.hilger@porsche.de

The new Porsche 718 Cayman GT4 RS

When 500 PS (368 kW) from a high-revving mid-mounted engine meets a purist 1,415 kg kerb weight, it is time for the term 'driving pleasure' to be redefined: the Porsche 718 Cayman GT4 RS is the new flagship model in the 718 family – an uncompromising driver's car designed to impress with its lightweight construction, extremely agile chassis set-up, sophisticated aerodynamics and unique soundtrack. Whether it is being driven on narrow, winding mountains roads or closed race tracks, the 718 Cayman GT4 RS is king of the compact mid-engined range. On the Nürburgring Nordschleife, it outperforms its sibling, the 718 Cayman GT4, by more than 23 seconds.

The naturally aspirated flat-six engine, familiar from the 911 GT3 Cup racing car and the 911 GT3 series production model, forms the centrepiece of a sports car that has been designed for maximum driving pleasure. The engine revs as high as 9,000 rpm. Compared to the 718 Cayman GT4, the 718 Cayman GT4 RS has an extra 80 PS (59 kW), resulting in a weight-to-power ratio of 2.83 kg/PS. Maximum torque has been increased from 430 to 450 Nm.

Among the striking features of the new, top-of-the-range 718 are the process air intakes behind the driver and passenger windows. The 718 Cayman normally has small side windows here. The new air intakes improve both the intake airflow and, at the same time, create a thrilling intake noise right next to the occupants' ears. The characteristic air intakes in front of the rear wheels have been retained and are used for engine cooling.

Like every modern RS model, the new 718 GT4 RS is exclusively available with the Porsche dual clutch transmission (PDK). This gearbox shifts through its seven gears at lightning speed and guarantees maximum performance. The gearshift paddles allow drivers to keep their hands on the steering wheel even when changing gear manually. Alternatively, they can use the re-designed selector lever on the centre console.

The sports low-ratio PDK underpins the incredible acceleration of this mid-engined sports car. The 718 Cayman GT4 RS sprints from 0 to 100 km/h in just 3.4 seconds (GT4 with PDK: 3.9 seconds) and has a top speed of 315 km/h (GT4 with PDK: 302 km/h), which it reaches in seventh gear.

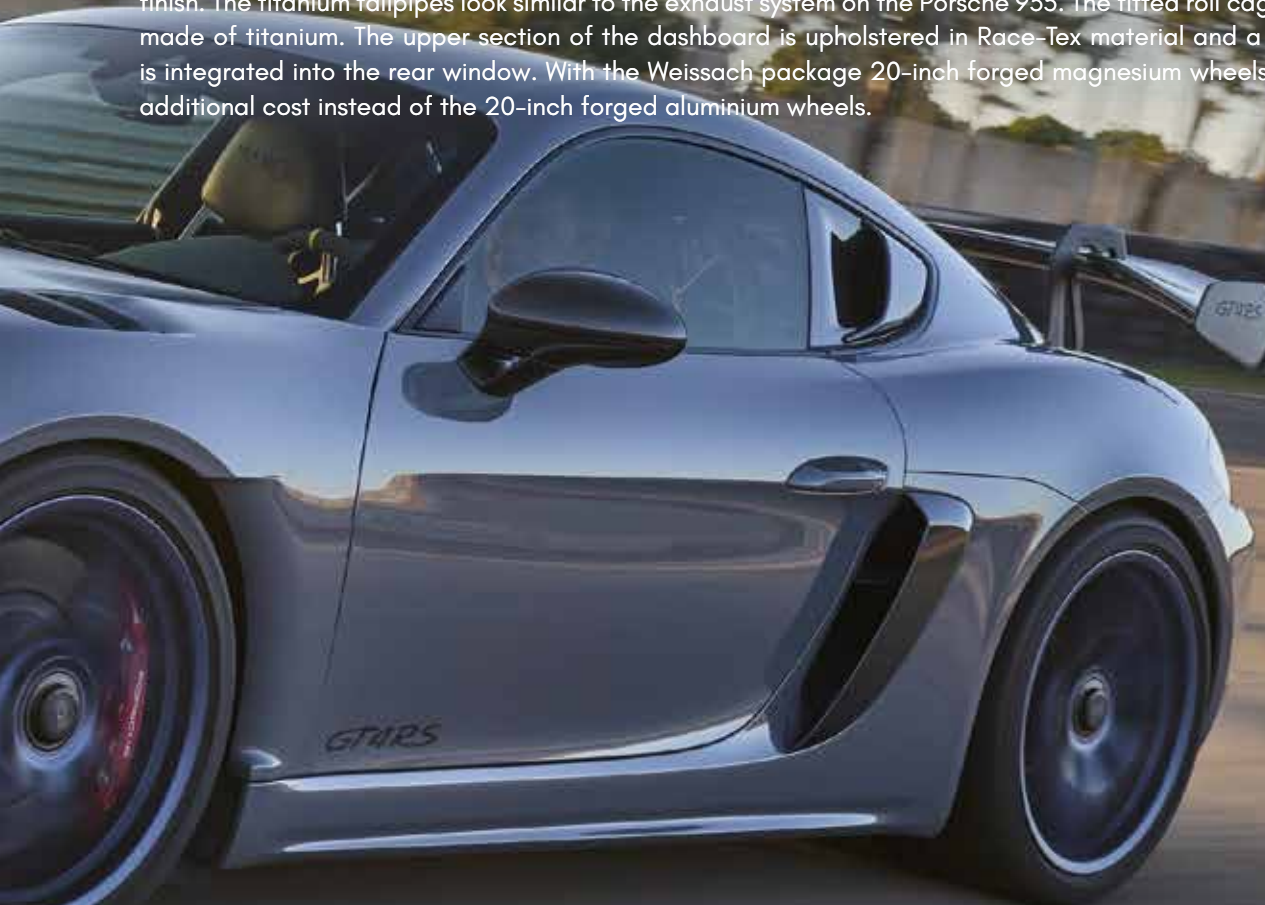
In typical RS style, lightweight construction is a defining element of the new 718 Cayman GT4 RS design. The two-seater weighs only 1,415 kilograms, with a full fuel tank and without a driver as defined by the DIN standard, which is 35 kg less than a PDK-equipped 718 GT4. This weight reduction is achieved thanks to the use of carbon fibre reinforced plastic

