

THE SPIEL

CITRUS

OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA



Summer 2022

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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: Mount Dora Zonefest, May 25, 2008. Courtesy of Jim LaPiana.

JULY

3 (Sun)	CFL Cars & Coffee Drive Shack Orlando
11 (Mon)	Membership Meeting Porsche South Orlando
16 (Sat)	Gary Meridith's Cars & Coffee House Blend Cafe
18 (Mon)	Porsche Night The Ace Cafe
20 (Wed)	Date Your Porsche TBA

AUGUST

1 (Mon)	Membership Meeting Porsche of Orlando (Maitland)
7 (Sun)	CFL Cars & Coffee Drive Shack Orlando
15 (Mon)	Porsche Night The Ace Cafe
20 (Sat)	Gary Meridith's Cars & Coffee House Blend Cafe
27 (Sat)	DE 101 Seminar The Ace Cafe

SEPTEMBER

4 (Sun)	CFL Cars & Coffee Drive Shack Orlando
5 (Mon)	Membership Meeting Porsche South Orlando
11 (Sun)	AX Tavares
17 (Sat)	Gary Meridith's Cars & Coffee House Blend Cafe
19 (Mon)	Porsche Night The Ace Cafe
25 (Sun)	FLC German Excellence AX Tavares



PRESIDENT'S LETTER

FIRST, I WOULD LIKE TO THANK EVERY ONE OF YOU for your participation in the Porsche Club. It would not be the great organization it is without each of you. As the motto goes: "PCA. It's not the just cars. It's the people." You will hear me say this often because I truly believe it to be true. I also want to thank those of you who have volunteered to help at all the events we have had so far this year. There are too many to list by name, but know that if you have helped out, I am ever so grateful to you.

We started the year with the visit to the American Muscle Car Museum in Melbourne in January. What an amazing place to see so many incredible vehicles. This was followed by the Heritage Drive to Ocklawaha in February, which featured our air-cooled and older classic (and classy!) Porsches.

March's Porsches and Polo Drive took us to Ocala for a joint gathering with the Thoroughbred Region to watch a Polo Match. If you've never been to a Polo match - it's like watching hockey on horses. The Polo club was so impressed with our "Horsepower," they have invited us back for another "Horsepower Event."

April gave us an opportunity to drive our wonderful examples of German engineering to the Willow Tree Café for a great German meal. *Trefflichstes!!!* (If that's the incorrect word for "most excellent," blame the internet translator!)

May's drive led us to the Hiawatha Preserve and a potluck picnic that was attended by 70 people. There was a LOT of great food contributed by everyone.

Although June was "drive-less" we did have a Date your Porsche Night at Grill's Lakeside. Of the 31 people who attended this, 11 were new members attending their first PCA event! A huge welcome to them and I look forward to seeing them, along with other new members at upcoming events.

The first months of this year did not consist of only drives. I would be remiss if I did not mention the other Driving events: We hosted the DE and Lady's Day at Roebling Road Raceway in February and participated in the April DE at RRR hosted by Coastal Empire Region. The Lady's Day gave a lot of women new exposure to what driving on a track is like. There were also 4 Autocross events, numerous Cars and Coffee events, and our Third-Monday Porsche Nights at Ace Café, as well as our dinner gatherings after the monthly meetings. We have been busy, and every one of these events took place because of you and your support of this club.

Summer is here! That means vacations with family, days at the beach, and a bit of hibernation to escape the triple digit temps. You may see a bit less activity from the club for the next month or two, but rest assured that we are busy planning more fun events! We have several exciting things in the works for later this summer and this fall, so keep an eye out for the E-blasts!

I look forward to seeing you at the next meeting and/or activity!

Very respectfully,
Karyn Rinaldi



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MEMBERSHIP NEWS

BY JOE & JULIE COEN
CO-MEMBERSHIP CHAIRS

NEW MEMBERS: Florida Citrus Region would like to give a warm welcome to our newest club members! We look forward to seeing you at our meetings and upcoming events!

March

Sujit Raval
Richard Miller
Robert Estelow
Troy Williamson
Andy Colon
Juan Garcia
Paul Haimes
Jorge Valldejuli
Andreas Moraitis
Patrick Britt Thompson
Mark Omara
Pete Muller
Jonathan Estelow

Dean Curtis
Jean Gasperoni
Sam Sobering
Jose Rodriguez
Chad Ourso
Ricardo Lopez, Jr.
Robert Owens
Lennox Antoine

April

Darrell Carr
Neil Fine
Harold Samuels
Chris Brooks
Brian Hastings
Matthew Vinson
Brian Mcfarland
Samuel Burr
Craig Stoughton
Kyle Everly
Christophe Masiero

May

Darryl Hill
John Muroski
Andrea McMillen
Mark Patterson
Raymond Glenn
Quens Alce
Noel Ramirez
Don Harvey
William Mccahey
Andres Zulueta
Ricardo Marques
Seth Wolford
David Glenn
Adam Harris
Raja Sadiq
Roy Block
Manuel Jose Delgado



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PORSCHE & POLO

BY LYN PEREZ



FOR THE SECOND TIME THIS YEAR, the Florida Citrus Porsche Club attended a Polo match hosted by the Ocala Polo Club, joining members of the Thoroughbred Region PCA. This event held on March 13th was sponsored by Ocala Porsche, with a Players Award to the players' favorite Porsche in attendance.

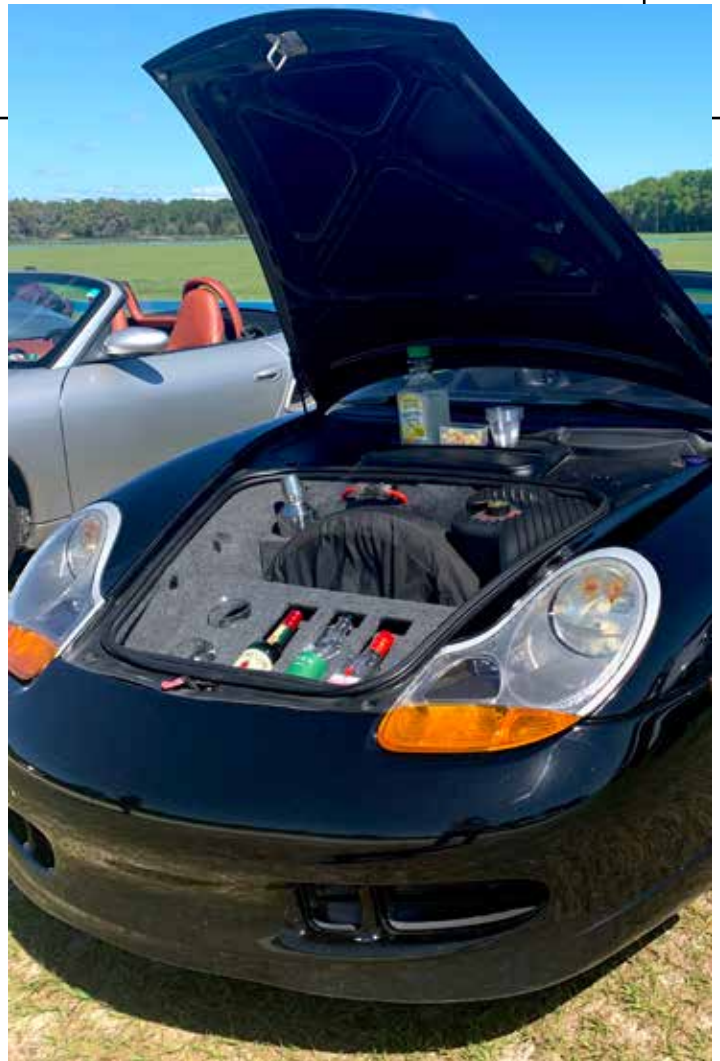
We began our scenic drive to the Ocala Horse Park from Magnolia Park on Binion Rd in Apopka, with first cars out at 10am. The drive was about two and a half hours with a brief stop in Umatilla.

Even though the day started out a little cool,

it turned out to be a beautiful day for a polo match. Twenty-four cars from FLC joined as many from Thoroughbred region at the Horse Park.

Everyone packed snacks and drinks and spread out along the sidelines of the field for this "tailgating" event. We'd reserved a number of tents along the sidelines so we'd be shaded from the sun, but it was chilly and everyone opted to sit in the sunlight instead. It was great to be able to park right at the sidelines of the playing field, up close and personal with the polo action while enjoying a Porsche picnic!

Polo players selected a 912 long hood owned by Walt Miller for the Players Choice first prize. Second place was a 2002 black Boxster with a custom bar built in the frunk, third place a 2019 chalk 4S cab, and fourth place a silver 1979 930 Slant Nose Turbo.



Thank you to Porsche Ocala for providing a variety of prizes as awards.



TREFFEN 2022

BY HOLLY BROWN

I ATTENDED MY FIRST TREFFEN

event in April of 2022 in Colorado Springs, Co. I would love to write that it was a terrible experience just so FEWER people would attempt 'the registration event,' but I CAN NOT do that. Treffen is the top tier of the Porsche events in the US- best hotels, best food, best company, and excellent driving opportunities supported by the Porsche groups of the area.

The registration event is stressful simply because so many people want to attend. Space is limited to make sure individual experience is able to be achieved. So, those who had gone to Treffen

events before gave me a heads up on how to register. On the date of registration you have to be logged onto the Treffen website as the countdown expires and registration opens up. You must have the drives you want to do already decided (as well as a backup selection). You have about 10 minutes to register (auto-fill is your friend here), choose your drives, and then check out. This year so many people were ready to register when it opened, the Treffen site crashed. Registration still closed at about 16 minutes after opening- I got in at 14 minutes with two drives I did not want. It is

a simple process to put yourself on a waiting list for the drives. Each person who wants to go has to register separately.

DAY 1: The first day of the event was a simple gathering with registration from 4pm to 7pm at the hotel. Treffen always has special parking for the cars at their events that is included in the cost. Car wash stations were also available.

It was incredible to see so many Porsches. Many of these cars were NOT from the area and some drove days to get there. Others PCA drivers rented cars for the event after flying into Denver.