(CFRP) for components such as the bonnet and front wings. Lightweight carpets also save weight, as does reducing the amount of insulation material. The rear window is made of lightweight glass. Lightweight door panels with textile opening loops and nets on the storage compartments complete the quest to eliminate every superfluous gram.

The new fixed rear wing, its swan-neck attachment and aluminium wing supports, are a distinctive element of the exterior design. This highly efficient wing principle is derived from the Porsche 911 RSR GT racing car and was first adopted in a Porsche series production car with the 911 GT3. In combination with the 30-millimetre-lower ride height compared to the 718 Cayman, the eye-catching vents on the front wheel arches, the aerodynamically optimised underbody panelling with connected rear diffuser, the multi-adjustable front diffuser and the new front spoiler lip with flow-around side blades, in the Performance mode reserved for use on race tracks the GT4 RS generates approximately 25 per cent more downforce than the GT4.

Modifications to the chassis also contribute to its greater performance. Ball joints bind the chassis tightly to the body to deliver even more precise and direct handling. The adjustable, circuit-ready chassis has an RS-specific shock absorber set-up, as well as modified spring and anti-roll bar rates.

The optional Weissach package takes the dynamic design of the GT4 RS even further. The front luggage-compartment lid, process air intakes, cooling air intakes, airbox cover, exterior mirror upper trims and rear wing have a carbon-weave finish. The titanium tailpipes look similar to the exhaust system on the Porsche 935. The fitted roll cage at the rear is also made of titanium. The upper section of the dashboard is upholstered in Race-Tex material and a large Porsche logo is integrated into the rear window. With the Weissach package 20-inch forged magnesium wheels can be ordered at additional cost instead of the 20-inch forged aluminium wheels.



All of these enhancements compared to the 718 Cayman GT4 make the GT4 RS the most uncompromising and sharpest member of the 718 family. This is particularly evident on the Nürburgring Nordschleife. During the final phase of set-up adjustments, Porsche brand ambassador Jörg Bergmeister lapped the 20.832-kilometre track in 7:09.300 minutes. The GT4 RS conquered the shorter 20.6 km version, which previously served as the benchmark, in 7:04.511 minutes – 23.6 seconds faster than the 718 Cayman GT4.

The new Porsche 718 Cayman GT4 RS is celebrating its world premiere at the Los Angeles Auto Show and can now be ordered at a base price of 141,338 euros (including 19 per cent VAT). Delivery begins in December. In addition, the GT4 RS is available with the optional Weissach package to further enhance its aerodynamics. The 718 Cayman GT4 RS Clubsport racing version is also celebrating its premiere in Los Angeles, and it will be launched in several national and international racing series starting in 2022. ■



CHECK YOUR TIRE PRESSURES!

BY JOHN RECKER

The tire pressures for your Porsche and other cars will naturally decline as we head into winter. This is because tire pressure varies directly with tire temperature. As temperature declines, so does the tire pressure.