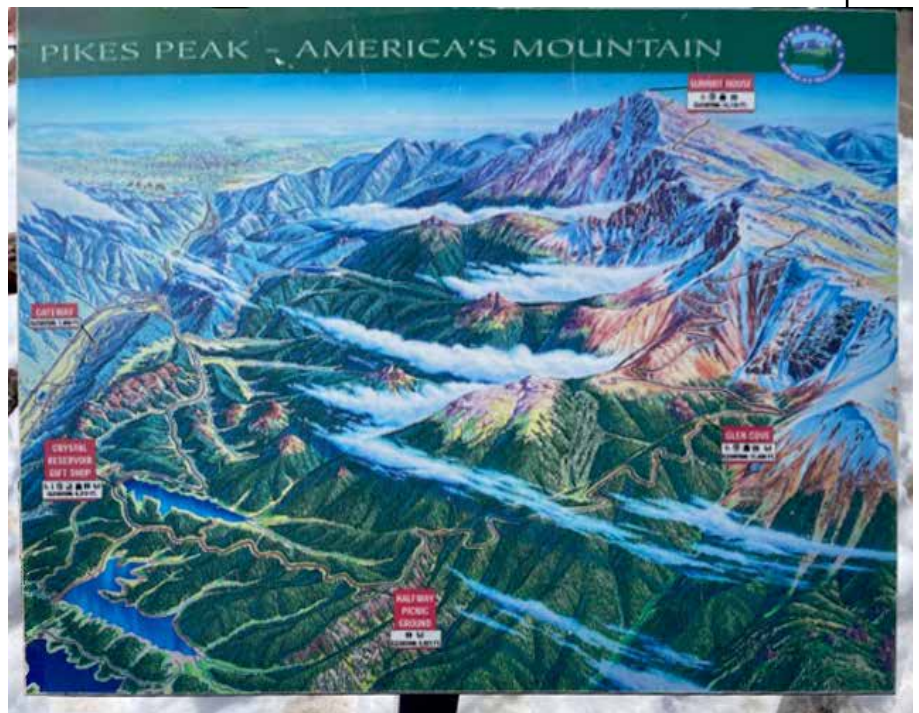
I did both: I flew into Denver and then picked up my car from service. She was an Aston Martin, not a Porsche, just more beautiful (yes, I have a Porsche in Florida- she just did not make the trip to Colorado). The hotel was spectacular, so much history. I have never stayed in a hotel where there were TWO crystal chandeliers in my room! Amazing restaurants, activities and even walking trails.

DAY 2: First day of our driving events. All driving events met at

a huge parking lot to sign in, line up for your driving tour, and then have a brief drivers meeting. An amazing PCA member from a local club organized all the cars arriving and got us lined up and out ON TIME- with that many cars and people, the man deserves an award. Since I had no navigator (yes, you can do Treffen as a single person) I lined up directly behind the drive leader. The first drive was the Pike's Peak drive. There is SO much history with Pike's Peak races. This June will be the 100th

running of the Pike's Peak race. We were lucky to have as the lead driver a PCA member who has run Pike's Peak several times and is registered for the 100th running of it. We stopped just after the entrance to have him talk to the group about the race and all the preparations and costs. We were not able to drive to the top due to snowfall two days before.

The drive up was steep and slow, with many cars creeping along and stopping. Thanks to my car not having a hill brake and the



car behind me cozying up to my bumper, driving up was more than stressful. (The AM was not happy and beginning to be difficult.) At our turn around, as close as we could get to the top, we got out to relax and many took pictures in the snow. We were warned about too much braking on the drive down Pike's Peak, so there was a brake check station to test brake temperatures near the bottom (though no one was checking when our group went through).

Once everyone had driven down, we all drove to an absolutely amazing Italian restaurant for lunch. We were seated at tables of 6-12 people to talk and meet new friends. We were also given the opportunity to purchase a book about the history of Pike's Peak from our lead driver. After lunch we were on our own to go back to the hotel or to explore other areas.

DAY 3: Navigator's Day off was Friday, where you could join a planned tour or do your own thing. Thanks to the presence of fellow FLC members Karyn and Terry, we went drinking. OK, we went to holy Cross Abbey Winery for wine tasting. It was great fun and I left with bottles of Apple wine.

DAY 4: Drive two was on Saturday. I chose the mountain roads tour of the suspension bridge, one of



the highest still in use. Only foot traffic is now allowed to cross it, but thanks to the amazing Treffen organizers, they opened it for our group of Porsches.

Driving over wasn't bad- if you didn't think of the sounds of the wood boards creaking under the tires. What was a *little* terrifying was when we stopped midway and you could still feel the car moving- the *bridge* moving. This was nausea-inducing for someone not fond of heights, so I figured the best thing to do was get out of the car and look over the edge... You know, "face your fears." (The driver of the SUV behind me was white knuckling the steering wheel and refusing to leave the vehicle.) It felt better standing than being in the car with the bridge swaying.

After many pictures, we drove on and left the area for our

mountain roads drive, enjoying fantastic scenery and the handling of our cars. As a true "follow the leader" driver, I never once questioned the speed. The AM absolutely loved the drive and drove perfectly on every corner at any speed. Some returned to the bridge park to eat lunch but I chose to return to the hotel.

Each evening there were dinners and, later in the evening, a DJ and music. One evening we were able to enjoy the Pike's Peak Museum at the Broadmoor Hotel. Several of the past drivers of Pike's Peak race were present to answer any and all questions.

Our last night was an amazing dinner. Sponsors handed out prizes to those who entered. Was I lucky enough to win? NO. But the people to the left of me, right of me and directly behind me each won something!

I look forward to the next Treffen opportunity. Treffen is held in the Spring and Fall- the next Treffen is in Bend, Oregon. I would love to thank all of the organizers of this amazing event but I only know one, Leslie. You do an amazing job and tons of work; we appreciate all that you do- thank you! ■

Holly Brown is a member of FLC and one of its first female HPDE instructors.





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SMOOTH, FLAT, GRIPPY, & *FAST*

BY LYNN PEREZ

IT WAS TALKED ABOUT for the last couple of years. The Buccaneer region of the SCCA, which owns Roebling Road Raceway, has wanted for years to repave the track that had become extremely rough and very hard on tires. They had been saving their pennies over the last few years, I and more recently tried raising additional funds from friends to help meet the \$1.2 million expected price tag. We had heard a few months ago that they may not have enough funds to be able to pave the entire track.

Fortunately, as it has turned out, they were able to pave the entire track. They were just not able to replace the asphalt on pit row or the false grid, but that is of secondary, if not tertiary, importance.

The track opened for business on June 1, 2022 after closing for a few weeks in May for the repaving. Coastal Empire Porsche Club, our sister club in the Savannah area that (like Florida Citrus Region) holds annual events at Roebling, held a special track day on June 2 to experience the new surface. The reports we heard from them were all very exciting. So on June 10-12, seven members from the Florida Citrus club joined the PeachTree BMW club for their three day DE and Club race event, so we too could have a chance to drive the track while it was still relatively brand new.

Well, we are glad to report it was as good as everything we'd heard. Four descriptive words: Smooth, Flat, Grippy, and FAST. Everyone we talked with ran their personal best lap times.

The off-camber crowning in turns three and six are gone. You no longer have to position your car to straddle the crown in the road and, because there is not yet any grooving of the line in the pavement, you have the whole width of the track to work with.

The downside for some is that all the patches and marks on the track surface used as visual cues in positioning your car on the driving line are now gone. The track is a clean slate, so you have to find new cue points. The white line going into the pits that was used in the approach to turn nine is now yellow and sticks further out onto the track than the previous line. But it's all an easy adjustment to reposition your car relative to the new painted line.

You will readily notice when driving the track that both street and track tires have a tendency of giving significant audible feedback in the turns. You can even hear tires squeal from the paddock as cars pass close by. There is definitely more noise from the tires in turns at higher speeds. And the sense of the grip of the tires on the pavement will lure you into pushing your car to the slipping point, so let this be a caution:

you have to highly respect your tires' feedback. It was said by track personnel and often repeated over the weekend, "You have incredible grip... up until you don't." And that is a apt description. There is much more grip now, which allows you to take all the turns at higher speeds. But there is a limit to that grip, and when that limit is reached, the loss of grip is quick and unforgiving.

Anyway, we hope this new track surface lasts for years. It is a blast to drive. Be sure to join us for our Fall DE on October 7-9 so you too can experience this new surface while it is still fresh. If you have driven Roebling before, driving it now will be most memorable. Lots of excitement comes with reaching a new personable best lap time.■



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FIRST-TIME THOUGHTS ON SEBRING

ARTICLE BY ANNETTE VASICKANIN
PHOTOS BY JIM WHITAKER

LET ME GET ONE THING STRAIGHT about me and my daily driver, Dasher, who is a 2018 Graphite Blue Cayman 718. I love this vehicle as she brings me so much joy. After parking her, I always swing my head around one last time to take in her beauty. That being said, I like to drive her, so she is no garage queen, not that there is anything wrong with that.

I've taken her to Roebling Raceway several times, for a couple of fun High Performance Drivers Education (HPDEs) and Ladies Day drives. Then something clicked inside of me after the Ladies Day in February and I wanted to really try to learn to drive better on the track.

I signed up for the Roebling HDPE in April and was assigned Holly Brown as my instructor. She took things slow on the track- I was learning the Student Line, which is safer, and not the fastest, so my knowledge and confidence greatly increased. Then she said something to me that swayed me: "You really should drive Sebring in the green category, the most basic track run group. Don't wait to be in a higher run group. Sebring is a historic track and you will be able to say that you've driven it."

Now, I have been driven around Sebring Raceway before. Just before I was to drive at Roebling for the very first time, Dave Lincoln mentioned during one of our monthly meetings that he would be happy to take me around Sebring and expose me to what I was going to experience at Roebling. My ride around Sebring was in a much higher run group than green and made me greatly concerned that Sebring was not a track that I wanted to drive.

Just a few weeks later in May, I signed up for the PBOC (Porsche/BMW Owners Club) Springfest. At Sebring there is a hotel just off the track called

Sebring Seven. We arrived on Friday afternoon and they set us up in a balcony room overlooking the finish line. I was enamored. Here in front of me was the historic Sebring track, a track that little old me was going to drive on the next day. My joy and anticipation was off the charts!

My instructor was Bert Del Villano. He advised that I complete my homework of studying the track by repeatedly watching a YouTube video of a turn-by-turn lap of Sebring, so by the time that I arrived I would be more comfortable with it. But driving on the track at Sebring is a much different experience than watching a video. There are 17 turns in the 3.741 miles of the track. I must admit, on my first session after turn seven, I was completely lost. I would get to a corner and couldn't remember what corner it was. I was overwhelmed. Luckily Bert had the answer; at each turn, he would say the number of the turn out loud. This helped!