The basic governing law is the Ideal Gas Law, first stated by Emile Clapeyron in 1834. Since a tire has a fixed volume, the Law's equation is simplified and yields a handy rule of thumb. For every 10 degrees of change in temperature, the pressure changes 1 psi.

Recommended tire pressures are normally found on a decal on the driver's side B pillar, visible when you open the door. Let's say you last checked and set your pressures in the middle of summer when it was 90 degrees. In winter, ambient temp may be 45 degrees or lower. So the 45 degree drop in temperature causes



a 4.5 pound pressure drop. Add a few pounds due to natural leakage and you will be running on tires underinflated by 6-7 pounds. This will increase wear and deteriorate traction/handling. Not a good thing.

So check those pressures as we

go into winter - including your family vehicles!

John Recker is a retired HPDE instructor and is celebrating his 45th anniversary as a member of FLC - PCA. Congratulations, John!

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IT'S TIME TO GO!

BY KEVIN DUFFY

WE LIKE TO DRIVE OUR CARS. With COVID, though, we have had to stay at home when we should be enjoying them. But even as Old Man Winter approaches, one thing is clear: It's time to go! Here are some tips that can help you find places to go and get off the couch!

1. It's an old story for us- **participate in FLC events, many of which are free.**

2. **Go to Cars and Coffee and Cruise-In events** in your area, even if it is a local "hot rod" or "Classic British" or other themed event. You can Google "cars and coffee near me" to find events in your area. These are normally pretty laid-back events.

3. **Autocross events are always a blast.** FLC holds an autocross nearly every month, with the exception of the hot summer months. Our AX partner Martin Sports Car Club runs excellent autocrosses every second Sunday. Both hold most events held in Tavares, north of Orlando in Lake County.



4. **Plan a get-a-way** with that special someone for a short-distance weekend and take the Porsche. Get accommodations like an AirBnB or hotel, leave on Friday afternoon, driving not more than an hour or two, have a nice dinner, then go explore the area on Saturday in the Porsche. Have dinner Saturday evening somewhere nice and special, then a quick morning drive on Sunday and head home. Just the three of you... You, your Porsche and... oh, yea, that special someone.

5. **Go to a car show, or better yet, enter your car in it.** We just took our two 924S cars to the Festivals of Speed at the Ritz-Carlton in Orlando near Disney. The place was flush with McLarens, Bentleys, Ferraris, hot rods, customs... and a few Porsches, too. But we were also there, and again there were plenty of folks who sat with us under the trees next to the lake and talked about their lives with Porsche. Win? Naw. Worth the day? Absolutely.

6. **High Performance Driver Education HPDE** is a great way to learn more about your car and learn



more about driving it. If you are new to HPDE, you will be in a "slow" group with an instructor to guide you, along with classroom sessions so that you can learn even more. And the 944 is the perfect platform for the new HPDE driver - admittedly, you don't have GT3 horsepower or the-car-automatically-keeps-you-out-of-trouble systems to help you out. You have to learn how to drive your car! What a concept! And the weekends are no-judgement events with a lot of great people. Give it a try.

7. **Porsche Night at ACE.** Join Porsche friends for an informal evening at ACE CAFÉ in Orlando. Each third Monday Porsche FLC celebrates a different Porsche series, Caymans, Boxsters, 996, 997, etc. On Dec. 20 the featured car was the Panamera! Come and see the Porsche high powered sports sedan.

So get off your butt, vacuum the Porsche, give it a quick shine, and fill up the tank. Here in Central Florida we have the advantage of NOT having to "put the Porsche away for the winter." So get in gear and get out! It's TIME!

Kevin Duffy is the "chief geek" behind 924S944.com. He is based in DeLand, FL.



Rick Rehder

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HOW I GOT HERE

BY RICHARD PHILLIPS

CHAPTER 1: PORSCHE # 1

I was into electronics when I was 16 - starting with building a crystal radio and eventually several Heathkit products, including a 22 tube Ham radio rig (that's right, tubes - this was the early 70's) while I was attending a class presented by the local chapter of the Civil Air Patrol to earn my amateur radio license. My neighbor, an electrical engineer, was taking the same course and he took me along each week. Over the weeks he would talk about his "baby," a cream-colored 1959 Porsche 356. He talked about her in glowing terms, even saying, "From the factory, this thing was faster than any Beetle ever made." Wow, so impressive, faster than a Beetle. How many cars can say that? Um, all of 'em?

The day he opened his garage to show me the car I anticipated something special, fast, bright, and sleek, but was greeted by faded cream and the back end of a smooshed Beetle. Not much excitement there. I wasn't impressed, but of course, I didn't tell him that. He was so excited about her, and that excitement piqued my interest in the brand - why did he love this thing so much?