What also helped me greatly was that the Saturday I had signed up to drive was quite rainy. Now, everyone knows you can still drive the track in the rain. I have done so at Roebling. But what you cannot do is drive on the track with thunder and lightning in the area. Corner workers don't like to stand outside with thunder and lightning! So my very first runs were canceled, but later in the day we were allowed to drive the still quite wet track. And we were forced to go slower. Everyone else was whining, "Boo-hoo, we can't drive as fast as we want," while I was rejoicing, "Yay! We can do speeds that I feel comfortable with and I can learn!" It was an excellent first day to hit Sebring.

Unfortunately for PBOC this also meant that there were fewer people on the track using it. I had

purchased track time for Saturday only (PBOC allows you to buy one or both days), thinking one day would be enough. However, when Saturday was shortened due to lightning, I asked to buy Sunday, and they obliged on the spot.

Sunday was a beautiful weather day and not too hot! What often happens, and that day happened to me, was temporarily forgetting what I learned the previous day, otherwise known as a "sophomore slump." This is not uncommon for someone who first comes to a track, so I was not disheartened and prevailed despite it. I attempted to go faster with each session.

Unfortunately, going so much faster so quickly was more than I could handle. I found myself coming to turn one. (For those who have never been to Sebring, this turn has a late apex around a corner that you can't quite see until you are right on it going in, and you have to get pretty close to a concrete wall.) I came into this turn too fast for my abilities and confidence, and I started to drift. However, I was able to recover and continue around the track.

Looking back, I'm happy this happened, as I have proven to myself that I can handle such a situation, but at the time, my mind would not let it go. I kept thinking about what I did wrong instead of thinking about the turn that I was currently in. Bert correctly made me go back in and wait for the next session.

Bert had his time to go out on track for his session immediately afterwards, and I asked to come with him. Bert is an excellent driver and he was trying to improve his time around the track. It was beyond thrilling for me. I knew that my next session out was going to be half an hour after we came back, which would give me some decompression time to contemplate and get myself centered. Unfortunately, since there were fewer people on the track, PBOC combined run groups, and when I returned, I was informed that my run group was already out on the track! So, I hopped into Dasher and went out for my



session without any down time.

When you are not starting out with the entire run group, you enter the track just after turn one. I had not done this before, so that was new for me. Combined with just having finished riding with Bert and having my drifting event directly beforehand, I came in to turn three with too much speed. Yep! I began to spin. But I stayed on the track, never stalled, and ended up facing the correct direction. A quick look in my rearview mirror showed the next driver had slowed behind me, and I got moving again. I had just managed a spin without leaving the track itself, so I proved to myself another situation that I can handle. This time I didn't dwell on why I spun and instead thought about the turn that I was currently in.

No, I am not the fastest driver on the track, but I am slowly working on getting faster. Everyone learns at their own pace and my pace is to take small increments, which means going a little faster each time and not a giant leap.

I learned that I loved the 16th turn. I love the fact that you have to swing out to the left past the left gator before making the apex on the right, listening for the rumble of your tires going over the gator strip, and then tracking out full throttle to the left. The 7th turn, also known as the hairpin turn, was not as scary as I thought that it would be. Slow in and swift out, although I'm a little too slow going in... but I'll work on that! ■

Annette is very active in FLC PCA and was co-winner of 2020's "Enthusiast of the Year" award.



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Rick Rehder

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SUV NIGHT AT THE ACE

In April, we celebrated Porsche SUVs. Of the 20 cars entered, First place went to Erika Melendez and her bought-new 2004 Cayenne S "El Gordito" with 167,000 miles. Second was Moe Sautter and her 2021 Macan GTS with 16,285 miles. Third place went to Mike Crocca and his 1-of-863 manual 6 speed 2009 Cayenne GTS's.



LEFT TO RIGHT: MIKE CROCCA,
ERIKA MELENDEZ, AND MOE SAUTTER



991 NIGHT AT THE ACE

In May, we featured the 991 (2012-2017). Out of 26 cars, first place went to Charles New and his 1 of 60, 2016 60th anniversary Club Sport with 5700 miles. Second place went to Rick Higley and his compensating 2014 Turbo S. Third place went to Zhen Tang and his 2012 Carrera S with a green wrap that looked like new metallic paint.



LEFT TO RIGHT: ZHEN TANG,
RICK HIGLEY, AND CHARLES NEW

718 NIGHT AT THE ACE

In June, we focused on model 718 (Caymans and Boxsters 2017-2022). First place was Faiscal Aly and his 2021 Cayman GTS. Second place was Randy Olson and his 2017 Boxster S. Third place was Sarah Thompson and her 2019 Boxster GTS.

Special thanks to our sponsor DSF Polish for our Ace Night prizes!



LEFT TO RIGHT: SARAH THOMPSON, FAISCAL ALY, AND RANDY OLSON

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PORSCHE & PUPS

BY ANNETTE VASICKANIN

CHARITY DONATION



PHOTO CURTESY OF SEGD

OUR TURNOUT FOR PORSCHE AND PUPS EVENT at the American Muscle Car Museum (AMCM) held on January 8 raised \$5,670 for The Southeastern Guide Dogs (SEGD).

As many of you know, I love the company of our four-legged friends, so when it comes to philanthropy, I will always gravitate to animal welfare. When I was looking for a good cause for our Citrus Region to raise money, I thought, *guide dogs*.

What many of you do not know about me is that I was born legally blind and have had thirteen eye surgeries. Yes, I see quite well now, but the fear of having no or limited sight has always been in my head. So I chose to look for guide dogs in Central Florida and came upon Southeastern Guide Dogs in Palmetto. It was not until I made contact with them and made my proposal to our then president, Bert Del Villano, that I found out that he himself was a past guide dog puppy raiser! It was an easy fit for both of us!

When I was provided the charity check I thought that it was a perfect time to visit their campus and facilities in Palmetto, Florida. We arrived early in the morning for an interactive show called "Journey Into Darkness" at the Student Center. Due to Covid they had not been able to put on this show for two years, and we went to the first one that they were able to



BERT & ANNETTE PRESENT THE CHECK TO FRANCES MARINARO & A GUIDE DOG AMBASSADOR

carry out.

"Journey Into Darkness" is a sensory experience you put on a blindfold and experience what it would be like to be sight-deprived. It was intense! When we were told to take off our blindfolds, I recognized the voice that spoke. It was Katie and she was with her companion, Bristol! When I created the charity event at AMCM, I embedded a video from Southeastern Guide Dogs in the announcement. Katie and Bristol were in the video. Now, here before my eyes was my inspirational hero. Her vitality and genuine happiness was palpable. Wow!

After the show, Bert and his wife, Ann and I presented the donation to Fran Marinaro, Director of Philanthropy at SEGD. We then enjoyed a tour of the facilities. Our first stop was the Puppy Academy where we saw the neonatal unit with two-week and two-month old puppies. A very knowledgeable employee provided us with a wealth of information on DNA and breeding of the guide/service dogs. They are trying to breed out hip dysplasia amongst many other undesirable traits, so the puppies have the best chance of growing into excellent guide dogs.

We were shown the dormitories that are available

to those who are getting matched with a guide or service dog. If they are a veteran coming to pick up a guide dog, they stay ten days, and if they are sight-impaired, they stay three weeks while they get to know their new companion. These dorms are nicely appointed and each occupant has a private patio with access to the gym. When a client obtains a guide or service dog, there is no charge for the dog, training, stay, or food while they are there. Once they are matched, the dog's veterinary care and food is paid for by SEGD. The charity is 100% supported by grants and donations. Three grant coordinators are on staff.

At this point it was lunchtime and the SEGD provided us lunch, and Fran joined us. They have a comfortable cafeteria available for workers, volunteers, and clients.

Next we stopped at the canine fitness center, which is currently being expanded. They have added a canine pool that has a nice easy walk-in area for the dogs, so that they can slowly go in and out to the deeper end of the pool. The fitness center provides physical therapy to dogs that have suffered injury or undergone surgery. We observed as a dog recovering from recent surgery was lowered into a water tank with a treadmill. This hydrotherapy allows the dog to be walked on the powered treadmill to workout and gain leg muscle. Training for the dogs is done by positive reinforcement, which includes food and a happy statement of 'Yes!' upon successful completion of a task.

We were introduced to several dogs. Ambassador dogs are friendly, not in service, and allowed to be petted. The dogs in training and those in service were considered working, and we were asked to not interact with them, as it could be distracting. It was obvious all



STAR TREK DO STATUE
OUTSIDE THE SEGD

of the guide dogs in training knew they were there for a reason and a purpose!

Southeast Guide Dogs not only transforms the lives of the canines and the clients matched to them, but also transforms the families related to those who have guide or service dogs. For example, if a veteran who is experiencing PTSD requires a service dog, this dog helps allow him to re-enter society with comfort and his or her the family gets their loved one back. Everyone benefits!

If you were unable to go to the Porsches and Pups charity event, please still consider donating to this worthy cause. The SEGD website at guidedogs.org/ways-to-give explains how to donate. Your donations will go to a very good cause!

If you would like to visit the facility yourself and experience "Journey Into Darkness," you can! Please contact SEGD directly and sign up for a show. It is given only on Tuesdays at 9:30 in the morning. There is a minimal fee for the experience. ■