R & R - RESEARCH AND READING

Interest piqued, I began to read everything I could find on Porsche. Hand-built cars that real people could afford, precision tolerances tighter and more accurate than most any manufacturer. Rather than "grease monkeys," they employed engineers, technicians, and artisans - a small boutique company that was brave enough to race against the big guys, even though those other companies had mountains of money enough to crush Porsche. Not only did they take them on, they beat them frequently and handily. Porsche has always had a reputation for winning, and that impressed me enough to form a desire for "one day..."

MY FIRST NEW CAR

At 18, I purchased my first new car. Mom helped me to purchase (she co-signed the note, not something that I would recommend) - a brand new 1977 VW Beetle, the last Bahama Blue in Cincinnati. The metallic finish was flawless, the all-white interior classy. The Beetle was pretty much the opposite of my previous car (1966 Chevy station wagon - a boat with a giant inboard), slow



but agile. It handled great and was super fun to drive. While my friends were driving Jeeps and trucks, I got the bug - pun intended - for small cars. Speed is fun but handling is something you can appreciate in any venue.

NARANJA?

I frequently passed the imported car store near my home. They focused on British vehicles but always had a selection of used European cars. I stopped one day to look at the MG Midget - it was tiny and looked like a lot of fun. Wandering around the lot I came across this flat, square car with a Porsche badge. Was this a Porsche? Looking it over, there were a ton of VW parts - including those ugly hubcaps and that 4-cylinder motor. Sure sounded a lot like my Beetle. Overall, the car appeared to my untrained eye to be in good shape. The orange paint was in good condition and the black trim and interior were all good. That's about as far as my inspection went. I was excited that I could get a Porsche so cheap, so a trade seemed imminent.

TRADE HAPPENS

Researching, I found that the 914 was indeed sort of a Porsche. Unlike a "full" Porsche, it wasn't hand-built in a Porsche plant, but





by Karman Coachworks, the same group that built the Karman Ghia. This was a joint venture between Porsche and VW, but still met many of the Porsche standards. While the body and chassis were Karman, the engine was a Porsche product. Porsche supplied the engine to VW, who took the Karman product and brought it all together. A Porsche completed on a typical assembly line. Passion took over, where logic should have prevailed, so I traded in my Beetle for my first Porsche. The handling was amazing, and the car was quick. My first Porsche at only 18 - was this awesome or what.

Spoiler alert, no. I wasn't a car guy and didn't know anything about buying a used car. So, I learned basic maintenance, tune-up, and oil changes... and manual valve adjustment. All fun to learn and it made me closer to the car. Of course, the heat exchangers were completely rotted - a fact that became abundantly clear when my dad and I were driving to work on a snowy day. I confidently grabbed the heater lever expecting the warmth that my Beetle always presented. Instead, we were met with snow being sucked up from the road and blown directly onto the dashboard. So much for impressions.

A friend and I took a road trip where I learned that when 914 exceeds the 120 tic on the speedometer, the needle will bounce. I learned that; I'm not

saying I saw it. Heading to the car Sunday evening, I noticed it sitting funny as I approached. Long story short (Why do people say that? It just makes the already too-long story even longer...), the driver-side torsion bar had broken while sitting. Imagine that happening on the highway at speed. Sunday night, in a town with no Porsche dealership, and over 1000 miles from home, the decision was made to drive on home. That was a long, long trip. It felt like the full weight of the car was on the front left tire and the car wanted to do little circles the entire trip. We made it home safely, albeit very tired.

After repairing the torsion bar, I got to learn the technique of double clutching (transmission problems). Double clutching is a way of working around a bad synchronizer in your transmission. Push in the clutch, shift out of gear, release the clutch, depress the clutch, shift into gear, release the clutch. For every shift.

Even with all the trouble, I appreciated the car for what it was originally. The neglect and abuse wasn't her fault. This was when I realized that a Porsche is like a spouse - take care of them and they'll take care of you, neglect them and they'll "eat you alive." This was quickly becoming a money pit.

OFF TO COLLEGE

Arriving at college and clearing the first speed bump in the lot...

Bang! The passenger rear of the car settled funny and upon parking, I found the right rear tire cantered like those extremely dropped vehicles, but it was only the one wheel and not at all on purpose. That's when I learned about the infamous "Hell Hole." The car was drivable, but not safe. I took it to the local Porsche dealership later in the week and, surprisingly, they weren't interested in working on it. In the early days of the 914, there were a lot of Porsche dealers (and drivers) that refused to accept the 914 as a Porsche. After the car was repaired, we traded it in on a replacement for my dad's car.

The end of an era, but not the end of the story. ■

Richard has been a member of FLC - PCA since 2003.

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