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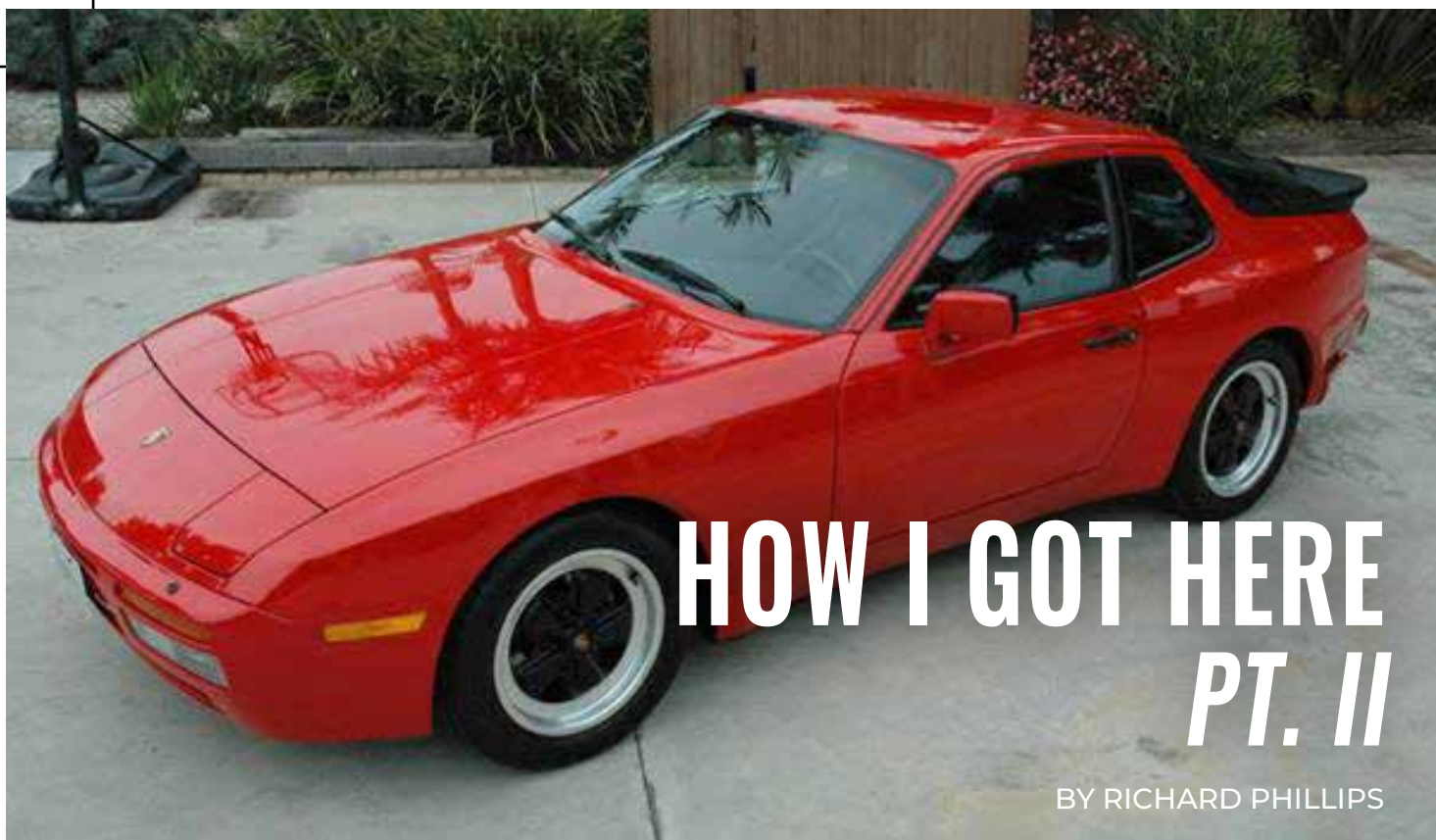
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Holding Pattern: The previous article (Winter '21) outlined my introduction to Porsche and my first purchase of a 1972 914 in Orange. Over the next 27 years a lot of life happened. Marriage, kids, cars, cars and more cars, divorce, more cars and moves, several moves. During that time, I owned a variety of cars, mostly German, VW in particular. I owned a Gen 2 Jetta, a Gen 3 Jetta, 3 Vanagons, a 1999 New Beetle, but nothing could satiate that desire to drive a Porsche once again. There is no substitute!

FINALLY! In 2000 I moved to Oklahoma City for a job change. A few years in, I began looking at used Porsches. Ironically, the 914 that I looked at was owned by an individual willing to take me for a ride, but he wouldn't let me drive

it unless I bought it. I also looked at a 1985 911 Targa, but the color combination just wasn't "me." Eventually I found a 1983 Porsche 944 in the quintessential Guards Red. The outside was beautiful - it had been the local weatherman's baby and he took great care of it. As he was getting married, the Porsche pocketbook was being cut off. Overall, the car was in good mechanical shape, the engine was strong, brakes and shocks were solid. The interior left a lot to be desired, however. Multiple shades of brown - the dash didn't match the carpets, the carpet didn't match the seats, the seats didn't match the vinyl, the... Well, you get the idea.

A 944 is fun to drive and I really enjoyed it as a daily driver. The only issue I ever faced was the starter relay (don't all 944 owners keep a spare in the glovebox?)

This was my opportunity to get to know the PCA. The Oklahoma City PCA, Warbonnet Region, is a very active club. At that time the club had a modest amount of members, but activities were well attended and frequent. They did an autocross monthly, except in the winter, and hosted several other events throughout the year.

I was leery of attending events because my car wasn't very "high end." But joining turned out to be a great decision. I met other people that loved their Porsches; several in similar condition to mine (such as a 928 with no carpet and no back seats - and some paint on the body.) Other friends had cars of various vintages and models - all Porsche models were well-represented with this group.

I made good friends with one gentleman in particular who had, at that time, *thirteen* Porsches,

including a fully restored 356 and the latest model 911. Since then, he's added several to his collection. The element of the club that most impressed me was that everyone was a Porsche person and that made us all equal. Everyone always appreciated and complimented each other's car and talk was always friendly and accepting.



They became a great group of friends and the group a great source of enjoyment.

BUT THEN... One of the hardest things to do to a 944 is to tint that huge curvaceous rear window. Several tinters turned down the work saying that it could only be done in small strips. Finally, I

found a skilled tinter that was able to do the entire window in a single piece and it turned out excellent. A Guards Red 944 with dark tint is beautiful.

But then, just a couple of weeks later - while driving home I was cut off by an SUV that ran a stop sign. Breaking hard, I couldn't avoid collision, and the 944 was totaled. No one was seriously hurt, but I was devastated, this wasn't the nicest Porsche, but it was mine. My insurance company gave me a generous settlement and allowed me to keep the car and part it out, so the search was on for a replacement Porsche.

Whatever did I find? ■

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

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COLLABORATION ON AN INSTRUCTOR SCHOOL

BY BERT DEL VILLANO
CHIEF DRIVING INSTRUCTOR



PHOTO CREDIT: DON BIRDWELL

FLORIDA CITRUS REGION AND ALABAMA REGION

collaborated to hold a PCA/Motorsport Safety Foundation Instructor School on June 17 at Talladega Grand Prix Raceway in Talladega, Alabama. To my knowledge, this was the first dual-region instructor school in PCA.

ALA Region presents four HPDE events a year at Barber Motorsport Park in Birmingham, but has been unable to hold a national PCA-sanctioned instructor school due largely to the expense of renting Barber for a full day to do the required role play sessions on track. I had helped ALA Region do instructor training concurrent with their HPDEs, but doing proper role play scenarios while intermingled with Novice drivers is far from adequate. ALA Region Director of Instructor Training Don Birdwell and I developed an idea to use a second, smaller and less expensive track, TGPR, for a day of training. Since FLC has had a long history of successfully training new instructors, we were granted permission to hold the school at TGPR.

The day began at 6:30 with the usual preambles. Candidates then moved to a series of on-track role play sessions and classroom discussions, all focused on teaching experienced drivers the art of teaching novice drivers how to be safe and fast while driving on a race track. Candidates had over four hours of role play and almost four hours of class in total. Track conditions were brutal, with temperatures close to 100 degrees. Drivers were allowed to run with their windows up and A/C on because of the high risk of medical problems from the high heat.

The school was structured exactly the same as the FLC Instructor Schools we've held at Roebling Road. Mentors from the current FLC and ALA instructor corps drove candidate cars and demonstrated ways to teach various types of novice drivers and show a range of "bad behaviors" that experienced instructors have seen. The emphasis is on keeping future novice drivers safe, showing them how to drive correctly on a race track and still have fun.

We had 13 candidates who enrolled in the school. Many were ALA Region "local instructors" seeking national credentials and others were experienced HPDE drivers seeking instructor credentials for the first time. We expected to graduate all (or nearly all) candidates, and in fact, we did graduate 12 new instructors. Each will receive certification as a Level 2 Instructor with MSF, as well as being listed as a member of the PCA corps of instructors.

I'd like to give a personal thank you to Don Birdwell, Al Ellison, and Mason Beal of ALA Region for many hours of help in presenting the school, and to all the Mentors who endured hours of driving on a very hot track. Moreover, a very special thank you is also due to the FLC instructors who travelled to Talladega to help in the school, including Lyn Perez, Simon Youngman, and Mark Peffen. You guys are the best.

FLC will present its own instructor school on Oct. 7 at Roebling Road. Registration opens July 1 at clubregistration.net. We welcome experienced drivers from all PCA regions and all Marques.



PORSCHE PRESS RELEASE

6/8/22 – STUTTGART

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Communications, Sustainability and Politics, Event and Sports Communications
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All-new Gen3 race car turns first laps on test track

A major step has been taken for the future of Formula E as the all-electric Gen3 race car from Porsche celebrated its eagerly awaited rollout at Weissach on Wednesday. On the test track at Porsche's Development Center, works driver Pascal Wehrlein turned the first laps in the vehicle, which the TAG Heuer Porsche Formula E Team will campaign in the ABB FIA Formula E World Championship from season 9 (2022/2023). With its third generation of vehicles, Formula E enters a new era.

Florian Modlinger, Director Factory Motorsport Formula E: "We took the first step towards Gen3 today, with the successful rollout on our test track at the development centre. I want to thank the team for their huge effort in making this possible. It was a lot of work technologically and operationally to get our new car out on the track for season 9 and to drive the first kilometres. We're now looking forward to the next few days and weeks and to making further progress with the car. We'll work on better aligning the systems and then the car's performance."

The Gen3 sets new technological standards in Formula E: The Gen3 race cars are the fastest, lightest, most powerful and efficient electric race cars ever built. Designed specifically for Formula E street circuits, they also make a big step forward in sustainability. More than 40% of the energy used during a race is produced via regenerative braking. The recycled carbon fibre used in the bodywork construction comes in part from this season's Gen2 cars. Moreover, the Gen3 vehicle is the first formula race car with a front and rear powertrain. The new front powertrain adds 250kW to the 350kW at the rear, more than doubling the regenerative capability of the current Gen2 car to a total of 600kW. The charging time has also decreased significantly. The new ultra-high-speed charging capacity of 600kW represents almost double the power of the world's most advanced commercial chargers.

Porsche and Formula E: As the world's first fully-electric racing series, Formula E has brought dramatic motor racing to the heart of some of the world's most iconic cities since 2014. As an accelerator for innovative and sustainable technologies of mobility, it promotes the worldwide acceptance of electric vehicles with the aim to counteract climate change. The TAG Heuer Porsche Formula E Team currently contests its third season with the Porsche 99X Electric. With a historic one-two result thanks to Pascal Wehrlein and André Lotterer in the Porsche 99X Electric, the TAG Heuer Porsche Formula E Team celebrated its greatest success to date in Mexico on 12 February 2022. With the all-electric Taycan, Porsche supplies the safety car this season and thus underlines the importance of Formula E for Porsche Motorsport. ■



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"This is the day the Lord has made; let us rejoice and be glad in it"
Psalm 118:24

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